



PHASE 6A TRANSPORT STATEMENT

Green Park Village, Phase 6

Prepared for: St Edward Homes
Issue 3: 06 June 2017
Ref: FP4160761/DK/008

Document History

Issue	Date	Description	Prepared By	Checked By
1	17 May 17	-	David Kemp	Howard Gell
2	25 May 17	Updated to reflect client comments	David Kemp	Howard Gell
3	06 June 17	Parking provision updated	David Kemp	Howard Gell

Glanville

Glanville Consultants is a multi-disciplinary consultancy with the following expertise:

- Civil and Structural Engineers
- Building Surveyors
- Highway and Traffic Engineers
- Transport Planners
- Land Surveyors
- Building Investigation Experts
- CDM Co-ordinators

For further advice contact:

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

Offices also at:

Cornerstone House
62 Foxhall Road
Didcot
Oxfordshire OX11 7AD

Telephone: 01442 835999
Fax: 01442 258924

Telephone: 01235 515550
Fax: 01235 817799

postbox@glanvillegroup.com
www.glanvillegroup.com

© Glanville Consultants Ltd. All rights reserved.

This report contains confidential information intended solely for the recipient. No part of this report may be copied, reproduced or stored electronically without prior written permission from Glanville Consultants Ltd. This report has been prepared in accordance with the commissioning brief and is for the client's exclusive use unless otherwise agreed in writing. Glanville Consultants Ltd does not accept liability for any use of this report, other than for the purposes for which it was originally prepared and provided. Third parties should not use or rely on the contents of this report without written permission from Glanville Consultants Ltd.

Contents

1.0	Introduction.....	1
2.0	Transport Policy.....	2
3.0	Site Location and Existing Highway Conditions.....	6
4.0	Proposed Development.....	10
5.0	Parking	14
6.0	Trip Generation and Distribution	18
7.0	Highway Impact and Capacity Assessment.....	22
8.0	Sustainable Transport.....	24
9.0	Summary and Conclusions	28

Tables

Table 1:	Speed Surveys on Longwater Avenue and South Oak Way	8
Table 2:	Car Ownership Breakdown.....	15
Table 3:	Consented B1 Office Trip Rates and Trip Generation.....	18
Table 4:	Consented Phase 6 B1 Office Vehicle Trip Distribution	18
Table 5:	TRICS Vehicle Trip Rates for C3 Residential (per dwelling)	19
Table 6:	Proposed C3 Residential Trips (98 Affordable and 285 Private Apartments)	20
Table 7:	Total C3 Residential Additional Trip Generation	20
Table 8:	Proposed Phase 6A Vehicle Trip Distribution	20
Table 9:	Net Change in Vehicular Trips when Compared to Consented Scheme	22
Table 10:	Net Difference in Vehicle Trips at the Junctions (Two-Way Flows)	23

Figures

Figure 1:	Site Location
Figure 2:	Swept Path Assessment
Figure 3:	Visibility Splays
Figure 4:	Proposed Loading Bay Arrangement
Figure 5:	2km Walking Catchment
Figure 6:	5km Cycling Catchment

Appendices

Appendix A:	Proposed Site Layout
Appendix B:	Car Ownership Census Data (Excluding Shared Ownership)
Appendix C:	Car Ownership Census Data (Including Shared Ownership)
Appendix D:	TRICS Report – Private Flats
Appendix E:	TRICS Report - Affordable Flats

1.0 Introduction

- 1.1 This Transport Statement (TS) has been prepared by Glanville Consultants on behalf of St Edward Homes, to support a planning application for the provision of 383 new dwellings on Green Park Village Phase 6a within Reading (i.e. 'the site'). The proposals also include ancillary retail, and a private gym for use by residents and users of the proposed Green Park railway station.
- 1.2 The Phase 6 site has previously received outline planning consent for a 76 residential apartment development with 16,000m² of B1 Office units (DC/10/2172). Taking the previous consented scheme into account and the potential net change in trips, it is considered appropriate for this application to be accompanied by a TS rather than a full multi-modal Transport Assessment in accordance with national and local policy and best practice.
- 1.3 Green Park Village Phase 6a will form a detailed application and represents the conversion of the B1 Office use from the Outline Consent into 383 residential units. The previously consented 76 apartments will be submitted as a Reserved Matters Application as Phase 6b.
- 1.4 This Transport Statement describes the existing use of the site and the scale of the proposed development. The travel generated by the previously consented B1 Office use of the site is also considered in order for the travel demands of the proposed residential development to be assessed against the consented scheme. Matters pertaining to access, parking, traffic generation, servicing and the accessibility of the site by means other than the car are all given consideration.
- 1.5 The scope of this Transport Statement has been agreed with Reading Borough Council (RBC) Highways in a meeting on the 8th March 2017.
- 1.6 The statement follows advice from Central Government in the form of the National Planning Policy Framework [NPPF] (March 2012) and subsequent Planning Practice Guidance [PPG] (March 2014).

2.0 Transport Policy

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 - March 2012).

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 environmental objectives.

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;
- 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 proposed site complies with national policy as it is located near to a frequent bus route and the new Green Park railway station thereby maximising the opportunity for trips to be made on foot, by bicycle and by public transport.

2.6 In addition to this, the transport demands of the proposed development are assessed in this Transport Statement and accompanying Residential Travel Plan thus complying with NPPF policy regarding assessing and managing future travel demand to and from the site.

Local Policy Documents

2.7 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 Borough Council's 'Sites and Detailed Policies Document' (2012);
- Reading Borough Council's Local Transport Plan 3 – 2011 to 2026 (2011).

Berkshire Structure Plan 2001 – 2016

2.8 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)

2.9 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.

- 2.10 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.

2.11 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 Local Development Framework – Sites and Detailed Policies Document (October 2012)

- 2.12 This document sets out the detailed policies utilised by RBC when considering planning applications. The policy relating to transport and the proposed school development 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;
 4. For non-residential uses, off-street servicing would be provided.

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

- 2.13 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.

- 2.14 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

- 2.15 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.
- 2.16 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 Highway Conditions

Site Description

- 3.1 The Green Park Village (GPV) development site is situated to the north of the existing Green Park Business Park, on the northern side of Longwater Avenue in the south western corner of Reading. The residential development received Outline consent in 2010 (planning reference 10/2172) and included 657 residential units, a new primary school, an Extra Care Home and B1 Office use.
- 3.2 The proposed Phase 6 site is located within the western half of the St Edward Homes GPV development. It is situated between the current lake and the Reading to Basingstoke railway line, adjacent to the proposed location of the consented Reading Green Park railway station.
- 3.3 The site is currently used as a work and storage area for the preceding GPV development phases. The location of the site within the Green Park Village development is shown in Figure 1.

Existing Highway Conditions

- 3.4 Vehicular access to the Phase 6 site is via the proposed Flagstaff Road (formerly known as Station Road) which connects to Longwater Avenue and South Oak Way, the main roads through the Green Park Business Park. These roads link to the A33 which provides a major connection between central and southern Reading and the M4 junction 11.
- 3.5 Whilst Flagstaff Road has not been constructed as yet, the road has received planning consent as part of the approval received for the 2010 GPV outline application and the railway station development. Consequently, for the purpose of this assessment, it has been considered to be existing highway.
- 3.6 The road will provide a 7.3m wide link between Green Park railway station and Longwater Avenue with 3m wide footway provision on the northern side of the carriageway. This road runs to the south of the existing lake and will provide a bus and vehicle link to the railway station.
- 3.7 Flagstaff Road will connect to Longwater Avenue via an existing roundabout. This roundabout has a diameter of 40m and there are splitter islands on each approach. There is a 25m diameter central island which has a vegetation centre and a grass verge around the edge.
- 3.8 This junction is situated adjacent to the 129 bed Extra Care Home currently under construction and the proposed site of the future Green Park Village Primary School and Nursery. The roundabout is also located between 300 and 350 Longwater Avenue.
- 3.9 Longwater Avenue forms the northern and western boundary of the Green Park Business Park. It currently provides access to 100 to 350 Longwater Avenue and the previously consented, but yet to be built, B1 office units at numbers 400 to 500. This road connects to the A33 at the signalised Bennet Road / Northern Way roundabout in the north eastern corner of Green Park Business Park.

- 3.10 In the vicinity of the Flagstaff Road roundabout, Longwater Avenue takes the form of a single carriageway two-way road. It is approximately 10m wide with a 1.3m central strip constructed out of block paving. The road is currently private and managed by Green Park. RBC Highways have confirmed that there are no current plans for the roads within Green Park to be adopted.
- 3.11 Longwater Avenue currently does not have any parking restrictions along its length and it provides vehicular access to the Office car parks within the northern side of the Business Park. These office buildings currently have spare capacity within their car parks. However, Green Park have confirmed that the number of employees within these buildings will be increasing in the near future and consequently, the spare capacity of these car parks will decrease. As this spare capacity decreases, and the number of residential dwellings increase, there may become a need for parking restrictions along the local highway network in the future, particularly in the vicinity of the school.
- 3.12 To the east of the site, Longwater Avenue widens to a dual carriageway approximately 17.6m wide with a 3m wide kerbed central island. This section of carriageway also consists of a 1m wide mandatory cycle lane in both directions.
- 3.13 To the south of the site, Longwater Avenue connects with South Oak Way at a small roundabout approximately 600m south of the Flagstaff Road junction. This roundabout will also provide access to Green Park's potential future expansion site to the west of Kirtons Farm Lane.
- 3.14 South Oak Way forms the southern boundary to the Green Park Business Park site. It provides access to the southern end of Brook Drive and the ancillary retail uses including the Nuffield Gym and the local Costco store. The highway also connects to the A33 via a roundabout, however, unlike the northern Longwater Avenue junction, this roundabout is not signalised and consequently queueing is regularly observed during the peak hours.
- 3.15 South Oak Way is approximately 7.3m wide with 1.8m footways on either side of the carriageway. These footways are separated from the live carriageway by a 2m wide grass verge. In the vicinity of the Costco store, a footway is only provided on the northern side of the carriageway.
- 3.16 Longwater Avenue forms part of the Greenwave bus route between Green Park and central Reading and consequently there are bus stops in the vicinity of the GPV site. A bus interchange will be situated outside the proposed railway station. There are further bus stops currently located on Longwater Avenue outside the proposed school site with a second set being located on Flagstaff Road outside the Care Home development. It is anticipated that the opening of the station will result in additional bus routes serving the station and the development.
- 3.17 There will be 2m wide footways provided along the northern side of Flagstaff Road which will link into the existing 1.5m wide gravel footways along the southern side of Longwater Avenue. At various points along both roads, raised uncontrolled crossings will be constructed to provide level access to the bus stops, the GPV development and the Green Park pedestrian network.
- 3.18 Green Park Village has been designed to have excellent pedestrian permeability between all aspects of the development, Longwater Avenue and the Green Park station site. It consists of a comprehensive network of footways throughout the

development. These footways have been designed to be between 1.5m and 2.5m wide.

Peak Hours

3.19 For the purposes of this Transport Statement, it has been assumed that the highway peak hours are as follows:

- AM Peak – 8am to 9am; and
- PM Peak – 5pm to 6pm.

Highway Speeds

3.20 Longwater Avenue and South Oak Way have a posted speed limit of 25mph. This increases to 40mph on the approach to the A33 junctions. A speed survey was undertaken for a continuous week as part of the Noise and Air Quality assessment. This survey indicates that the observed speeds on these links to be as follows:

Table 1: Speed Surveys on Longwater Avenue and South Oak Way

Link	Direction	Average Speeds	85%ile Speeds
Longwater Ave between A33 & Brook Drive	Eastbound	22.2	28.7
	Westbound	26.1	30.8
Longwater Ave between Brook Drive & Northern Rbt	Eastbound	31.6	38.3
	Westbound	26.9	34.7
Longwater Ave between Northern Rbt & Brook Drive	Northbound	26.5	33.7
	Southbound	28.0	35.4
South Oak Way between Brook Drive & Costco	Eastbound	25.0	30.8
	Westbound	24.2	30.1
South Oak Way between Costco & Hurst Way	Northbound	25.5	31.4
	Southbound	28.2	33.8
South Oak Way between Hurst Way & A33	Northeastbound	22.5	27.6
	Southwestbound	25.4	29.7

3.21 The 85%ile speed survey results shown within Table 1, indicates that the posted speed limits on both Longwater Avenue and South Oak Way are generally not complied with. It is considered that this because the roads are straight and wide and have been designed to accommodate future expansion of the Park. However, this non-compliance is not considered to be a significant issue because there have been no accidents on these links during the latest five-year period. Consequently, there is no evidence in this location that speeding is a safety concern.

Road Safety

- 3.22 An online review of accidents utilising the CrashMap website (www.crashmap.co.uk) has been undertaken. This is based on an agreement with RBC Highways at a meeting on the 8th March 2017.
- 3.23 The CrashMap website provides accident data for a five year period between 1st January 2012 and 31st December 2016. This data indicates that there have been no accidents on Longwater Avenue or Brook Drive during this five year period. At the time of writing, Station Road has not been built and consequently, there have been no accidents on this link.
- 3.24 The closest accidents to the site occurred at the two Longwater Avenue roundabouts with the A33 and at the South Oak Way junction with Hurst Way, near the Madejski Stadium.
- 3.25 In conclusion, therefore, it is considered that the highway in the vicinity of Green Park Village Phase 6a is not defective or unsafe.

4.0 Proposed Development

- 4.1 St Edward Homes are proposing the development of the Phase 6 site situated within the western half of the Green Park Village development within south west Reading. The site is situated between the existing lake and the consented Green Park railway station and will be accessed via Flagstaff Road.
- 4.2 The Phase 6 site has previously received planning consent for the provision of 76 apartments and 16,000m² of B1 Office use (planning reference 10/2172). This consented scheme included ancillary retail provision for the office workers, residents and station users.
- 4.3 The current Phase 6 proposals include the retention of the consented apartments within Blocks A to D (178 apartments) and the associated ancillary use, whilst the B1 Office land use will be replaced with an additional 281 apartments. This would bring the total number of apartments to 459. Due to the proposed change in use of the site, it is proposed to submit two separate planning applications. These applications are as follows:
- Phase 6a – Full planning application for the change in use of the consented B1 Office use to 281 residential apartments; and
 - Phase 6b – A Reserved Matters Application (RMA) for the previously consented apartments in Blocks A to D.
- 4.4 Whilst the above applications will be submitted separately, they will be inextricably linked as each application is reliant on the other for certain aspects for example the car parking for Phase 6b forms part of the Phase 6a application. The rest of this Transport Statement focuses on the Phase 6a application, however, specific mention will be made when the proposals also relate to and impact on the Phase 6b RMA application.
- 4.5 The Phase 6a proposals include a mix of affordable and private dwellings and a mix of dwelling sizes. These proposals are as follows:
- 25 no. 1-bed affordable apartments;
 - 73 no. 2-bed affordable apartments;
 - 76 no. 1-bed private apartments;
 - 105 no. 2-bed private apartments; and
 - 2 no. 3-bed private apartments.
- 4.6 In addition to the above there will be an additional 870m² of ancillary uses located in the north western corner of the site, adjacent to the railway station. These will be for the use of residents and station users only and consequently will not generate additional trips to the site. These ancillary uses are as follows:
- A private gym of 313m²; and
 - Retail provision of 557m².
- 4.7 The 281 apartments identified above will be split into three apartment blocks, each separated by a landscaped area for the enjoyment of the residents. The Phase 6 apartment blocks are as follows:
- Block A – 40 private apartments;

- Block B - 40 private apartments;
- Block C - 40 private apartments;
- Block D - 58 private apartments;
- Block F - 73 private apartments;
- Block G - 110 private and 14 shared ownership apartments; and
- Block H - 84 affordable apartments.

Blocks A to D form part of the Phase 6b RMA application whilst Blocks F to H form the detailed Phase 6a application.

- 4.8 The four latter blocks (Blocks D to H) will be located on top of a podium structure, with car parking situated underneath. This car park will consist of allocated spaces. The proposed site layout has been provided within Appendix A.

Access

- 4.9 Vehicular access to the site will be via the proposed Flagstaff Road. Access to the site will then be via a priority T-junction, situated opposite the proposed station car park, which leads onto the Crescent Road. This junction received planning consent as part of the station application as it also provides access to the station's drop-off zone and disabled car park.
- 4.10 On the eastern side of Crescent Road, approximately 25m north of the junction with Flagstaff Road, is a 32 space car park for the residents of Block A.
- 4.11 Vehicular access to the car park underneath the podium will be via the 5.5m wide Crescent Road. This road will provide refuse vehicle access to the site and will provide access to 57 perpendicular parking bays on the western side of the road. In the vicinity of the perpendicular parking bays, the carriageway will widen to 6m to provide sufficient space for vehicles manoeuvring into the spaces.
- 4.12 The Crescent Road and the parking bays will be hidden from people looking at the site from the direction of the lake by the provision of a ha-ha on the eastern side of the carriageway.
- 4.13 At the end of the Crescent Road will be a turning head which will allow a refuse vehicle and a fire tender to turn around and leave the site in forward gear.
- 4.14 As with the rest of the Green Park Village development, it is proposed that the Crescent Road will have a posted speed limit of 20mph. The presence of a chicane adjacent to Block H will assist in reducing traffic speeds.
- 4.15 There will be two access junctions providing access and egress into the podium car park. Figure 3 indicates that these junctions have the required visibility splay (2.4m x 25m) for a 20mph road. However, on the exits of the podium car park, the parking bays encroach into the visibility splay. It is considered, however that this does not significantly impede visibility splay as parked cars can sometimes be seen through and are liable to move and consequently there will be times when visibility is not adversely affected. This is particularly during the day when some residents will have driven to work.

- 4.16 Visibility for vehicles egressing the southern access to the podium car park might be impacted by the two trees currently proposed to be situated adjacent to the junction, however, Manual for Streets identifies that the impact of street trees should be assessed in terms of their impact on the splay. It is considered that these trees would not have a significant adverse impact on visibility as vehicles on Crescent Road will be travelling at 20mph and will have just negotiated the chicane. Visibility will be achievable around the tree trunks and regular maintenance of the trees will ensure that the vegetation does not encroach below the driver's eye line. As these trees are new, the positioning of the trees can be adjusted during the detailed design stage if the safety audit identifies a particular issue with visibility.
- 4.17 Crescent Road will have a 2m wide footway on the western side of the carriageway between Flagstaff Road and Block H. Adjacent to Block H, this footway will provide a connection to the public square leading to the station and the adjacent ancillary uses. Outside Block H, pedestrians will be able to cross Crescent Road to follow the public realm to the lake edge.
- 4.18 A swept path analysis has been undertaken to demonstrate that the site can be accessed by emergency and refuse vehicles to the required standards. Figure 2 shows swept path analysis of the proposed development.

Emergency Access

- 4.19 It has been agreed with RBC Highways that an emergency access to the station via the northern side of the development is no longer required. However, as part of the Phase 3c application, it is proposed that the footway / cycleway to the north of the lake will provide an emergency access to the north-east corner of the Phase 6 site. A turning head will be provided adjacent to Block D, which will allow fire tenders to turn around and leave in forward gear.

Refuse Collection

- 4.20 Manual for Streets (DfT, 2007) recommends the following in relation to refuse collections for residential developments:
- maximum reverse distance of 12m for refuse collection vehicles, although longer distances can be considered if reversing routes are straight and free from obstacles or visual obstructions;
 - residents should not be required to carry waste more than 30m to the storage point; and
 - refuse collection vehicles should be able to get to within 25m of the storage point.
- 4.21 It is proposed that all servicing will occur on the Crescent Road, which follows the front of the podium. This will ensure that refuse vehicles do not need to access the car park underneath the podium. To ensure that the refuse arrangements accord with the Manual for Streets requirements identified above, the bin stores for each of the block will be located at the end of each block adjacent to the Crescent Road.
- 4.22 A turning head has been provided adjacent to Block D, the block nearest to the lake, to allow for refuse vehicles and emergency vehicles to turn. This will ensure that they are able to enter and leave the site in forward gear in accordance with paragraph 4.16 of Manual for Streets and Reading Borough Council's 'Waste Management Guidelines'.

- 4.23 A swept path assessment has been undertaken to ensure that sufficient turning space has been provided and this analysis has been provided within Figure 2.
- 4.24 RBC's 'Waste Management Guidelines for Property Developers, Architects, Planners and Contractors' has been consulted in order to identify the correct dimensions of refuse vehicles used within Reading and a representative vehicle identified for the swept path assessment.

Delivery Vehicles

- 4.25 The Phase 6a application includes the provision of 870m² of ancillary retail use. Consequently, it is proposed to provide an off-carriageway loading bay for a 10m Rigid Heavy Goods Vehicle. This bay will be situated off the Crescent Road and adjacent to Block H. A swept path assessment has been undertaken which shows that a 10m Rigid vehicle would be able to turn within the proposed Crescent Road turning head. Figure 4 shows the proposed loading bay arrangement and the associated swept path assessment.

5.0 Parking

5.1 Whilst this Transport Statement reflects the proposed Phase 6a development, the parking provision for the Phase 6b RMA is intrinsically linked to the detailed application, as the consented apartment blocks will also require parking underneath the Phase 6a podium. Consequently, this section of the report refers to the parking provision for the full Phase 6 site. The approach towards parking described within this Section, has previously been agreed with RBC Highways in an email dated 20th April 2017.

5.2 In order to determine the appropriate level of parking for the Phase 6 application, Reading Borough Council's 'Revised Parking Standards and Design SPD' (October 2011) has been assessed. This document states that the parking provision should be calculated based on accessibility and the predicted level of car ownership.

5.3 Figure 1 of RBC's Parking Standards, identifies that the Green Park Village site is currently situated within Accessibility Zone 3. This zone relates to a 'Secondary Core Area' and is described as:

'Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes' whilst 'walking and cycling can play an important role in these areas'.

5.4 This Accessibility Zoning does not, however, take into account the proposed Green Park railway station will be situated adjacent to the proposed apartment blocks. Consequently, it is considered that the site would move into a zone with sustainable accessibility at a similar level to sites within Accessibility Zone 2. This zone is described as:

'Typically this zone is well served by public transport, with buses continuing into or out of the Central Core Area via this this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station or Reading West station. Future growth in these areas is likely to be more mixed....with larger amounts of residential than commercial space'.

5.5 Whilst it is acknowledged that the site does not directly surround the Central Core Area, it is considered that accessibility to the site by sustainable modes would significantly increase, particularly if the future MRT link is realised. It is also considered likely that the bus routes and frequencies will increase in order to serve the new station.

5.6 The remainder of this section describes the parking provision for the site in relation to the site being based within Accessibility Zone 2.

Car Ownership Data

5.7 Green Park Village is situated within the Whitley ward and therefore, in order to understand existing car ownership levels within this area, Census data has been obtained for both the 2001 and 2011 Census. A copy of this data has been provided within Appendix B.

5.8 The Census data indicates the following:

- In 2001, 75% of households owned fewer than two cars and 49% of affordable households, including shared ownership dwellings, owned no cars.
- In 2011, 74% of households owned fewer than two vehicles whilst 48% of affordable households owned no cars. This figure excluded shared ownership households as the 2011 Census did not provide a separate car ownership breakdown for this type of tenure.

5.9 In order to calculate the car ownership of Shared Ownership properties, a more detailed tenure breakdown has been extracted from the 2011 Census (see Appendix C). This data showed that in 2011, 4% of dwellings were in shared ownership. This equates to 192 dwellings.

5.10 In order to apply a car ownership breakdown to the shared ownership dwellings, the total breakdown of all households in 2011 has been compared against the 2001 data. This comparison is shown in Table 2.

Table 2: Car Ownership Breakdown

Data		No Car	1 Car	2+ Cars	Total
2001 Census	Total	1,206	1,674	956	3,836
	Percentage	31%	44%	25%	100%
2011 Census	Total	1,228	2,027	1,148	4,403
	Percentage	28%	46%	26%	100%

5.11 The breakdown shown in Table 2 indicates that the 2011 car ownership proportions for all dwellings are comparable to the 2001 data and consequently the 2001 Shared Ownership breakdown can be applied to the 2011 data. In 2001, 16% of shared ownership households owned no vehicle and when this is applied to the 2011 data, it equates to 45% of affordable properties who do not own a car.

5.12 It is important to note that this Census data relates to the Whitley ward. This ward is currently situated within Accessibility Zone 3 and therefore has reduced access to sustainable transport modes when compared to the Green Park Village site. Consequently, it is considered that these car ownership levels would be adversely impacted by the reduced public transport provision currently experienced in the Ward.

Parking Provision

5.13 To ensure that views across the lake are unimpeded by a large car park, it is proposed to locate the majority of parking bays for the development below the podium. Whilst this hides them from sight, it also restricts the number of spaces that can be provided due to the structural elements of the construction. In order to provide spaces in accordance with RBC recommended parking bay dimensions of 2.5m x 5m, a total of 428 parking bays can be accommodated within the Phase 6 car park. Out of these, 330 will be located underneath the podium, 66 along the Crescent Road and 32 within the Block A car park.

5.14 Out of the 428 spaces, 417 will be for residents of the development. Out of these, 361 will be allocated to private residents. This equates to a ratio of one space per

private dwelling. When taking into the account the 2011 car ownership data, 45% of affordable dwellings did not own a car. Consequently, it is considered that a provision of one space for every two affordable dwellings would be appropriate, particularly due to the increased accessibility of the site when compared to the other residential areas within Whitley. The remaining 56 spaces will therefore be allocated to the affordable dwellings which equates to a ratio of 57% of affordable dwellings with a parking space. It is considered that, due to the improved accessibility of the site compared to the rest of Whitley, this provision is unlikely to result in parking spilling over on to the local highway network.

- 5.15 Potential overspill parking will be monitored and strictly managed. There will be parking restrictions throughout the Green Park Village site to ensure that parking does not occur on the surrounding highway network.

Visitor Parking

- 5.16 The remaining thirteen spaces identified out of the aforementioned 428 parking spaces will be unallocated and will be for the use of visitors. The majority of these spaces will be located along the Crescent Road between Blocks F and G.
- 5.17 It has been agreed with RBC Highways that if additional visitor spaces are required, then these could be provided by the adjacent station multi-storey car park on Flagstaff Road which would become a dual use car park.
- 5.18 Accessibility Zone 2 requires the provision of one visitor space for every ten apartments. Consequently, based on the 459 flats within the full Phase 6 development, approximately 33 spaces would be required within the 242 space station multi-storey car park. It is considered that the majority of visitors would be accessing Phase 6 during the evenings and at weekends and consequently, there is likely to be free space within this car park at these times.

Disabled Bays

In accordance with the Reading parking standards no allocated disabled parking will be provided for residents, although bays at the end of the rows near to the building entrances could potentially be allocated if required to provide disabled users additional space. Likewise, the two bays at the end of the visitor parking bay row could be allocated to disabled users if required.

Electric Vehicle Charging

- 5.19 As the provision of electric vehicle charging points is not specified within the RBC parking standards, St Edward Homes are proposing to install an electric vehicle charging bay as part of the unallocated visitor spaces.

Cycle Parking

- 5.20 The RBC parking standards states that for one and two bed flats, there should be one cycle space for every two flats, whilst one space should be provided for every three bed apartment. The Phase 6 development will be providing at least one space for every apartment. This exceeds the standards required by RBC.

-
- 5.21 It is currently proposed to provide these cycle spaces as a mixture of Sheffield stands and Dutch Two Tier racks, which provides double stacking of bicycles. The majority of the cycle parking will be located centrally within the car park underneath the podium, with additional spaces situated in the north eastern corner of the car park and within Block H. The Block H parking will also be accessed via the car park. Locating the spaces underneath the podium and within the residential blocks will ensure that the parking is covered and secure.

6.0 Trip Generation and Distribution

- 6.1 This section describes the predicted traffic generation of the proposed development and compares it against the trips predicted as part of the outline consent.

Traffic Generation

Consented B1 Office Trips

- 6.2 In 2010, the Phase 6A site received outline planning consent for 16,000m² of B1 Office units (DC/10/2172). In order to identify the potential net change in trips resulting from the proposed change in use to residential dwellings, the consented trip rates and trip generation has been extracted from Tables 7.4 and 7.5 of the original Green Park Village Transport Assessment. The trip rates and trip generation utilised within the outline consent is shown in Table 3.

Table 3: Consented B1 Office Trip Rates and Trip Generation

	Trips Rates (per 100m ² GFA)			Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	1.395	0.220	1.615	223	35	258
PM Peak (17:00-18:00)	0.170	0.670	0.840	27	107	134
Daily (07:00 to 19:00) ¹	16.980	16.220	33.160	2,717	2,595	5,306

- 6.3 Table 7.6 within the original Outline Transport Assessment assigned the B1 Office trips to the network utilising the approved Peter Brett Associates Green Park Traffic Model. This assignment indicated that 80% of employment trips utilised the northern junction with the A33, whilst 20% utilised South Oak Way and the southern junction. Consequently, consented distribution is shown in Table 4.

Table 4: Consented Phase 6 B1 Office Vehicle Trip Distribution

Land Use	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Longwater Avenue North	178	28	22	86	2,174	2,076
Longwater Avenue South	45	7	5	21	543	519

Proposed Residential Trips

- 6.4 The current Phase 6a proposals involve the changes of use of the development from B1 Office use to 281 residential apartments. The Phase 6b RMA application includes 178 apartments, 76 of which were included within the Outline application.

¹ Daily trip rates are taken from the TRICS outputs provided within Appendix F of the Outline Transport Assessment

Consequently, a revised trip generation assessment has been undertaken to assess the impact of the additional 383 apartments associated with the Phase 6 development.

6.5 To identify the potential trip generation associated with the proposed residential dwellings, trip rates have been extracted from the TRICS database for the C3 residential uses. As the development will be formed of a mixture of Affordable and Private flats and houses, the trips rates have been extracted based on the following land uses:

- Affordable Mix of Flats and Houses; and
- Private Houses.

6.6 The Private Flat sites have been selected from TRICS based on the following parameters:

- Selected areas include the South East, East Anglia, East Midlands and the West Midlands;
- Weekday surveys only; and
- Sites situated within Edge of town and Suburban Area locations.

The Affordable Flat sites have been extracted for the whole of England as this provided a worst case trip rate. The rest of the selection parameters remained as above.

6.7 The TRICS analysis for the aforementioned residential land uses are shown in Table 5 and the result printouts has been provided within Appendix C and D respectively.

Table 5: TRICS Vehicle Trip Rates for C3 Residential (per dwelling)

	Affordable Flats			Private Flats		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.089	0.116	0.205	0.055	0.266	0.321
PM Peak (17:00-18:00)	0.137	0.089	0.226	0.241	0.076	0.317
Daily (07:00 to 19:00)	1.579	1.491	3.070	1.739	1.605	3.344

6.8 The trip rates shown in Table 5 have been applied to the proposed dwelling mix and the future residential trip generation associated with the proposed 383 new apartments is shown in Table 6.

Table 6: Proposed C3 Residential Trips (98 Affordable and 285 Private Apartments)

	Affordable Flats			Private Flats		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	9	11	20	16	76	92
PM Peak (17:00-18:00)	13	9	22	69	22	91
Daily (07:00 to 19:00)	155	146	301	496	457	953

- 6.9 These affordable and private residential trips have been combined and the total residential trip generation is shown in Table 7.

Table 7: Total C3 Residential Additional Trip Generation

	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	25	87	112
PM Peak (17:00-18:00)	82	31	113
Daily (07:00 to 19:00)	651	603	1,254

Trip Distribution and Assignment

- 6.10 Vehicular access to the Phase 6a site is restricted to Station Road and Longwater Avenue. These two roads form a loop providing access at both ends to the A33. The northern end of Longwater Avenue connects with the A33 to the north of Reading Gate Retail Park. The southern end of Longwater Avenue connects to South Oak Way at the Brook Drive junction, which then connects to the A33 to the south of Reading Gate Retail Park. Consequently, all traffic will have to utilise either Longwater Avenue or South Oak Way to access the wider highway network.
- 6.11 The consented Outline application identified an assignment of flows onto the highway network using a Green Park traffic model. Consequently, it is considered that the consented assignment identified within paragraph 6.3 above remains valid.
- 6.12 The assignments identified in paragraph 6.3 have been applied to the trips identified in Table 7 and the total trip distribution for the proposed development is shown in Table 8.

Table 8: Proposed Phase 6A Vehicle Trip Distribution

Land Use	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Longwater Avenue North	20	70	66	25	521	482
Longwater Avenue South	5	17	16	6	130	121

Construction Traffic Routing

- 6.13 It is understood that construction traffic routing is often a sensitive issue and therefore it is expected that a detailed Construction Traffic Management Plan (CTMP) would be expected as a requirement of a planning condition. A CTMP would focus on traffic reaching the site via Kirtons Farm Road and Kybes Lane, as with the current Green Park Village development phasing. However, the direction of travel to/from the site would need to be agreed so as to minimise the amount of potential construction traffic travelling through sensitive locations.

7.0 Highway Impact and Capacity Assessment

- 7.1 This section of the Transport Statement identifies the potential impact that converting the consented B1 Office scheme into residential dwellings would have on the local highway network and the potential impact on the operation of the junctions on Longwater Avenue and South Oak Way.
- 7.2 As the Phase 6 development has already received Outline planning consent for 16,000m² of B1 Office, the net difference in vehicle trips following the conversion of the development to residential dwellings has been calculated and is shown within Table 9 below. This net difference excludes the consented 76 apartments.

Table 9: Net Change in Vehicular Trips when Compared to Consented Scheme

	Consented Scheme			Proposed Scheme			Net Difference		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
AM Peak (8am to 9am)	223	35	258	25	87	112	-198	+52	-146
PM Peak (5pm to 6pm)	27	107	134	82	31	113	+55	-76	-21
Daily (7am to 10pm)	2,717	2,595	5,306	651	603	1,254	-2,066	-1,992	-4,052

- 7.3 The net difference in vehicular trips identified within Table 9, indicates that there would be a net decrease in residential vehicle trips when compared to the consented commercial use. Table 9 also indicates that there would be a reversal in the peak direction of trips. This would assist in reducing the impact as the residential flows would be travelling in an opposite direction to the existing Green Park flows.
- 7.4 To assess the net change in trips at the Green Park junctions, a comparison has been undertaken between the Base plus Development flows within the consented scheme and the proposed application. The resulting net difference at each junction has been calculated and the results are shown in Table 10.

Table 10: Net Difference in Vehicle Trips at the Junctions (Two-Way Flows)

Junction	Base Plus Dev ² . - Consented Flows		Base Plus Dev - Revised Flows		Net Difference		Percentage Difference	
	AM	PM	AM	PM	AM	PM	AM	PM
Longwater Avenue / Brook Drive	2,044	1,955	1,927	1,938	-117	-17	-5.7%	-0.9%
Longwater Avenue / GP Northern Plots	1,492	1,397	1,375	1,380	-117	-17	-7.8%	-1.2%
Longwater Avenue / Green Park Access	1,027	1,232	910	1,215	-117	-17	-11.4%	-1.4%
Longwater Avenue / Flagstaff Road	1,123	1,301	977	1,280	-146	-21	-13.0%	-1.6%
Longwater Avenue / South Oak Way	1,017	1,009	987	1,005	-30	-4	-2.9%	-0.3%
South Oak Way / Brook Drive	1,857	1,845	1,827	1,841	-30	-4	-1.6%	-0.2%
South Oak Way / Costco	1,798	1,848	1,768	1,844	-30	-4	-1.7%	-0.2%
South Oak Way / Hurst Way	1,738	1,884	1,708	1,880	-30	-4	-1.7%	-0.2%

7.5 The net difference identified in Table 10 above, indicates that the change in land use of the Phase 6a site would result in a net decrease in two-way trips at the Green Park junctions. Consequently, it is considered that the reduction in trips would have a beneficial impact on the operation of the junctions.

² Flows taken from Figures 8.1 and 8.2 of the original Green Park Village Transport Assessment

8.0 Sustainable Transport

8.1 The site is situated within the north western corner of the Green Park Village development within the south western corner of Reading. It is situated adjacent to the Green Park Business Park and within a ten minute walk of the Madejski football stadium complex. It is therefore considered that there would be excellent accessibility to sustainable travel modes. This section of the report appraises the proposed residential development from the perspective of sustainable travel and general accessibility.

Walking

8.2 It is generally considered that around two kilometres is an acceptable distance for pedestrians to walk to work or nearby facilities and amenities. This distance is illustrative and will vary by individual according to their personal circumstances and by location. With this in mind, Green Park, the Madejski Stadium and Reading Gate Retail Park are all within walking distance of the site. A plan illustrating a two kilometre radius drawn around the site is included within Figure 5.

8.3 On this basis, the following destinations are within walking distance of the site:

- | | |
|---|--|
| - Green Park Railway Station | - Green Park Village |
| - Green Park Village Primary School | - Green Park Village Market Square |
| - Green Park Village Care Home | - Green Park Business Park |
| - Madejski Stadium, Hotel and Conference Centre | - Nuffield Health, Fitness and Wellbeing Gym |
| - Green Park Day Nursery and Pre-school | - Reading Gate Retail Park |
| - Circle Reading Hospital | - Kennet Island development |
| - Tri20 Swim Centre | - Island Sailing Club |
| - Fobney Island Nature Reserve | |

8.4 It is evident from the list above that many facilities and amenities are within the realistic walking distance of two kilometres.

8.5 Green Park Village has been designed to have excellent pedestrian permeability between all parts of the development, Longwater Avenue and the Green Park station site. It will consist of a comprehensive network of footways which have been designed to be between 1.5m and 2.5m wide.

8.6 The Phase 6a and 6b sites will also have good pedestrian connectivity with the surrounding developments and the countryside to the north of the site. A 2m wide footway will be provided along the northern side of the Crescent Road in front of the Podium, between Blocks H and D. This will link the main entrances of Blocks D, F, G and H to the external pedestrian infrastructure and the public square in front of the railway station and Block H.

8.7 There are 1.5m wide gravel footways along the southern side of Longwater Avenue, whilst 2m wide footways will be provided along the northern side of Flagstaff Road between the site and Longwater Avenue. At various points along both Longwater Avenue and Flagstaff Road, there will be raised uncontrolled crossings to provide access to bus stops and the school site.

- 8.8 The signalised roundabout at the junction of the A33 and Longwater Avenue provides a subway on the northern side of the junction and controlled crossings on the southern side. This provides a safe link to the suburb of Whitley, via Bennet Road, approximately 2km to the east of the Phase 6a site.
- 8.9 No controlled crossings are provided at the South Oak Way junction with the A33, although there are uncontrolled crossings with dropped kerbs and tactile paving to assist pedestrians with impairments.
- 8.10 There is a 4m wide footway / cycleway between Green Park Village and the Madejski Stadium which provides a route for potential pedestrians. This route is the nearest Public Right of Way to the site and is referenced as Footpath 11. It is well lit and is covered by CCTV. To access the route from the Stadium car park, there is a flight of approximately 40 steps, which could potentially cause issues for parents with pushchair and buggies and for cyclists.
- 8.11 At Longwater Avenue, Footpath 11 currently follows Smallmead Road to Kirtons Farm Road. It is anticipated that this route will remain, following the construction of the Extra Care Home and will provide a link to Flagstaff Road and Kirtons Farm Road at the existing junction to the south of the Lake. This junction will be closed to traffic and will be made a pedestrian / cycle only link.
- 8.12 The proposed pedestrian infrastructure being provided by both the Phase 6 and the station developments will provide a pedestrian connection between the developments and Footpath 11.

Cycling

- 8.13 It is generally considered that around five kilometres is an acceptable cycling distance to work, local amenities and facilities. This distance is 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, their attitude towards particular travel modes and the cost and time of a journey. A plan illustrating a five kilometre radius drawn around the sites is shown in Figure 6.
- 8.14 On this basis, the following destinations are within cycling distance of the site:
- | | |
|---|-----------------------------|
| - Green Park Village | - Green Park Business Park |
| - Madejski Stadium | - Reading Gate Retail Park |
| - Whitley | - Lower Earley |
| - The Business Park adjacent to the Kennet Island development | - Kennet Island development |
| - Circle Reading Hospital | - University of Reading |
| - Central Reading | - Reading Railway Station |
| - UTC Reading | - Calcot Park Golf Course |
| - Theale | - Burghfield |
| - Shinfield | - Spencers Wood |
- 8.15 Cycle paths have been provided throughout the Green Park site. Longwater Avenue has mandatory on-road cycle lanes between the roundabout access to 200, 250 and 300 Longwater Avenue and the Brook Drive signalised junction.
- 8.16 There is also a 4m wide footway / cycleway between Brook Drive and Longwater Avenue which also leads to the car park outside the Madejski Stadium. This forms

part of the National Cycle Route 23, and is also classified as Footpath 11, which connects central Reading to Basingstoke. In the vicinity of the Stadium, there is a flight of approximately 40 steps, which could potentially cause issues for cyclists easily accessing the stadium and Reading Gate Retail Park.

- 8.17 There are controlled crossings and a subway at the Longwater Avenue junction with the A33 to enable cyclists to traverse the A33 to Whitley via Bennet Road. Bennet Road does not have any cycling provision but there is a footway, approximately 2m wide, on each side of the carriageway separated from the live traffic lanes via a grass verge approximately 2.5m wide.
- 8.18 No controlled crossings are provided at the South Oak Way junction with the A33, although there is uncontrolled provision with dropped kerbs.
- 8.19 Secure on-site cycle parking will be available to all residents.

Buses

Public Bus

- 8.20 The development site is well served by the existing Greenwave bus service. This service operates approximately every ten to fifteen minutes Monday to Friday between Reading Station and Green Park Village, every twenty to thirty minutes on Saturdays and hourly on Sundays. These buses are powered by compressed natural gas.
- 8.21 The site will be situated within a five minute walk of the bus interchange at the adjacent railway station. Additional stops are proposed on Flagstaff Road outside the Extra Care Home development. Real time information is also available via a centralised telephone number using the specific bus stop codes and via the Green Park website.
- 8.22 It is considered that once the railway station is open, the number of bus routes to the station is likely to increase thereby further improving accessibility to the site.

Park and Ride

- 8.23 The Phase 6a site is situated within a fifteen-minute walk of the existing 600 space Park and Ride site outside the Madejski Stadium, where a Greenwave bus will link the Stadium to stops within Green Park, central Reading and Reading Stadium. These buses run every fifteen minutes Monday to Friday and every 30 minutes on Saturdays.
- 8.24 It is understood that as part of the proposed Royal Elm Park re-development of the area around the Stadium, the number of spaces will be reduced from 600 to 100, as the Park and Ride service will be replaced by the new provision at Moreoak to the south of M4 junction 11.

Future MRT Route

- 8.25 Reading Borough Council has confirmed that there are plans for the introduction of a future MRT (Mass Rapid Transport) link between Green Park and central Reading via the proposed station forecourt. It is understood that this will be a dedicated bus lane, which will allow buses to avoid the congestion on the A33.

Rail

- 8.26 The proposed development is situated adjacent to the future Green Park Village railway station. This railway station is due to be completed by spring 2019, before the opening of the Phase 6 development, and will be situated on the main Reading to Basingstoke railway line. Whilst the timetable is yet to be confirmed it is considered that there will be at least a twice hourly service between Reading and Basingstoke.
- 8.27 The station will provide a 242 space multi-storey car park, a bus interchange and a drop-off / pick-up loop.

9.0 Summary and Conclusions

9.1 This Transport Statement has been prepared by Glanville Consultants on behalf of St Edward Homes, to accompany a planning application for a residential development on the Green Park Village Phase 6a site in south west Reading. The principal findings of the assessment are summarised below:

- The proposed Phase 6a development will be situated in the western half of the Green Park Village site between the existing lake and the railway line. It will also be situated adjacent to the proposed Green park railway station;
- The Phase 6 site has previously been granted outline planning consent (DC/10/2172) for the provision of 16,000m² of B1 Office use and 76 apartments;
- The Phase 6a site will consist of 281 apartments and will be linked to the adjacent Phase 6b Reserved Matters Application which will provide an additional 178 apartments. Consequently, there will be a total of 459 apartments within the Phase 6 site as a whole. These apartments will be a mix of affordable and private dwellings and will consist of 1-bed, 2-bed and a few 3-bed units;
- The site will also include 870m² of ancillary retail and a private gym for use by the residents and station users. It is therefore considered that there will be no additional trips associated with these land uses;
- The site is well located in terms of access to sustainable travel modes with the frequent Greenwave bus service stopping at the future bus station adjacent to the railway station. The opening of the railway station will provide a quick traffic-free route into central Reading and Basingstoke. The layout of the development has taken into account the potential future MRT route which will provide a dedicated bus link into central Reading;
- A footway / cycleway will be provided to the north of the lake linking the development to the rest of Green Park Village. This route will double as an emergency route for fire tenders to improve emergency access to Block D within the north eastern corner of the development;
- It is proposed to provide tactile paving and dropped kerbs throughout the development to assist users with visibility and mobility impairments;
- There have been no accidents recorded on Longwater Avenue in the vicinity of the development within the latest five year period. The highway is therefore considered to be operating safely;
- The proposed development will result in a net decrease in trips when compared to the consented Office development. There will be a reduction of 146 and 21 two-way vehicle trips during the AM and PM Peak hours. The two-way daily flows will decrease by 4,052;
- There will be a peak hour reversal in flow direction which will result in the residential trips travelling in a different direction to the trips associated with the adjacent Green Park Business Park. This is liable to have a beneficial impact

on the operation of the highway network and the Green Park junctions when compared to the consented scheme; and

- The development will be accessed via the consented Flagstaff Road. Vehicles associated with the development will access the Crescent Road, running in front of the proposed podium via a priority T-junction consented as part of the station application. The Crescent Road will provide access to the car park underneath the podium and will enable servicing in front of the residential blocks.

9.2 In conclusion, the proposed residential development will result in a net decrease in vehicular trips when compared to the consented scheme. Consequently, it is concluded the Highway Authority should be able to make a positive recommendation to the Local Planning Authority in support of the planning application for the proposed Phase 6a development.



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

Tel: (01442) 835999
Fax: (01442) 258924

Postbox@glanvillegroup.com
www.glanvillegroup.com

- Civil and Structural Engineers
- Building Surveyors
- Highway and Traffic Engineers
- Transport Planners
- Land Surveyors
- Building Investigation Experts
- CDM Consultants