



TRANSPORT STATEMENT
1 - 3 Castle Crescent, Reading

Prepared for: Mr R.W. Brown
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Document History

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1	10 July '15	Draft for Client Approval	Ben East	John Birch
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For further advice contact:

Cornerstone House
62 Foxhall Road
Didcot
Oxfordshire OX11 7AD

Offices also at:

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

Telephone: 01235 515550
Fax: 01235 817799

Telephone: 01442 835999
Fax: 01442 258924

postbox@glanvillegroup.com
www.glanvillegroup.com

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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Mr R.W. Brown to accompany a planning application for the redevelopment of 1 – 3 Castle Crescent, Reading for residential purposes.
- 1.2 This report considers the existing use of the site and the scale of the proposed development. The report also considers access, parking, servicing, traffic generation and future accessibility of the site by all modes of transport.
- 1.3 The content of this report follows guidance contained in Guidance on Transport Assessment, published by the Department *for* Transport (DfT) and considering other local and national policy and guidance.

2.0 Site Location, Description & Proposed Development

Site Location & Description

- 2.1 The site is located to the south-west of the junction of Castle Crescent and Garnet Hill in Reading. A site location is provided at Appendix A.
- 2.2 The site is currently occupied by a Grade II listed building, a derelict outbuilding and a number of lock-up garages. Most recently the main building contained 8 no. bedsits, but the site and buildings are currently vacant.
- 2.3 Vehicular access to the site exists via two simple dropped kerb vehicular crossovers, one at either end of the site frontage to Castle Crescent, which runs west to east adjacent to the site's northern boundary. Castle Crescent is a residential road and is subject to a 30mph speed limit.
- 2.4 On-street parking is permitted along Castle Crescent only within designated areas comprising permit holder only bays located on both sides of the road along the majority its length. Double yellow lines protect the priority 'T' junctions from parked vehicles in the local area, including the Castle Crescent / Garnet Hill junction.
- 2.5 The aforementioned double yellow lines extend across the eastern site access, and there is a marked permit-only bay across the western access. White access protection bar markings are marked in various locations in the locality to deter vehicles from parking across private driveways within the parking bays.
- 2.6 The site benefits from good footway provision in the local area, and is close to a number of on-road and off-road cycle routes forming part of the National Cycle Network. Accessibility is discussed in greater detail in Section 4.

Proposed Development

- 2.7 It is proposed to convert the existing listed building into 4 no. 1-bed and 1 no. 2-bed apartments. The separate outbuilding and garage block are proposed to be demolished to make way for an additional residential block containing 2 no. 3-bed, 2 no. 1-bed and 4 no. 2-bed flats. The proposed site layout is provided at Appendix B.

Access

- 2.8 Vehicular access to the proposed development will be achieved via the existing western-most access onto Castle Crescent. An access protection bar marking will be required within the parking bay, reflecting that provided for the residential site on the opposite side of the road. The eastern access, close to the junction with Garnet Hill, will be retained as a pedestrian and cycle access only.
- 2.9 The continued use of the existing western access to the site is unlikely to raise any significant concerns. Vehicle speeds on Castle Crescent are influenced by the residential nature of the street, the presence of vehicle parking bays on both sides of the road, pedestrian activity and the proximity of the junction with Garnet Hill and are expected to be relatively low, well below the posted speed limit.

2.10 Paragraph 10.5.9 of Manual for Streets 2 advises that *‘unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem’*. Paragraph 10.7.1 also advises that *‘Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems’*.

2.11 Vehicular activity at the site is unlikely to significantly increase post-development, as is discussed in greater detail in Section 3.

Parking Provision

2.12 Car parking will be provided in accordance with Reading Borough Council’s *Revised Parking Standards and Design* Supplementary Planning Document (SPD) adopted in 2011 which sets standards depending on the location within various zones.

2.13 The site lies in ‘Zone 2, Primary Core Area’ as defined in the above document as follows:

“This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station, or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space.”

2.14 Parking standards are set in each zone to reflect access to alternative modes of transport. The standards set for C3 *Residential* are ‘required’ standards and developers must demonstrate there is no detrimental impact on highway safety if a lower standard is proposed. The residential parking standards for Zone 2 are as follows:

- Dwelling Flat 1-2 bed – 1 space;
- Dwelling Flat 3+ bed – 1.5 spaces;
- Dwelling House 1 bed – 1 space;
- Dwelling House 2 bed – 1 space;
- Dwelling House 3 bed – 2 spaces;
- Dwelling House 4+ bed – 2 spaces; and
- Visitor Parking – 1 space per 10 dwellings (Flats only).

2.15 In line with the above standards, 16 spaces are proposed, including six garage spaces, which is considered appropriate given the highly sustainable location. The garages will be a minimum of 3 x 7 metres internally to ensure they are practical for parking, whilst also providing storage. A minimum of 6 metres turning space will be provided to the front of each parking space to ensure the spaces can be easily accessed.

2.16 Secure cycle storage will be provided in accordance with the cycle parking standards also outlined in the SPD.

Refuse Collection

- 2.17 It is anticipated that refuse will continue to be collected from the kerb-side, and a bin store is proposed for this purpose.

3.0 Traffic Impact

- 3.1 This section of the report examines the trip generation for the site under both its extant use and its proposed use as detailed in Section 2. The TRICS database has been interrogated to determine trip rates, selecting site locations with similar characteristics to the development site. Full TRICS data is provided in Appendix C.

Existing Traffic Generation

- 3.2 Despite the site currently being vacant, it is reasonable to assume that it could potentially generate vehicular movements under its permitted use as 8 no. bedsits and garage block. Traffic associated with the latter is difficult to quantify, but the TRICS database has been interrogated under land-use class 'Residential' and the sub-category 'Flats Privately Owned' to in order to estimate traffic associated with the bedsits. The average trip rates and corresponding traffic generation for the existing 8 units are presented in the following tables.

Table 1: Trip Rates – Flats Privately Owned

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.078	0.243	0.321
PM Peak (17:00 to 18:00)	0.191	0.103	0.294
Daily (07:00 to 19:00)	1.271	1.363	2.634

Table 2: Traffic Generation – 8 Units

Period	Traffic Generation Vehicles		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	1	2	3
PM Peak (17:00 to 18:00)	2	1	2
Daily (07:00 to 19:00)	10	11	21

Proposed Development

- 3.3 The average trip rates presented above have been used to calculate traffic generation for the proposed 13 units, as shown in the table below.

Table 3: Traffic Generation – 13 Units

Period	Traffic Generation Vehicles		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	1	3	4
PM Peak (17:00 to 18:00)	2	1	4
Daily (07:00 to 19:00)	17	18	34

Net Traffic Generation

- 3.4 The table below presents the net change in traffic generated between in the existing site and the proposed development.

Table 4: Net Change in Traffic Generation

Period	Traffic Generation Vehicles		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0	+1	+1
PM Peak (17:00 to 18:00)	0	0	+2
Daily (07:00 to 19:00)	+7	+7	+13

Summary

- 3.5 It is evident from the table above that the proposed development of flats in such an accessible location results only in a very modest increase in traffic in the network peak hours and over the course of the day. For example, in the AM peak hour, departures increase by just one vehicle, which will be well within the daily fluctuations experienced on the local highway network and would have negligible impact on the vehicular access to the site.
- 3.6 Mindful also of additional traffic that could potentially be associated with the lock-up garages which could be repaired and leased on an individual basis, the cumulative residual transport impact is not considered 'severe' and therefore the development should be acceptable in transport terms in the context of the National Planning Policy Framework.

4.0 Site Sustainability

- 4.1 This section of the report appraises the site from the perspective of sustainable travel and general site accessibility.

Walking

- 4.2 It is generally regarded that two kilometres is an acceptable distance for pedestrians to walk to work or nearby facilities and amenities. This would suggest that the range of shops, services and employment opportunities available in Central Reading are accessible by foot, as well as other industrial and retail areas further north and residential areas to the west and south, including Southcote.
- 4.3 The site is also within walking distance of both Reading and Reading West railway stations. The nearest bus stops to the site are located between 250 and 400 metres away to the north on the A4155 Castle Hill. Both of these stops well within acceptable walking distance.
- 4.4 The site benefits from good footway provision in the vicinity of the site that offers a comprehensive network of pedestrian routes to local facilities. Footways are generally in good condition with dropped kerb crossings along the main routes.

Cycling

- 4.5 Five kilometres is generally considered an acceptable distance for cycling to work, local amenities and facilities. This would suggest that the suburbs of Tilehurst, Caversham, Woodley and Whitley are all within cycling distance.
- 4.6 Sustrans route mapping highlights a number of on-road and off-road routes in the vicinity of the site and across Reading to the north-east, the nearest being on Wolseley Street around 200 metres to the east. The National Cycle Route 4 is located approximately 450 metres to the east and connects Reading to Basingstoke and is described as 'largely traffic free'.

Public Transport

- 4.7 The site benefits from being located near to excellent public transport links.

Buses

- 4.8 The provision of local bus services in the vicinity of the proposed development is excellent. The nearest bus stops are located on A4155 Castle Hill, a short walk away. The eastbound stop, consisting of a lay-by with flag and timetable information, is a 250 metre walk (three minutes) and the westbound stop which has a shelter, flag and time table information is a 400 metre walk (five minutes). The main bus routes that serve these stops are shown in Table 5.

Table 5: Primary Bus Service Summary – Correct as of September 2015

Service No.	Route Description	Frequency		Operator
		Weekdays	Weekend	
1	Newbury – Thatcham – Theale – Reading	Every 30 mins	Every 30 mins (Sat) Every 60 mins (Sun)	Reading Buses
2/2a	Peppard Common – Central Reading – Mortimer	Every 30 mins	Every 30 mins (Sat) Every 60 mins (Sun)	Reading Buses
26/N26	Reading Station – Calcot Sainsbury's	Every 10 / 20 mins	Every 10 – 30 mins (Sat) Every 60 mins (Sun)	Reading Buses
28/28a	Emmer Green – Reading – Tilehurst – Purley	5 Services per Day	No Service	Reading Buses

- 4.9 Table 5 shows that the bus stops located close to the proposed development site are served by frequent bus services to a number of destinations across Reading and beyond. A school service is also available to Theale Green School.

Rail Services

- 4.10 Both Reading and Reading West stations are located approximately one kilometre to the north-east and north-west of the site respectively. Frequent daily rail services to London Paddington, Bristol, Basingstoke and Oxford are available from these stations.

5.0 Summary and Conclusion

- 5.1 This Transport Statement has been prepared by Glanville Consultants to accompany a planning application for the redevelopment of 1 – 3 Castle Crescent, Reading for residential purposes.
- 5.2 It has been demonstrated that the proposed site access arrangements are suitable for this scale of development and associated modest increase in vehicular traffic, and raises no significant highway safety concerns.
- 5.3 The level of car parking proposed complies with local parking standards and is appropriate for such a sustainable location. The proposed layout provides sufficient turning space such that all vehicles will be able to turn and leave the site in a forward gear.
- 5.4 The site is in a highly sustainable location being within walking distance of the shops, services and employment opportunities located in central Reading. Excellent public transport links are also within walking distance of the site, reducing the dependency on the private car.
- 5.5 In conclusion it is considered that the cumulative residual impact of the development is not severe and thus, in the context of the National Planning Policy Framework, it is considered to be acceptable in highway terms and the highway authority should be able to support the proposed application.

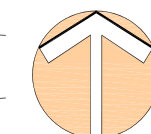
Appendices

Appendix A
Site Location Plan

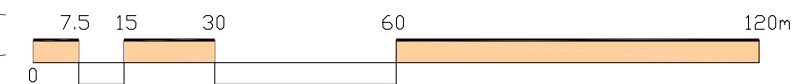


KEY

— APPLICATION BOUNDARY



NORTH



Project
1-3 CASTLE CRESCENT
READING

Drawing Title
SITE LOCATION PLAN

Date AUG_2014	Scale 1:1250@A3	Drawn by SP	Check by ST
Project No 23264	Drawing No SL-01	Revision -	

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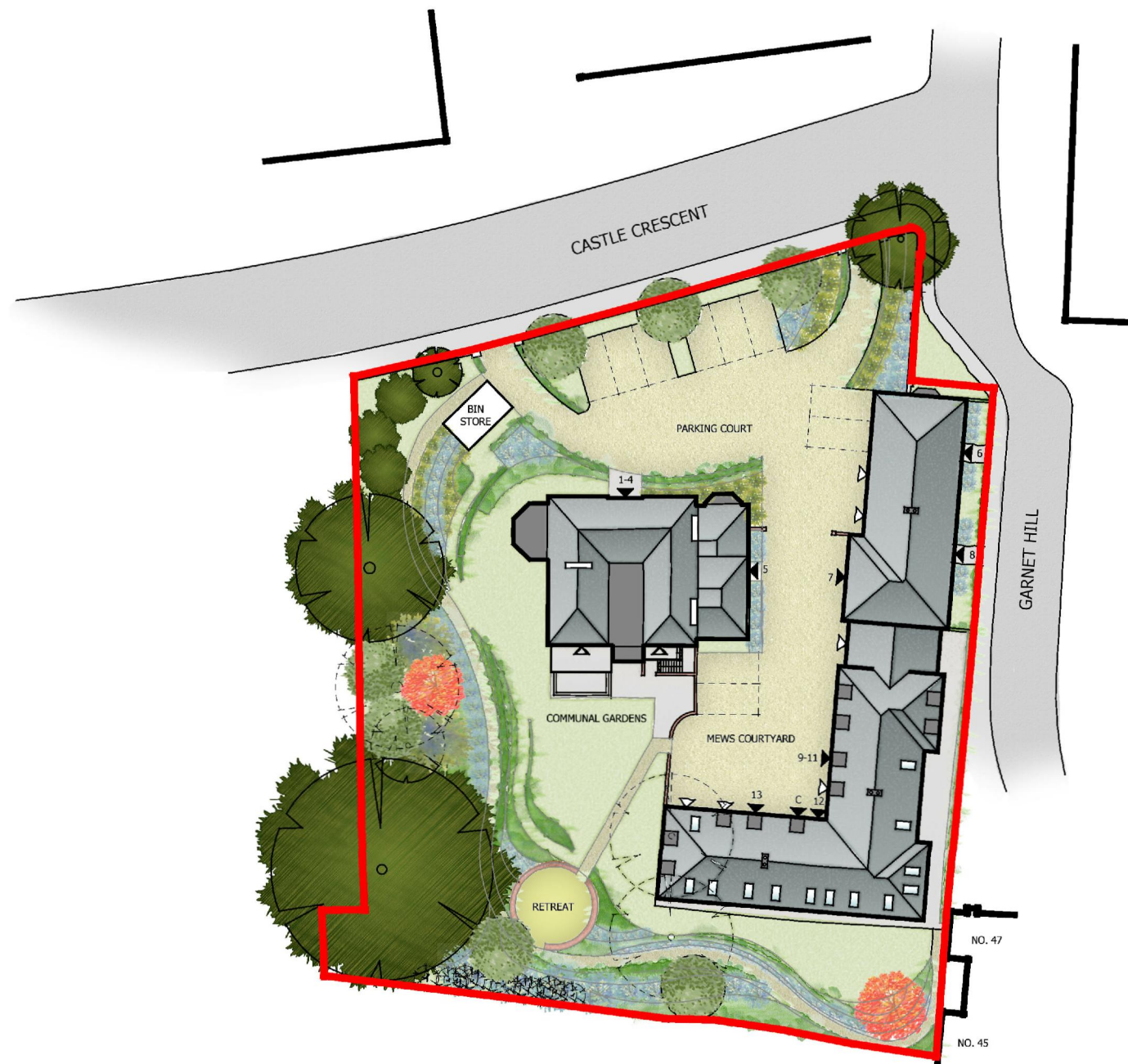
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Appendix B
Proposed Site Layout



KEY:

-  EXISTING TREE
-  PROPOSED TREE - REFER TO LANDSCAPE PROPOSAL DRAWING
-  EXISTING TREE TO BE REMOVED
-  SITE BOUNDARY

Project
**1-3 CASTLE CRESCENT
READING**

Drawing Title
COLOURED SITE LAYOUT

Date	Scale	Drawn by	Check by
JUNE 2015	1:500@A3	JT	SP
Project No	Drawing No	Revision	
23264	CSL-01	-	

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Appendix C
TRICS Output

Calculation Reference: AUDIT-225601-150709-0756

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 6 to 140 (units:)
 Range Selected by User: 6 to 215 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 13/05/14

Selected survey days:

Monday	1 days
Tuesday	3 days
Friday	2 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	6
---------------------	---

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

C3	6 days
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Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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Filtering Stage 3 selection (Cont.):

Car ownership within 5 miles:

1.1 to 1.5

6 days

Travel Plan:

No

6 days

LIST OF SITES relevant to selection parameters

1	CH-03-C-01	BLOCKS OF FLATS		CHESHIRE
	NEW CRANE STREET			
	CHESTER			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	60		
	Survey date: FRIDAY	17/10/08		Survey Type: MANUAL
2	DC-03-C-01	BLOCKS OF FLATS		DORSET
	ABBOTSBURY ROAD			
	WEYMOUTH			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	08/07/08		Survey Type: MANUAL
3	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
4	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
5	SC-03-C-01	FLATS		SURREY
	HEATHCOTE ROAD			
	CAMBERLEY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	140		
	Survey date: MONDAY	21/07/08		Survey Type: MANUAL
6	WM-03-C-03	FLATS		WEST MIDLANDS
	LODE LANE			
	SOLIHULL			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	60		
	Survey date: FRIDAY	21/09/07		Survey Type: MANUAL

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

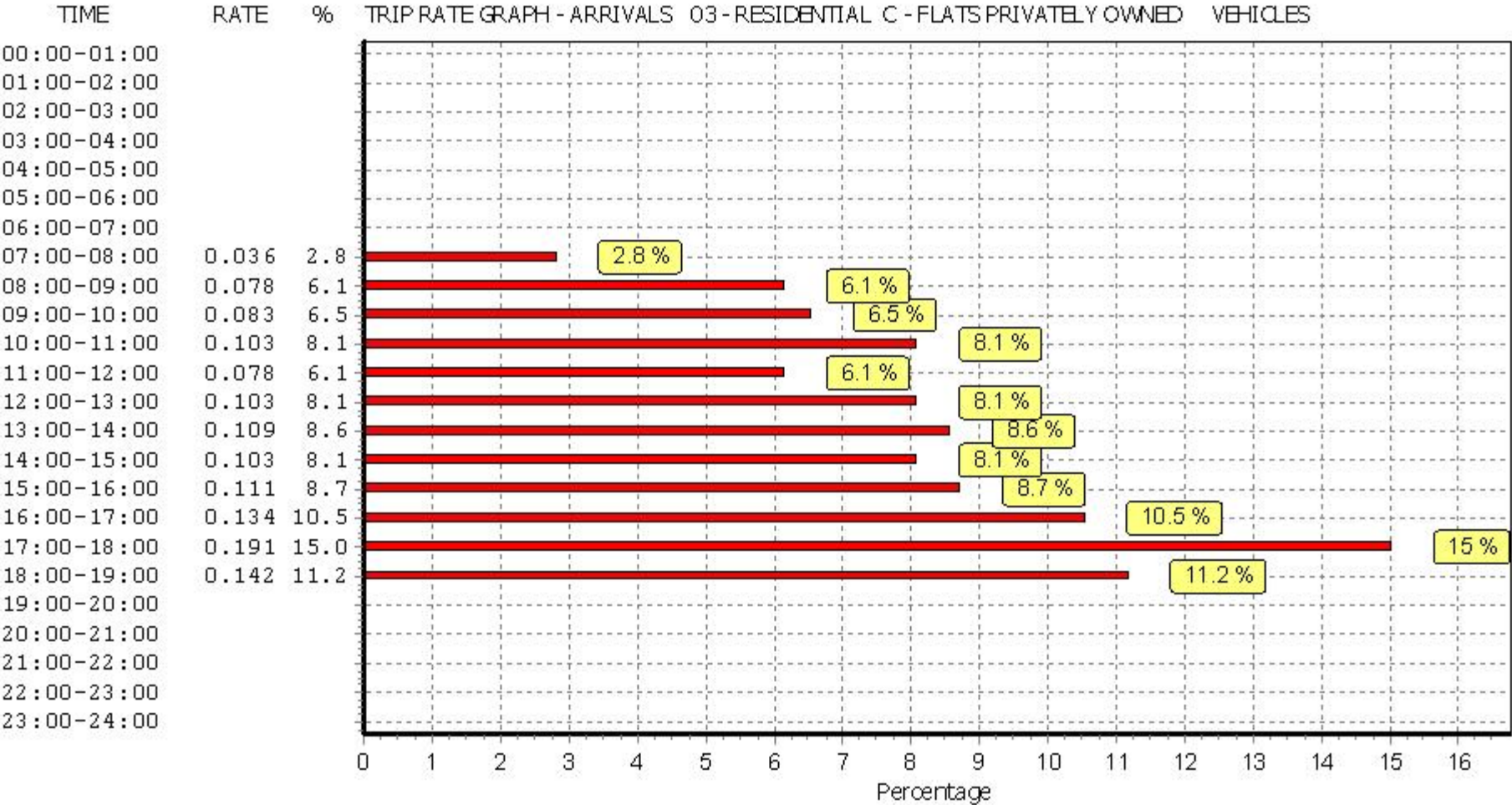
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.036	6	65	0.147	6	65	0.183
08:00 - 09:00	6	65	0.078	6	65	0.243	6	65	0.321
09:00 - 10:00	6	65	0.083	6	65	0.098	6	65	0.181
10:00 - 11:00	6	65	0.103	6	65	0.096	6	65	0.199
11:00 - 12:00	6	65	0.078	6	65	0.083	6	65	0.161
12:00 - 13:00	6	65	0.103	6	65	0.111	6	65	0.214
13:00 - 14:00	6	65	0.109	6	65	0.134	6	65	0.243
14:00 - 15:00	6	65	0.103	6	65	0.101	6	65	0.204
15:00 - 16:00	6	65	0.111	6	65	0.090	6	65	0.201
16:00 - 17:00	6	65	0.134	6	65	0.103	6	65	0.237
17:00 - 18:00	6	65	0.191	6	65	0.103	6	65	0.294
18:00 - 19:00	6	65	0.142	6	65	0.054	6	65	0.196
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.271			1.363			2.634

Parameter summary

Trip rate parameter range selected: 6 - 140 (units:)
 Survey date range: 01/01/07 - 13/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

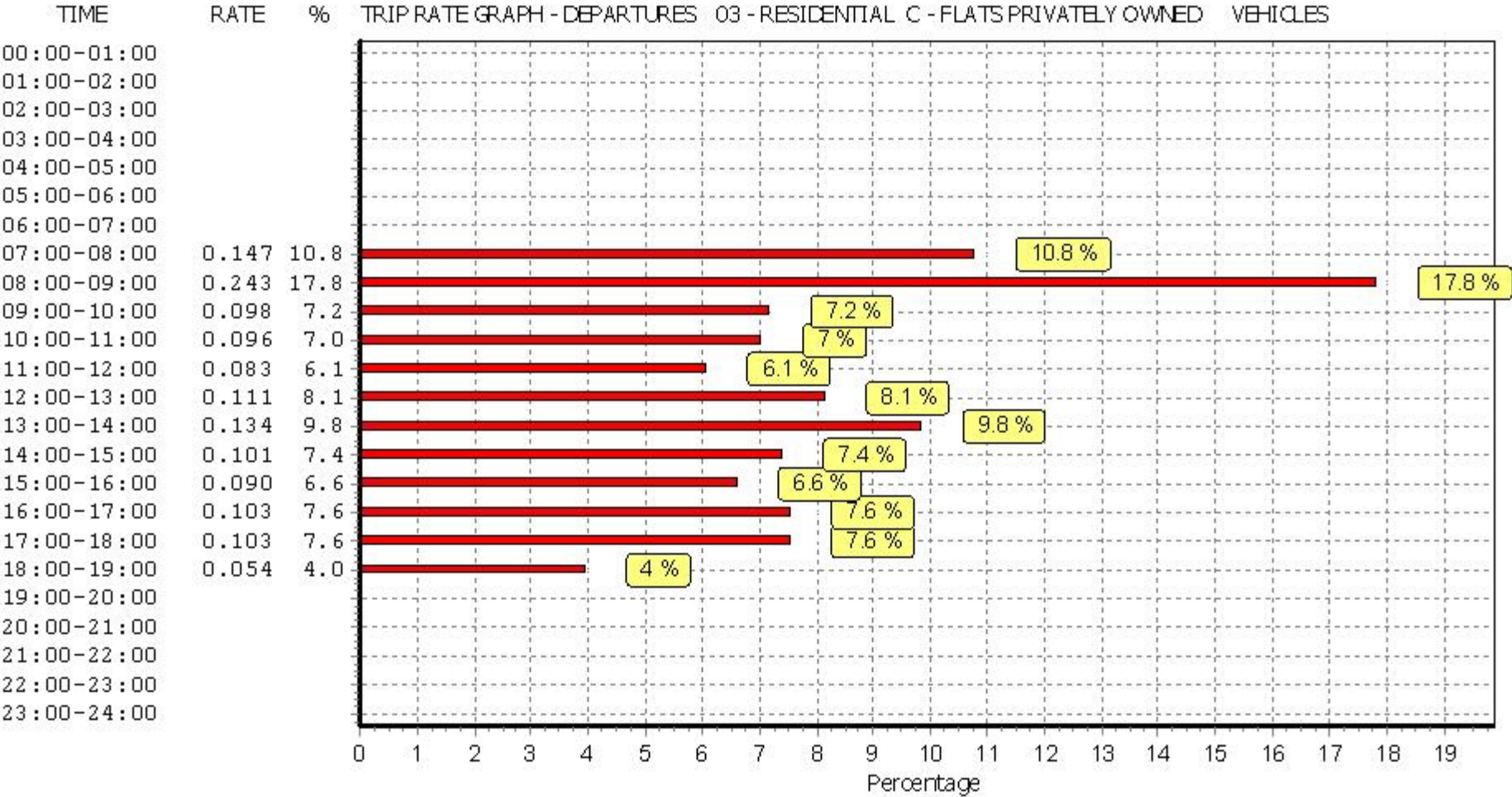
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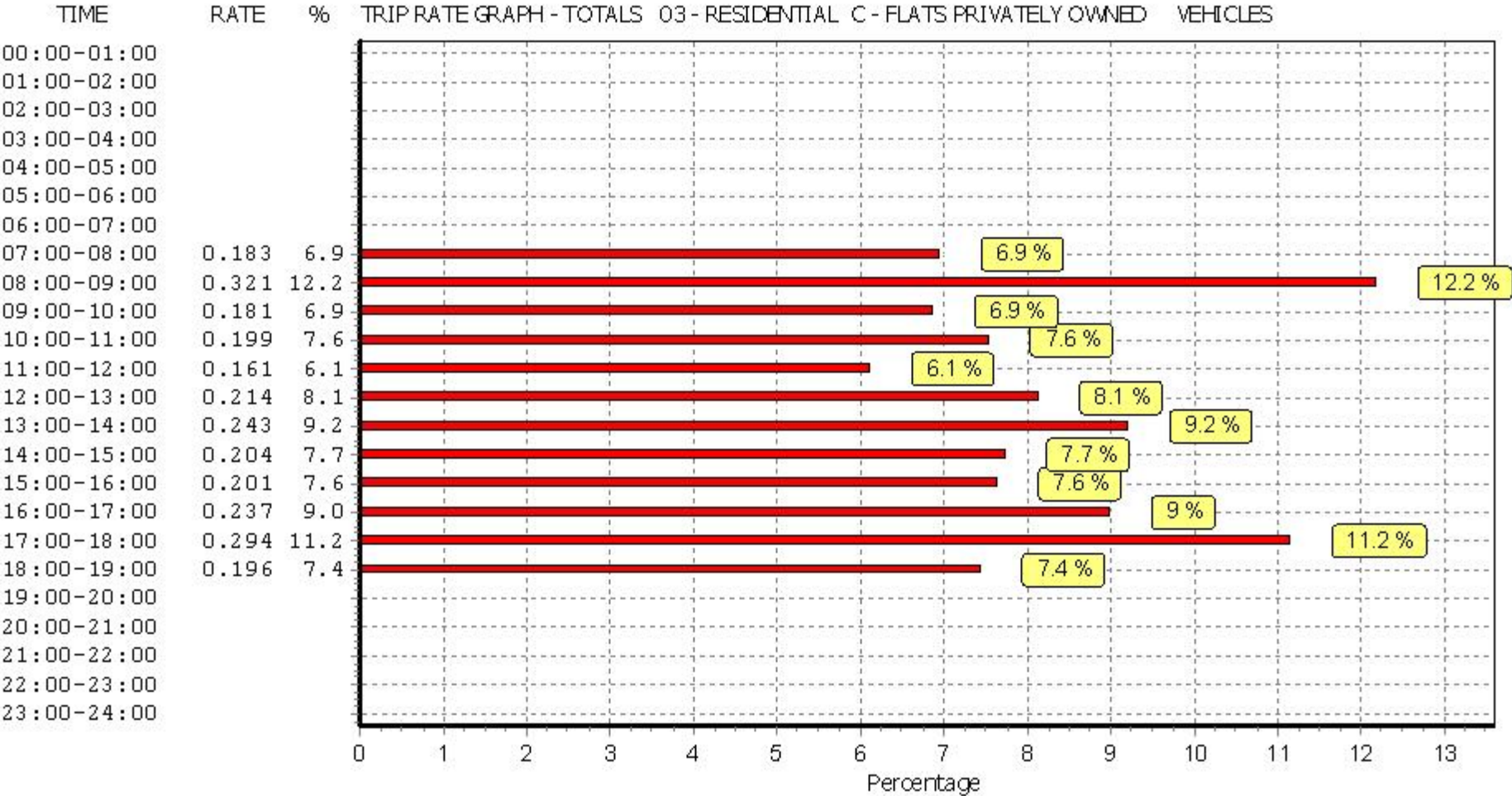
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Licence No: 225601





Cornerstone House, 62 Foxhall Road,
Didcot, Oxon OX11 7AD

Tel: (01235) 515550

Fax: (01235) 817799

Postbox@glanvillegroup.com

www.glanvillegroup.com

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