



4 Acre Road, Reading

Transport Statement

Client: Robert Darvall Directors Pension Scheme Ltd

i-Transport Ref: RC/SM/ITB19788-002

Date: 30 April 2024

4 Acre Road, Reading

Transport Statement

Client: Robert Darvall Directors Pension Scheme Ltd

i-Transport Ref: RC/SM/ITB19788-002

Date: 30 April 2024

i-Transport LLP

The Square
Basing View
Basingstoke
Hampshire
RG21 4EB

Tel: 01256 898 366

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

If this report is to be placed on any approved website for planning purposes, this should comply with data protection principles, please seek our permission and you must ensure that all the private and personal information and data within this report is redacted.

Quality Management

Report No.	Comments	Date	Author	Authorised
002	Issue	14/03/2024	SM	SM

File Ref: T:\Projects\19000 Series\19788ITB - 4 Acre Road Reading\Admin\Report and Tech Notes\itb19788-002
Transport Statement

Contents

SECTION 1	Introduction	1
SECTION 2	Transport Conditions	3
SECTION 3	Traffic Impact	9

Figures

Figure 1	Site Location Plan
----------	--------------------

Appendices

APPENDIX A.	Masterplan
-------------	------------

SECTION 1 Introduction

1.1 Overview

- 1.1.1 Robert Darvall Directors Pension Scheme Ltd have appointed i-Transport LLP to complete a Transport Statement for a site at 4 Acre Road, Reading. The development proposals comprise the replacement of an existing steel-framed shed with a warehouse facility of approximately 850 square metres (GIA). The site is located approximately 4km south of Reading Town Centre. The local planning and highway authority is Reading Borough Council (RBC).

1.2 Location

- 1.2.1 The site is located 4km to the south of Reading, within the Acre Road industrial estate. Acre Road is accessed from the A33 to the west. The existing site comprises various industrial units. The site is currently accessed from a single point to the south, from Acre Road itself.
- 1.2.2 The site location is shown illustratively on **Figure 1**, extracted below as **Image 1.1**.

Image 1.1: Site Location Plan

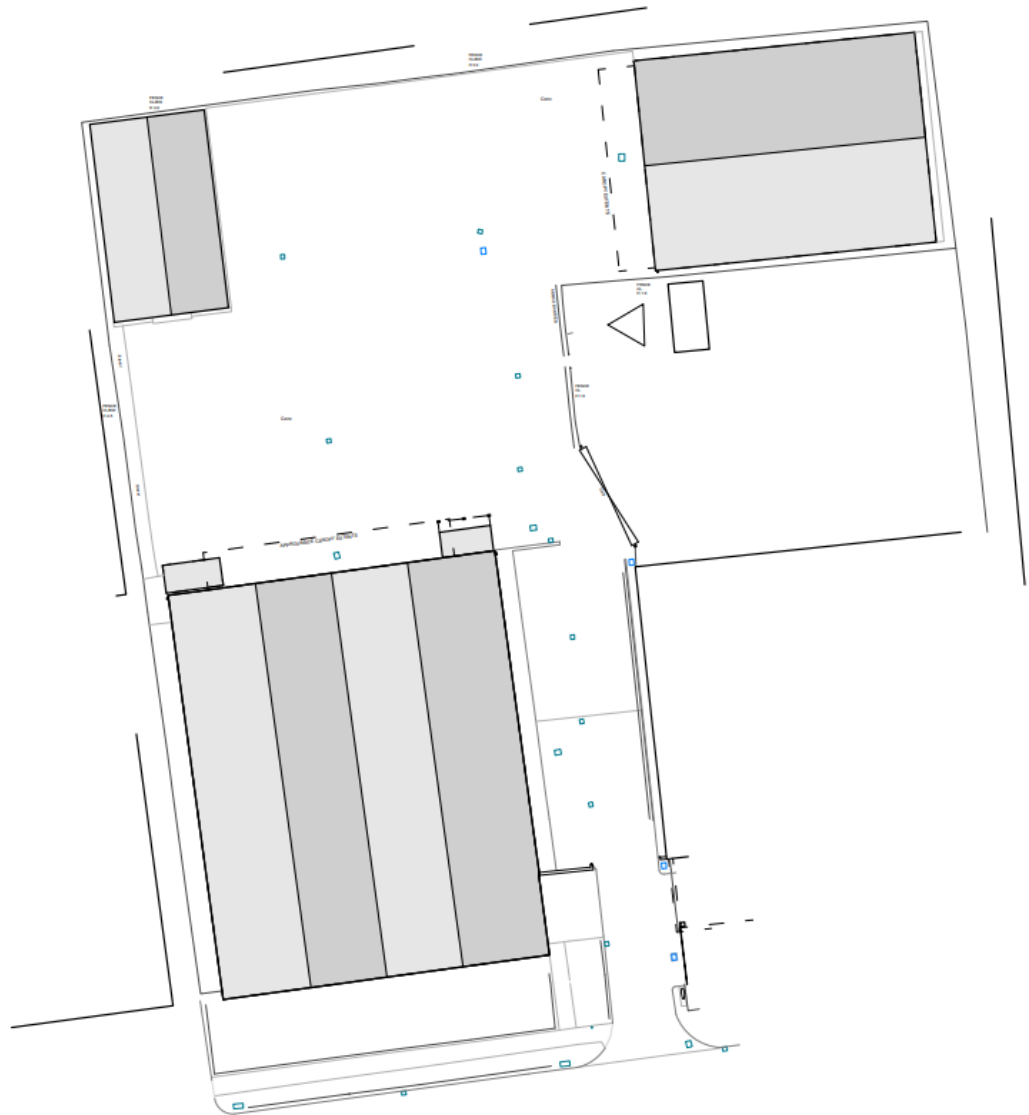


Source: i-Transport (Figure 1)

1.3 The Proposal

- 1.3.1 The existing site comprises various industrial units, including an outdated steel-framed shed. The development proposal aims to replace the existing steel-framed shed with a warehouse facility, comprising approximately 850 square metres (GIA).
- 1.3.2 A Site Layout is contained at **Appendix A**, with an extract provided overleaf as **Image 1.2**.

Image 1.2: Site Layout



Source: Pro Vision Architects

1.4 Report Structure

1.4.1 This Transport Statement sets out how the development will encourage and facilitate sustainable travel to and from the site and assess any residual highway impact. The remainder of this report is structured as follows:

- Section 2 – Transport Conditions
- Section 3 – Traffic Impact

SECTION 2 Transport Conditions

2.1 Overview

- 2.1.1 This section provides a review of sustainable travel options for staff and visitors to the site. Additionally, it sets out the existing travel patterns and expected trip attraction for the proposed development.

2.2 Opportunities for Walking and Cycling

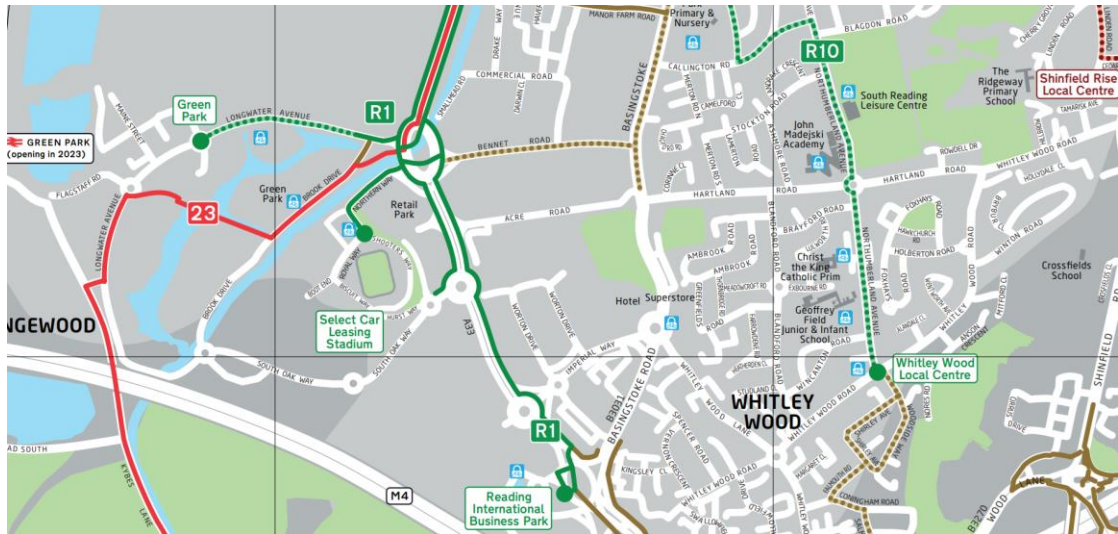
Opportunities for Walking

- 2.2.1 Acre Road is a two-way, single carriageway road with footways to the north and south. The road is subject to a 30mph speed limit, benefits from street lighting, and is well overlooked by existing commercial units.
- 2.2.2 Immediately to the south of the site, the footway continues eastward, linking to Basingstoke Road, local bus stops and the surrounding residential area of Whitley. To the west, there is a priority junction to access the A33, benefitting from tactile paving and dropped kerbs to facilitate pedestrians crossing to reach footways to the south of Acre Road.
- 2.2.3 The A33 is a two-lane dual carriageway subject to a 40mph speed limit. There is a shared footway and cycleway to both the east and the west. On the eastern edge of the carriageway, this shared footway ties into Acre Road. There is a southbound bus stop circa 50m to the north of the Acre Road priority junction, and a toucan crossing 30m to the south, allowing pedestrians to access the shared footway to the west of the A33, as well as Reading Gate Retail Park.

Opportunities for Cycling

- 2.2.4 Cycle provision is on-carriageway along the extent of Acre Road. The A33 benefits from a shared use facility to both the east and west, with a toucan crossing to the south of the Acre Road junction.
- 2.2.5 The site itself is well situated to the local cycle network, including a number of key routes, such as Reading Cycle Routes R1 and R10. These routes form the Reading Borough Council Cycle Network and are presented in **Image 2.1** overleaf.

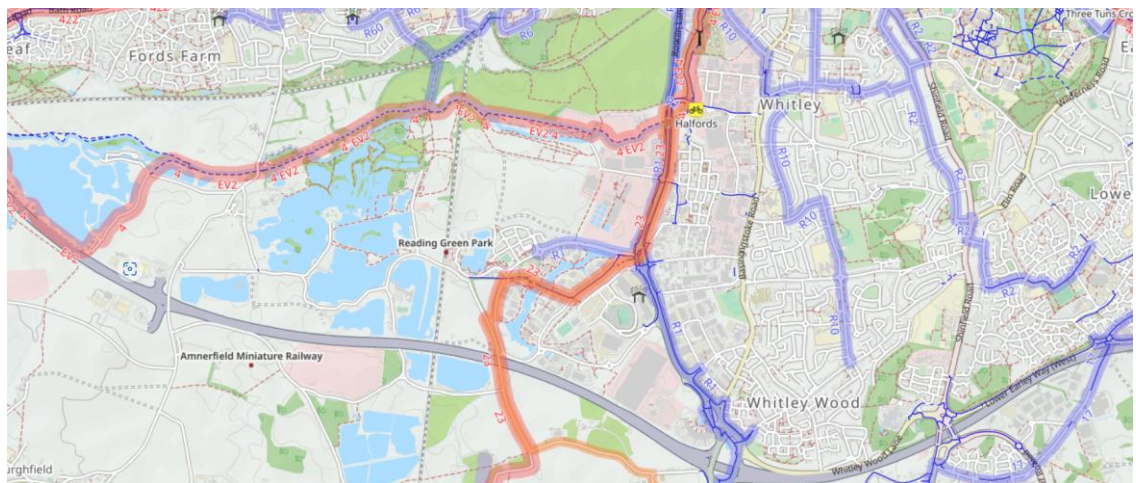
Image 2.1: Local Cycle Network



Source: Reading Borough Council

- 2.2.6 As shown in **Image 2.1**, Cycle Route R1 runs from Junction 11 of the M4 to Reading Town Centre and includes the A33 immediately to the west of the site. It also provides cycle connections to Reading International Business Park, Reading Gate Retail Park, and Green Park.
- 2.2.7 Cycle Route R10 connects the suburb of Whitley to the east of the site to Reading Town Centre, utilising quieter residential streets that are suitable for cyclists.
- 2.2.8 The A33 also provides access to the National Cycle Network. This is shown in **Image 2.2** below.

Image 2.2: National Cycle Network Map



Source: Open Street Map

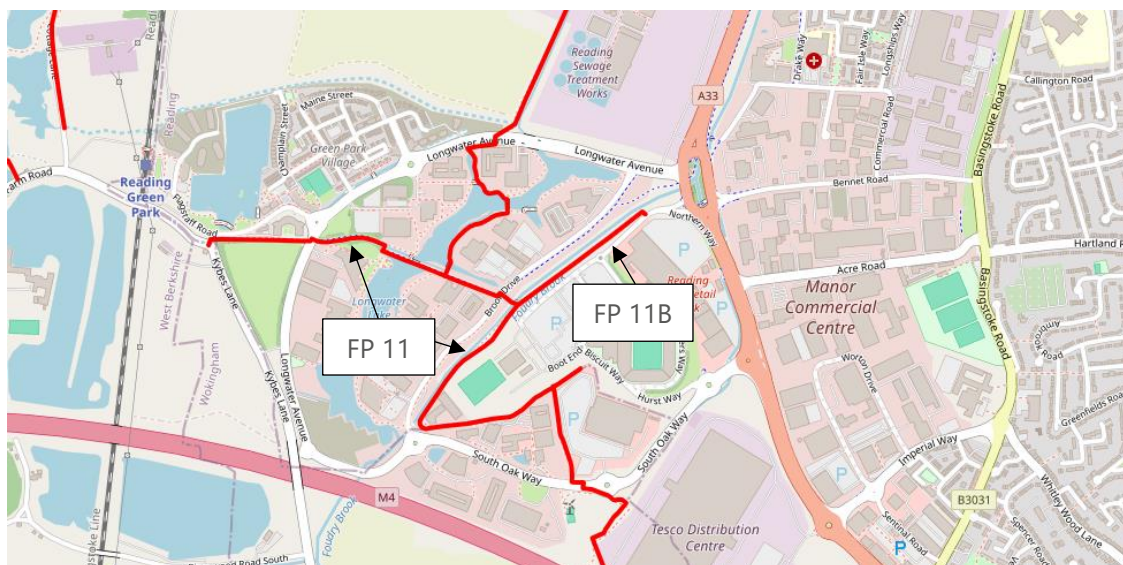
- 2.2.9 National Cycle Route 23 runs along the A33 immediately to the west of the site. It routes between central Reading and Southampton via Basingstoke, Alresford, Winchester and Eastleigh.

- 2.2.10 National Cycle Route 4 is located to the northwest of the site and forms a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.

Public Right of Way Network

- 2.2.11 The Public Right of Way Network within vicinity of the site is primarily situated to the west, in the wider Green Park area, west of the A33. This is shown in **Image 2.3** below.

Image 2.3: Public Right of Way Map



Source: Open Street Map

- 2.2.12 This network, primarily consisting of Footpaths 11 and 11B, improves connectivity to Reading Green Park railway station, and facilities walking within the local area.

2.3 Opportunities for Public Transport

Travel by Bus

- 2.3.1 The nearest southbound bus stop is located approximately 200m to the west of the site (walking distance, taken from the centre of the site) on the eastern edge of The A33. This stop is flag posted with timetable information and is served by the 9a Buzz, 50 Greenwave, 600 (Park and Ride) and 603 bus services.
- 2.3.2 The nearest northbound bus stops are located on Basingstoke Road, circa 600m to the east of the site, and on South Oak Way, approximately 400m to the south west of the site. The stop on Basingstoke Road is served by the 6 and 6a bus, and the stop on South Oak Way is served by the 9 Buzz bus service.
- 2.3.3 A summary of the north and southbound bus services is presented in **Table 2.1** overleaf.

Table 2.1: Bus Service Summary

Bus Stop	Service	Route	Service Frequency		
			Weekday	Saturday	Sunday
A33 (SB)	9a Buzz	Green Park – Central Reading	Two PM services at 16:55 and 17:45	-	-
	50	Central Reading - Green Park	Every 15 minutes between 05:38 and 14:21	-	-
	600 (P&R)	Reading - Mere oak Park & Ride - Riseley	Every 15-20 minutes between 05:34 and 23:24	Every 20-30 minutes between 05:34 and 23:14	-
	603	Reading – Mere oak Park & Ride	Every 30 minutes between 07:01 and 08:31	-	-
Basingstoke Road (NB)	6	Whitley Wood – Central Reading	Every 10-20 minutes between 05:07 and 23:30, then hourly until 04:02.		First bus at 05:02, then every 30 minutes between 07:23 and 00:02.
	6a	Tesco Depot – Central Reading	Seven services between 06:17 and 22:24		Seven services between 06:19 and 22:24
South Oak Way (NB)	9 Buzz	Green Park – Central Reading	Hourly between 06:58 and 19:44	Hourly between 06:58 and 19:57	-

Source: Bustimes.org, Reading Buses

2.3.7 Table 2.1 demonstrates that there are very frequent, good quality bus connections to central Reading, Mere oak Park & Ride and Green Park Railway Station. This ensures that future employees and visitors of the site can travel sustainably during the week, covering typical employment peak periods, as well as on Saturdays and on Sundays.

Travel by Rail

2.3.8 The nearest railway station is Green Park, operated by Great Western Railway and located approximately 2.2km to the west of the site. The station is situated on the Basingstoke – Reading Line, with half hourly departures in each direction, with additional stops calling at Bramley, Mortimer and Reading West.

2.3.9 The station is accessible within a reasonable walking and cycling distance, via the existing pedestrian infrastructure, Public Right of Way network and cycle network detailed earlier in this report. There are also frequent bus connections, as set out above.

2.3.10 A summary of the rail services available from Green Park is presented overleaf in **Table 2.2**.

Table 2.2: Rail Service Summary – Green Park Railway Station

Destination	Frequency - Peak	Frequency – Off Peak	Duration
Basingstoke	Half hourly		20 minutes
Reading	Half hourly		8 minutes

Source: Great Western Railway

- 2.3.11 The above summary demonstrates that there is a consistent railway connection from Green Park to both central Reading and Basingstoke. It is noted that Reading Station (central) provides a wider range of destinations, including rail connections to London, the north and further afield.

2.4 Overview of Local Facilities

- 2.4.1 A review of the nearby local facilities within a 500m distance of the site has been undertaken and a summary of these facilities is provided in **Table 2.3**.

Table 2.3: Local Facilities

Type of Facility	Location	Distance from Site Entrance (M)	Walking Time (Mins)	Cycling Time (Mins)
Retail	Mcdonalds	400	5	2
	Reading Gate Retail Park (Inc B&Q, Oak Furniture Land, TK Maxx, Smith Toy Superstore, Currys)	350	4	1
	Costa Coffee	350	4	1
	Itsu	350	4	1
	KFC	350	4	1
Transport	Bus Stop	200	2	1

Source: Google Maps and Consultants Calculations

2.5 Local Highway Network

- 2.5.1 Acre Road is a two-way, single carriageway road with existing footways on both its northern and southern side. The road is subject to a 30mph speed limit throughout and benefits from street lighting. There are double yellow lines on both edges of the carriageway for the full extent of Acre Road, indicating that no waiting or loading is allowed at any time.
- 2.5.2 Acre Road directly connects to the A33 via a left-in / left-out priority junction circa 150m to the west of the site access. The A33 is a two-lane dual carriageway subject to a 40mph speed limit. It provides vehicular connections to the M4 to the south and Reading town centre to the north.

2.5.3 To the east of the site access, Acre Road directly connects to the B3031 Basingstoke Road via a width restricted access, allowing connectivity into the existing residential area of Whitley.

2.5.4 On this basis, Acre Road is conveniently located to allow future staff and visitors to access the site by various sustainable transport modes. The site is in close proximity to bus stops, and ties in well to the existing cycle network. It also benefits from good quality pedestrian infrastructure, including footways, street lighting and crossing points benefitted by dropped kerbs and tactile paving, allowing easy connections to public transport and local facilities and services.

2.6 Existing Travel Characteristics

2.6.1 In order to establish the baseline modal split for the site, Travel to Work data has been obtained from the 2011 Census for the Workplace Population (WP703EW) for the Mid-output area Reading 018 within which the site is situated.

2.6.2 The local travel to work data is summarised in **Table 2.4**.

Table 2.4: Baseline Modal Split, Travel to Work Data – Reading 018

Method of Travel	Baseline Percentage
Driving a car or van	73.4%
Bus, minibus or coach	5.8%
Work mainly at or from home	4.7%
On foot	4.4%
Passenger in a car or van	3.9%
Bicycle	3.2%
Train	2.5%
Motorcycle, scooter or moped	1.0%
Other method of travel to work	0.5%
Taxi	0.4%
Underground, metro, light rail or tram	0.3%
Total	100%

Source: Nomis – 2011 Census. Note: Numbers may not sum due to rounding.

2.6.3 The data demonstrates the majority of employees currently to drive to work (73.4%), with a further 5.8% travelling via bus, with a further 4.4% on foot, and smaller quantum travelling via further alternate modes.

SECTION 3 Traffic Impact

Existing Vehicle Trip Generation

3.1.1 The existing site comprises a total GIA of 264.7 square meters and is classified as a B8 'Warehouse - Commercial Unit' site. The TRICS database was interrogated using the following criteria, and the expected current vehicular trip generation is presented below in **Table 3.1**.

- Location – Edge of Town Centre, Edge of Town
- B8 Warehouse – Commercial Units
- Floor area – 0-4000 Square Metres

Table 3.1: Trip Generation

		Arrivals	Departures	Two-Way
Trip Rate	AM Peak	0.501	0.067	0.586
	PM Peak	0.056	0.556	0.612
Current Trip Generation	AM Peak	1	0	2
	PM Peak	0	1	2

Source: TRICS, consultants' calculations (includes rounding – may not sum)

3.1.2 The above table demonstrates that there are approximately 2 vehicular movements per hour during the morning and evening peak periods. This equates to roughly one movement every half an hour.

Proposed Vehicle Trip Generation

3.1.3 The estimated vehicular trip attraction of the units has been extracted using the TRICS database. The TRICS database has been based on B8 'Warehouse - Commercial Unit' sites. The potential trip generation of the proposed development is based on the expected GIA of 850 square metres.

3.1.4 The TRICS database was interrogated using the following criteria, and the expected vehicular trip generation is presented below in **Table 3.2**.

- Location – Edge of Town Centre, Edge of Town
- B8 Warehouse – Commercial Units
- Floor area – 0-4000 Square Metres

Table 3.2: Trip Generation

		Arrivals	Departures	Two-Way
Trip Rate	AM Peak	0.501	0.067	0.586
	PM Peak	0.056	0.556	0.612
Future Trip Generation	AM Peak	4	1	5
	PM Peak	0	5	5

Source: TRICS, consultants' calculations (includes rounding – may not sum)

- 3.1.5 The above demonstrates that the site will generate approximately 5 two-way vehicular trips during both the AM and PM peak periods. This is equivalent to one trip every 12 minutes.

Net Vehicle Trip Generation

- 3.1.6 Taking account of both the current and expected trip generation, the net impact of the development is presented below in **Table 3.3**.

Table 3.3: Net Traffic Impact Summary

		Arrivals	Departures	Two-Way
Current Trip Generation	AM Peak	1	0	2
	PM Peak	0	1	2
Future Trip Generation	AM Peak	4	1	5
	PM Peak	0	5	5
Net Traffic Impact	AM Peak	3	1	3
	PM Peak	0	4	3

Source: TRICS, consultants' calculations (includes rounding – may not sum)

- 3.1.7 The above table demonstrates an increase of approximately 3 two-way movements during the morning and evening peak periods. This equates to roughly one additional movement every twenty minutes.

3.2 Summary

- 3.2.1 This level of impact is negligible, and the proposed development therefore falls short of the 'severe' classification of traffic impact outlined by the NPPF (2023).

FIGURES



N

Key

Site Boundary

Contains OS data © Crown copyright and database right 2022
Contains public sector information licensed under the
Open Government Licence v3.0
© Crown copyright 2022 OS 100044286.

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 898 366

www.i-transport.co.uk

Title:

Site Location Plan

Project:

4 Acre Road, Reading

Project Number:

ITB19788

Figure Number:

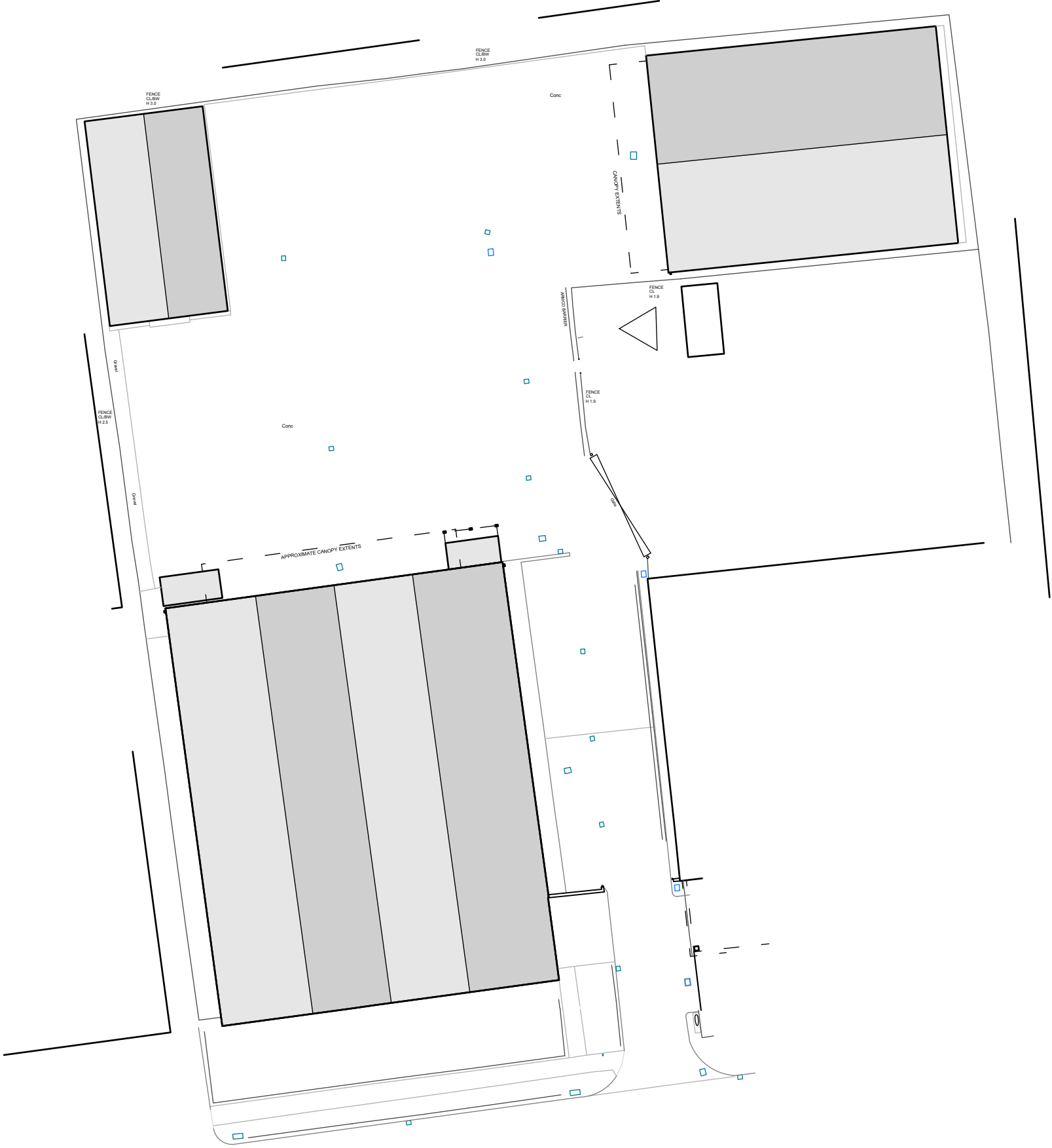
Figure 1

Revision:

-

Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

APPENDIX A. Masterplan



© The copyright of this drawing remains with Pro Vision and may not be reproduced in any form without prior written consent. May contain public sector information licensed under the Open Government Licence v3.0.

The plan shown here is for the purpose of supporting a planning application only. Only scale from this drawing for the purposes of determining a planning application. Do not scale from this drawing for construction purposes.

The proposal presented here is subject to review by specialist consultants, and is to be read in conjunction with all relevant specialist's drawings and information where available. Any discrepancies between this and any other consultant's drawings and information should be reported to Pro Vision immediately.



ISSUE	DATE	DESCRIPTION	DRAWN	CHECKED
v1	19.03.24	...	MH	RD

CLIENT:	Robert Darvall Directors Pension Scheme Ltd	
PROJECT:	4 Acre Road, Reading	
DRAWING:	Existing Site Plan	1:500
NUMBER:	51498-XX-E1-02	A3
ISSUE:	v1	19.03.24

