

Oxford Road Reading

Proposed Residential Development



Transport Statement

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Traffic and Transport Planning

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1 Introduction

1.1 The proposal is to demolish an existing detached house and construct a new build containing nine apartments.

1.2 This Transport Statement will be in line with DfT standards and show that the local transport network will accommodate the proposed residential development. It will:
describe the existing site and location of proposed development;
outline local accessibility;
determine parking including car swept paths;

2 Location of proposed development

2.1 The site is located in Oxford Road a short distance from Tilehurst Station:

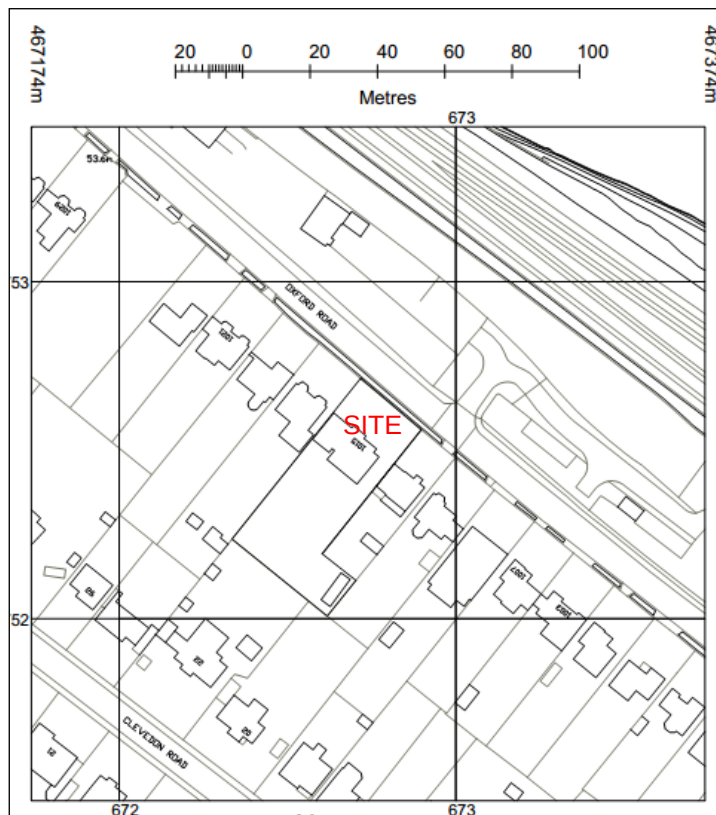


Fig 1 Site Location

3 Local Accessibility

3.1 Public Transport

3.1.1 Bus Route 16 has a stop located in Overdown Road (Overlanders End). The walking distance to Overlands End via Carlisle Road is around 400m. Services are around every 20minutes Monday to Saturday. On a Sunday, services are every 30 min. The buses run between Central Reading and Purley. Between Overlanders End and Reading Central takes 24min so the journey time between the development and Reading Town Centre will be approximately 32min.

3.1.2 Tilehurst Rail Station is approximately 275m from the development site. Trains between Reading and Tilehurst are every 30min and the journey will take 4min so Reading to the development site will be approximately 9min. In the south-east direction trains call at Reading and London Paddington. To the north-west they go to Didcot Parkway.

3.2 Walking

3.2.1 A footway is available on the opposite side of Oxford Road for the short walk to Tilehurst Station.

3.2.2 East of Carlisle Road, approximately 150m from the development, there is a footway on both sides. The route to the nearest bus stop is via Carlisle Road with footways on both sides and street lighting.

3.3 Cycling

3.3.1 South east of the vehicle entrance to the station there are cycle lanes on both sides of Oxford Street.

3.4 Highways

3.4.1 Oxford Road runs in a south east/north west direction. The speed limit is 30mph with street lighting and a footway on at least one side. Double yellow lines are located on both sides of the road i.e., no waiting at any time.

4 Parking

4.1 Secure cycle spaces will be located at the rear of the proposed property. The standards suggest 0.5 spaces for 1-to-2-bedroom flats and one for a 3-bedroom flat making a total of five cycle stands. It is proposed that twelve cycle stands will be provided to allow for the increase in popularity of the bicycle.

4.2 The proposed development will be located in Zone 3. *'Typically, these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes. These buses link not only to the Central Core Area, but also zone 2 areas and beyond to major supermarket and local centre facilities. Walking and cycling can play an important role in these areas.'* Reading Revised Parking Standards and Design October 2011.

4.3 The proposed development of nine apartments will have ten parking spaces of which two (nos. 4 and 9) will have charging points. A 7.5t panel van will be able to enter and leave travelling in a forward direction:

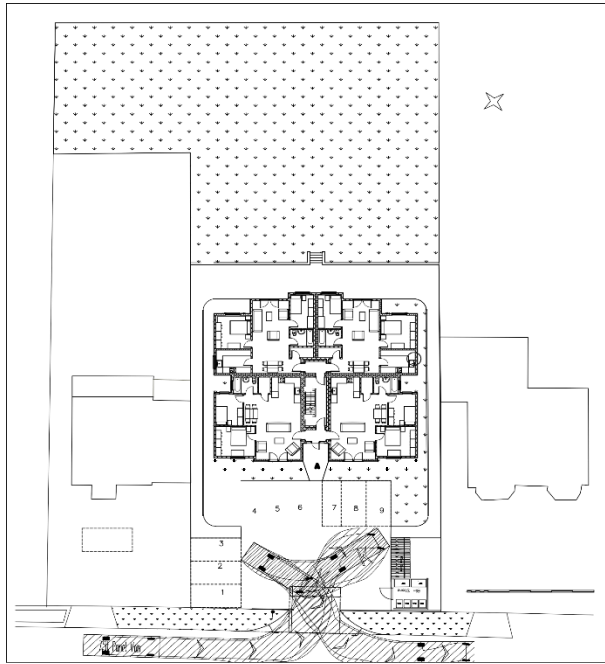


Fig 2 Proposed Parking Spaces

4.4 For zone 3 developments Parking Standards require:

1-2 bed flat	1.5 spaces
3 bed flat	2.0 spaces
Visitor	1 space per four flats.

The eight smaller and one 3-bed apartments are proposed require 9 spaces. However as stated in the parking document: *'Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result.'*

5 Summary

- 5.1 Walking, cycling and public transport will play an important role for residents of the proposed development as it will be located a short distance from public transport and have twelve secure cycle stands for the residents and their visitors.
- 5.2 For this reason the number of car parking spaces will be below the recommended number due to the sustainability of the development. No parking is allowed on Oxford Road so there will be no detriment to highway safety.