

TRANSPORT STATEMENT

DEVELOPER

Chesters Place Limited

DEVELOPMENT AT

1029 Oxford Road
Tilehurst
Reading
RG31 6TL

Development of new building to provide 2no.1 bedroom and 6no. 2 bedroom flats along with the creation of 8 parking spaces and associated landscaping.
Following the demolition of the existing building

PREPARED BY

C Thorpe

16th January 2025

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1.0 Introduction

The site currently features a detached building comprising four residential flats and four parking spaces, with a shared rear communal garden. The property is situated adjacent to the A329 Oxford Road, which runs in a northwest-southeast direction along the southwestern site frontage, providing prominent access and visibility.

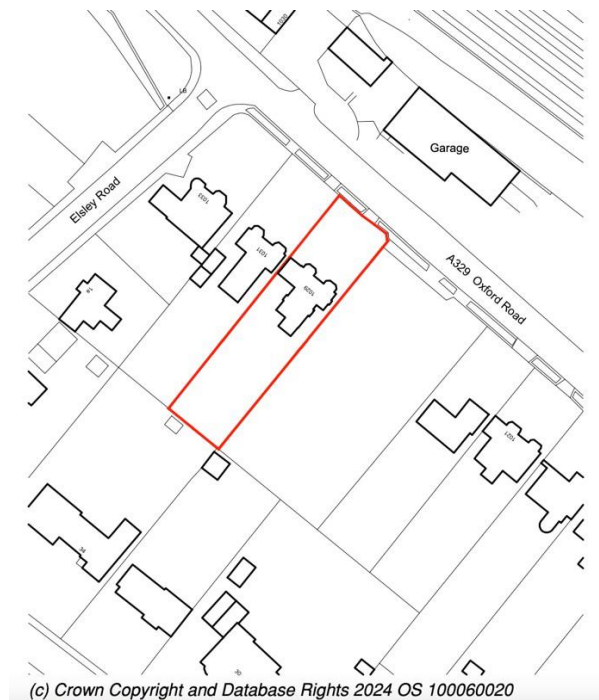
2.0 Site location and proposed development

2.1. The site is situated in a Zone 3 area, north of Tilehurst in Reading, benefiting from a robust and well-connected public transport network. This includes regular bus services, nearby train stations, and infrastructure supporting pedestrians and cyclists, providing excellent connectivity to surrounding areas and Reading Town Centre. These transportation options greatly enhance the site's accessibility and convenience for residents.

2.2. The site features a single detached building which was converted into 4 residential flats with 4 parking spaces in the early 80's. These properties are currently in occupation and there have been no parking related issues from the existing residents.

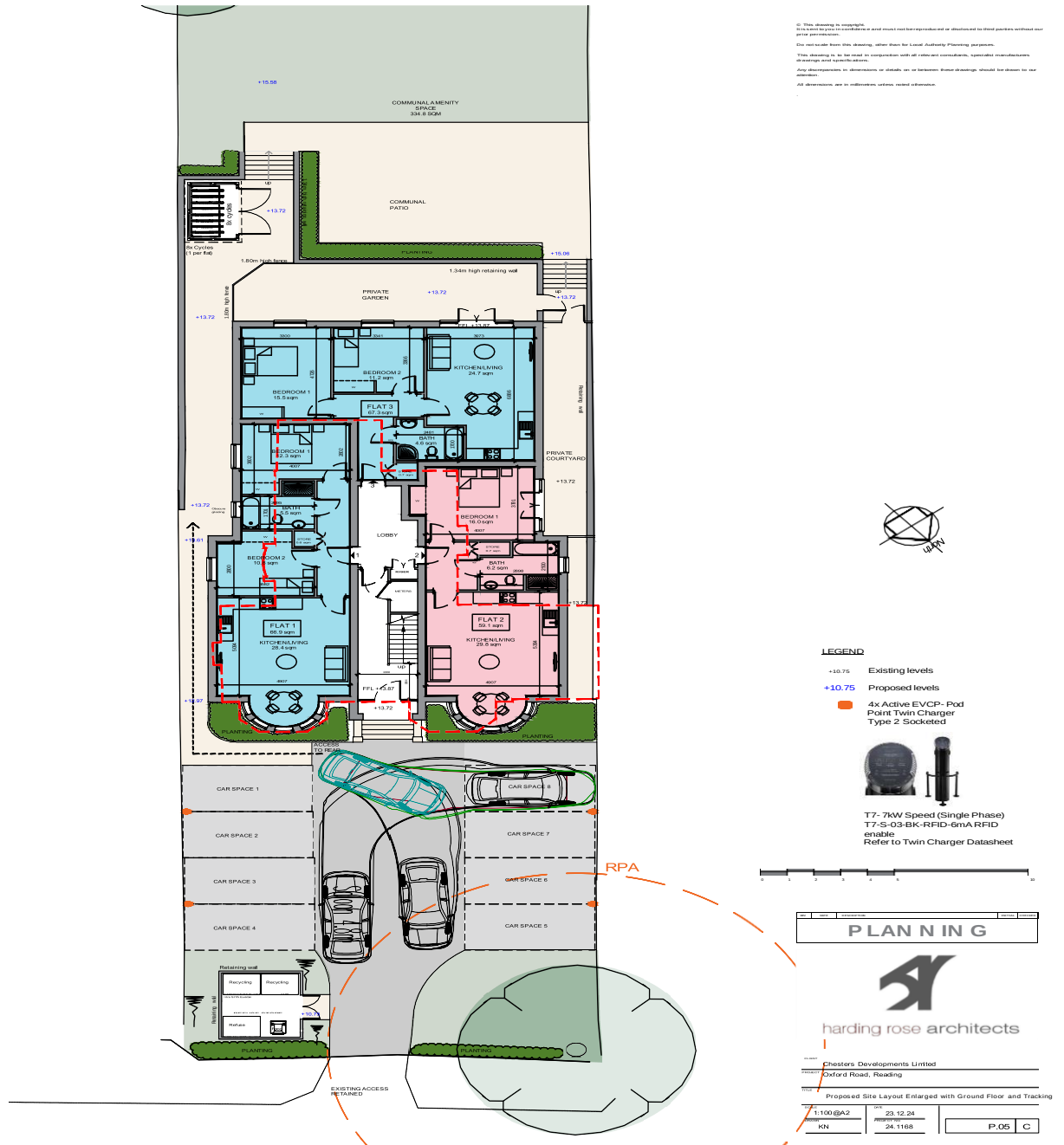
2.3. The existing driveway will be retained, and no further work to the highway is required.

SITE LOCATION PLAN:



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Proposed development site plan



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3. Local Planning Policy Framework

3.1. The Reading Borough Council Revised Parking Standards, adopted in October 2011, establish comprehensive guidelines for vehicle and cycle parking requirements across all development types. These standards detail how parking should be planned, managed, and integrated into new projects, ensuring sufficient provision while advancing sustainable transport objectives.

Residential Car and Cycling Parking Standards

Bedrooms	Car parking spaces	Cycle parking
1-2	1.5	0.5
3	2	1

3.2. The residential parking standards stipulate a requirement of 12 spaces, based on a calculation of 8 units x 1.5 spaces per unit. However, the proposed development includes the provision of only 8 parking spaces.

3.3. The Standards note that “**Should a developer require fewer spaces than are set out here then there would need to be a demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result.**”

3.4. This suggests that the shortfall in parking provision must be justified through evidence showing no adverse impact on highway safety. Paragraph 105 of the NPPF, which was introduced after the adoption of the Parking SPD, outlines the factors that parking standards must consider, including:

4. Highways and transport considerations

The highway considerations for the proposed development include the following:
Car parking requirements

4.1 Access arrangements

- Accessibility
- The type, mix, and use of the development
- Availability of public transport
- Local car ownership levels

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- The need for charging points for electric vehicles (EV) and ultra-low emission vehicles

4.2. The site is located in a highly accessible area with excellent public transport links. The proposed development consists of 8 small flats, including 2 one-bedroom units, which are expected to generate a low demand for parking.

4.3. Paragraph 105 requires consideration of local car ownership levels. The car ownership data available from the 2011 Census reflects ownership levels at that time, but it does not account for changes over the past 10 years or the potential impact of transport policies on future travel behaviour and car ownership.

4.4. Appendix 1 includes data from the 2011 Census regarding "Travel to Work." This indicates that 36.7% of employed residents in the area commuted to work without driving a car, highlighting the accessibility of the location.

4.5. The SPD requires justification to ensure that any reduction in residential parking provision will not adversely affect highway safety. Although the proposed parking provision of 8 spaces results in a shortfall of 4 spaces, it is unlikely that this minor shortfall would lead to an "unacceptable impact on highway safety," as per paragraph 109 of the NPPF. On-street parking in the area is unavailable, and future residents will be aware of these parking conditions when considering the flats for purchase or rental.

4.6. To support the proposed parking provision, the development will include secure cycle parking for 8 bicycles, exceeding the SPD requirement of 0.5 cycle spaces per 1- and 2-bedroom flat. Additionally, the parking spaces will be equipped with the necessary EV charging points.

5. Local transport network

The site is located to the north of the Tilehurst area in Reading, benefiting from a well-established public transport network and active travel routes that provide high-quality connections to surrounding areas and Reading Town Centre. The A339 Oxford Road, a classified A-road of residential character, runs west-east from the A329/Knowsley Road Roundabout to the A329 Oxford Road/St Mary's Butts Roundabout in Reading Town Centre. In the vicinity of the site, the road is subject to a 30mph speed limit and is equipped with street lighting.

5.1 Oxford Road also functions as a major arterial route through Tilehurst, with several roads connecting to it. Notably, Overdown Road is located to the east of the site and runs west from the Oxford Road/St Mary's Butts Roundabout into Tilehurst Centre. Overdown Road provides access to various local amenities and can be accessed from the site via Elsley Road

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6. Pedestrian and cycle transport

6.1 Walking

A circa 2m wide footway borders the northern side of the A339 along the site's frontage. This lit footway offers direct walking connections to Tilehurst Station to the east, as well as access to a range of surrounding local amenities.

6.2 Cycling

6.2. The A339 Oxford Road is part of the North West Reading Cycle Route, which connects Tilehurst Station to Bedford Road before merging with other cycle routes in Reading Town Centre. The total length of the route is 3.8 km, approximately a 15-minute cycle, and forms an integral part of the wider Reading Cycle Route Network—a system of dedicated cycle paths throughout the town. In the vicinity of the site, the North West Reading Cycle Route is an on-road route, featuring a segregated on-road cycle lane that begins immediately east of Tilehurst Station and continues towards Reading City Centre.

6.2. National Cycle Routes (NCR) 4, 5, and 23 all pass through Reading Town Centre, accessible via the local Reading Cycle Network. These NCR routes offer valuable connections to destinations in both north and south Reading, as well as extending to surrounding settlements.

6.3 Public Transport

6.3.1 Rail

The nearest railway station to the site is Tilehurst Station, located approximately 400 meters east. The station can be reached on foot in about 5 minutes via the continuous footway running along the site's frontage. Tilehurst Station offers frequent and direct services to Reading, London Paddington, and Didcot Parkway.

6.3.2 Bus

The closest bus stops to the site are the Roebuck Hotel stops, situated along the A329 approximately 100 meters west of the site. Both stops are equipped with a flagpole and timetable information. They are served by bus route 143, which provides connections between Reading, Upper Basildon, and Goring-on-Thames. Additionally, school bus routes 89 and 93 offer services to Theale Green School and Langtree School, respectively.

7. Local services and facilities

7.1. Waitrose, The Co-op Food, and Lyndhurst Community Centre offer convenient options for retail and leisure, located approximately 1.1km east, 1.1km west, and 1.4km southeast of the site, respectively. The Cotswold Sports Centre is positioned around 1.6km to the west, a distance that equates to a 22-minute walk or a 5-minute cycle. For healthcare services, Overdown Pharmacy is the closest option, situated about 800m to the south.

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7.1.2. The site is also well-served by educational facilities. Westwood Farm Infant and Junior Schools are located around 1.3km west of the site, while Downsway Primary School is approximately 1.7km to the south. Denefield School, the nearest secondary school, is situated 1.9km west.

8.0 Conclusions

8.1 The site benefits from excellent active and public transport connections. Tilehurst Station, just a 4-minute walk away, offers regular services to Reading, London Paddington, and Didcot Parkway. Additionally, the Roebuck Hotel bus stop, located approximately 100m west of the site, provides bus routes to Reading Retail Park, Reading town centre, and local schools.

8.2 According to the Reading Local Plan, a proposed Mass Rapid Transport link along Oxford Road will significantly benefit the site by creating a new public transport connection between Tilehurst and Reading.

8.3 No changes in access to the site are proposed and the current car parking to flat ratio of 1/1 is retained

8.4 The proposed 8-car parking layout meets the required size requirements as detailed in the Department for Transport (Manual for streets)

8.4 Based on the current and future provision of active and public transport infrastructure in the area, the site offers substantial opportunities for future residents to travel using non-car modes. Considering the site's location, the type of proposed accommodation, and the availability of public transport options, providing car parking below the adopted standards is considered appropriate. This approach aligns with both national and local transport policies.

8.5 The development layout will not result in an unacceptable impact on highway safety, particularly with regard to pedestrian safety. In conclusion, there are no highway-related reasons that would prevent the development from being granted planning permission.

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APPENDIX 1

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01016431 : Reading 005D
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	1,147
Work mainly at or from home	49
Underground, metro, light rail, tram	0
Train	36
Bus, minibuss or coach	83
Taxi	3
Motorcycle, scooter or moped	5
Driving a car or van	535
Passenger in a car or van	50
Bicycle	22
On foot	62
Other method of travel to work	0
Not in employment	302