i-Transport LLP
Grove House, Lutyens Close, Chineham Court
Basingstoke, RG24 8AG

Tel: 01256 338640

Technical Note

Project No: ITB13741
Project Title: Hall Place Farm, Tilehurst
Title: Transport Appraisal
Ref: MC/SN/ITB13741-002
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SECTION 1 Introduction

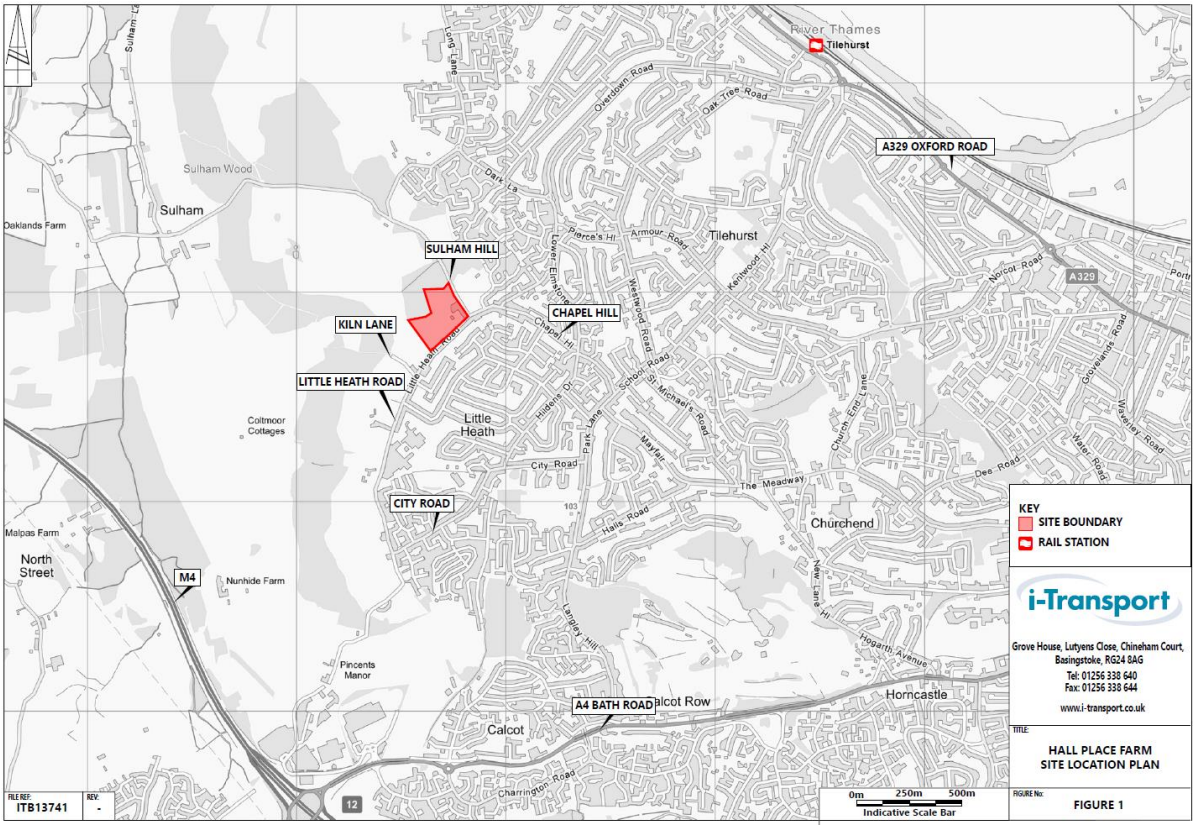
1.1 Background

1.1.1 Sulham Estates & Farms has appointed i-Transport to provide transport and highways advice for an emerging residential proposal on land to the west of Little Heath Road, Tilehurst. The site is being promoted for residential development through West Berkshire Council's Local Plan Review.

1.1.2 This technical note considers the transport aspects of a proposal for a residential development comprising up to 80 dwellings on land at Hall Place Farm, Tilehurst. The site will also include allotments and farm shop/workshop. The site is located to the west of Tilehurst. Little Heath Road forms the southern site boundary, and Sulham Hill is located along the eastern side of the site.

1.1.3 A site location plan is provided as **Figure 1**, and an extract is reproduced below.

Image 1.1: Site Location



Source: Figure 1 – Site Location Plan

SECTION 2 Appraisal Context

2.1 Introduction

2.1.1 An appraisal of the proposed development against the three key transport tests set out in paragraph 108 of the National Planning Policy Framework (NPPF) has been undertaken, namely:

- **Can the opportunities for sustainable travel be taken up in a reasonable and realistic way?** Section 3 of this note sets out the accessibility of the site in relation to the local facilities and services which are within close proximity of the site, as well as the existing good level of provision for walking, cycling and the use of public transport;
- **Will safe and suitable access be achieved for all users?** Section 4 of this note outlines the proposed vehicular/pedestrian/cyclist access arrangements to serve the site; and
- **Will the residual impact be severe?** Section 5 of this note provides initial traffic impact analysis including an overview of existing traffic impact issues on the local highway network.

2.1.2 It is noted that these key tests are reflected in the Draft Local Plan policy TR3 'Access, traffic and highway-related matters'.

2.1.3 It should be noted that this is a high-level assessment for the purposes of identifying that the site is in a suitable location for development and any impacts can be suitably mitigated. Any subsequent planning application(s) will be supported by a full transport statement, the parameters of which will be scoped out with West Berkshire in advance.

SECTION 3 Accessibility

3.1 Introduction

3.1.1 This section of the note demonstrates that the site is in an acceptably sustainable location in transport terms and identifies how the opportunities to use sustainable modes of travel can be appropriately 'taken up'.

3.2 Key Local Destinations

3.2.1 The Department for Transport's (DfT) National Travel Survey identifies the main reasons for making a journey as follows:

Table 3.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting/Business	18%
Education/Escort Education	12%
Personal Business	10%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2017 Edition

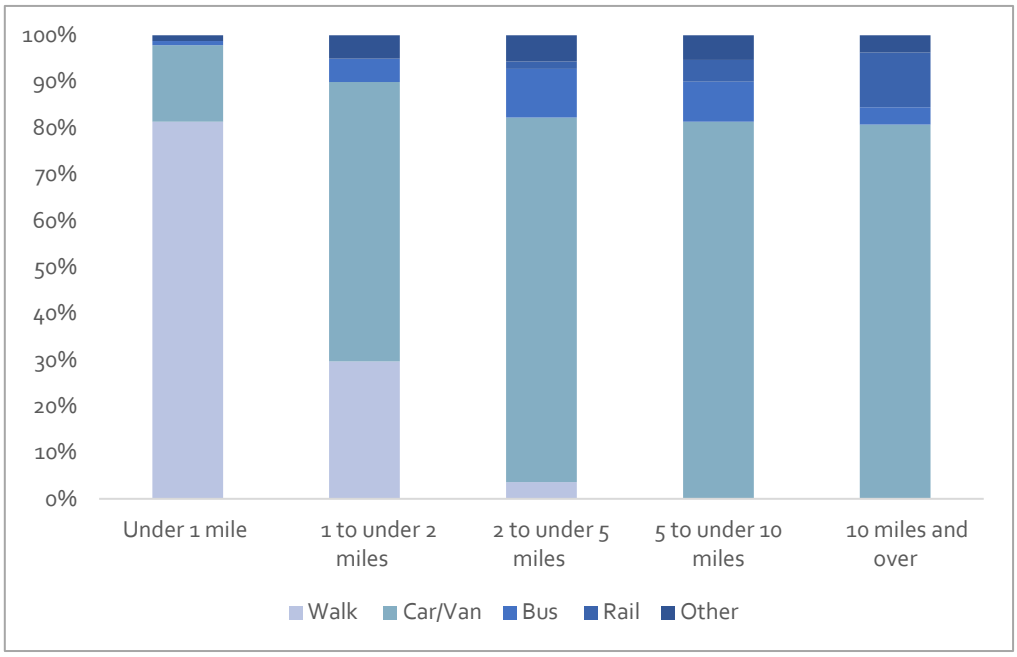
3.2.2 The main reasons for travelling are leisure, shopping, commuting / business, education / escort education. Together these journey purposes account for 75% of all journeys.

3.3 Walking and Cycling

Walking

3.3.1 The National Travel Survey (NTS) 2017 identifies the mode share journeys of different lengths in Image 3.1 overleaf:

Image 3.1: Mode Share of trips by Main Mode for Different Trip Lengths: England



Source: National Travel Survey: England 2017

3.3.2 The data in the NTS (*Ref: NTS Table NTS308*) identifies that the vast majority (81%) of trips are undertaken on foot for journeys up to one mile (1.6km). The data also shows that approximately 30% of journeys between one and two miles (3.2 km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to two miles.

3.3.3 The 1.6km distance is reflected in recent Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) which states:

> ***"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."***
>
> ***And ...***
>
> ***"most people will only walk if their destination is less than a mile away. Lane use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," within a typical catchment of around 800m or 10 minutes' walk."***

3.3.4 This is corroborated by the National Travel Survey (NTS) 2017 which identifies the mode share journeys of different lengths (**Image 3.1**) and confirms that the vast majority (81%) of trips of up to one mile (1.6km) are undertaken on foot.

3.3.5 Therefore, providing new homes within a mile of facilities and services will provide the greatest opportunity for trips to be made by walking.

3.3.6 That is not to say that a mile is the maximum distance that people are prepared to walk, or that development must be located within a mile of everything. It is clear from the NTS data that around one-third of journeys between one and two miles are undertaken on foot. This is supported by paragraph 2.3 of the DMRB TD91/05 'Provision for Non-Motorised Users', which identifies that walking is a 'normal' mode of transport for journeys undertaken within a range of two miles, as follows:

> ***"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances".***

3.3.7 On this basis, the following walking distances have been used in this Transport Appraisal:

- 1.6km – a 'comfortable' distance where most people (circa three-quarters) will walk; and
- 3.2km – a 'maximum' distance where walking is a realistic alternative to car use and where some people (circa one-third) are still prepared to walk.

Cycling

3.3.8 Paragraph 1.5.1 of the DfT Document LTN 02/08 Cycle Infrastructure Design discusses typical cycle trip distances and states that local highway networks are primarily for local journeys and many utility cycle journeys are under three miles (4.8km) although for commuter journeys a trip distance of five miles (8km) is not uncommon.

3.3.9 DMRB TA 91/05 "Provision for Non-Motorised Users" paragraph 2.11 states:

> ***"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."***

3.3.10 A cycling distance of up to around 5km (3 miles) therefore offers the greatest potential to replace car trips and is therefore a "reasonable" cycling distance although a number of cycle journeys may be longer at 8km (5 miles). Cycling also frequently forms part of a longer journey in combination with public transport.

3.4 Local Facilities

3.4.1 Local amenities located within the vicinity of the site are listed in **Table 3.2** below and illustrated in **Figure 2**.

Table 3.2: Local Facilities

Purpose	Destination	Reference	Waling/ Cycling Distance (m)
Employment	Arlington Business Park	E1	3500
	Reading Town Centre	E2	7900
Education	Little Heath School	ED1	600
	Birch Copse Primary School	ED2	900
	St Paul's Catholic Primary School	ED3	1300
	Springfield Primary School	ED4	1500
	Denefield School	ED5	1900
	Park Lane Primary School	ED6	2000
	Thames Valley School	ED7	2600
	Prospect School	ED8	3300
Retail	Park Lane Local Centre	R1	1200
	Co-Op (School Street)	R2	1700
	Tesco Express	R3	2300
	Pincents Lane Retail Park Including: Sainsbury's, Ikea, Next, Sports Direct, Dunelm	R4	2500
Leisure	Holm Croft Play Area	L1	500
	Community Centre	L2	500
	The Royal Oak	L3	550
	Cotswold Sports Centre	L4	1700
	Cotswold Recreation Ground	L5	1700
	Calcot Golf Club	L6	3900
Healthcare	Hilden House Dental Practice	H1	1100
	Triangle Pharmacy	H2	1300
	Tilehurst Village Surgery	H3	1400
	Westwood Road Surgery	H4	1500
	Tilehurst Clinic	H5	2000

Source: Consultant's Estimates

Note: Distance measured from the middle of the site

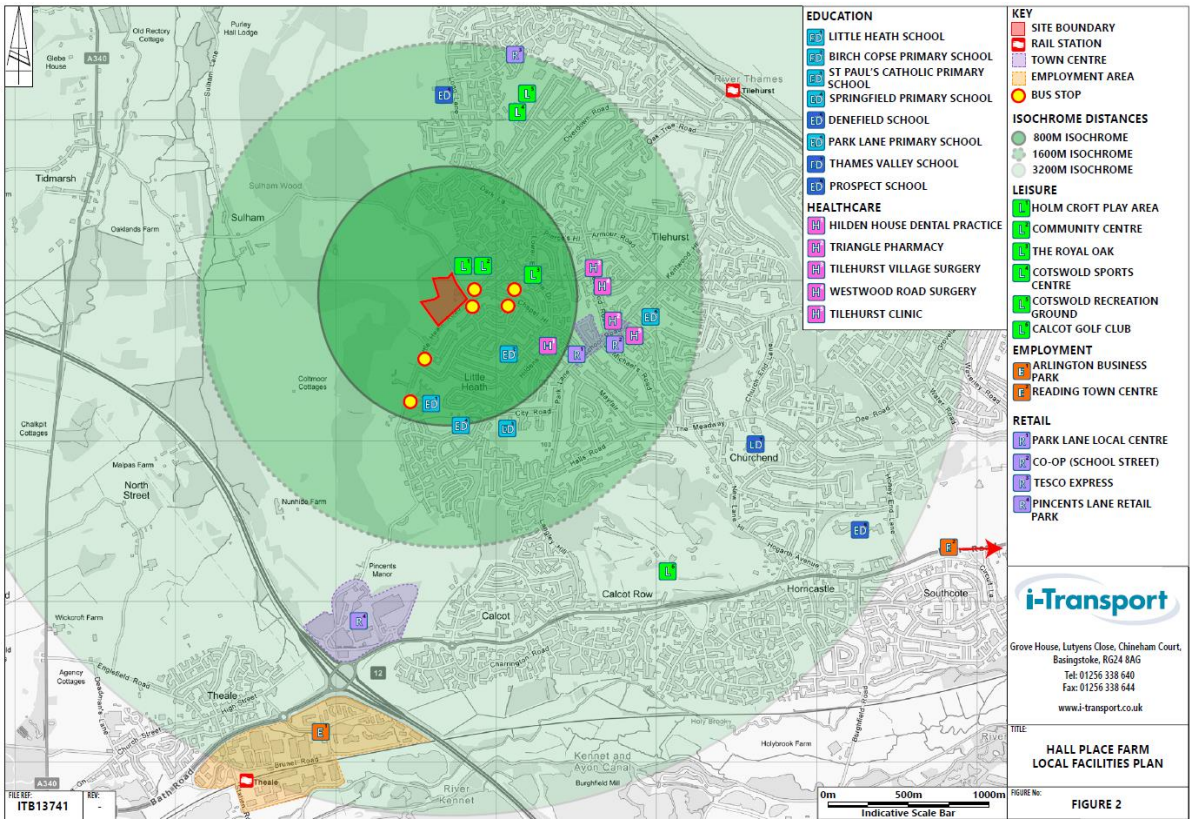
Key:

Within a comfortable (1,600m) walking distance:
Within a maximum (3,200m) walking distance:
Within comfortable (4,800m) cycling distance:
Within a maximum (8,000m) cycling distance

3.4.2 **Table 3.2** and **Image 3.2** (Local Facilities Plan) demonstrate that the provision of facilities in the local area within the distances previously set out are as followed:

- **Reasonable Walking Distance (1,600m):** A total of four primary schools and the Denefield School, Park Lane local centre, Holm Croft Play area and Community centre, Cotswold Sports Centre, Cotswold Recreation Ground, three GP clinics, Hilden House Dental Practice and Triangle Pharmacy.
- **Maximum Walking Distance (3,200m):** Thames Valley School, Prospect School, Pincents Lane Retail Park, Tesco Express, Calcot Golf Club and Arlington Business Park.

Image 3.2: Local Facilities (Extract)



Source: Figure 2: Local Facilities Plan

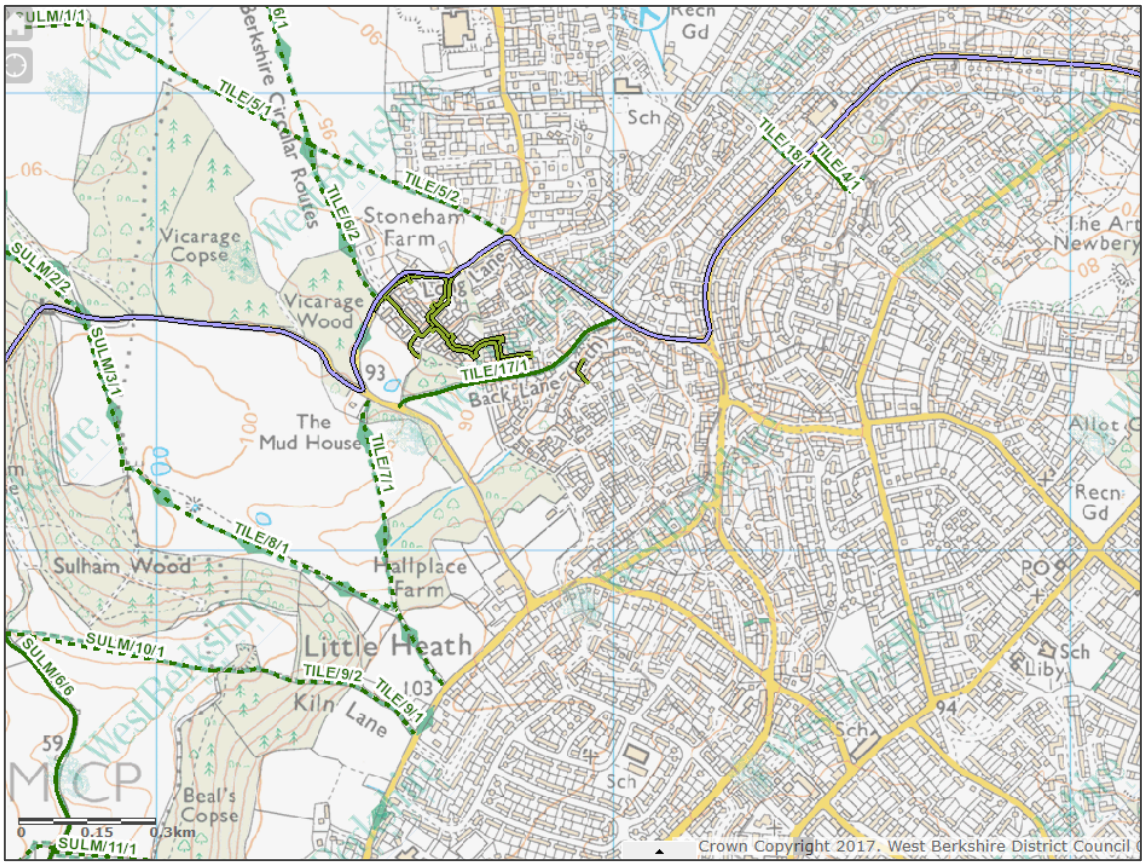
3.4.3 It has therefore been demonstrated that this site is located within close proximity to a wide range of local services and facilities and gives the future residents realistic opportunities to travel by sustainable modes of transport.

3.5 Provision for Walking and Cycling

3.5.1 The primary desire lines for pedestrians and cyclists from the site will be to the north east towards Tilehurst local centre and the railway station, as well as to the south towards Little Heath School and Springfield Primary School.

3.5.2 The principle pedestrian route from the site towards Tilehurst local centre is north on Little Heath Road and east on Chapel Hill. There is a well-established network of footways within the vicinity of the site and Little Heath Road. Little Heath Road is street lit and has a footway on the southern side of the carriageway along the site frontage. Little Heath Road is suitable for use by cyclists within the carriageway, which connects to Tilehurst local centre and Reading town centre.

Image 3.3: Local Public Rights of Way



Source: Extract taken from West Berkshire Online Map (footpaths and cycle routes)

3.5.3 In addition, there is a network of Public Rights of Way located to the north and west of the site. Footpath Tile/7/1 links Little Heath Road and Sulham Hill. This provides an off-road route to access the 'Round Berkshire Cycle Route' heading north east along Overdown Road towards Tilehurst Station.

3.6 Provision for Public Transport

Bus

3.6.1 The closest bus stops are located on Little Heath Road approximately 300m north east of the site for both inbound and outbound services. These bus stops are therefore within an easy walking distance of the site.

3.6.2 Bus route number 33 provides a quarter hourly frequency service between Tilehurst and Central Reading within 300m of the site. The site is therefore well located to a regular bus service that provides direct connections to the centre of Reading to accommodate a range of journey purposes, including travel to/from work and shopping trips. Details of the bus services serving these stops are provided in **Table 3.3**.

Table 3.3: Bus Services Summary

Service	Route	Typical Daytime Frequency		
		Monday - Friday	Saturdays	Sundays
33 Royal Blue	Central Reading – Tilehurst – Turnham's Farm	15 mins	15 mins	30 mins

Source: Traveline

Rail

3.6.3 The closest rail station to the site is Tilehurst Rail Station approximately 2.8km north east of the site and as such is within the maximum walk distance and within a reasonable cycle distance of the site. Tilehurst station provides frequent rail services to a number of destinations including Maidenhead, Slough and London Paddington.

3.6.4 Reading Rail Station is located approximately 8km east of the site with bus service 33 providing access to Reading Rail Station, which is a short walk (circa 120m) from Reading Station. Reading Station is a major transport interchange operated by Network Rail with Great Western Railway, Cross Country and South Western Railway operating from this location.

3.6.5 A summary of the destinations, typical frequencies and journey durations at these stations is provided in **Table 3.4**.

Table 3.4: Rail Services Summary

Station	Destination	Typical Daytime Frequency		Typical Journey Time (Approx.)
		Peak Services	Off-Peak Services	
Tilehurst Station	Maidenhead	2 per hour	2 per hour	22 – 26 minutes
	Slough	2 per hour	2 per hour	32 minutes
	London Paddington	15-18 services per hour	11 per hour	30 – 58 minutes
Reading Station	London Paddington	15-18 services per hour	11 per hour	30 – 58 minutes
	London Waterloo	2 – 3 per hour	2 per hour	1 hour 22 minutes
	Didcot Parkway	6 – 7 per hour	5 per hour	15 minutes
	Newbury	3 per hour	2 per hour	30 minutes
	Basingstoke	3 – 4 per hour	3 – 4 per hour	26 minutes
	Bristol Temple Meads	2 per hour	2 per hour	1 hour 12 minutes
	Southampton Central	1 – 2 per hour	1 – 2 per hour	51 minutes
	Oxford	5 per hour	4 per hour	25 minutes

Source: National Rail

3.6.6 **Table 3.4** demonstrates that Tilehurst Station provides frequent rail services to a number of destinations including Maidenhead, Slough and London Paddington, whilst Reading Rail Station provides services to key destinations including London Paddington, Newbury, Basingstoke and others, therefore demonstrating access to a wider range of employment, retail, and leisure facilities.

3.7 Summary

3.7.1 The site is well related to existing facilities and services, with a wide range of key local destinations within an acceptable walking and cycling distance of the site. Future residents of the site will have genuine and realistic opportunities to travel by sustainable modes of transport. These are accessible via an existing good quality network of footways in the adjacent built up area.

3.7.2 Bus stops are located in close proximity to the site which provide frequent and direct services to destinations within Tilehurst and Reading. Tilehurst Station is within a maximum walking distance and a reasonable cycling distance of the site. Reading Station can be accessed via the existing bus service 33 with a short walk of 120m from the stop to the station. It provides frequent services to a wide range of destinations including London Paddington, Newbury, Basingstoke, and others. increasing employment, leisure and retail opportunities.

3.7.3 Against this background, the site is well located to 'take up' the opportunity for travel by sustainable modes. Furthermore, recent planning consents have established the local area as being sustainable and suitable for residential development.

SECTION 4 Access Strategy

4.1 Introduction

4.1.1 This section of the Transport Appraisal considers how safe and suitable access can be provided to the site for all users.

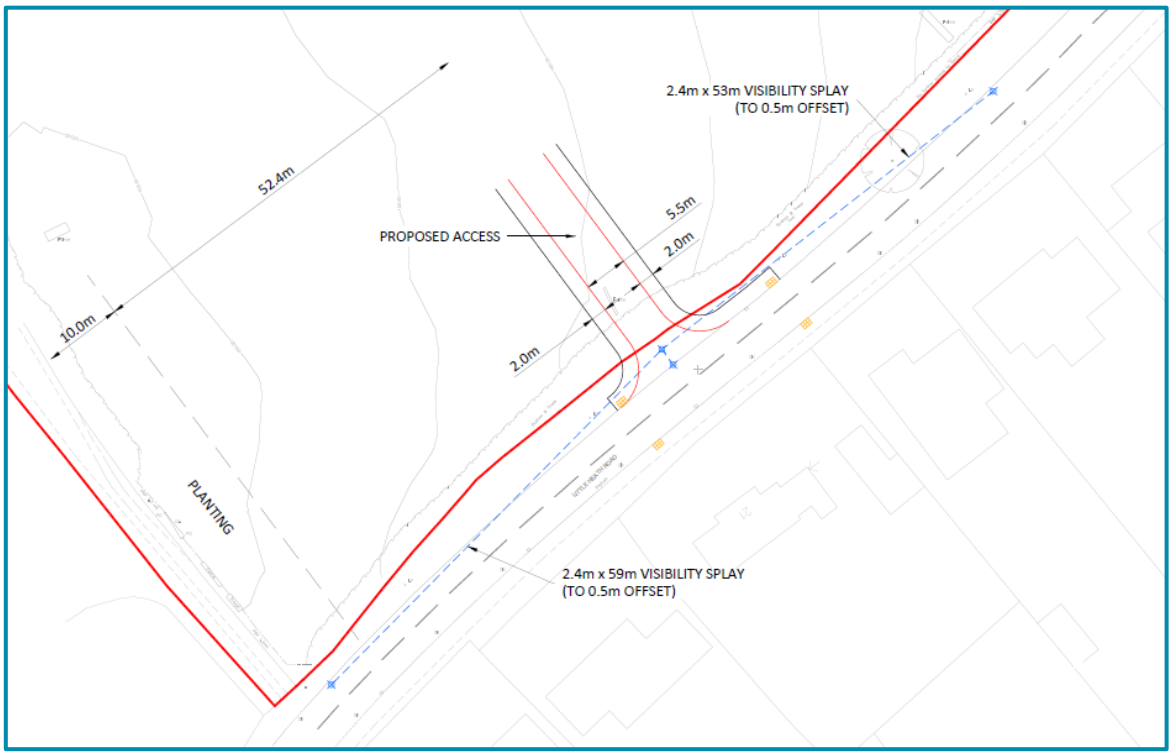
4.1.2 The site is currently accessed from two priority junctions on Sulham Road. The primary access to the north, provides access to the majority of the site and currently accommodates traffic associated with the riding school and paddocks and therefore accommodates all types of vehicles including large horse boxes. The secondary access junction provides access into the site and the saddlery.

4.1.3 The existing residential property on the site is currently accessed from Little Heath Road.

4.2 Vehicular Access Strategy

4.2.1 The main access to the site is proposed from Little Heath Road and will be in the form of a simple priority junction, with a 5.5m wide carriageway and 2.0m footway / service margin on either side as illustrated in **Drawing ITB13471-GA-001**, with an extract reproduced below.

Image 4.1: Primary Site Access



4.2.2 A vehicle speed survey was undertaken on Little Heath Road along the site frontage between 18 July 2018 and 27 July 2018. The survey observed the maximum 85th percentile wet weather vehicles speeds of some 37.4mph on the northbound direction and 34.5mph in the southbound direction during the survey periods. Using the formula set out in the Manual for Streets, the observed speeds require minimum visibility splays of 2.4m x 53m to the left and 2.4m x 59m to the right. Visibility splays in accordance with measured speeds can be adequately accommodated.

4.2.3 As part of the proposal a secondary access will also be provided utilising the existing access from Sulham Hill to the north. The existing access will be improved to provide a simple priority junction with a 5.5m wide carriageway and 2.0m footway / service margin on either side. Visibility splays in accordance with measured speeds can be accommodated with some amendments to the existing banks either side of the access. This arrangement is shown on i-Transport **Drawing ITB13741-GA-002**

4.2.4 There is currently a secondary access point into the site which provides access to the saddlery, from Sulham Hill to the south. This access is to be retained, with some improvements to provide a 4.8m wide access, which would provide a dedicated access to the farm shop/workshop units proposed. No vehicular through route will be available to the residential development via this access. Visibility splays in accordance with measured speeds can be accommodated with some amendments to the existing banks either side of the access. This arrangement is shown on i-Transport **Drawing ITB13741-GA-003**.

4.2.5 All points of access have been designed to be able to accommodate the likely traffic associated with them as well as being considered in the context of the residential development which is coming forward on the eastern side of Sulham Hill. All points of access will be subject to a thorough and Independent Road Safety Audit at the time of any application(s).

4.3 Outline Sustainable Access Strategy

Walking / Cycling

4.3.1 In terms of walking and cycling, a 2.0m wide footway will be provided on both sides of the proposed site access into the site. Dropped kerbs and tactile paving will be provided on the proposed site access across Little Heath Road to enable pedestrians to connect to the existing footway network safely.

4.3.2 The adjacent site (east of Sulham Hill) which is currently being constructed is to provide a footway connection opposite the farm shop/workshop units access tying into the existing footway network on Chapel Hill.

4.3.3 An additional footway/cycleway will be provided via the existing residential property on the site which is accessed from Little Heath Road. This will form a shared surface arrangement, with a footway provided along northern side of Little Heath Road forming an uncontrolled crossing with dropped kerbs and tactile paving just south of the junction with Sulham Hill to enable pedestrians to connect to the existing footway network safely.

4.3.4 Little Heath Road is suitable for use by cyclists within the carriageway, which connects to Tilehurst village centre and onwards to the centre of reading. As part of the internal layout the development will be designed to enable use by cyclists within the carriageway.

Travel Plan

4.3.5 A robust Travel Plan for the site will also be implemented. The Travel Plan will be developed in accordance with the National Planning Practice Guidance (NPPG) and any future adopted local West Berkshire Travel Plan Guidance and will encourage and facilitate travel by walking, cycling and public transport use through a range of measures. This will include provision of travel vouchers to new residents, which can be used for purchasing season tickets.

4.4 Summary

4.4.1 It is proposed to provide the main vehicular access to the site via Little Heath Road in the form of a priority junction. This access arrangement is shown in i-Transport **Drawing No. ITB13741-GA-001** and demonstrates that visibility splays in accordance with measured speeds can be achieved to the left and right of the access. The access will therefore provide safe and suitable vehicular access to the site in accordance with current design guidance.

4.4.2 As part of the proposals a secondary access will be provided utilising the existing access from Sulham Hill to the north. The access will be improved to provide a simple priority junction. Visibility splays in accordance with measures speeds can be accommodated with some minor amendments to the existing banks either side of the access.

4.4.3 The access to the saddlery is to be retained with some improvements including widening and improvements to visibility splays. This would provide a dedicated access to the farm shop/workshop units.

4.4.4 The primary vehicular access will include provision for pedestrians (i.e. by including footways). Dropped kerbs and tactile paving will be provided on the proposed site access across Little Heath Road to enable pedestrians to connect to the existing footway network.

4.4.5 An additional footway/cycleway will be provided via the existing residential property on the site which is accessed from Little Heath Road. This will form a shared surface arrangement, with a footway provided along northern side of Little Heath Road forming an uncontrolled crossing with dropped kerbs and tactile paving just south of the junction with Sulham Hill to enable pedestrians to connect to the existing footway network safely.

4.4.6 A robust Travel Plan will be implemented for the site which will be developed in accordance with current guidance and will encourage and facilitate travel by walking, cycling and public transport use through a range of measures.

SECTION 5 Traffic Impact

5.1 Introduction

5.1.1 This section of the Transport Appraisal considers the final key test: will the residual cumulative impact of development – especially in terms of traffic, be acceptable, i.e. less than 'severe'?

5.1.2 The 'severe' test is the fundamental transport test identified by the NPPF. Paragraph 108 sets out that development should only be prevented from coming forward for transport reasons if the residual cumulative impact would sever, i.e. development can have an impact, potentially a significant one, but that impact should not be severe.

5.1.3 Against this background, this section of the Transport Appraisal assesses whether traffic impacts are likely to be a 'showstopper' to the development of the site.

5.2 Vehicular Trip Generation

5.2.1 An initial assessment of the traffic impact on the local highway network during the weekday peak hour periods has been undertaken for the proposed development of up to 80 dwellings, allotments and farm shop/workshop.

Residential

5.2.2 The traffic generation of the development proposal has been estimated on the basis of comparable survey data contained within the TRICS trip generation database. In order to undertake a robust assessment, survey data for residential developments comprising a similar number of privately-owned houses located in the suburban area and edge of town have been assessed.

5.2.3 A summary of the predicted traffic generation for the proposed development is provided in **Table 5.1**.

Table 5.1: Traffic Generation – Proposed Development

Time	Trip Rate (per dwelling)			Trip Generation (80 dwellings)		
	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	0.147	0.398	0.545	12	32	44
PM Peak (1700-1800)	0.361	0.169	0.530	29	14	42

Source: TRICS/ Consultant's calculations based on TRICS data

5.2.4 The development is therefore expected to generate some 42 to 44 two-way movements in a peak hour which is less than one vehicle movement a minute in the peak hours for the residential use. This is likely to have minimal impact on the operation of the local highway network.

Farm Shop

5.2.5 The proposed farm shop/workshop is estimated to generate a minimal number of vehicle movements in the morning and evening peak hour, with the number of two-way movements less than 10 vehicles an hour. This will have a negligible impact on the operation of the local highway network.

Allotments

5.2.6 The allotments are proposed for future residents as well as local residents and therefore the majority of movements to the allotments would be on foot. Any vehicular trips associated with the allotment will be largely outside of the peak hour and therefore these trips will have a negligible impact on the operation of the local highway network.

5.3 Distribution and Assignment

5.3.1 The likely journey purpose for the vehicular peak hour trips has been derived from the National Travel Survey (NTS) 2017 (DfT). For journeys to work, the 2011 Census has been reviewed to identify the likely destination for employment journeys (using West Berkshire middle layer super output area ref: 005); whilst the distribution of non-employment trips has been estimated using a P/T^2 gravity model.

5.3.2 The two sets of data have been combined to generate a single set of distribution parameters to inform the development trip assignment and is presented in **Table 5.2**.

Table 5.2: Distribution of Development Generated Trips (Car Driver Only)

Destination	Employment Trips %	Non- Commuter Trips %	% All Trips Combined
Basingstoke	1.15%	-	1.15
Bracknell	1.35%	7.15%	8.50
Burghfield	1.08%	1.11%	2.19
Calcot	1.82%	6.22%	8.04
Caversham	1.84%	0.99%	2.83
Central Reading	9.33%	6.34%	15.67
London	0.86%	-	0.86
Newbury	2.26%	1.47%	3.73
Norcot	1.47%	6.01%	7.48

Destination	Employment Trips %	Non- Commuter Trips %	% All Trips Combined
Pangbourne	0.76%	1.96%	2.72
Purley on Thames	0.69%	2.34%	3.03
Slough	0.64%	-	0.64
Southcote	1.72%	1.97%	3.69
Swindon	0.44%	-	0.44
Thatcham	1.94%	1.51%	3.45
Theale	2.73%	1.59%	4.32
Tilehurst	2.46%	13.11%	15.57
Whitley	3.19%	1.59%	4.78
Windsor and Maidenhead	0.47%	-	0.47
Wokingham	3.88%	1.63%	5.51
Other	4.91%	-	4.91
Total	45.0%	55.0%	100.0%

Source: 2011 Census/ Consultant's Gravity Model (rounding applied)

5.3.3 Traffic has been assigned to the local highway network based on online journey planning tools (Google Maps Directions facility) applying peak hour travel time during the morning peak hour to reflect existing traffic conditions.

5.3.4 Based on the above assessment of traffic distribution and assignment, it is estimated that the development traffic will be distributed as follows:

- 63% via site access onto Little Heath Road and 37% via site access onto Sulham Hill;
- Of the total traffic generated, 86% will travel east along Little Heath Road and 14% travel north on Sulham Hill;
- Of the 86% travelling along Little Heath Road, 63% will travel south along Chapel Hill and 23% east along Westwood Glen.

5.4 Traffic Impact on the Local Highway Network

5.4.1 On the basis of the above analysis, the broad two-way potential traffic flow increases in the morning and evening peak hours on Little Heath Road are presented in **Table 5.3**. in both the morning and evening peak hour periods on the wider highway network.

Table 5.3: Development Proposal - Likely Two-Way Traffic Flow Increases – Little Heath Road

Time	Morning Peak (0800-0900)			Evening Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Little Heath Road	10	27	37	25	12	36
Sulham Hill	2	4	6	4	2	6

Source: Consultant's Estimates

5.4.2 Development of the site for up to 80 dwellings is likely to result in minimal traffic increases across the highway network, with just over one vehicle movement every two minutes on Little Heath Road. Flow increases outside of the peak periods will be lower.

5.4.3 These low levels of traffic increases will not result in a significant change to the operation of the priority junction of Little Heath Road with Sulham Hill and will certainly be below a level that could reasonably be considered to be 'severe'.

5.5 Summary

5.5.1 The TRICS database has been used to forecast the likely number of vehicle movements generated by the proposed development of up to 80 dwellings. The residential trips have been assigned to the local highway network using a combination of the 2011 Census Travel to Work Data (for the proposed peak hour trips that are work journeys) and a gravity model (for other journey purposes). The residential development will generate circa 45 two-way vehicle movements in the morning and evening peak hours which equates to less than one vehicle a minute.

5.5.2 The allotments and farm shop/workshop will generate minimal number of vehicle movement in the morning and evening peak hours and will have a negligible impact on the operation of the local highway network.

5.5.3 The analysis demonstrates that the additional development generated traffic will results in minimal increases on the local highway network corridors in the vicinity of the site and will not result in a material impact on the operation of the local highway network.

SECTION 6 Summary

6.1.1 This note sets out the transport deliverability of a proposal for a residential development comprising up to 80 dwellings on land at Hall Place Farm, Tilehurst. The site will also include allotments and farm shop/workshop.

6.1.2 This Transport Appraisal assesses the proposed development against the three key transport tests identified by paragraph 108 of the NPPF and reflected in local transport policy:

- Can the opportunities for sustainable travel be taken up in a reasonable and realistic way?
- Will safe and suitable access be achieved for all users?
- Will the residual impact be severe?

Accessibility

6.1.3 The site is well related to existing facilities and services, with a wide range of key local destinations within an acceptable walking and cycling distance of the site. Future residents of the site will have genuine and realistic opportunities to travel by sustainable modes of transport. These are accessible via an existing good quality network of footways in the adjacent built up area.

6.1.4 Bus stops are located in close proximity to the site which provide frequent and direct services to destinations within Tilehurst and Reading. Tilehurst Station is within a maximum walking distance and a reasonable cycling distance of the site, providing services to Maidenhead, Slough and London Paddington. Reading Station can be accessed via the existing bus service 33 with a short walk of 120m from the stop to the station. It provides frequent services to a wide range of destinations including London Paddington, Newbury, Basingstoke, and others. increasing employment, leisure and retail opportunities.

6.1.5 Against this background, the site is well located to 'take up' the opportunity for travel by sustainable modes. Recent planning consents have established the local area as being sustainable and suitable for residential development.

Access

6.1.6 It is proposed to provide the main vehicular access to the site via Little Heath Road in the form of a priority junction. This access arrangement is shown in i-Transport **Drawing No. ITB13741-GA-001** and demonstrates that visibility splays in accordance with measured speeds can be achieved to the left and right of the access. The access will therefore provide safe and suitable vehicular access to the site in accordance with current design guidance.

6.1.7 As part of the proposal a secondary access will be provided utilising the existing access from Sulham Hill to the north. The access will be improved to provide a simple priority junction. Visibility splays in accordance with measures speeds can be accommodated with some minor amendments to the existing banks either side of the access.

6.1.8 The access to the saddlery is to be retained with some improvements. This would provide a dedicated access to the farm shop/workshop units.

6.1.9 The primary vehicular access will include provision for pedestrians (i.e. by including footways). Dropped kerbs and tactile paving will be provided on the proposed site access across Little Heath Road to enable pedestrians to connect to the existing footway network.

6.1.10 An additional footway/cycleway will be provided via the existing residential property on the site which is accessed from Little Heath Road. This will form a shared surface arrangement, with a footway provided along northern side of Little Heath Road forming an uncontrolled crossing with dropped kerbs and tactile paving just south of the junction with Sulham Hill to enable pedestrians to connect to the existing footway network safely.

6.1.11 A robust Travel Plan will be implemented for the site which will be developed in accordance with current guidance and will encourage and facilitate travel by walking, cycling and public transport use through a range of measures.

Traffic Impact

6.1.12 The TRICS database has been used to forecast the likely number of vehicle movements generated by the proposed development of up to 80 dwellings. The residential trips have been assigned to the local highway network using a combination of the 2011 Census Travel to Work Data (for the proposed peak hour trips that are work journeys) and a gravity model (for other journey purposes). The residential development will generate circa 45 two-way vehicle movements in the morning and evening peak hours which equates to less than one vehicle a minute in a peak hour.

6.1.13 The allotments and farm shop/workshop will generate minimal number of vehicle movement in the morning and evening peak hours and will have a negligible impact on the operation of the local highway network.

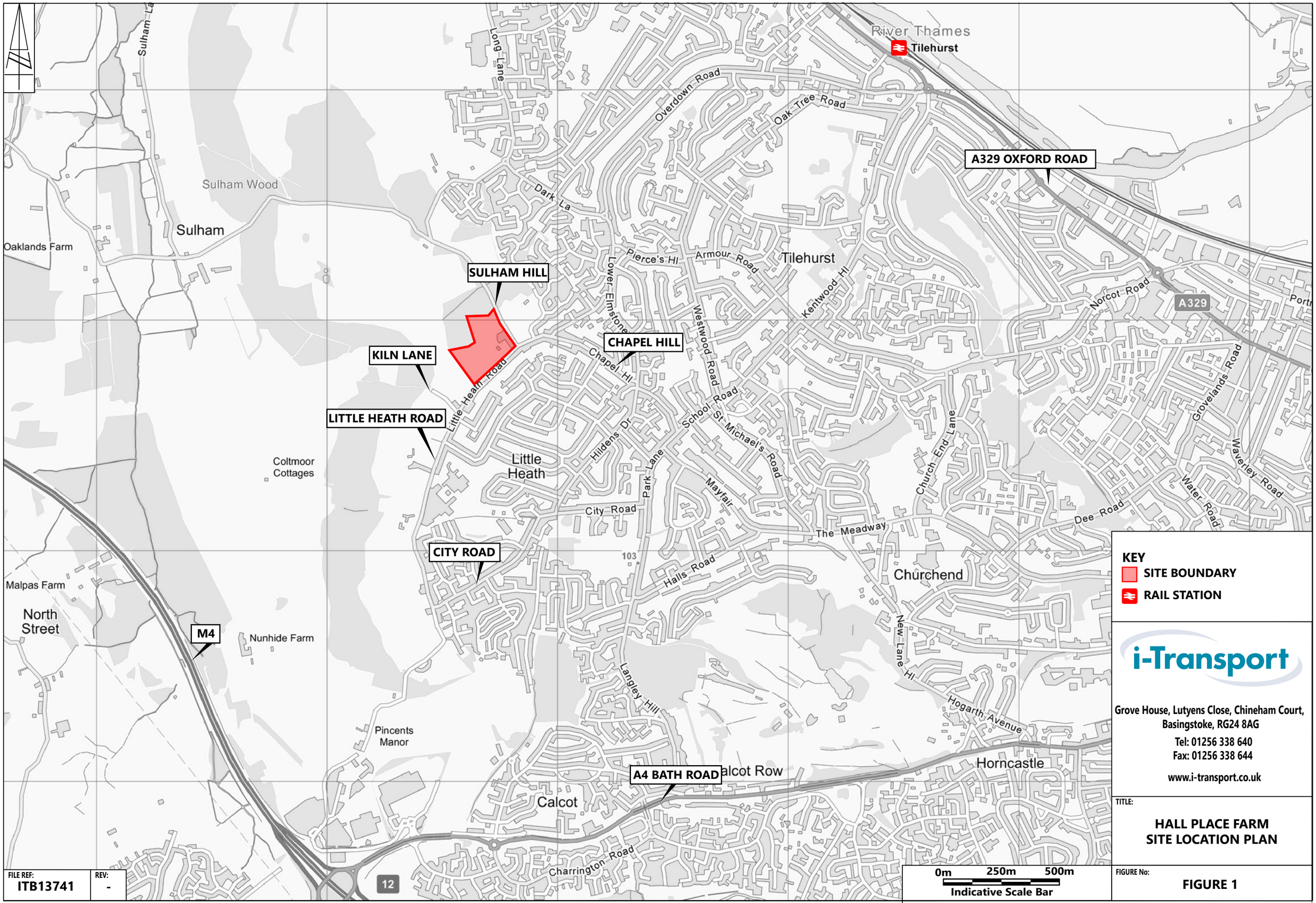
6.1.14 The analysis demonstrates that the additional development generated traffic will results in minimal increases on the local highway network corridors in the vicinity of the site and will not result in a material impact on the operation of the local highway network.

6.2 Conclusion

6.2.1 Therefore, the site meets all three key transports tests, i.e.:

- The opportunities for sustainable travel can be appropriately taken up;
- Safe and acceptable access can be provided; and
- The residual cumulative impact of the development will be acceptable.

FIGURES



KEY

- SITE BOUNDARY
- RAIL STATION

i-Transport

Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG

Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

HALL PLACE FARM
SITE LOCATION PLAN

FILE REF: ITB13741

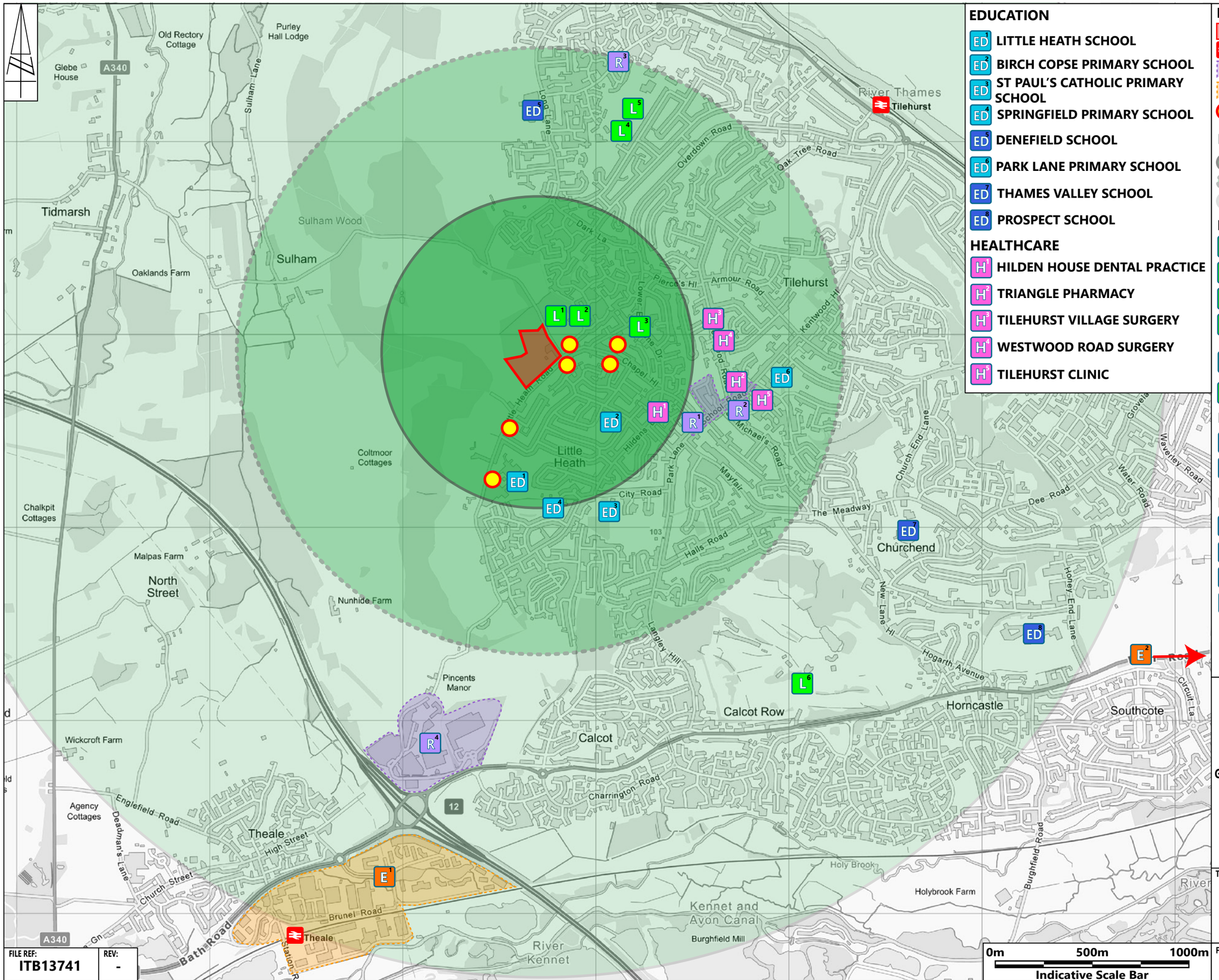
REV: -

0m 250m 500m

Indicative Scale Bar

FIGURE No:

FIGURE 1



EDUCATION

- ED1 LITTLE HEATH SCHOOL
- ED2 BIRCH COPSE PRIMARY SCHOOL
- ED3 ST PAUL'S CATHOLIC PRIMARY SCHOOL
- ED4 SPRINGFIELD PRIMARY SCHOOL
- ED5 DENEFIELD SCHOOL
- ED6 PARK LANE PRIMARY SCHOOL
- ED7 THAMES VALLEY SCHOOL
- ED8 PROSPECT SCHOOL

HEALTHCARE

- H1 HILDEN HOUSE DENTAL PRACTICE
- H2 TRIANGLE PHARMACY
- H3 TILEHURST VILLAGE SURGERY
- H4 WESTWOOD ROAD SURGERY
- H5 TILEHURST CLINIC

KEY

- SITE BOUNDARY
- RAIL STATION
- TOWN CENTRE
- EMPLOYMENT AREA
- BUS STOP

ISOCHROME DISTANCES

- 800M ISOCHROME
- 1600M ISOCHROME
- 3200M ISOCHROME

LEISURE

- L1 HOLM CROFT PLAY AREA
- L2 COMMUNITY CENTRE
- L3 THE ROYAL OAK
- L4 COTSWOLD SPORTS CENTRE
- L5 COTSWOLD RECREATION GROUND
- L6 CALCOT GOLF CLUB

EMPLOYMENT

- E1 ARLINGTON BUSINESS PARK
- E2 READING TOWN CENTRE

RETAIL

- R1 PARK LANE LOCAL CENTRE
- R2 CO-OP (SCHOOL STREET)
- R3 TESCO EXPRESS
- R4 PINCENTS LANE RETAIL PARK

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Tel: 01256 338 640
Fax: 01256 338 644

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TITLE:

HALL PLACE FARM LOCAL FACILITIES PLAN

FILE REF: ITB13741

REV: -

0m 500m 1000m

Indicative Scale Bar

FIGURE No:

FIGURE 2

DRAWINGS

SCALE BAR @ 1:500

0 5 10 25 50

2.4m x 53m VISIBILITY SPLAY
(TO 0.5m OFFSET)

PROPOSED ACCESS

5.5m

2.0m

2.0m

52.4m

10.0m

PLANTING

2.4m x 59m VISIBILITY SPLAY
(TO 0.5m OFFSET)

LITTLE HEATH ROAD

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

KEY:

SITE BOUNDARY

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640
Fax: 01256 338644

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
B	16.10.18	MC	TOPO SURVEY ADDED	MC	JDW
A	03.08.18	SH	MINOR AMENDMENTS	JDW	JDW

STATUS: DRAFT

TITLE: SITE ACCESS ARRANGEMENT

PROJECT: HALL PLACE FARM, TILEHURST

CLIENT: SULHAM ESTATE AND FARMS

SCALE @ A3:	CHECKED:	APPROVED:
1:500	JCB	JCB
FILE REF:	DRAWN:	DATE:
ITB13741-GA-001	AS	22.03.18

DRAWING No: ITB13741-GA-001

PROJECT No: ITB13741

REV: B

T:\Projects\13000 Series\13741ITB Hall Place Farm, Tilehurst\Tech\Acad\-Transport Drawings\Working Drawings\GA\ITB13741-GA-001B.dwg

2.4m x 95m VISIBILITY SPLAY

2.4m x 64m VISIBILITY SPLAY

REGRADING OF BELLMOUTH TO TIE IN WITH EXISTING GROUND (USING 1:20 SLOPE)

INDICATIVE EARTHWORKS (1:3 SLOPE)

5.5m

2.4m x 56m VISIBILITY SPLAY

SCALE BAR @ 1:500

0 5 10 25 50

REV	DATE	BY	DESCRIPTION	CHK	APD
A	23.10.18	SH	MINOR AMENDMENTS	MC	JDW

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CLIENT: SULHAM ESTATE AND FARMS

STATUS: FOR INFORMATION

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640
Fax: 01256 338644

www.i-transport.co.uk

TITLE: POTENTIAL SITE ACCESS ARRANGEMENT

PROJECT: HALL PLACE FARM, TILEHURST

SCALE @ A3:	CHECKED:	APPROVED:
1:500	JDW	JDW
FILE REF:	DRAWN:	DATE:
ITB13741	SH	03.08.18

DRAWING No: ITB13741-GA-002

PROJECT No: ITB13741 REV: A

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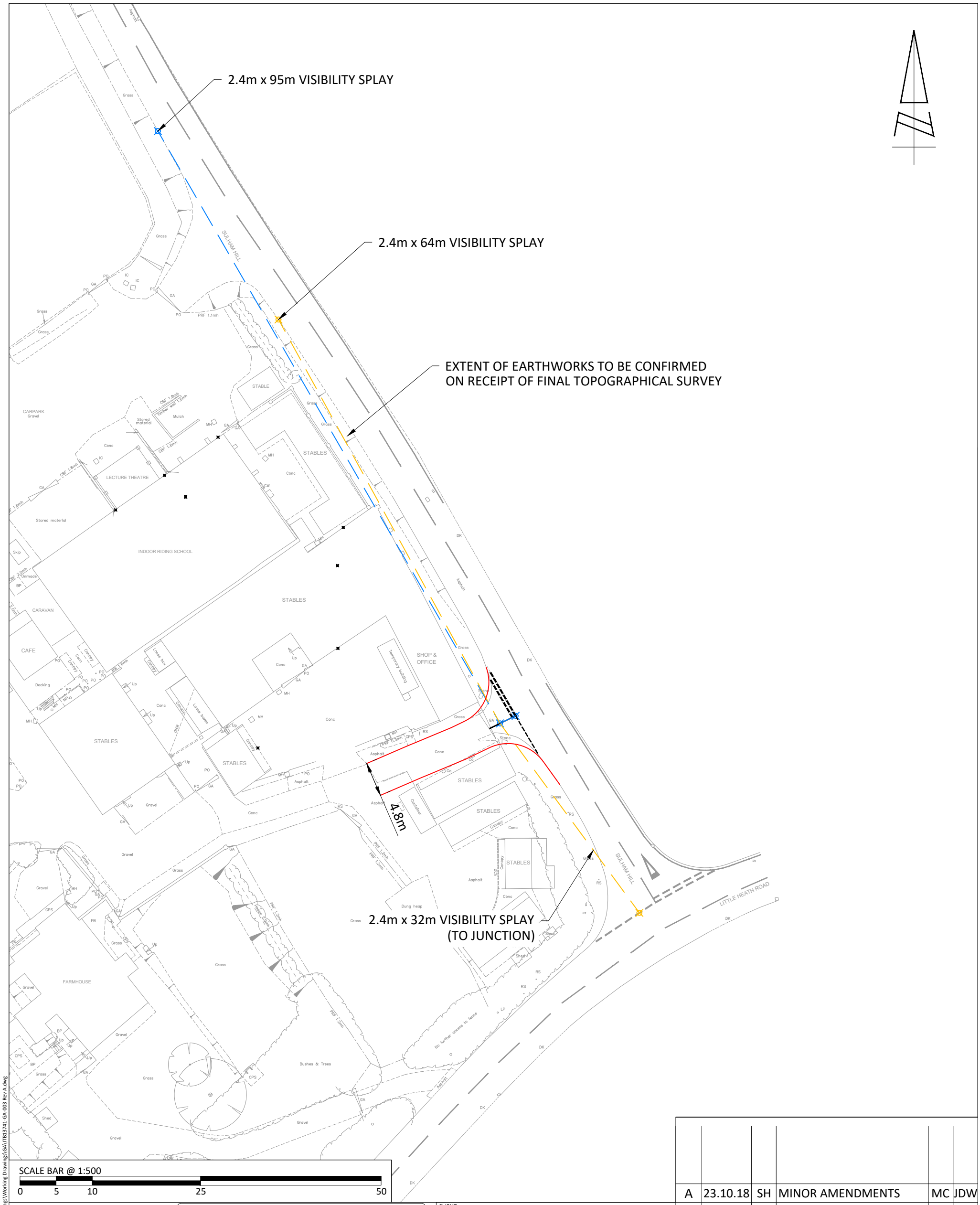

REV	DATE	BY	DESCRIPTION	CHK	APD
A	23.10.18	SH	MINOR AMENDMENTS	MC	JDW

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

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Fax: 01256 338644
www.i-transport.co.uk

TITLE: POTENTIAL SITE ACCESS ARRANGEMENT

SCALE @ A3:	CHECKED:	APPROVED:
1:1000	JDW	JDW
FILE REF:	DRAWN:	DATE:
ITB13741	SH	03.08.18

PROJECT: HALL PLACE FARM, TILEHURST

DRAWING No: ITB13741-GA-003

PROJECT No: ITB13741 REV: A

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