

Client:	Fairfax Properties Ltd	Date:	5 th February 2021
Project:	Reading Golf Club	Ref:	VOC-17-02
Objective:	Transport Improvements associated with residential scheme		

The following detail sets out a general overview of the proposed transport improvements associated with the Reading GC project.

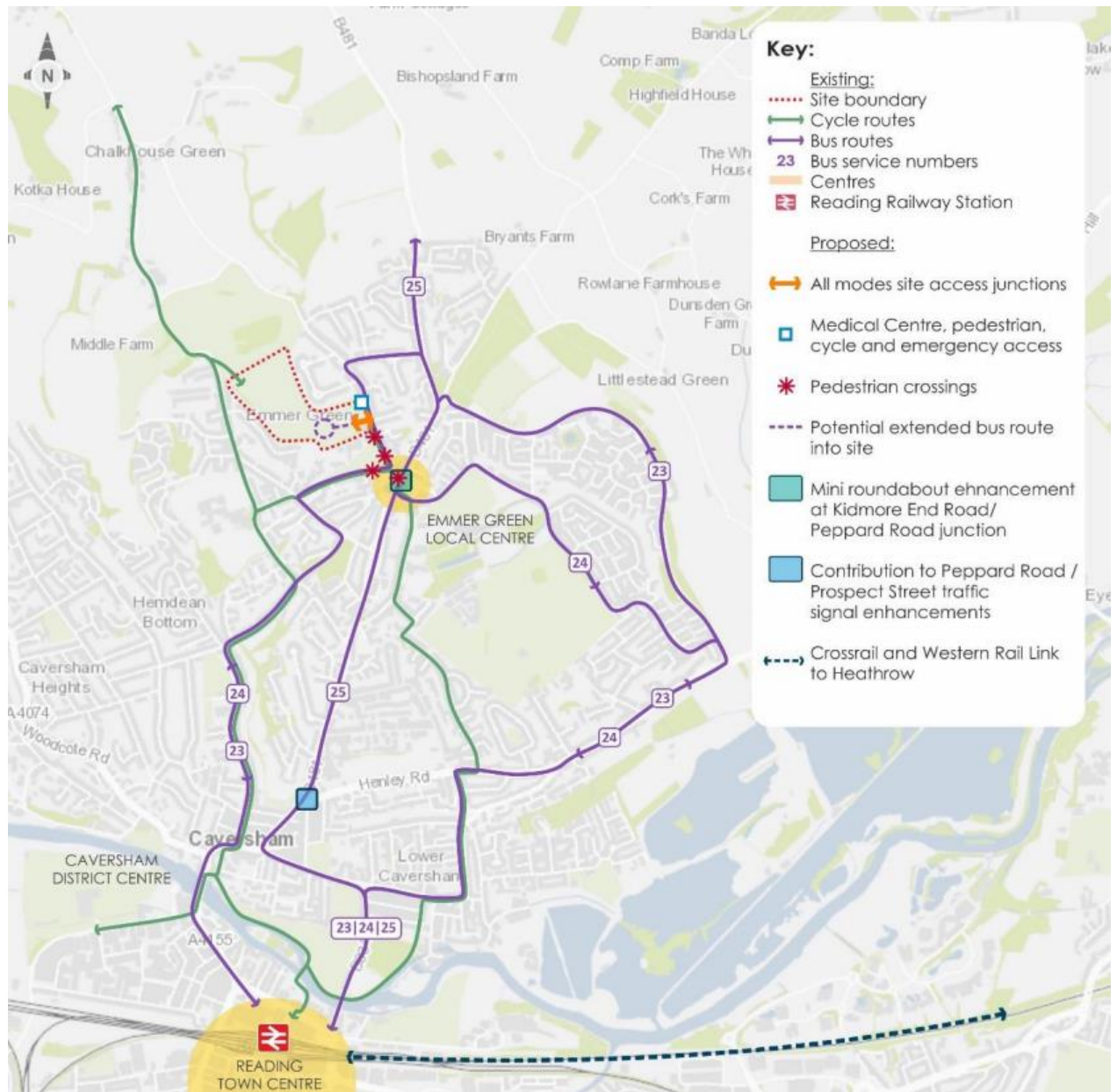
On-Site Improvements



- Footpaths are to be provided into the SODC land.
- These will be put in place upon closure of the Golf Club in March 2021 and will connect the RBC land to the north east and north west via links into Highdown Hill Road and Kidmore End Road. These works can be undertaken without the need for planning permission.
- The central spine road is 5.5m width but has land preserved to enable widening so that a bus route can be provided into the SODC land in future.
- If the SODC land comes forward, this will include land to the South of Cucumber Wood, extending to the east to join up with Kidmore End Road. The bus route would then loop around the golf course land before re-connecting with Kidmore End Road.
- The scheme proposes policy-compliant car and cycle parking, plus electric vehicle charging and commitment to a car club.

Off-site Improvements

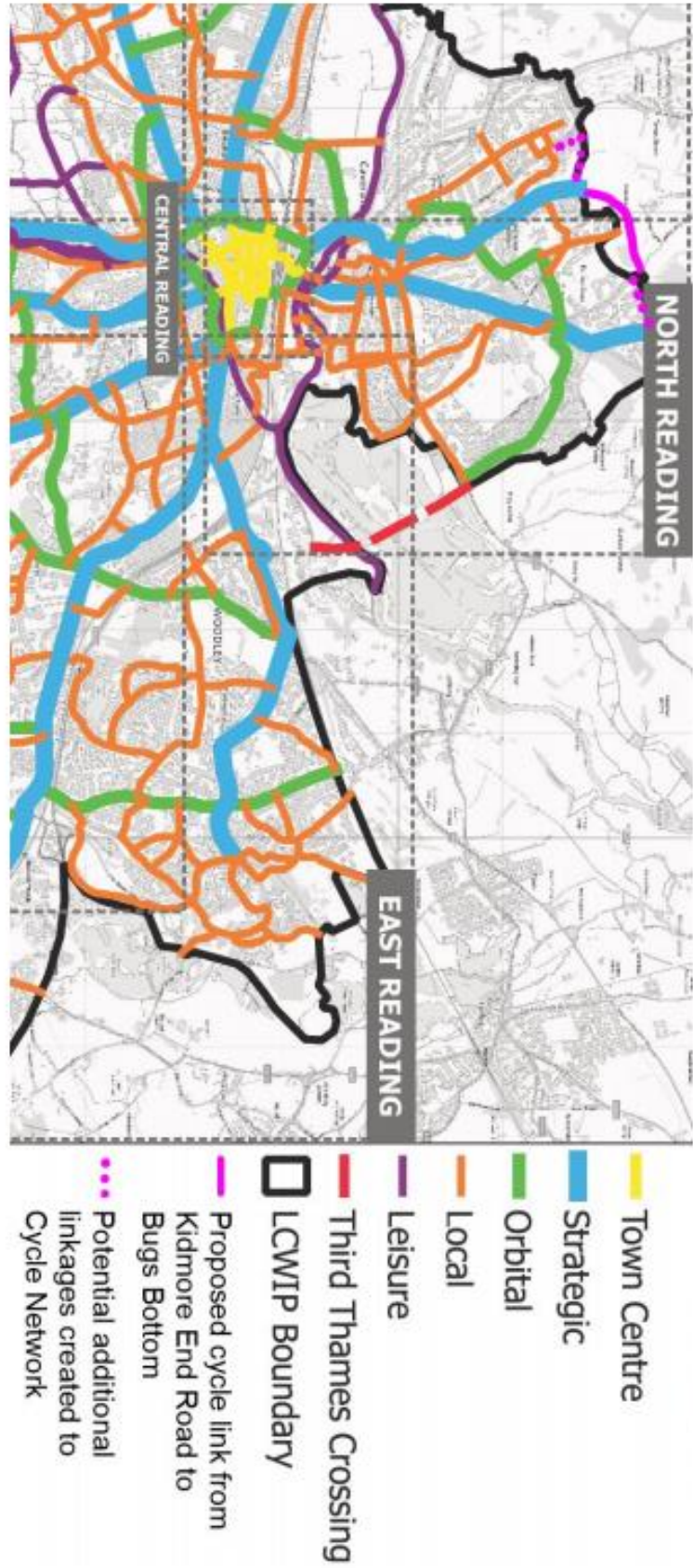
- The following improvements are proposed to enhance pedestrian and cycle accessibility to/from the site:
 - Provision of raised informal crossing points with herringbone imprint on Lyefield Court at its junction with Kidmore End Road, Kidmore End Road just north of Grove Road and on Grove Road at its junction with Kidmore End Road. These traffic calming features should slow traffic and increase the visibility of pedestrians to drivers.
 - Provision of a mini roundabout at the junction of Kidmore End Road and Peppard Road with imprinted crossing across the Kidmore End Road approach. A mini roundabout acts as a traffic calming feature, slowing traffic on all approaches and next to the signalised pedestrian crossing over Peppard Road which provides connection to Emmer Green local centre for pedestrians. The imprinted crossing raises driver's awareness to pedestrians in the area. There is also an option to retain the current layout and provide a raised and/or imprinted crossing if RBC wish.
- The TA has determined that the following improvements are necessary to accommodate impacts of traffic generated by the development:
 - Two options for Kidmore End Road / Peppard Road: A mini roundabout junction arrangement to provide traffic calming and better cater for increased traffic flow along Kidmore End Road or retain the existing layout. Both options have been assessed and the results demonstrate that the junctions will operate within capacity.
 - It is proposed that the developer will provide an appropriate contribution (amount to be determined through S106 negotiations) to RBC to enable them to introduce a smarter signal operating scheme such as MOVA at the Peppard Road / Henley Road / Prospect Street / Westfield Road signalised junction. The existing junction has been assessed to determine the impact of the proposed development on the local highway network. The results show that the junction currently operates above the maximum theoretical operating capacity of 90% degree of saturation for a signalised junction in both peak hours. Based on the day of the traffic survey, there are relatively large queues on Peppard Road and Prospect Street in both peak hours and Westfield Road in the PM peak hour.
- Further improvements to the Peppard Road with Lowfield Avenue and the Peppard Road/Kiln Road junction would be contributed to through CIL payments. This detail was included within the RGC package of measures as part of earlier submissions to RBC Officers, but discounted further to discussion and scoping.



Better Pedestrian and Cycle Connectivity

- Routes are planned from the RBC land into the SODC land to connect with and enhanced accessibility to the Reading Local Transport Network:
 - Links from the RBC site to Highdown Hill Road will feed directly into National Cycle Network 5
 - Links from the RBC site to Kidmore End Road (north) will better link the site through to Peppard Road
 - Links through the SODC land from Kidmore End Road to Bugs Bottom will connect from north to south and east to west, providing significantly enhanced opportunity for non-car travel and ability to walk and cycle off-road between Emmer Green and Caversham in line with Policy CC6.

- This will all link up with a significant area of open space, allotments, a café and outdoor seating area and a short game golf/foot golf/disc golf facility





- LAND WITHIN RBC - PLANNING APPLICATION SITE
- LAND WITHIN SODC
- EXISTING WOODLAND
- EXISTING GRASSLAND
- ANCIENT WOODLAND (WITH 15M BUFFER)
- COUNTRY PARK - 2.91 HA
- CREATION OF NEW WOODED AREA/ COMMUNITY ORCHARD - 1.12 HA
- POTENTIAL SITE FOR LEISURE USES
- POTENTIAL SITE FOR ALLOTMENTS - 0.41 HA
- PROPOSED CLUBHOUSE/CAFE
- OUTDOOR SEATING AREA
- EXISTING CAR PARK
- CONTRIBUTIONS TO IMPROVE EXISTING PLAY FACILITY
- LOCAL PLAY AREA
- HEALTH CENTRE
- EXISTING TREES AND HEDGING
- WALKING AND CYCLE LINKS
- 9 HOLE GOLF/FOOTGOLF COURSE
- EXISTING ACCESS TO CAR PARK
- ROAD GENERALLY LESS THAN 4M WIDE
- BRIDLEWAY
- PUBLIC RIGHT OF WAY NETWORK
- NATIONAL CYCLE NETWORK - ROUTE 5
- READING TRANSPORT STRATEGY 2036 STRATEGIC CYCLE ROUTE
- BUS STOP

Contact
Jonathan Walton

jonathan.walton@pegasusgroup.co.uk