

READING BOROUGH LOCAL PLAN

Adopted November 2019



www.reading.gov.uk



Reading
Borough Council

Working better with you

M4 Smart Motorway

4.5.12 Development consent was granted by the Secretary of State in September 2016 for the M4 Smart Motorway project between junctions 3 and 12 of the M4. The scheme uses technology to manage traffic flow, providing better information to drivers and converting the hard shoulder to a traffic lane. Works are expected to take place between 2017 and 2022⁹⁴. Within Reading Borough, works are expected to largely be within the envelope of the existing motorway and junction, as shown on the Proposals Map.

Access, Traffic and Highway-Related Matters

TR3: ACCESS, TRAFFIC AND HIGHWAY-RELATED MATTERS

In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where:-

- i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- ii) The development would not have a material detrimental impact on the functioning of the transport network;*
- iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.

4.5.13 Reading is a dense urban Borough, containing a broad variety of uses. It has a thriving economy and is a net importer of labour. These factors mean that Reading's transport network is often under significant pressure, and the impacts of new developments therefore require careful management, particularly in terms of new accesses and the effects of additional traffic generation.

⁹⁴ For more information, see <http://roads.highways.gov.uk/projects/m4-junctions-3-12-smart-motorway/#project>

- 4.5.14 It is important to ensure that proposals will not interfere with the free flow of traffic on the highway and that there would be no risk to the safety of people using that road including vulnerable groups such as pedestrians (including mobility-impaired users), cyclists and motorcyclists. The proximity of other accesses is also significant. In particular, creating new access points onto the Classified Highway Network, or changing the nature of an existing access or the type of traffic using the access, is likely to bring about risks to the safety of road users and increase traffic volumes. Where an existing area of the network already exceeds its operational capacity, proposals involving a new site access and/or additional trips likely to worsen the existing situation will not normally be permitted, unless the proposals provide improvements to the transport infrastructure which significantly reduce the effects of potential private car borne trips on the network.
- 4.5.15 The Council has produced a policy on accesses, which deals particularly with residential accesses onto classified roads, and commercial accesses onto all adopted roads⁹⁵. The policy, adopted in 2011, endorses the Department for Transport's Manual for Streets (for lightly trafficked roads within urban areas) and the Design Manual for Roads and Bridges (for access and junction improvements to classified roads from residential developments and to the entire road network for commercial developments). It is too detailed to reproduce here, but compliance with it, or any replacement, is essential. It follows national guidance that avoids access onto main roads wherever possible.
- 4.5.16 The Classified Highway Network is defined by the highways authority, and includes a number of main roads not classified as A or B roads. The Network at the time of this plan is shown on the Proposals Map, but it may change within the plan period, so the Council's website should be checked for the latest position.

Cycle Routes and Facilities

TR4: CYCLE ROUTES AND FACILITIES

Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.

- 4.5.17 Cycling is one of the most sustainable forms of transport, and forms an important part of Reading's transport strategy. Opportunities to continue to promote cycling, and enhance important routes, should be seized.

⁹⁵ Geometric Design Guidance for Residential Accesses onto Classified Roads and Commercial Accesses onto Adopted Roads (Version 2), approved July 2011.