

## UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES  
READING BOROUGH COUNCIL  
PLANNING APPLICATIONS COMMITTEE: 3<sup>rd</sup> April 2019

ITEM NO. 11  
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Ward: Church

Application No.: 190192/REG3

Address: 202 Hartland Road, Reading, RG2 8DR

Proposal: To form crossover and drop kerb to serve proposed off-street parking area (on Whitley Wood Road boundary).

Applicant: Reading Borough Council

Date valid: 4<sup>th</sup> February 2019

Application target decision date: 1<sup>st</sup> April 2019 (agreed extension to 5<sup>th</sup> April 2019)

### Recommendation:

As in main report

## 1. Neighbour Consultation Responses

1.1 Further to section 4 (Public Consultation) of the main report, on 1<sup>st</sup> April a letter of 'observation' was received, concerned with the following:

- Due to existing hedge, views when exiting the property will be restricted
- Safety of pedestrians

1.2 The Council's Highways Development Control Officer has assessed the proposals and considers that the proposed dropped crossing would be provided with adequate visibility of vehicles as vehicles approach the carriageway.

1.3 The Government's transport document *Manual for Streets* does not stipulate a requirement for pedestrian visibility splays to be provided at any junction/access. *Manual for Streets 2: Wider Applications of the Principles (MfS2)* forms a companion guide to *Manual for Streets (MfS)* and this latest document states the following:

*"10.6.1 Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted..."*

*10.6.2 Consideration should be given to whether this will be appropriate, taking into account the following:*

- the frequency of vehicle movements;*
- the amount of pedestrian activity; and*
- the width of the footway”.*

1.4 Taking the above into account, the vehicle and pedestrian movement would be relatively low and the footway is 2m in width, plus no accidents have been recorded within the vicinity of the site as a result of vehicles entering or exiting a property via a dropped crossing. As a result the Transport DC Officer advises that no pedestrian visibility splays would be required as part of this proposal.

1.5 Nevertheless, where the access crosses the footway it is considered there is sufficient inter-visibility between pedestrians and emerging motorists, and pedestrian safety is not considered to be compromised by the proposal.

1.6 Officers are content that the proposal is suitable in terms of Policy DM12.

**Case Officer: Ethne Humphreys**