



Peter Evans Partnership
**Transport Planning
& Highway Consultants**

Proposed Mixed Use Redevelopment 13-16 Market Place, Reading

Eurospeak Build Ltd

Transport Statement

April 2023

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1.0 INTRODUCTION

1.1 Aim of Statement

1.1.1 This Transport Statement accompanies a planning application submitted to Reading Borough Council (RBC) on behalf of Eurospeak Build Ltd for redevelopment of The Old Bank, 13-16 Market Place in Reading to provide 15 residential flats, which are car free, and space for Class E commercial/business/service use.

1.1.2 The Statement provides an assessment of the transportation and highway related matters associated with the mixed use scheme which includes considering the accessibility of the site by all modes of transport, access and servicing provision and identifying the transport implications of the proposals on existing traffic and safety conditions.

1.2 Contents

1.2.1 The Statement continues:

- in Section 2 with a description of the existing transport context including a review of existing accessibility for all road users.
- in Section 3 with a review of relevant national and local transport policy;
- in Section 4 with a description of transport elements of the application including details of access, layout and traffic generation;
- in Section 5 with an appraisal of the proposals from a transport perspective; and
- in Section 6 with a summary of our conclusions.

2.0 TRANSPORT CONTEXT

2.1 Site Location and Local Roads

- 2.1.1 The site is on Market Place in Reading town centre on the edge of the primary shopping area identified in policy CR1 of the Reading Local Plan. Henley-On-Thames is some 12km to the north of the site, Wokingham some 13km to the south east and Slough some 31km to the east. The site is shown in Appendix 1.
- 2.1.2 The site is bounded by Market Place to the west, mixed use properties to the north and south, comprising ground floor retail units and residential units on upper floors, and a service courtyard and rear access off The Forbury to the east.
- 2.1.3 Market Place is a one-way road southbound along the frontage of the site with a pedestrianised area around Market Place Square. Access to the pedestrianised area for loading is permitted 03:00-07:00 and 14:00-16:00. Market Place meets Town Hall Square and The Forbury some 30m north of the site, High Street some 40m south and Butter Market some 60m south west. From Town Hall Square Blagrove Street leads north to Station Hill some 400m from the site and Friar Street leads west through the town centre to the A329 some 600m from the site.
- 2.1.4 Market Place is a red route restricted to vehicular traffic except for buses, wheelchair accessible taxis, cyclists and permit holders between 07:00-11:00 and 16:00-19:00 and no stopping at any time is permitted on the road. A loading bay is provided opposite the site on Market Place with a no-stopping restriction except for goods vehicle loading or unloading at any time with a maximum stay of 20 minutes.
- 2.1.5 High Street meets King Street / King's Road and Duke Street at a crossroads some 90m south of the site. Butter Market meets King Street, Minster Street and Broad Street some 90m south west. Broad Street is pedestrianised and leads west through the town centre to Oxford Road some 500m from the site. Oxford Road continues west from the town centre to west Reading and Tilehurst.
- 2.1.6 King's Road becomes the A329 King's Road at a signalised junction some 550m east of the site and continues east from the town centre to east Reading. Duke Street continues south from the King's Road crossroads and becomes London Street which continues south for some 290m and meets the A329 Queen's Road and the A327 London Street at a signalised crossroads junction.
- 2.1.7 The A327 London Street leads south from the town centre around Whitley and on to Shinfield.

Car Parking

- 2.1.8 The Forbury has some six on-street parking spaces some 200m north of the site for stays of up to two hours. A payment machine is provided adjacent to the parking. Car parking prices are:

Duration	20 mins	40 mins	1 hour	1 hour 20 mins	1 hour 40 mins	2 hours
Prices	£0.90	£1.80	£2.70	£4.50	£5.00	£6.00

- 2.1.9 Seven perpendicular disabled parking spaces are provided on The Forbury some 170m east of the site for stays of up to four hours free of charge.
- 2.1.10 Overnight parking is available at the Queens Road and Riverside car parks on the A329 Queens Road some 400m south of the site. Reading Station Car Park is on Bagnall Way some 650m north of the site.
- 2.1.11 Business parking permits can be requested from Reading Borough Council to park in one of the parking spaces on The Forbury. The permits are intended for staff who require regular and frequent use of their vehicles during the normal day and are not intended for staff who wish to park close to their place of work for the whole or most of the working day.
- 2.1.12 Proof of business and business use of the vehicle is required for an application for a business parking permit. The cost is £303 for the first annual permit.

Car Club Vehicles

- 2.1.13 The nearest car sharing facility is provided by Co Wheels on Filbert Street some 750m east from the site with three Toyota Yaris Hybrid cars available to hire on a pay as you go basis for members only. Membership costs include a £25 joining fee and subsequent monthly payments of £25 for drivers aged 19-25 and £5 a month for drivers aged 26 and over. The cost of hiring a car includes an hourly or daily rate and a mileage rate. The rates for this location are:

Per hour	Per day	Per mile	Per EV mile
£5.95	£47.60	£0.22	£0.12

- 2.1.14 A map showing car parking and car club locations near the site is shown in Appendix 2.

2.2 Local Facilities

2.2.1 A map of the local area and facilities is provided in Appendix 3.

Retail and Leisure

2.2.2 Facilities in Market Place include a post office, a number of cafés and restaurants and a Tesco Express. Market Square has a lunchtime food market on Wednesdays and Fridays.

2.2.3 There are extensive shops and leisure facilities in Reading town centre including The Oracle and Broad Street Mall shopping centres, a Sainsbury's on Broad Street and an M&S Foodhall on Town Hall Square.

2.2.4 Forbury Retail Park is on Forbury Road some 450m north east of the site.

2.2.5 Local leisure facilities include Forbury Gardens on The Forbury some 140m to the north east of the site, Oracle Riverside some 500m to the south and The Hexagon theatre some 900m to the west.

2.2.6 Reading Central Library is on Abbey Square some 200m south east of the site.

2.2.7 Buzz Gym is on King's Road some 450m east of the site.

Healthcare

2.2.8 The Waterfield doctor's surgery is on Broad Street some 290m west of the site.

2.2.9 Berkshire Dental Care is on High Street some 70m south of the site.

2.2.10 Royal Berkshire Hospital (RBH) is on Craven Road some 1.4km south of the site.

Employment

2.2.11 There is a wide range of retail and services related employment opportunities provided in Reading town centre.

2.2.12 Millford Road Trading Estate is some 1.5km north west of the site.

2.2.13 Thames Valley Park is a business park on Thames Valley Park Drive some 3.4km east of the site.

2.2.14 Reading Green Park is a business park on Longwater Avenue some 4.2km south of the site.

Education

- 2.2.15 Co-op Childcare Reading is a nursery on Valpy Street some 290m north of the site. Forbury Gardens Day Nursery is on Abbot's Walk some 450m east of the site.
- 2.2.16 Katesgrove Primary School is on Dorothy Street 1km south west of the site. Civitas Academy is a primary school on Great Knollys Street some 1.1km west of the site.
- 2.2.17 The Abbey School provides secondary education and is on Kendrick Road one km south of the site. Kendrick School is a girls secondary school on East Street some 650m south of the site.
- 2.2.18 Reading College provides sixth form and further education on King's Road some 1.2km east of the site.
- 2.2.19 The University of Reading (UoR) is off the A327 Shinfield Road some 2.2km south east of the site.

2.3 Footways and Cycleways

- 2.3.1 Reading town centre has extensive pedestrian areas and footways are provided adjacent to all local roads with dropped kerbs and tactile paving provided at side road junctions and crossing points.
- 2.3.2 A Puffin crossing is provided on King Street some 120m south of the site.
- 2.3.3 Reading has an extensive local cycle network and is linked to the National Cycle Network (NCN) as shown in Appendix 4.
- 2.3.4 The 'Town Centre Route' is a cycle network that covers the majority of streets in the town centre and passes the site to the north along The Forbury and Town Hall Square and adjacent to the site on Market Place south to King Street and London Street.
- 2.3.5 The Town Centre Route links to the NCR 4 on London Street some 220m to the south of the site and NCR 422 on Bridge Street some 550 south west. NCR 4 is a combination of segregated cycle ways and shared foot/cycleways along the south bank of the River Kennet and it links to NCR 5 via a footbridge at the confluence of the rivers Kennet and Thames some 1.6km to the east of the site.
- 2.3.6 The NCR 4 is an east west cycle route between London and Bristol via Newbury. The NCR 5 provides a link to Oxford.

2.4 Public Transport

Bus Services

2.4.1 Bus stops MA and MC are provided on Market Place adjacent to the site for southbound services and have a shelter, raised kerbs, flag, timetables and real time passenger information. The bus stops serve a number of routes with destinations throughout Reading and beyond including UoR, Wokingham, Green Park and Thames Valley Park.

2.4.2 The main bus services operating on Market Place include:

Services from Market Place		Service Frequency (minutes)					
Service	Route	Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
3	Reading Station - Wokingham	20	20	20	20	30	60
5	Reading Station – Northumberland Avenue – Whitley Wood	12	20	20	20	30	30
6/6A	Reading Station – Basingstoke Road – Whitley Wood	12	20	12	20	20	30
10	Central Reading – Kennet Island	30	30-60	30	30-60	30	30-60
11	Central Reading – Coley Park	20	20-60	20	20-60	30	60
19A/19C	Central Reading – Loddon Bridge (Circular)	30	30	30	30	-	-
19B/21/21A	Reading Station – UoR – Lower Earley	8-10	20	15-30	15-30	20	30
50	Central Reading – Green Park	15	15-20	30	30	-	-

2.4.3 Bus stops ME and MG for 'Duke Street' and stop MF for 'Kings Road' are provided some 130m south of the site for east and westbound services. All stops have a raised kerb, flag and timetables. Stops ME and MF include shelters and MF includes real time passenger information. The bus stops on Duke Street and Kings Road serve routes with destinations including Wokingham, Bracknell and Tilehurst.

Services from Duke Street		Service Frequency (minutes)					
Service	Route	Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
4/4X	Reading – Wokingham – Bracknell	30	30	20	30-60	30	30-60
17	Earley – Tilehurst	10	10	10	15	12	20

Services from Kings Road		Service Frequency (minutes)					
Service	Route	Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
13/14	Reading Station – Woodley (Circular)	15	15	15	15	30	30

2.4.4 Bus stop FC on Friar Street is some 160m west of the site for westbound services and has a shelter, flag and timetable. 'Friar Street' (FC) serves an hourly bus service to High Wycombe.

2.4.5 The bus stops at 'Reading Station' on Blagrove Street serve local buses and national coach operators including National Express, Megabus and Flixbus for longer journeys.

2.4.6 A summary of the bus times and routes from the Market Place, Duke Street, Kings Road and Friar Street bus stops are shown in Appendix 5.

Train Services

2.4.7 Reading train station is on Station Hill some 450m north of the site which is about a five minute walk and serves trains departing every five minutes operated by Great Western Railway, South Western Railway, Cross Country and Transport for London (TfL) to destinations including London, Heathrow Airport, Slough, Oxford, Birmingham, Bristol, and Cardiff.

2.4.8 Reading train station is served by national coach services from the bus stops on Blagrove Street.

2.4.9 The recently opened Elizabeth Line operated by TfL provides a direct link to destinations across London including Bond Street, Liverpool Street and Canary Wharf every 30 minutes.

2.5 Existing Site Use

2.5.1 The existing building is a former NatWest Bank fronting Market Place of some 1,119.5sqm gross floor area with rear access to a service courtyard shared with adjacent buildings fronting Market Place and The Forbury.

2.5.2 The site is car free and has pedestrian access at the front from Market Place and at the rear via a service entrance. Rear access is via the service courtyard off The Forbury along a private road with a 20m long section of footway on the north side. Access to the service courtyard is provided by a barrier on the private road set back some 13m from The Forbury.

2.6 2011 and 2021 Census

2.6.1 The 2021 Census has been reviewed to identify the level of car and van ownership in the Reading lower super output area E01033415 : Reading 019B in which the site is located. The car/van ownership levels are:

Number of Cars or Vans (2021)	%
No cars or vans in households	70%
1 car or van	26%
2 cars or vans	4%
3 or more cars or vans	0%

2.6.2 The 2011 Census has been reviewed to identify the average modal split for method of travel to work by people residing in the Reading lower super output area E01033415 : Reading 011F in which the site is located. The 2021 Census data was not used for this search due to the disruption in methods of travel caused by the Covid-19 pandemic. The data excludes those who do not work:

Method of Travel to Work (2011)	%
Work mainly at or from home	9%
Underground, metro light rail, tram	1%
Train	27%
Bus, minibus or coach	11%
Driving a car or van	18%
Passenger in a car or van	1%
Bicycle	3%
On foot	29%
Other	1%

2.7 Discussions with Highway Officers

2.7.1 A Pre-application enquiry was submitted to RBC for comments on the mixed use scheme proposals, including transport related matters. The Highway Officer's comments dated 25th August 2022 confirmed:

- No objection to the principle of the car free development.
- Future occupants would not be eligible for any resident or visitor parking permits.
- Cycle parking should be provided for both the residences and the ground floor unit in accordance with RBC's current Parking Standards and Design SPD.
- The development would have no material effect on traffic in the vicinity and raises no objection on transport grounds.
- No objection to the design and access to the refuse storage, subject to additional refuse collection details for the residential and commercial elements of the development, including whether refuse collection will be handled privately or by the Council.
- Servicing of the residential and commercial units will be undertaken from the rear via the existing service courtyard as per the existing arrangement.

2.7.2 A follow-up pre-application enquiry was submitted to RBC for comments on the scheme following changes to the proposals to address previous comments. The Case Officer responded in correspondence on 9th December 2022. No further comments on transport and highways related matters were made.

3.0 PLANNING POLICY

3.1 National Planning Policy

3.1.1 The latest update of the National Planning Policy Framework (NPPF) was published in July 2021. A revised draft was issued in December 2022 but none of the transport related policies have changed.

3.1.2 NPPF 2021 retains *'at the heart of the Framework is a presumption in favour of sustainable development'* (para 10 and 11).

3.1.3 In terms of transport, it states that planning should actively manage patterns of growth in support of the opportunities to promote walking, cycling and public transport use. (paras 104 and 105). In assessing applications for development paragraph 110 notes assessments should ensure:

- *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the context of associated standards reflects current national guidance, including the National Design Guide and National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

3.1.4 The NPPF states specifically at paragraph 111 that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

3.1.5 Applications should also:

- give priority to pedestrian and cycle movements, and public transport access;
- address the needs of people with disabilities;
- create safe, secure and attractive places;
- allow for efficient delivery of goods, and access by emergency vehicles; and
- enable charging of plug-in and ultra-low emission vehicles. (para 112).

3.1.6 Local parking standards should also take into account site accessibility, availability and opportunity for public transport, mix of development and car ownership levels (para 107).

3.2 Reading Borough Local Plan

- 3.2.1 Policy TR1 of the Local Plan sets out the requirement for new development to contribute to fulfilling the objectives of the Local Transport Plan and for development to contain measures to promote walking, cycling and the use of public transport.
- 3.2.2 Policy TR3 sets out the requirement for new development to not have any detrimental impact on the functioning of the transport network including the safety of road users, cyclists and pedestrians.
- 3.2.3 Policy TR4 sets out the requirement for new development to be integrated into the cycling network by being accessible to and from the network by cyclists and to provide adequate cycle infrastructure, such as cycle parking as per the local Parking Standards.
- 3.2.4 Policy TR5 sets the requirement for development to provide car and cycle parking appropriate to the accessibility of the locations to places of education, work and public transport options.

3.3 Reading Local Transport Plan 3: Strategy 2011-2026

- 3.3.1 Relevant objectives in the LTP 3 include:
 - to increase the availability of travel choices that are accessible to everyone;
 - to encourage the uptake of walking and cycling and public transport;
 - to reduce the congestion on the road network; and
 - to improve air quality and reduce transport related emissions within Reading.

3.4 Reading Borough Revised Parking Standards and Design 2011

- 3.4.1 The adopted Parking Standards sets the minimum car parking requirement at residential developments within the Reading Central Core Area as:
 - 0.5 spaces per 1 – 2 bed flat
 - 1 space per 3+ bed flat
- 3.4.2 The SPD accepts the principle of development with less parking provided it is justified to the Highway Authority's satisfaction and demonstrates that this would not lead to on-street parking by residents or any detriment to the highway.

3.4.3 Cycle parking standards require that residential cycle parking is conveniently located, easy to use and is covered and secure. The minimum standard for residential cycle parking is set as:

- 0.5 spaces per 1-2 bed flat; and
- 1 space per 3+ bed flat.

3.4.4 For Class A1 retail units up to 1,000sqm the minimum cycle parking standard is one space per six staff and one space per 250sqm. The current Use Classes were last updated in September 2020 and A1 is now classed as E(a).

3.5 CIHT Guidance

3.5.1 The Chartered Institution of Highways and Transportation (CIHT) published 'Guidelines for Providing for Journeys on Foot' in 2000. This document indicates that the average length of a walking journey is 1 km. The report also provides advice on acceptable walking distances to various facilities.

3.5.2 The suggested distances are provided in Table 3.2 of the document as set out below:

	Suggested Acceptable Walking Distance (metres)		
	Town centres	Commuting/School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

3.5.3 For new developments it is also important to anticipate desire lines and associated crossing locations. The attractiveness of walking would be affected by ease of pedestrian access to the site and the location of buildings and access arrangements within the site.

3.5.4 The CIHT guidance 'Buses in Urban Developments' 2018, sets out the following recommended maximum walk distances to bus stops:

- Core bus corridors with two or more high frequency services – 500m;
- Single high-frequency routes (every 12 minutes or better) – 400m;
- Less frequent routes – 300m. DfT Guidance

3.6 Department for Transport

3.6.1 The Department for Transport suggest in Local Transport Note 1/20: Cycle Infrastructure Design 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.' (para 2.2.2).

4.0 DEVELOPMENT PROPOSALS

4.1 Scheme Proposals

4.1.1 The proposed redevelopment consists of space at ground floor and basement levels for Class E commercial/business/service uses including bar/restaurant and further space above in the existing building and in an extension for 15 residential units comprising:

- 2 x one-bedroom and 2 x two-bedroom apartments in the building off Market Place; and
- 2 x one-bedroom, 8 x two-bedroom and 1 x three-bedroom apartments in the rear extension.

4.2 Site Access

4.2.1 Pedestrian access including for staff and deliveries to the ground/basement floors commercial space would be the same as existing from the front of the building off Market Place as well as from the rear via the existing private access off The Forbury.

4.2.2 Access to the residential units would share the existing ground floor entrance, staircase and service provisions of the adjacent property at 12a Market Place. The units in the rear extension would have pedestrian access provided via The Forbury.

4.3 Parking

Car Parking

4.3.1 The site is within the town centre and the proposed development is a car free scheme. Visitors to the site travelling by car would be able to use on-street parking on The Forbury and elsewhere for short stays or make use of the car parks on Queens Road or elsewhere for long stays.

Cycle Parking

4.3.2 Cycle parking for the rear residential extension and the ground floor commercial unit would be provided internally to the rear of the building off The Forbury. A total of 12 cycle parking spaces is proposed at this location in the form of six Sheffield stands. Six of the cycle spaces are proposed in a cycle store within the residential part and six spaces in a cycle store off The Forbury for the commercial unit.

4.3.3 An additional four cycle parking spaces would be provided at 11-12 Market Place for the residential units in the main building.

4.4 Servicing

- 4.4.1 Refuse and recycling storage for the ground floor commercial unit and residential units in the extension would be provided in an internal refuse store to the rear of the building. The four residential units in the listed building would share the bin store of 11-12 Market Place to the rear of the building.
- 4.4.2 Residential waste collection for both 11-12 and 13-16 Market Place would be undertaken by RBC via the existing service courtyard from the rear access as per the existing arrangement.
- 4.4.3 The proposals would not affect the existing commercial refuse arrangements for servicing and deliveries which would continue to be collected by a private contractor from both the front and rear of the building. The loading bay on Market Place opposite the site would also be used for servicing within the permitted timescales.
- 4.4.4 The proposals would not affect the existing arrangement for access to the site by fire service personnel.

5.0 TRANSPORT APPRAISAL

5.1 Approach

5.1.1 Our appraisal of the proposed development assesses:

- accessibility by means of transport other than the car;
- suitability of the site access, layout and servicing arrangements;
- suitability of the cycle parking provision;
- consistency with policy; and
- response to Highway Officer's comments.

5.2 Accessibility by Non-Car Means of Transport

5.2.1 The national and local policy approach to sustainable development is to ensure that new development is accessible by alternative means to the private car. The site's location in Reading town centre and accessibility by non-car means to facilities within Reading and other settlements justify the car free principle of the development.

Pedestrians

5.2.2 The site is surrounded by an extensive pedestrianised area and pedestrian facilities and is within suitable walking distance to employment, schools, facilities and public transport options as set in CIHT guidance. Therefore residents would be able to live and work without needing to rely on a car.

5.2.3 The ground floor commercial unit would be accessible by foot for both customers and potential staff.

Cyclists

5.2.4 The development would be provided with secure cycle parking spaces for residents and employees of the commercial unit in line with Reading parking standards. Visitors to the site by cycle would use the Sheffield stands provided on Market Square and Town Hall Square with a combined capacity for 34 bicycles.

5.2.5 For cycle journeys, a cycle route runs on Market Place adjacent to the site and is part of the town centre and wider local cycle network with links to NCR 4 and 5 to nearby towns. All of the facilities, educational establishments and employment opportunities in Reading are within a 5 mile (8km) cycle distance, indicated as 'achievable' for the majority of people in DfT cycling guidance.

Public Transport

- 5.2.6 The bus stops on Market Place are served by a number of 10-15 minute frequency bus services to education and employment destinations within Reading including the University of Reading, Thames Valley Park and Reading Green Park.
- 5.2.7 Reading train station is within a 5 minute walk from the site and is served by frequent services to major national destinations. The recently opened Elizabeth Line operated by TfL provides a direct link to destinations across London including Bond Street, Liverpool Street and Canary Wharf every 30 minutes. Reading station is also served by national coach services from the bus stops on Blagrove Street.

5.3 Site Access and Layout Review

- 5.3.1 The existing access for the ground floor commercial unit and service access from the shared private access off The Forbury would be retained.
- 5.3.2 Access for the residential units in the existing building to the front would be via the existing pedestrian entrance to 11-12 Market Place. The residences in the proposed new building to the rear would have similar access to that of the commercial unit and therefore would be acceptable.

5.4 Cycle Parking Review

- 5.4.1 The proposed cycle parking provision complies with the local Reading parking standards for both the commercial and residential aspects of the scheme.
- 5.4.2 Cycle parking is available on Market Square and Town Hall Square for customers and visitors to the site.

5.5 Servicing

- 5.5.1 The existing system for refuse collection and deliveries to the commercial unit from the rear service yard off The Forbury and the loading bay on Market Place would be retained and would continue to be undertaken by private contractors.
- 5.5.2 Refuse collection for the residences would be undertaken by RBC from the service courtyard off The Forbury which is the existing arrangement for residential properties on 11-12 Market Place.

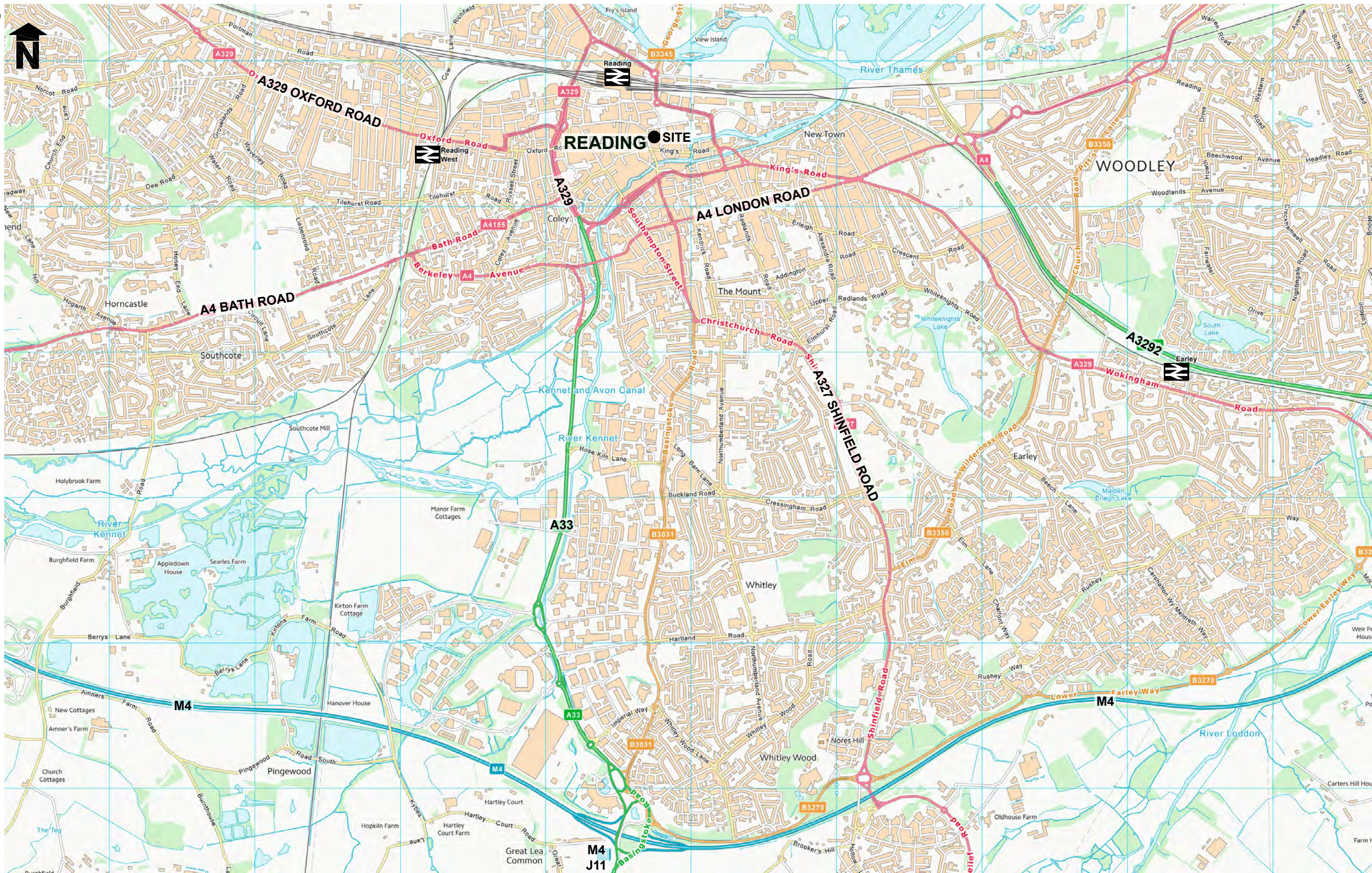
5.6 Responses to Highway Officer Comments

- 5.6.1 The proposal is car free and future occupants of the site would not be eligible for resident or visitor parking permits.
- 5.6.2 The occupier of the commercial unit could apply for a business parking permit for car parking on The Forbury for a fee. Proof of suitable use would be provided to RBC which would decide the suitability of the case.
- 5.6.3 Cycle parking is proposed in accordance with RBC parking standards.
- 5.6.4 Servicing of the new residential and commercial units would be undertaken from the rear via the existing service courtyard as per the existing arrangement with details provided in the Design and Access Statement by Danks and Badnell Architects Ltd and in this Statement.

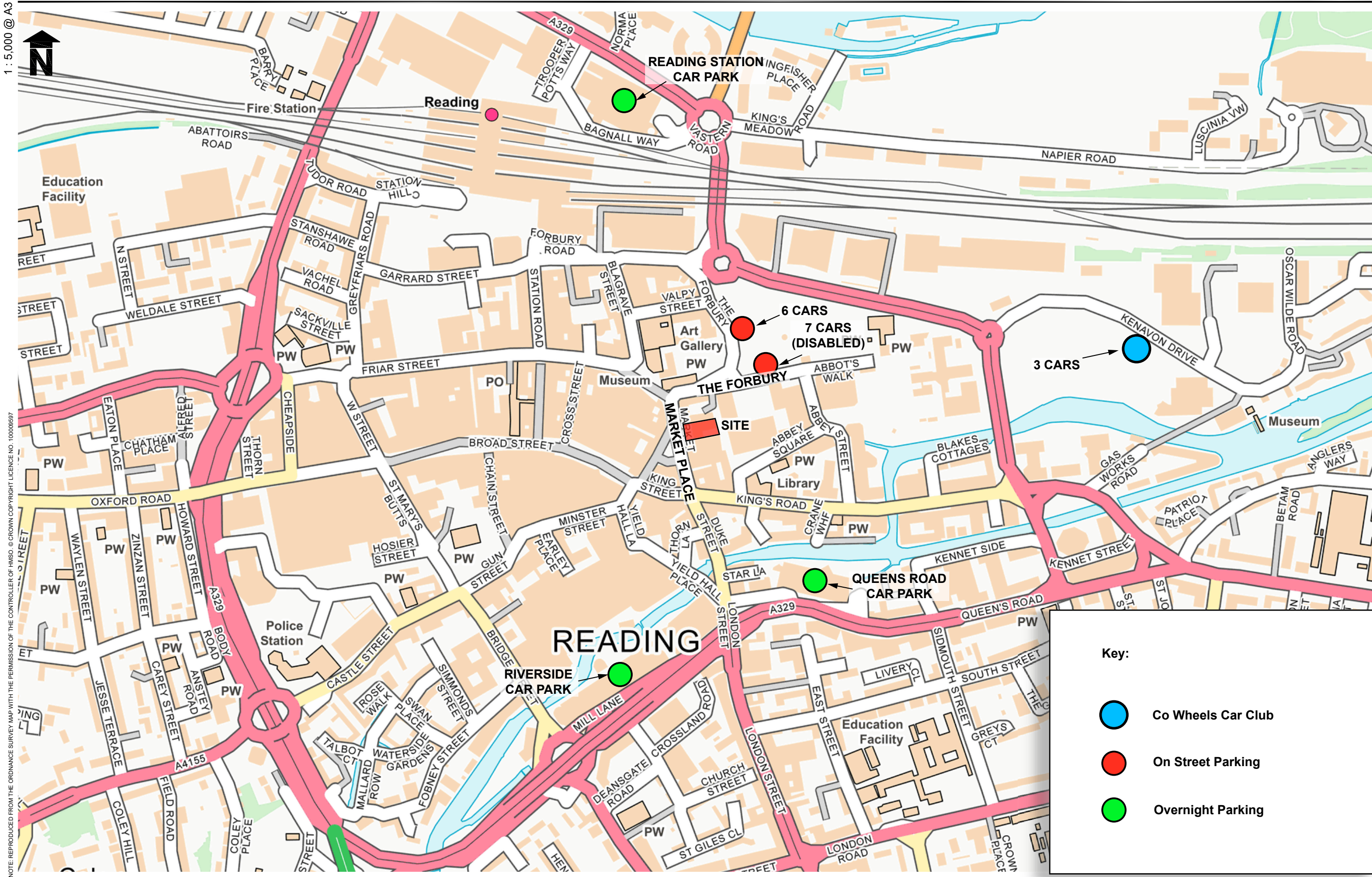
6.0 CONCLUSIONS

- 6.1 The proposed scheme is car free and would not generate traffic and therefore would not affect air quality.
- 6.2 The site is in the town centre and is accessible by foot and cycle to the majority of facilities in Reading with bus stops provided adjacent to the site and Reading train station a 5 minute walk away.
- 6.3 The site is within walking distance to good public transport facilities to major educational, employment and leisure destinations.
- 6.4 Residents at the site would be able to live, work and travel without the need of a car for virtually all journeys. For any journey requiring a car residents could join the Co-Wheels car club and use the facility available on Filbert Street, a 10 minute walk from the site.
- 6.5 Reuse of the existing private access off The Forbury and loading bay on Market Place is satisfactory to serve the development for servicing requirements.
- 6.6 The proposed cycle parking is in line with RBC parking standards.
- 6.7 Satisfactory servicing facilities are proposed within the site and the adjacent service courtyard off The Forbury would enable refuse collection and commercial delivery vehicles to enter, turn around within the site and leave again in a forward gear.
- 6.8 The proposals accord with the key transport planning requirements of the NPPF, Reading Borough Local Plan and the Reading Borough Local Transport Plan policies in terms of access, accessibility and measures for sustainable travel.
- 6.9 The matters raised by the Highway Officer in the pre-app consultation are addressed by the proposals and this Transport Statement. The Highway Office has confirmed that there is no objection to the car free principle of the development.

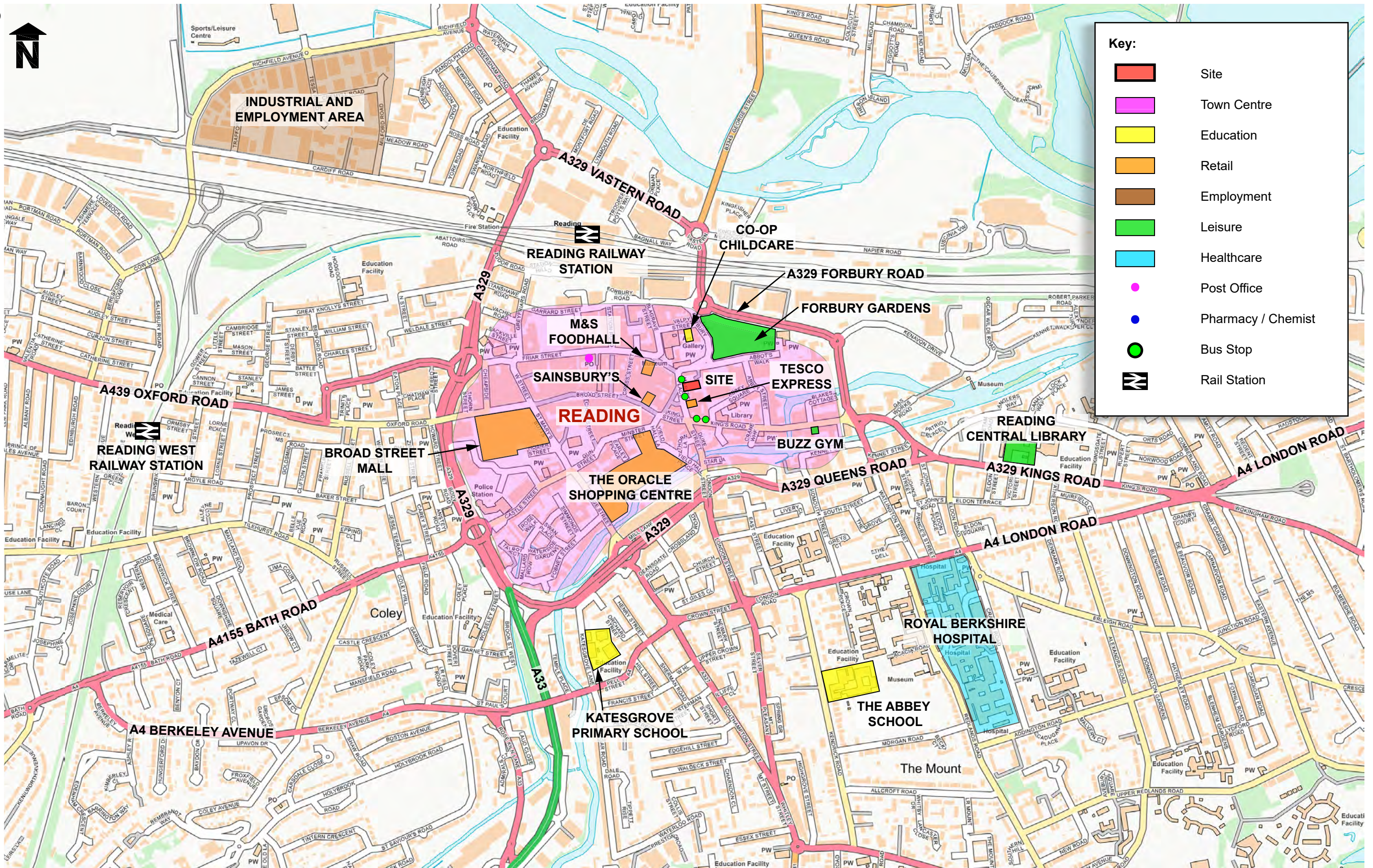
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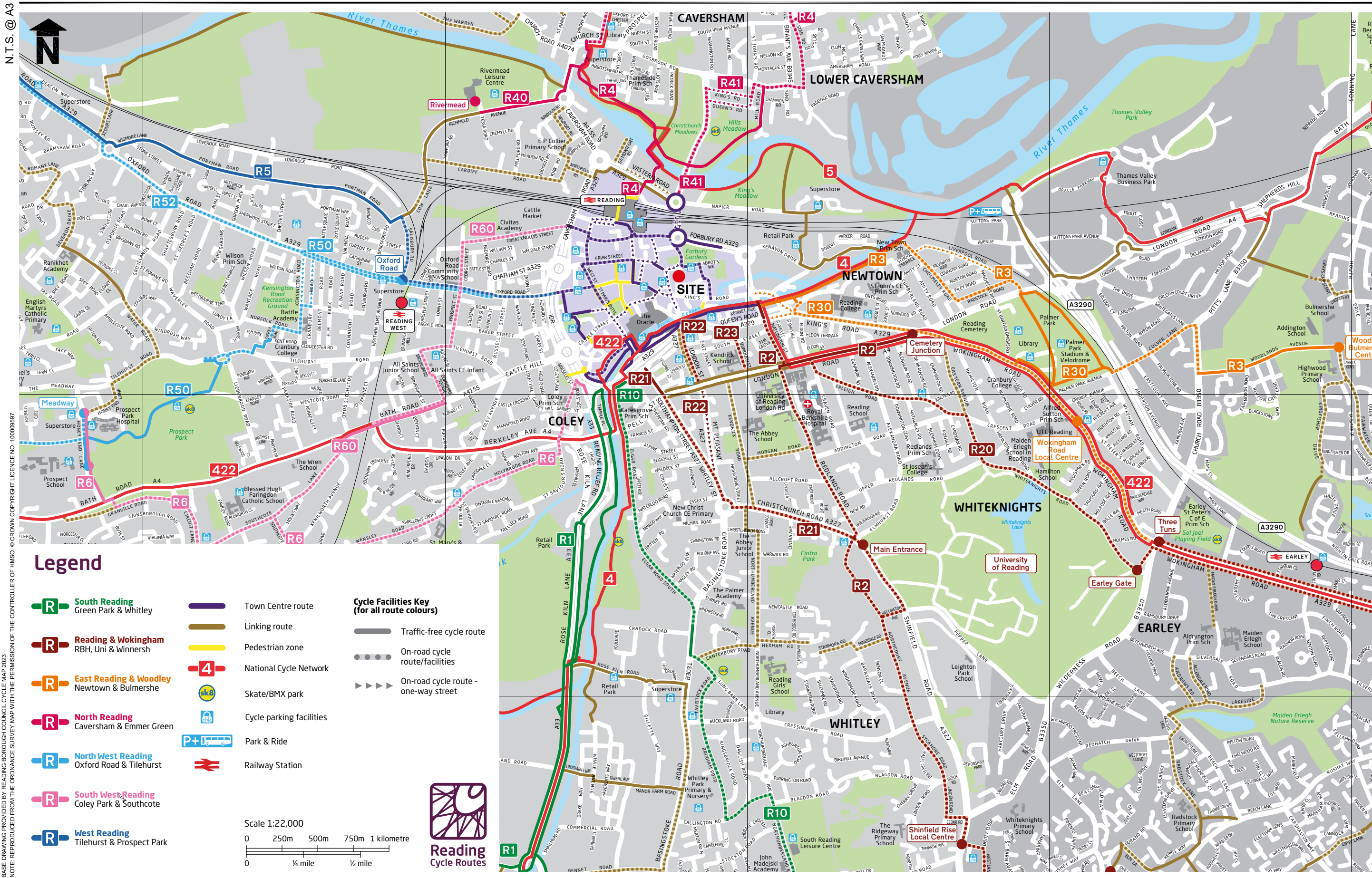
1 : 5,000 @ A3



1 : 10,000 @ A3



N.T.S. @ A3



MARKET PLACE, READING

Bus Route: READING STATION – WOKINGHAM

Route Number 3

Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	20	20	30
Peaks	20	20	30
Daytime	20	20	30
Evening	20	20	60

	First	Last
Mon – Fri	05:46	23:12
Saturday	06:11	23:12
Sunday	08:17	23:12

Bus Route: READING STATION – NORTHUMBERLAND AVENUE – WHITLEY WOOD

Route Number 5

Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	20	20	60
Peaks	12	20	30
Daytime	20	12	20
Evening	20	20	30

	First	Last
Mon – Fri	04:46	03:44
Saturday	04:46	03:44
Sunday	04:46	03:46

Bus Route: READING STATION – BASINGSTOKE ROAD – WHITLEY WOOD

Route Number 6/6A

Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	15	20	30
Peaks	12	12	20
Daytime	12	12	20
Evening	20	20	30

	First	Last
Mon – Fri	04:16	03:16
Saturday	04:16	03:16
Sunday	04:16	03:16

Bus Route: CENTRAL READING – KENNET ISLAND

Route Number 10

Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	30	30	60
Peaks	30	30	60
Daytime	30	30	30
Evening	30-60	60	60

	First	Last
Mon – Fri	05:45	23:16
Saturday	05:44	23:18
Sunday	07:50	23:17

Bus Route: CENTRAL READING – COLEY PARK
Route Number 11
Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	30	30	60
Peaks	20	20	60
Daytime	20	20	30
Evening	20-60	20-60	60

	First	Last
Mon – Fri	05:47	23:47
Saturday	05:47	00:05
Sunday	08:17	23:04

Bus Route: CENTRAL READING – LODDON BRIDGE (CIRCULAR)
Route Number 19A19/C
Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	30	30	-
Peaks	30	30	-
Daytime	30	30	-
Evening	30	30	-

	First	Last
Mon – Fri	06:31	18:57
Saturday	06:31	19:41
Sunday	-	-

Bus Route: CENTRAL READING – ROYAL BERKSHIRE HOSPITAL – LOWER EARLEY
Route Number 19B
Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	90	60	120
Peaks	120	60	-
Daytime	60	60	60
Evening	60	60	60

	First	Last
Mon – Fri	05:56	23:47
Saturday	06:31	19:11
Sunday	05:56	19:32

Bus Route: CENTRAL READING – UNIVERSITY OF READING – LOWER EARLEY
Route Number 21
Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	60	30	60
Peaks	20	20	30
Daytime	20	20	20
Evening	30	30	30

	First	Last
Mon – Fri	04:01	03:01
Saturday	04:01	03:01
Sunday	04:01	03:01

Bus Route: READING STATION – UNIVERSITY OF READING
Route Number 21A
Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	20	-	-
Peaks	20	-	-
Daytime	15	-	-
Evening	-	-	-

	First	Last
Mon – Fri	07:34	17:57
Saturday	-	-
Sunday	-	-

DUKE STREET, READING
Bus Route: READING – WOKINGHAM – BRACKNELL
Route Number 4/4X
Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	60	30	30
Peaks	30	30	30
Daytime	30	30	30
Evening	30	60	60

	First	Last
Mon – Fri	05:03	22:05
Saturday	06:39	22:06
Sunday	07:75	19:15

Bus Route: EARLEY – TILEHURST
Route Number 17
Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	10	10	60
Peaks	10	10	30
Daytime	10	10	12
Evening	10-30	10-30	

	First	Last
Mon – Fri	05:10	04:08
Saturday	05:10	04:08
Sunday	05:09	04:08

KINGS ROAD, READING
Bus Route: READING STATION – WOODLEY (CIRCULAR)
Route Number 13/14
Operator: READING BUSES

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	15	15	30
Peaks	15	15	30
Daytime	15	15	30
Evening	15-30	15-30	30

	First	Last
Mon – Fri	05:17	00:32
Saturday	05:02	00:32
Sunday	07:32	22:32

FRIAR STREET, READING

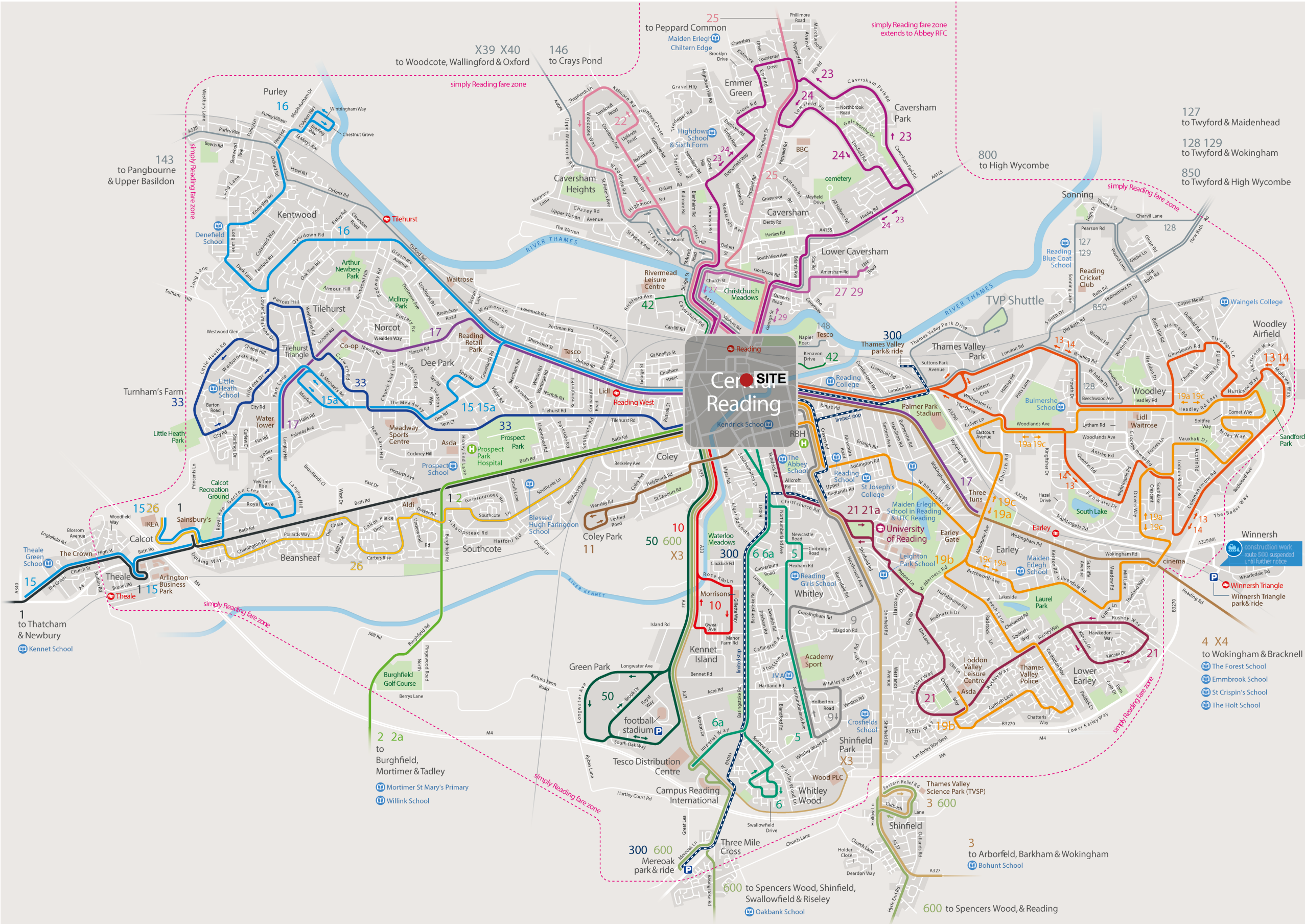
Bus Route: READING – HIGH WYCOMBE

Route Number 800

Operator: READING BUSES

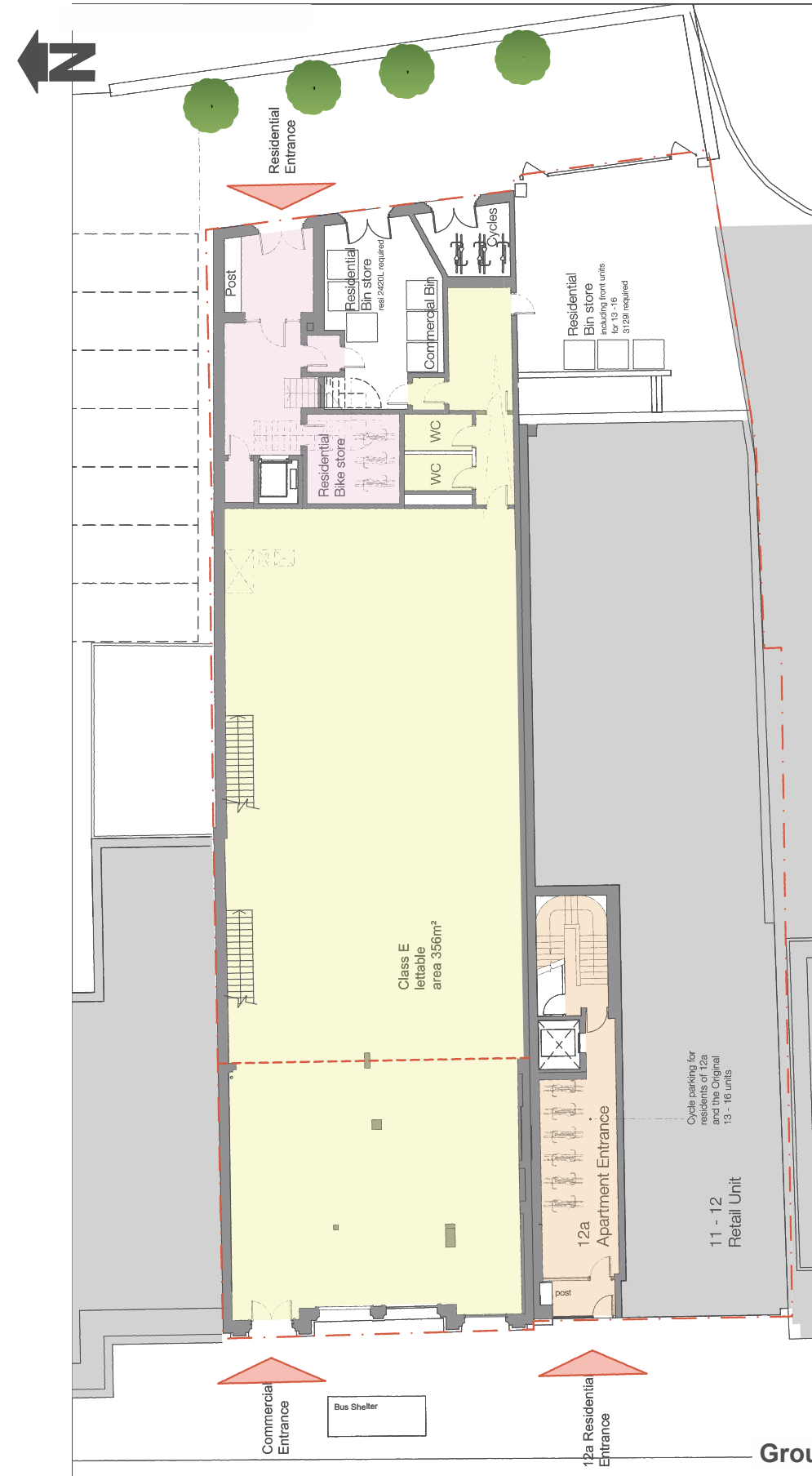
	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	60	60	60
Peaks	60	60	60
Daytime	60	60	60
Evening	60	60	60

	First	Last
Mon – Fri	07:00	20:00
Saturday	08:10	20:25
Sunday	09:00	19:00



N.T.S @ A3

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Ground Floor Layout

