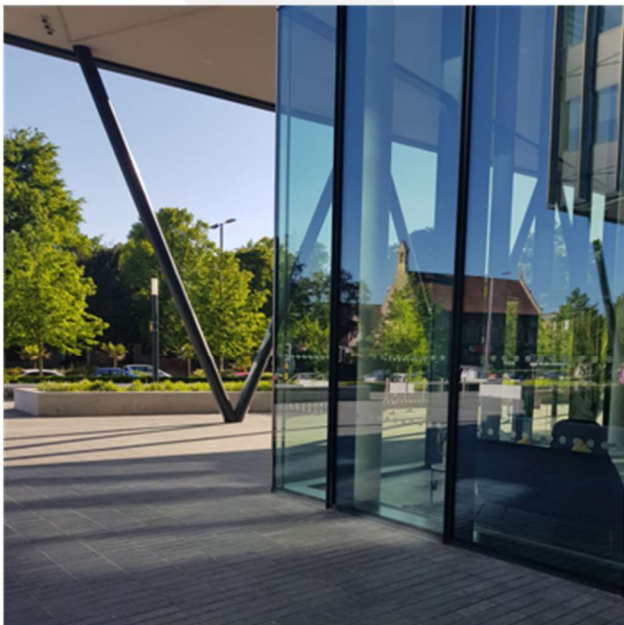




35-39 FRIAR STREET, READING
TRANSPORT STATEMENT ADDENDUM
03 May 2023



35-39 FRIAR STREET, READING

TRANSPORT STATEMENT ADDENDUM

PROJECT DETAILS

Project Name:	35-39 Friar Street, Reading
Client:	Shaviram Group
Document Type:	Transport Statement Addendum
Document Reference:	R-21-0075-TAA-04
Date:	03 May 2023

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APPROVAL

Number:	Name:	Position:	Date:	Modifications:
04	Author:	Olivia Hennessy	Senior Consultant	28/04/2023
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				First Issue

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1. Introduction

1.1. Context

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Shaviram Group to produce a Transport Statement Addendum (TSA) to support a live planning application for the proposed mixed-use development at 35-39 Friar Street, Reading. The local planning authority (LPA) and the local highway authority (LHA) are Reading Borough Council (RBC).

1.2. Planning Consultation

- 1.2.1. A planning application (Ref: 220933) was submitted to RBC for the “demolition of existing buildings and installation of basement and erection of part 7, part 11 storey mixed use building comprising 103 upper floor residential units (Class C3) and Class E uses at part basement, part ground floor and Class E(g)(i) at part first floor level plus landscaping and other works”. The application was supported by a Transport Statement (TS) and Travel Plan (TP) produced by Evoke.
- 1.2.2. Following submission of the application, consultation responses were received from RBC Highways. Overall, the comments are largely positive, with some further information/clarity requested on a couple points. The comments from RBC Highways and Evoke’s response have been summarised in Table 1, with further information provided throughout this report.

Table 1 – Consultee Comments and Evoke Response

Comments		Evoke Response
Car Club	Highway Authority are satisfied that a Car Club would not need to be secured through this application.	Noted.
Access Arrangements	Applicant has stated that pedestrian access will be taken from the newly created Friars Walk public realm. It is noted that no alterations have been proposed to the Station Hill site to facilitate access to Friars Walk with the permitted scheme currently including raised planters and wooden benches along the full length of this proposal’s western elevation. This would therefore create a restrictive walkway between the development and the planters/benches and as such the planning application should be updated to reflect this and assess whether there is in fact sufficient width to accommodate the proposed pedestrian footfall generated by the development	Plans updated to offset fixed seating and planting adjacent to the site.
	Highways would be comfortable with the proposed cycle parking provision at basement level if access were from the public realm made convenient for cyclists to use. Existing plans entails access through numerous doors at both the ground and basement level. The proposed development must therefore be revised to incorporate a cycle store that is located at ground level in a similar arrangement to that secured through adjacent developments.	Plans have been revised with the residential cycle store relocated to ground floor level accessed directly through two sets of doors.
	It must be confirmed via revised drawings whether the proposed fourth bay is accessible in line with DfT document Inclusive Mobility in terms of gradients.	Alternative layout to the basement and car park is proposed that removes the ramp from the car park and provides level access.
	In addition, it is noted that the route between the disabled bay and the building is essentially a shared space which is in conflict with DfT document Manual for Streets. Although it is appreciated that visually impaired people are highly unlikely to drive, they could be passengers and as such suitable compliant routes should be provided that are segregated from the vehicular route	Alternative layout to the basement and car park is proposed that provides a clear distinction between pedestrian and vehicular movements.

	Swept path analysis of a small refuse vehicle servicing the site via Merchants Place using the dedicated servicing / loading bay has been provided by the applicant demonstrating the proposed servicing strategy. This has been reviewed and it is noted that the refuse vehicle would conflict with an existing bollard and kerb line located on Merchants Place when the refuse vehicle turns into the rear yard. The proposed refuse strategy therefore cannot be supported.	Updated swept path analysis undertaken and attached at Appendix B.
	Overall, the Highway Authority are content that the parking for the proposed development is deemed acceptable and compliant with standards and Local and National Policy.	Noted.
Car Parking	The proposal reduces the existing parking provision within the adjacent site from 6 to 5. This reduction in car parking has only been agreed given that the applicant is in the ownership of the adjacent land and that overspill parking could not occur on surrounding streets as a result. This loss of parking is fundamental in the achieving suitable access and egress for both cars and refuse vehicles and as such this adjoining site would need to be included within the S106 to ensure the reduction in car parking occurs.	The alternative layout further reduces the number of existing car parking spaces to allow for suitable access for cars and refuse vehicles. This is not considered an issue as the car park is currently underutilised and within the applicant ownership. This can be included within the S106.
Cycle Parking	Cycle parking is being provided within the public realm of Station Hill to meet their needs and therefore the applicant must follow suit for short stay cycle parking. The Highway Authority are unable to agree to a contribution towards short stay cycle parking in the immediate vicinity of the site given that Highway space is limited and should not be used to facilitate requirements that should be provided within the application site.	Updated layouts propose that short term cycle bays are located within the site boundary along the western edge, adjacent to Friars Walk.
Servicing/ Deliveries	The principle of the servicing/delivery arrangements is accepted however the location of the refuse collection area conflicts with the refuse vehicle swept path analysis which necessitates the refuse vehicle to manoeuvre and park within the bin collection area. A revised drawing is therefore required providing a revised refuse collection area that is outside of the vehicle swept path.	The alternative layout to the basement and carpark area relocates the refuse collection area so as to be outside of the vehicle swept path. An electric bin tug is provided to assist with moving the bins on collection day.
	Refuse collection area is outside of the red line area and as such should this be required it would need to be secured through the S106 agreement to ensure suitable refuse collection can take place during the life of the development.	Noted.
	The applicant must undertake a further detailed assessment of the delivery and servicing movements that would be generated by the site, this could be an exercise through TRICS, to ensure that no increased servicing movements are generated onto Friar Street.	Further detailed assessment undertaken in Section 2.7.

1.3. Purpose of Report

- 1.3.1. The applicant has now submitted a revised proposal to RBC. This TSA has been produced to be submitted to support the revised proposals and provide further information in response to RBC's Highways comments. The remainder of this report will review the proposed changes to the design and comment on the transport and highways implications. This TSA should be read in conjunction with the TA produced by Evoke (report reference: R-21-0075-002B), which provides further detail and justification.

2. Revised Proposals

2.1. Context

- 2.1.1. This section of the TSA will outline the proposed changes and comments on those in relation to transport and highways, in particular any changes to car and cycle parking provision, access principles and trip generation.

2.2. Proposed Development

- 2.2.1. The proposed development comprises the demolition of the existing buildings to enable the proposed mix use development comprising 103 residential units and 1,850 sqm floor space in Class E Use (retail, food and drink and co-working). The revised proposed layout plans are attached at **Appendix A**.

2.3. Access Arrangements

- 2.3.1. Vehicular access to the development is proposed to the rear of the site from Merchants Place, utilising the existing gated traffic light controlled access. Vehicles will route through the existing car park to the rear of the site, which is under the ownership of the Applicant who has rights of access, as per the previous scheme.
- 2.3.2. The revised scheme removes the ramp to the basement level for the disabled parking bays, with three disabled parking bays provided at the top of pedestrian only ramps, removing the concerns regarding gradient access for mobility impaired users. The revised layout provides two separate 1:20 pedestrian ramps, one for accessing the residential core and one to access the bin and bulk stores. No vehicles will be utilising either ramps and therefore this creates a clear distinction between pedestrian and vehicle movements to the rear of the site.
- 2.3.3. Tactile paving, coloured surfaces and bold wayfinding will be utilised to further delineate the zones which are pedestrian priority.
- 2.3.4. The existing underutilised 15 space private car park adjacent to the site will be remodelled to provide a substation, condenser plant and generator, together with six car parking spaces, including three disabled bays and a turning head for servicing vehicles.
- 2.3.5. Pedestrian access to the residential and retail units will be taken from the newly created Friars Walk public realm with both lifts and stairs provided to each floor for residents. The revised plans offset the proposed fixed seating and planting associated with the Station Hill development by approximately 3m from the site boundary to provide a covered external area for the public which increases the width to approximately 2.8m and improves sightlines and physical connectivity to the proposed frontage.
- 2.3.6. The proposed cycle parking for Unit One remains in the basement and is accessed via a platform lift and stairs to the rear off Merchants Place. The revised plans have relocated the residential cycle store to the ground floor, which is accessed directly through two sets of secure doors in the residential lobby, which is accessed from Friars Walk.
- 2.3.7. In addition, the revised plans have relocated the remaining commercial units cycle parking to the Friars Walk public realm directly outside the commercial units and therefore benefiting from good natural surveillance and cover due to the buildings overhang.
- 2.3.8. Refuse servicing would also take place to the rear of the site via Merchants Place. Bin stores are located within the basement and collection is anticipated to be undertaken privately for all aspects of the development. Revised swept path analysis is attached at **Appendix B**, which demonstrates the refuse vehicle does not conflict with the existing bollard and kerb line on Merchants Place.

2.4. Car Parking Provision

- 2.4.1. No changes are proposed to the Use Class E parking provision, which is proposed as car free. The car free nature was deemed acceptable by RBC Highways.
- 2.4.2. For residential developments, RBC guidance states that disabled parking is to be provided at a minimum of three spaces or 5% of the total parking capacity, whichever is greater for all developments. In accordance with RBC, three disabled parking spaces will be provided for the residential dwellings. The revised plans propose an alternative layout to the basement and car park, removing the ramp to the basement and providing the three disabled parking spaces at ground floor level to the rear of the site.
- 2.4.3. The revised layout will further reduce the number of existing standard car parking spaces within the car park to the rear. The site boundary has been extended to include the entire car park area, which is within the applicant's ownership. As such, the reduction of existing carparking spaces can be included with the Section 106.

2.5. Cycle Parking Provision

A3 Restaurant (Use Class E(b))

- 2.5.1. The revised scheme involves the provision of 14 cycle parking spaces within the basement in a standalone secure, sheltered cycle parking room. The cycle store can be accessed via a platform lift from Merchants Place.

A1 Retail (Use Class E(a))

- 2.5.2. The revised scheme involves the provision of four cycle parking spaces in the form of two 'Sheffield' stands within the newly formed public realm along Friars Walk to accommodate long-stay and short-stay cycle parking. The spaces are located directly outside the retail units and therefore benefit from good natural surveillance. The overhang of the building also ensures that these spaces are covered and protected from the elements.

Residential

- 2.5.3. The revised scheme involves relocating the basement residential cycle store to the ground floor, as requested by RBC Highways. The cycle store will be accessed directly through two sets of secure doors in the residential lobby, which is accessed from Friars Walk. These doors will either have fob or key code access. The amendments to the residential cycle parking access is considered to address all of RBC Highway's comments.
- 2.5.4. As shown on the revised plans, a total of 105 cycle parking spaces have been provided within the residential cycle store at ground floor level. Of these spaces, three will be provided as adapted cycle parking bays. This cycle provision is in excess of RBC's standards.

Short-Stay

- 2.5.5. The revised scheme requires six spaces for the Use Class E(a) retail units and five spaces for the Use Class E(b) restaurant unit. As shown on the revised layout plans, a total of six 'Sheffield' stands providing 12 cycle parking spaces are proposed to be provided along the newly formed Friars Walk to accommodate short-stay cycle parking associated with the commercial uses.
- 2.5.6. The spaces are located directly outside the retail units and residential reception lobby and therefore benefit from good natural surveillance. The overhang of the building also ensures that these spaces are covered and protected from the elements.

- 2.5.7. It is therefore concluded that cycle parking has been provided in excess of standards for all aspects of the development, with the revised proposals relocating the residential cycle parking to ground floor level to enhance ease of access and encourage use.

2.6. Refuse Storage

- 2.6.1. The revised scheme proposes no changes to the commercial refuse storage and collection arrangements.
- 2.6.2. The revised scheme involves alterations to the car park to the rear of the site off Merchants Place to accommodate a bin collection area. The new bin collection area has been located away from the turning head to ensure the refuse vehicle does not conflict with the bin area, as shown in the swept path analysis attached at **Appendix B**. Additional swept path analysis demonstrates that vehicles can still access the car parking spaces when a refuse vehicle is servicing the site.
- 2.6.3. An electric refuse tug machine has been provided to assist with transported bins from the basement level store to the presentation point on collection days.

2.7. Deliveries and Servicing Trip Generation

- 2.7.1. As requested by RBC Highways, a detailed assessment of the delivery and servicing movements that would be generated by the site has been undertaken using a first principles assessment.
- 2.7.2. Deliveries to the development will primarily consist of the following:
- Refuse vehicles;
 - Post, parcel and mail deliveries and collections;
 - Deliveries to the commercial units (i.e. stationary, milk and food, food and beverage deliveries, office supplies, etc. dependant on occupier);
 - Maintenance vehicles; and
 - Removals vehicles.

Refuse collection

- 2.7.3. It is proposed that refuse collection will be undertaken by private collection on a daily basis. To provide a robust, worst case assessment, it has been assumed that refuse collection for the residential units will be separate from the commercial uses. However, in reality, it is likely that these will be combined.

Post and Mail Deliveries

- 2.7.4. Post will be delivered daily to each aspect of the development directly. A manned reception with post room is provided within the residential reception lobby to assist with post and parcel deliveries. This will help to minimise the number of failed deliveries and will also help to reduce vehicle dwell times.

Deliveries to Residents

- 2.7.5. Residents may organise deliveries amongst themselves, for delivery at a time convenient to them. The 2020 Internet Access – Households and Individuals data (most recently available data) estimates that 87% of people bought goods or services online in the last 12 months. Of these people 16% did it less than monthly (1-2 times in 3 months), 30% did it monthly (3-5 in 3 months), 19% did it every other week (6-10 times in 3 months) and 34% did it weekly (11+ times in 3 months).
- 2.7.6. As such it is considered that of the 103 units, approximately 90 units would undertake shopping online with 31 of these units doing so on a weekly basis, 17 units every other week and 27 units monthly.

- 2.7.7. Based on the above it is considered that there could be approximately 31-48 deliveries per week or approximately 6-10 deliveries per weekday. The majority of these trips would be undertaken by transit vans or 3.5 tonne box vans. It is considered a large number of these trips may be combined with neighbouring units and therefore would not constitute new movements on the network.

Deliveries to Ground Floor Commercial Units

- 2.7.8. Depending on the future occupiers of the ground floor units, the number and delivery type will vary considerably. If the units are to be occupied by food retail or a restaurant/café, it is likely that the units will receive daily food deliveries. To provide a robust, worst case assessment, it is assumed that each unit will receive a daily delivery.

Deliveries to Restaurant

- 2.7.9. The proposed development involves a replacement restaurant and therefore it is assumed that the proposed restaurant will generate the same number of delivery and servicing trips as existing. Therefore no assessment has been undertaken for this aspect as these movements are already accommodated on the surrounding highway network.

Maintenance Vehicles

- 2.7.10. It is likely that there will be infrequent visits to the site by maintenance vehicles. These visits are likely to be off-peak. Maintenance vehicles would likely be required to use local pay and display car parks within the town centre. Maintenance visits would be infrequent and, on an ad-hoc basis.

Removals

- 2.7.11. Specifically, with regard to the initial 'moving in' period, it is expected that the development occupation will be staggered which will ensure that the number of removals vehicles present at any one time is managed. Removals vehicles would be specifically scheduled to avoid the key times when refuse collection vehicles require access to the site.
- 2.7.12. However, with the exception of when residents first occupy the site, it is considered that these deliveries would be infrequent and, on an ad-hoc basis which is likely to fluctuate from day to day. during the initial occupation of the site the building management team will look to stagger move-ins as much as possible and will allow time slot access to the rear car park to removal vans / cars to assist with residents move in. These slots will avoid refuse collection times.

Trip Generation

- 2.7.13. A first principles assessment has been undertaken based on the above information to estimate the delivery and servicing trips. These are outlined below in Table 2.

Table 2 – Servicing Trip Generation

Element	Delivery	Vehicle	Time of Day	Approximate Frequency	Delivery Vehicle Location
All	Post	Post Van	09:00-17:00	Daily	Friar Street / Merchants Place
	Maintenance Vehicles	Transit Van / Box Van	09:00-17:00	1-4 times per year	Rear Car Park / Town Centre Car Parks
Commercial	Deliveries to the Ground Floor Uses	Transit Van	09:00-17:00	2 per day	Friar Street / Merchants Place
	Commercial Refuse Collection	Transit Van	09:00-17:00	Daily	Friar Street / Merchants Place
	Commercial Recycling Collection	Transit Van	09:00-17:00	Daily	Friar Street / Merchants Place
Residential	Parcel / Couriers / Groceries	Transit Van	09:00-17:00	6-10 per day	Friar Street / Merchants Place
	Residential Refuse Collection	Small Refuse Vehicle	06:30-18:00	Daily	Rear Car Park
	Residential Recycling Collection	Small Refuse Vehicle	06:30-18:00	Daily	Rear Car Park
	Residential Food Waste Collection	Small Refuse Vehicle	06:30-18:00	Daily	Rear Car Park
	Removals Van	Transit Van / Box Van	09:00-17:00	Infrequent	Rear Car Park
DAILY TOTAL				14-20	

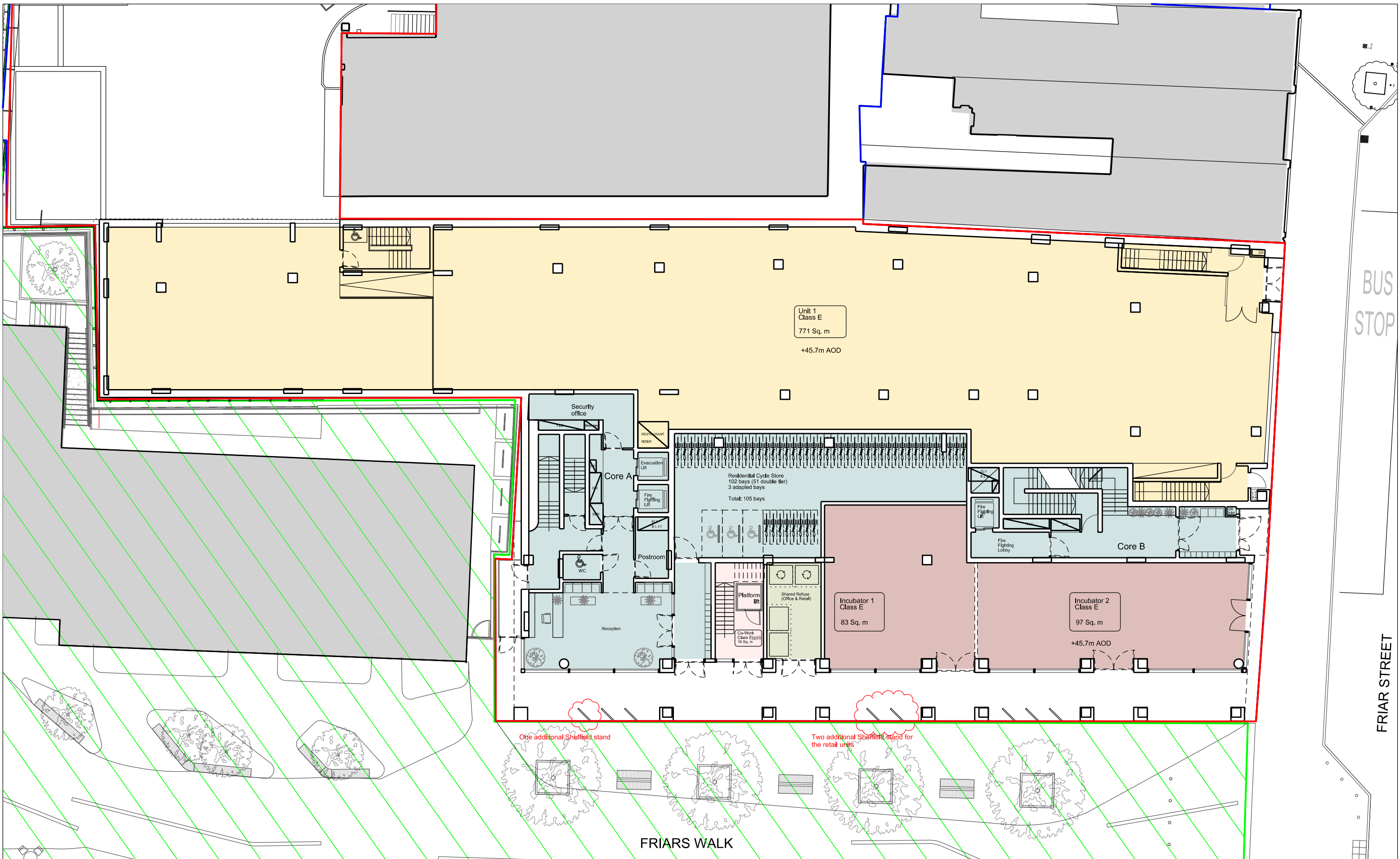
- 2.7.14. Based on this, it is anticipated that the proposed development is likely to generate 14-20 delivery and servicing trips per day. Assuming an equal number of trips across the core delivery hours (09:00-17:00), this equates to 2-3 deliveries an hour. Given the majority of these will be undertaken by smaller vehicles and will be shorter servicing tasks, the delivery and servicing impacts are considered to be negligible and within the daily fluctuation of delivery and servicing trips in Reading. Furthermore the majority of these vehicles will already be accessing neighbouring units delivering post, parcels or groceries and therefore are unlikely to constitute “new movements” to the network.
- 2.7.15. The deliveries will adhere to the maximum dwell times (20 minutes) and will restricted times of the individual loading areas e.g. Merchants Place 00:00-11:00 and 16:00-00:00.
- 2.7.16. Furthermore, these types of servicing trips have previously taken place at the existing site. Based on the Office TRICS output used within the TS, the existing office has the potential to generate 15 two-way LGVs daily and therefore the proposed development is anticipated to generate a similar number of delivery and servicing trips over the daily period and therefore this would result in a negligible impact on Friar Street.
- 2.7.17. The above trip generation has been produced at application stage with the future commercial occupiers unknown. If required, a DSP could be conditioned as part of any planning consent and therefore once the future occupiers of the units are known, more site specific trip generation will be provided.

2.8. Summary

- 2.8.1. The proposed development is therefore not considered to result in an adverse impact upon the local highway network, pedestrian and cycle infrastructure or public transport networks and is considered to be fully in accordance with national and local policy documents and guidance, including policies TR1, TR3, TR4 and TR5 of the Reading Local Plan.
- 2.8.2. It is therefore considered that the development would not result in a severe residual impact nor would it create an unacceptable impact on highway safety in accordance with the NPPF.

Appendix A – Revised Proposed Layout Plans

Appendix B – Refuse Vehicle Swept Path Analysis



N

0

1

3

5

10m

RESIDENTIAL UNITS (Class C3)

Studio

1Bed 2Person

2Bed 3Person

2Bed 4Person

3Bed 5Person

Residential lobby (Class C3)

Residential circulation & BoH (Class C3)

Indicative co-working (Class E(g)(ii))

Indicative Retail - Restaurant (Class E)

Indicative Retail - incubator unit (Class E)

Common Areas (Class E)

Plant space

Site Boundary

Land within applicant ownership

Station hill development
Currently under construction
Planning ref: 192032

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Rev

Date

Description

P1

10/06/22

Planning Issue

P2

15/08/22

Planning Issue

P3

24/08/22

Planning Issue

P4

20/09/22

Planning Issue

P5

13/04/23

DRAFT

P6

24/04/23

DRAFT

Project

35-39 FRIAR STREET

Drawing

PROPOSED GROUND FLOOR PLAN

Status

DRAFT

Date

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Scale

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1:100 @ A1

Client

SHAVIRAM GROUP

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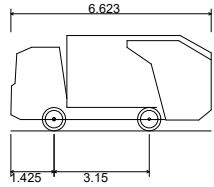
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VEHICLE PROFILE



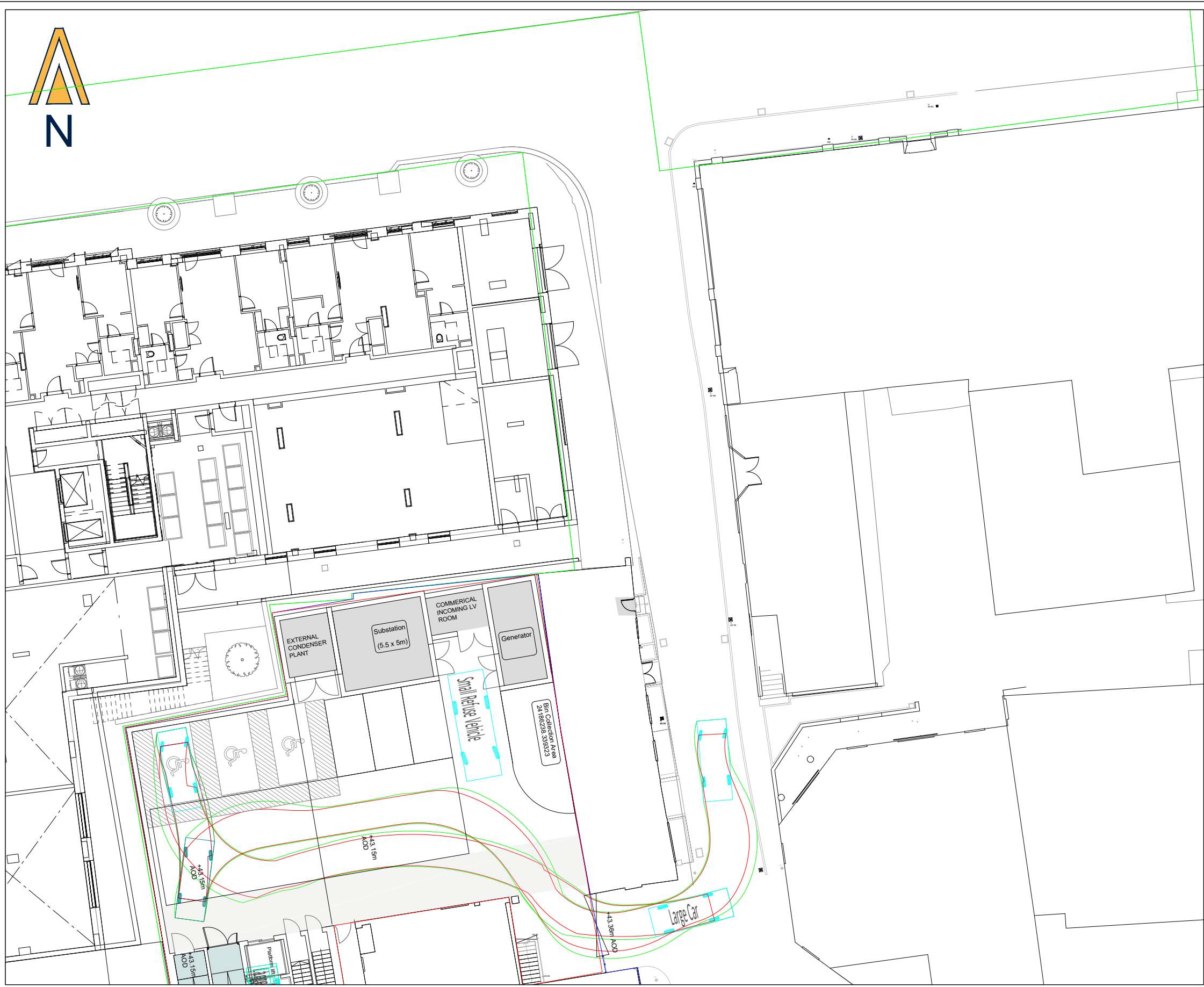
Small Refuse Vehicle	
Overall Length	6.623m
Overall Width	2.200m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.750m

D	Updated layout plans	OH	DF	28.04.23
C	Updated layout plans	OH	DF	24.05.22
B	Updated layout plans	OH	DF	18.02.22
A	Updated mapping	OH	DF	19.08.21
-	First Issue	RH	DF	22.07.21
Rev	Amendment	Drn	App	Date

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			Drawing Title REFUSE VEHICLE SWEPT PATH ANALYSIS				
					Drawn by OH		
					Approved by DF		
				Date 28.04.23			
				Scale 1:250 @ A3		Job No R-21-0075	
				Drawing No R-21-0075-001		Rev D	

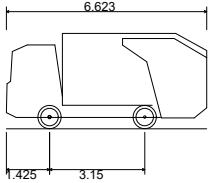
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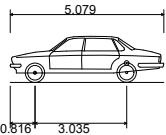
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VEHICLE PROFILE



Small Refuse Vehicle
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

6.623m
2.200m
3.153m
0.358m
2.200m
4.00s
6.750m



Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

A	Background mapping	OH	DF	19.08.21
Rev	Amendment	Drn	App	Date

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Scale	1:250 @ A3	Job No	R-21-0075		
Drawing No	R-21-0075-001				Rev A



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Project Name	35-39 FRIAR STREET, READING
Drawing Title	REFUSE VEHICLE SWEPT PATH ANALYSIS

Client	SHAVIRAM GROUP
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