



Proposed Residential Development
Former Curzon Club, Oxford Road, Reading

Transport Statement

For

The Keen Partnership

Document Control Sheet

Proposed Residential Development

Former Curzon Club, Oxford Road, Reading

The Keen Partnership

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of The Keen Partnership to accompany a planning application for the demolition of the former Curzon Club and the construction of 35 new residential flats (Class C3), at Oxford Road, Reading.
- 1.2 The site is located within 1.6 kilometres of the centre of Reading within the administrative boundaries of Reading Borough Council (RBC). The local highway network is focused around the Oxford Road (A329), which is the main route through West Reading. The site is also accessible by the more sustainable modes of transport including foot, cycle and public transport. For example bus stops served by regular services are within 50 metres of the site.
- 1.3 The proposed scheme comprises the provision of 35 residential dwellings which will include 21 x two bed dwellings and 14 x one bed dwellings, which will utilise the existing site access.
- 1.4 This Transport Statement, which has been prepared in accordance with current best practice guidance, demonstrates that:
 - ▶ The site accords with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling;
 - ▶ Suitable and appropriate access to the site can be achieved from the existing site access on Oxford Road;
 - ▶ Having regard to relevant design guidance, appropriate provision is made for servicing; and,
 - ▶ The residual impact of the proposed development will not be severe.
- 1.5 Following this introduction, this Transport Statement is split into five sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be pertinent to this application.
 - ▶ Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
 - ▶ Section 4 provides an overview of the proposed development together with the details related to the access, parking and servicing strategies that will be adopted;
 - ▶ Section 5 assess the trip generating potential of the proposed development, and provides an overview of the likely impacts that these are likely to have; and.
 - ▶ Section 6 summarises the key findings and conclusions of the report.

2.0 Transport Policy

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework (February 2019);
- ▶ Reading Borough Local Plan (November 2019); and,
- ▶ Reading Borough Local Development Framework: Revised Parking Standards and Design (October 2011).

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 102 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 The NPPF defines 'Sustainable Modes' as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport."

2.6 Off-street parking provision is referred to in Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.7 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,

or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.8 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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."

- 2.9 Paragraph 109 says 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."

- 2.10 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

- 2.11 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Reading Borough Local Plan (November 2019)

- 2.12 The Reading Borough Local Plan lays out the policies under which future developments in the Reading area will be considered. A summary of the transportation policies which are relevant to the proposals are as follows:

- 2.13 With regards access, traffic and highway-related matters, Policy TR3 states:

"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:

- ▶ *accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- ▶ *the development would not have a material detrimental impact on the functioning of the transport network;*
- ▶ *the proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- ▶ *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,*

- ▶ 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 likely 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."

- 2.14 With regards cycle routes and facilities, Policy TR4 states:

"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."

- 2.15 With regards car and cycle parking and electric vehicle charging, Policy TR5 states:

"Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Development should make the following provision for electric vehicle charging points:

- ▶ all new houses with dedicated off-street parking should provide charging points;
- ▶ within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."

Reading Borough Local Development Framework: Revised Parking Standards and Design (October 2011)

- 2.16 RBC's parking requirements are set out in their SPD titled 'Revised Parking Standards and Design', adopted in October 2011. This document adopts a zonal strategy depending on a site's proximity to local centres and public transport corridors.
- 2.17 The application site is within Zone 2, the Primary Core Area which surrounds the town centre, with the town centre being within Zone 1. Zone 2 extends to walking distances up to 2 kilometres from the town centre and includes areas well served by public transport.
- 2.18 Table 2.1 below summarises the maximum car parking standards for the Application Site location as detailed in the Revised Parking Standards and Design Supplementary Planning Document for a flatted development within Zones 1 and 2.

Parking Type	Parking Standard	
	Zone 1	Zone 2
Maximum Car Parking	Flat 1-2 bed = 0.5 parking spaces Flats 3+ bed = 1 parking space	Flat 1-2 bed = 1 parking space Flats 3+ bed = 1.5 parking spaces
Visitor Parking	None	1 space per 10 dwellings
Minimum Cycle Parking	Flat 1-2 bed = 0.5 cycle spaces Flats 3+ bed = 1 cycle space	Flat 1-2 bed = 0.5 cycle spaces Flats 3+ bed = 1 parking space
Minimum Blue Badge Parking	5% of total capacity	5% of total capacity

Table 2.1: Car Parking Standards

Summary

- 2.19 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking having regard to local characteristics, need and access by sustainable forms of transport.
- 2.20 The following sections of this report review the accessibility of the Application Site and evaluate whether the proposals will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a detailed review of the surrounding area has been undertaken. It also sets out an overview of the accessibility of the site by a variety of modes of transport and includes a review of road safety records.

Site Details

- 3.2 The application site is located on the north side of Oxford Road, approximately 1,600 metres to the west of Reading Town centre and adjacent to the Reading West Tesco superstore. A plan showing the location of the site in relation to the local highway network and the town centre boundary is shown below in Figure 3.1.

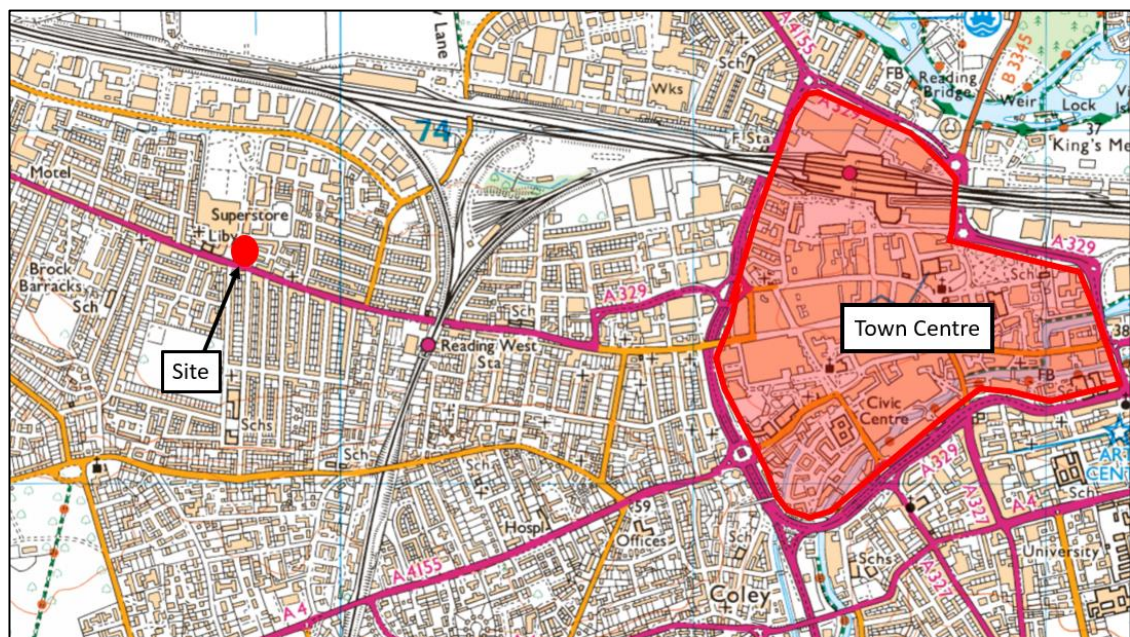


Figure 3.1 – Site Location Plan

- 3.3 The application site currently has vehicular and pedestrian access from Oxford Road.
- 3.1 Oxford Road is a single carriageway road, street lit and is subject to a 30 mile per hour speed limit. The carriageway is circa 7.3 metres wide and benefits from circa 3 metre wide footways on either side of its carriageway. The road is a red route which prevents parking and loading at any time except in authorised parking and loading bays. The parking and loading bays are pay and display between the hours of 8am and 8pm Monday to Sunday with parking restricted to a maximum stay of 2 hours with no return within 2 hours.
- 3.2 The residential roads off the Oxford Road surrounding the site are all within a Controlled Parking Zone (CPZ), with parking restricted to 2 hours with no return in 2 hours, 8am to 8pm, seven days a week and restricted to permit holders only over night between 8pm and 8am.

Sustainable Transport Accessibility

- 3.3 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- ▶ Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).
- 3.4 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles respectively.
- 3.5 Having regard to the above, it is considered that the site is accessible by the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

Accessibility by Foot

- 3.6 Oxford Road benefits from street lighting and wide footways that link the site to the town centre and the many local services and shops which are located along the Oxford Road in close proximity to the site.

Accessibility by Cycle

- 3.7 Reading has an extensive network of cycle routes and these are shown within **Appendix A**. Oxford Road is designated cycle route R50 linking the site to the station, town centre, Prospect Park, Prospect School and Tilehurst. In addition cycle route R5 which links the town centre to Tilehurst Station and Purley, runs along Portman Road 400 metres to the north and is reached via the cycle route which passes through Tesco and West Reading Village adjacent to the site. Both routes provide access to various Reading cycle routes allowing access to all areas of the town and suburbs, including the employment areas within South Reading and Green Park.

Accessibility by Bus

- 3.8 Reading has an extensive network of bus routes as shown within **Appendix B**. The closest bus stops to the site which are located within 50 metres of the site on Oxford Road are served by services 15, 15a, 16 and 17, with all the bus services serving the town centre. Table 3.1 summarises the service provision.

Service	Route	Frequency		
		Monday to Friday	Saturday	Sunday
17	Tilehurst, Oxford Road, Town Centre, Cemetery Station, Early	Every 8-10 minutes 05:00 to 0:00, every hour 0:00 to 05:00	Every 10 minutes 05:00 to 20:00, Every 15 minutes 20:00 to 0:00, every 30 minutes 0:00 to 07:00	Every 15 minutes 07:00 to 20:00, every 20 minutes 20:00 to 0:00, hourly 0:00 to 05:00
15 / 15a	Ikea/Sainsburys Calcot, Tilehurst, Medway Leisure Centre, Oxford Road, Town Centre	Every 20 minutes between 05:10 and 18:30, every 30 minutes between 18.00 to 20:00, hourly until 23:00	Every 20 minutes between 06:10 and 18:00, every 30 minutes between 18.00 to 20:00, hourly until 23:00	Every 30 minutes 07:45 to 18:15, hourly until 23:00
16	Purley, Kentwood, Tilehurst Station, Oxford Road, Town Centre	Every 20 minutes between 05:20 and 18:20, every 30 minutes between 18.20 to 20:20, hourly until 23:20	Every 20 minutes between 06:20 and 18:20, every 30 minutes between 18.20 to 20:20, hourly until 23:20	Every 30 minutes 07:20 to 18:20, hourly until 23:20

Table 3.1 – Bus Frequencies

Accessibility by Rail

- 3.9 Reading West station is located 650 metres to the east along Oxford Road, which has three trains an hour to Reading Station, two an hour to Basingstoke and one an hour to Newbury.
- 3.10 Reading Rail station is located two kilometres to the north east of the site and is easily accessible by foot, bus and train from Reading West station. It is also shown within **Appendix A**, that it is possible to access the station by cycle. Indeed, it is worthy to note that a total of 700 cycle parking spaces are provided at the Station.
- 3.11 Reading Rail station is the second busiest interchange station in England after Birmingham New Street and is located at the cross point of the main western main line and north south cross country lines. Destinations including Newbury, Bournemouth, Birmingham, Manchester Piccadilly, London Paddington, Oxford, Penzance, London Waterloo, Cardiff Central, Newcastle, Bristol Temple Meads and Gatwick Airport can be accessed from Reading station.

Local Amenities

- 3.12 Having regard to the above review of sustainable transport options, consideration has been given to the proximity of the application site to key local services including education, employment, retail and health facilities. The application site is well located with respect to a range of local facilities and services that can be accessed by walking, cycling and public transport in accordance with the guiding principles of the NPPF.
- 3.13 Table 3.2 provides a summary of these together with the associated walk and cycle times, which are based on standard walk (i.e. 1.4 m/s) and cycle speeds (i.e. 12 mph or 5.4 m/s) referenced in the Institute of Highways and Transportation's document entitled 'Providing for Journeys on Foot' and the Department for Transport's 'Local Transport Note 2/08 – Cycle Infrastructure Design'.

Destination	Distance (Metres)	Typical Journey Time (Minutes)	
		Foot	Cycle
Education Facilities			
Oxford Road Community Primary School	750 Metres	9	2
Wilson Primary School	580 metres	7	2
Kings Academy Secondary School	2100 metres	25	7
Health Facilities			
Western Elms GP Surgery	420 metres	5	1½
Inspire Dental, Oxford Road	950 metres	11	3
Oxford Road Pharmacy	450 metres	5	1½
Leisure Facilities			
Kensington Park	250 metres	3	1
Prospect Park	1300 metres	15½	4
Key Employment Areas			
Central Reading	1600 metres	19	5
Portman Road Business Area	500 metres	6	2
Cardiff Road Business Area	1,250 metres	15	4
Local Shops			
Oxford Road	20 to 250 metres	N/A	N/A
Tesco Superstore	100 metres	N/A	N/A
Town Centre	1600 metres	19	5

Table 3.2 – Typical Journey Times to Key Local Services

Summary

- 3.14 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car. The location of the site therefore accords with the requirements of Local Plan Policy TR3.

4.0 Proposed Development

Overview

- 4.1 The following text outlines details of the development proposals and summarises how it will be accessed along with providing details of the associated parking and servicing strategies.

Development Proposals

- 4.2 The application site currently comprises a Sui Generis use comprising of a former conservative club which housed two bars and a dance floor with residential accommodation above with an area of 570m². The site is provided with six parking spaces accessed from the Oxford Road.
- 4.3 This planning application seeks permission for the comprehensive redevelopment of the site following the demolition of the existing buildings to provide 35 residential dwellings, provided with 16 spaces. A site layout plan is provided at **Appendix C**, whilst Table 4.1 provides a summary of the numbers and types of units likely to be provided.

Dwelling Type	Number
1 Bedroom Flat	14
2 Bedroom Flat	21
Total	35
Commercial	Area
A1 Retail Unit	100m ²

Table 4.1 – Development Details

Vehicular Access

- 4.4 Vehicular access to the site will continue through the existing access point located on Oxford Road. This access has visibility splays of 2.4 metres by 150 metres in excess of the 2.4 metres by 43 metres required by Manual for Streets for accesses onto roads with a 30 miles per hour speed limit.

Car Parking Arrangements

- 4.5 As outlined in Section 2, the site is located within Zone 2 of the RBC's 'Revised Parking Standards and Design SPD' and would therefore ordinarily be allowed to provide up to a maximum of 45 car parking spaces based on the schedule of accommodation provided at Table 4.1. However the site, as detailed within Section 3, is within the Oxford Road district centre and is on a major bus corridor where buses operate 24/7. Given the extremely sustainable location of site, the scheme provides a provision of 16 parking spaces. Due to the sustainable location of the site, it is deemed that the parking provision is acceptable.
- 4.6 Notwithstanding this, the SPD states:
- "should a developer require fewer spaces than are set out here then there would need to be a demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result".*
- 4.7 As set out in Section 3, the site is located within one of the most accessible areas of Reading which benefits from excellent access to:
- ▶ a high frequency local bus network that is located within 50 metres of the site;
 - ▶ Bus connection within 10 minutes to the second busiest railway station in the country that provides direct connections to Central London and other principal Thames Valley towns;
 - ▶ The Reading Cycle Network, which connects the site with the town centre and key local employment areas located within Reading; and,

- ▶ A range of employment; leisure; retail; education; and health facilities within recognised walk/cycle distances.
- 4.8 In addition to this, it has also been shown at Section 3 that the local highway network is subject to a number of waiting restrictions that preclude the ability of vehicles to park on-street without the necessary permit. Similarly, there are public car parks located within a short walk of the site, within Tesco for example, that have the ability to cater for shorter term parking to take place off the public highway.
- 4.9 Given the sustainability credentials of the site; its access to an extensive range of local amenities and services; the presence of waiting restrictions that preclude on-street parking on the roads surrounding the site; and the location of public car parks that can cater for visitor parking, it is considered that the provision of 16 car parking spaces is consistent with RBC's Parking Standards, Local Plan and the NPPF.
- 4.10 Notwithstanding this, the Applicant is willing to accept a suitably worded planning condition that would prevent future residents from applying for (i) residents and (ii) visitor parking permits to minimise any potential for parking to take place on surrounding roads. With this measure included, it is clear that the Applicant and RBC will have made suitable provision to prevent the overspill of parking onto surrounding streets. There can thus be no suggestion that the scheme would thus introduce a highway safety issue and accordingly it is clear that the proposed development accords with Local Plan Policy TR5.
- 4.11 Swept path analysis has been undertaken of the parking areas as shown on drawings 2105078/TK01 within **Appendix D**, which shows vehicles will be able to enter and leave Oxford Road in a forward gear.

Cycle Parking

- 4.12 A cycle storage area will be provided on the ground floor of the building, accessed from the rear entrance as shown on the site plan provided within **Appendix C**. The new dwellings will be provided with 28 cycle parking spaces in accordance with the requirements of RBC Parking Standards SPD.

Servicing and Deliveries

- 4.13 Deliveries for the dwellings and small retail unit will take place from the loading bay on Oxford Road adjacent to the site as per the existing arrangements. Due to Oxford Road being a red route all parking and loading is permitted unless it occurs in an authorised signed bay.
- 4.14 However, as is the case with the existing uses, refuse collection will continue from the highway and a new bin storage area has been provided adjacent to the footway, as shown on the site plan within **Appendix C**, to enable refuse collectors to obtain easy access to the bin store area.

5.0 Trip Analysis

Overview

- 5.1 This section outlines the vehicle trip generating potential of the proposed residential development and compares it with the existing use during the peak hours and across the course of a typical day.

TRICS Assessment

Existing Use

- 5.2 The existing use of the site is a working man's club with two bars and a dance floor however as a result of the unique nature of the site, there are no equivalent uses within the TRICS database. Therefore, given the use class, an interrogation of public houses within TRICS has been undertaken to determine the likely vehicle generation the site could generate if operational. The sites chosen have a similar floor area, are provided with low levels of parking on site and are in proximity to regular public transport services. Given the operating hours of such uses, TRICS data covers the period 10:00 to 00:00.
- 5.3 The subsequent TRICS Output files are attached at **Appendix E** and summarised within Table 5.1 below.

Time Period	Trip Rates (Per 100m ²)			Trip Generation (Per 570m ²)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	N/A	N/A	N/A	N/A	N/A	N/A
PM Peak (17:00-18:00)	1.954	1.877	3.381	8	11	19
Daily (10:00-19:00)	11.654	10.314	21.968	66	59	125
Daily (10:00-00:00)	21.497	20.897	42.394	123	119	242

Table 5.1 – Trip Generation Existing Uses

- 5.4 Table 5.1 indicates the existing use could generate 19 vehicle trips in the PM peak and 242 vehicle trips over the course of a day.

Proposed Uses

- 5.5 A further interrogation of the TRICS database has been undertaken to find comparable sites for the proposed flats taking into consideration parking provision, location and public transport provision. The subsequent TRICS Output files are also attached at **Appendix E** and summarised within Table 5.2 below.
- 5.6 Table 5.2 below shows the daily number of vehicle trips associated with the proposed 35 flats.

Time Period	Trip Rates (Per flat)			Trip Generation (Per 35 flats)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.072	0.223	0.295	3	8	11
PM Peak (17:00-18:00)	0.160	0.088	0.248	6	4	11
Daily (07:00-19:00)	1.299	1.359	2.658	45	47	92

Table 5.2 - Trip Generation of the Proposed Flats

- 5.7 Table 5.2 indicates the proposed residential dwellings will generate 11 vehicle trips in the AM peak, 11 vehicle trips in the PM peak and up to 92 vehicle trips over the course of a day.
- 5.8 There is a small retail unit of 100m² on the ground floor fronting Oxford Road. Given the small nature of the unit which will accompany the existing extensive retail offering along the Oxford Road, it is assumed that the majority of customers will be linking trips to the other retail uses or they will be pass by trade. However to undertake a robust analysis the TRICS database has been interrogated for small convenience

stores which are not provided with any off street parking. The subsequent TRICS Output files are also attached at **Appendix E** and summarised within Table 5.3 below.

Time Period	Trip Rates (Per 100m ²)			Trip Generation Retail Unit		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	8.403	7.395	15.798	8	7	15
PM Peak (17:00-18:00)	8.571	8.908	17.479	8	9	17
Daily (07:00-19:00)	88.066	86.723	174.789	88	87	175
Daily (06:00-22:00)	127.491	128.291	255.782	127	128	255

Table 5.3 - Trip Generation of the Proposed Retail Use

- 5.9 Table 5.3 indicates the proposed retail unit will generate 15 vehicle trips in the AM peak, 17 vehicle trips in the PM peak and up to 175 vehicle trips over the course of a day between 07:00 and 19:00 which increases to 255 vehicles per day for the usual opening hours of a convenience store of 06:00 to 22:00.

Net Change in Trips

- 5.10 Table 5.4 details the net change in vehicle trips for the peak hours and daily between 07:00 and 19:00. While it is accepted there is no TRICS data available for the existing use for the morning peak period, given the nature of the business it has been assumed that no vehicle trips were generated to provide a robust analysis.

Time Period	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	+11	+15	+26
PM Peak (17:00-18:00)	+6	+2	+8
Daily (07:00-19:00)	+49	+56	+105

Table 5.4 – Net Change in Trips

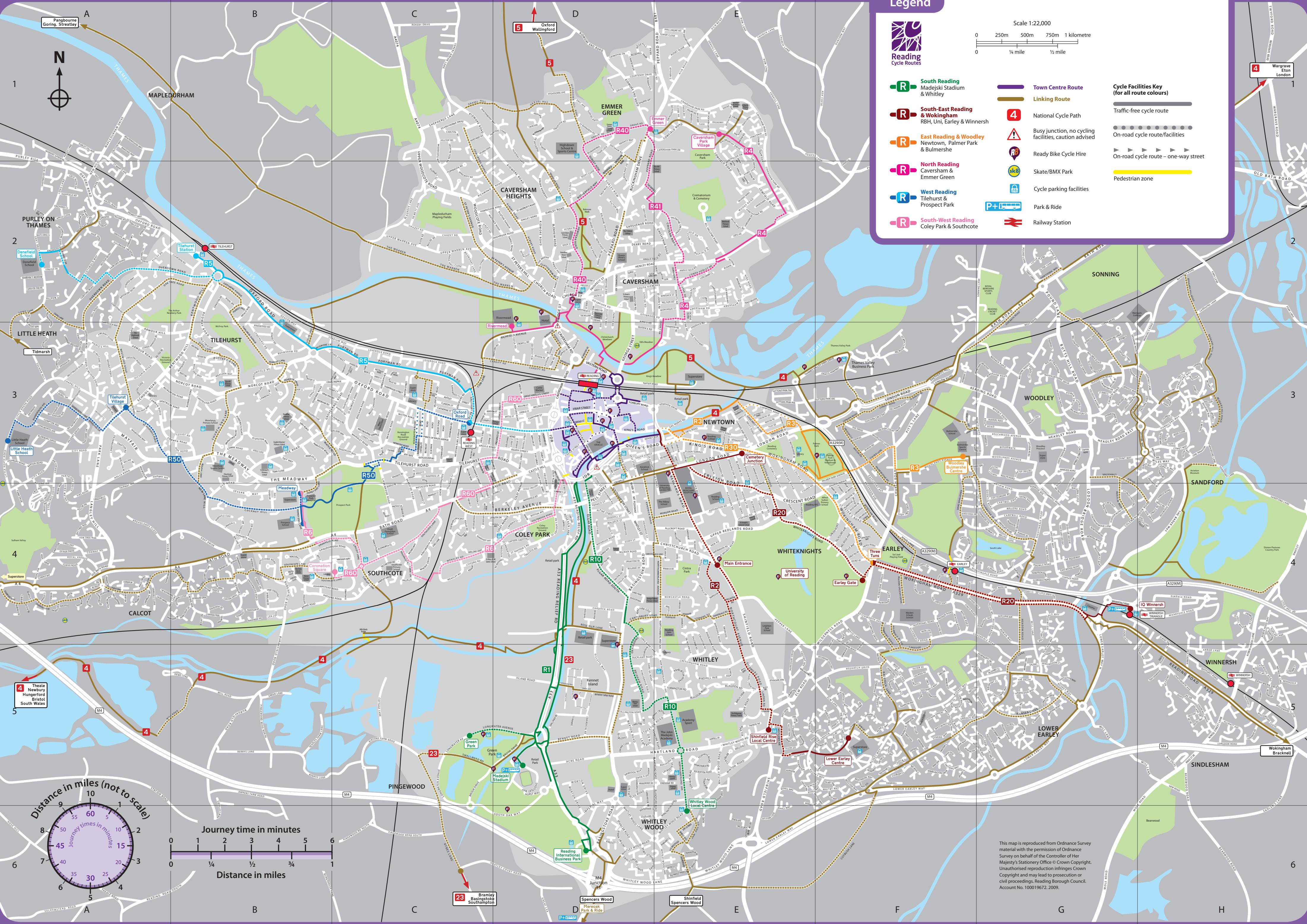
- 5.11 Table 5.4 indicates that the proposed redevelopment will result in an increase of approximately 26 vehicle movements in the morning peak period, 8 vehicle movements in the evening peak period and an increase in the order of 105 vehicle movements across a typical day. However a significant proportion of these vehicle trips are associated with the retail use and therefore are likely to be pass by trips and not new primary vehicle trips on the network.
- 5.12 In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of more than 30 vehicle movements in any hour should be subject to more detailed assessment. The preceding paragraphs of this report identified that the redevelopment proposals will lead to an increase in vehicle movements associated with the site during the identified morning and evening peak hours, compared to the established use. However, the net increase during these times based on the analysis shows an increase of circa 26 vehicle movements in the morning peak hour and 8 vehicle movements in the evening peak hour. As such, there is no requirement for further detailed junction assessment.
- 5.13 In addition, the proposed redevelopment will not result in any adverse disruption to the free flow of traffic on the local highway network. The predict increases are within the daily fluctuation one would expect to see on a major distribution road, such as the Oxford Road. In this regard, it is considered the proposals are consistent with national and local transportation policies with respect to traffic impact in accordance with Local Plan Policy TR3. To this end, it is concluded that the proposals would not result in a material impact from a highway and transportation perspective, let alone the severe impact that is referred to within the National Planning Policy Framework.

6.0 Summary and Conclusion

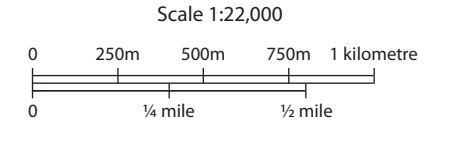
- 6.1 This Transport Statement has been prepared on behalf of The Keen Partnership to accompany a planning application for the demolition of the former Curzon Club and the construction of 35 new residential flats (Class C3), at Oxford Road, Reading.
- 6.2 This Transport Statement demonstrates that the site benefits from access to a good network of pedestrian and cycle links, which connect the site to the public transport network that serves the local area and a range of local facilities. On this basis, it is considered that the proposed development is ideally located to encourage people to travel by more sustainable modes of transport in accordance with the aims of the NPPF and Local Plan Policy TR1.
- 6.3 It has been shown that the proposals are unlikely to have a material impact upon the local transport networks and in this regard, the proposed development accords with Local Plan Policy TR3.
- 6.4 In summary, this Transport Statement demonstrates that:
- ▶ The site is accessible by the more sustainable modes of travel including foot, cycle and public transport and is well located to enable future residents to walk and cycle to a range of local facilities and amenities;
 - ▶ Through the commitment to preventing future residents from applying for parking permits together with the provision of 16 spaces on site, the development will not place any additional parking stress upon the local highway network and thus accords with Local Plan Policy TR5;
 - ▶ The provision of cycle parking is at a level conforms with the adopted standards will ensure that the use of this important mode of transport is encouraged, in accordance with Local Plan Policy TR4 and TR5; and,
 - ▶ The proposals will not lead to any harm to the existing operation and free flow of traffic on the adjoining highway network in accordance with Local Plan Policy TR3.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport networks. As such, the proposed development represents a sustainable development for the future, and we see no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

Reading Cycle Map



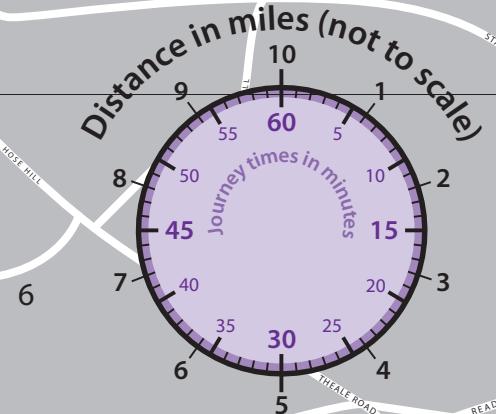
Legend



- R** South Reading
Madejski Stadium & Whitley
- R** South-East Reading & Wokingham
RBH, Uni, Earley & Winnersh
- R** East Reading & Woodley
Newtown, Palmer Park & Bulmershe
- R** North Reading
Caversham & Emmer Green
- R** West Reading
Tilehurst & Prospect Park
- R** South-West Reading
Coley Park & Southcote

- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

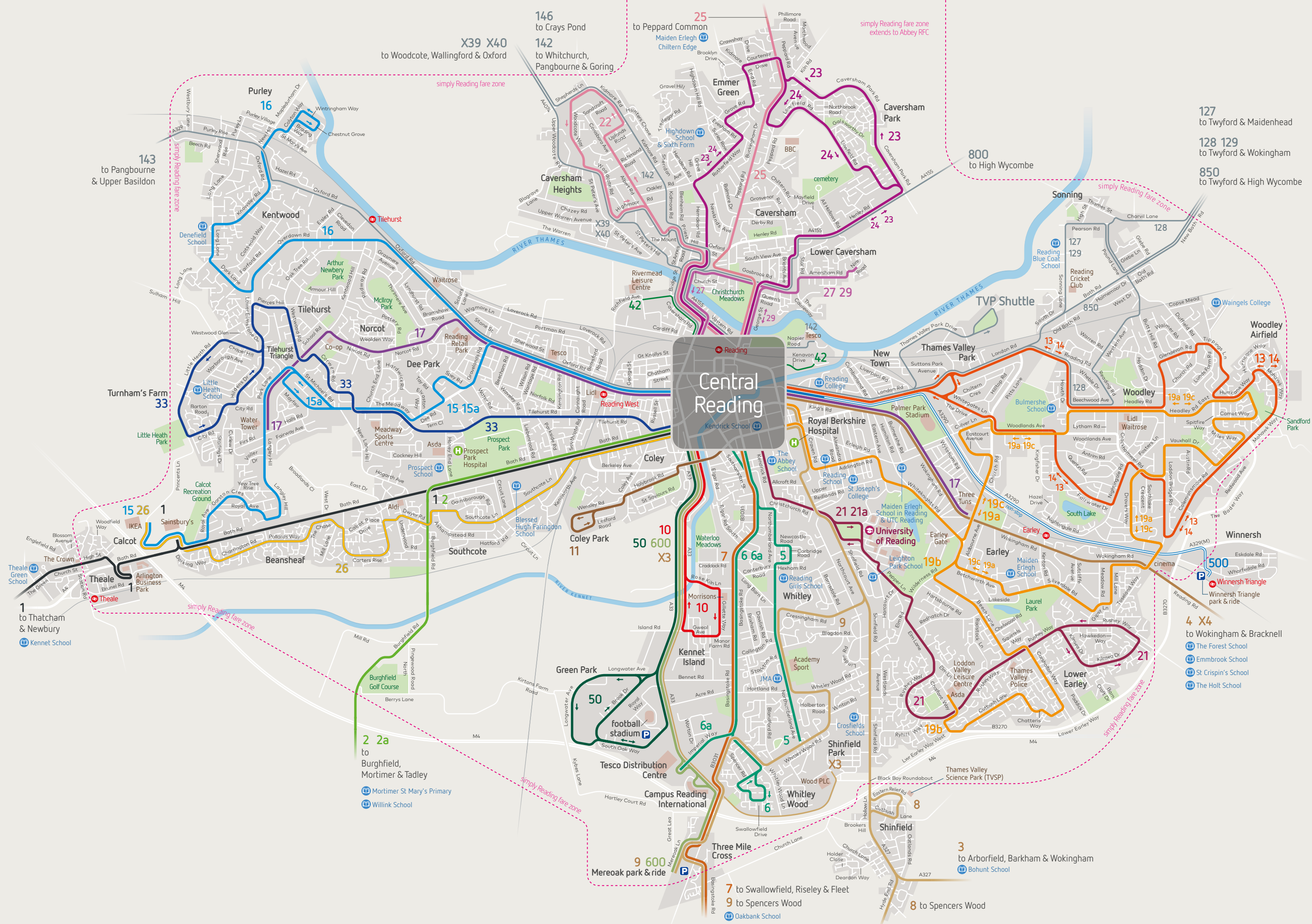
- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route – one-way street
 - Pedestrian zone



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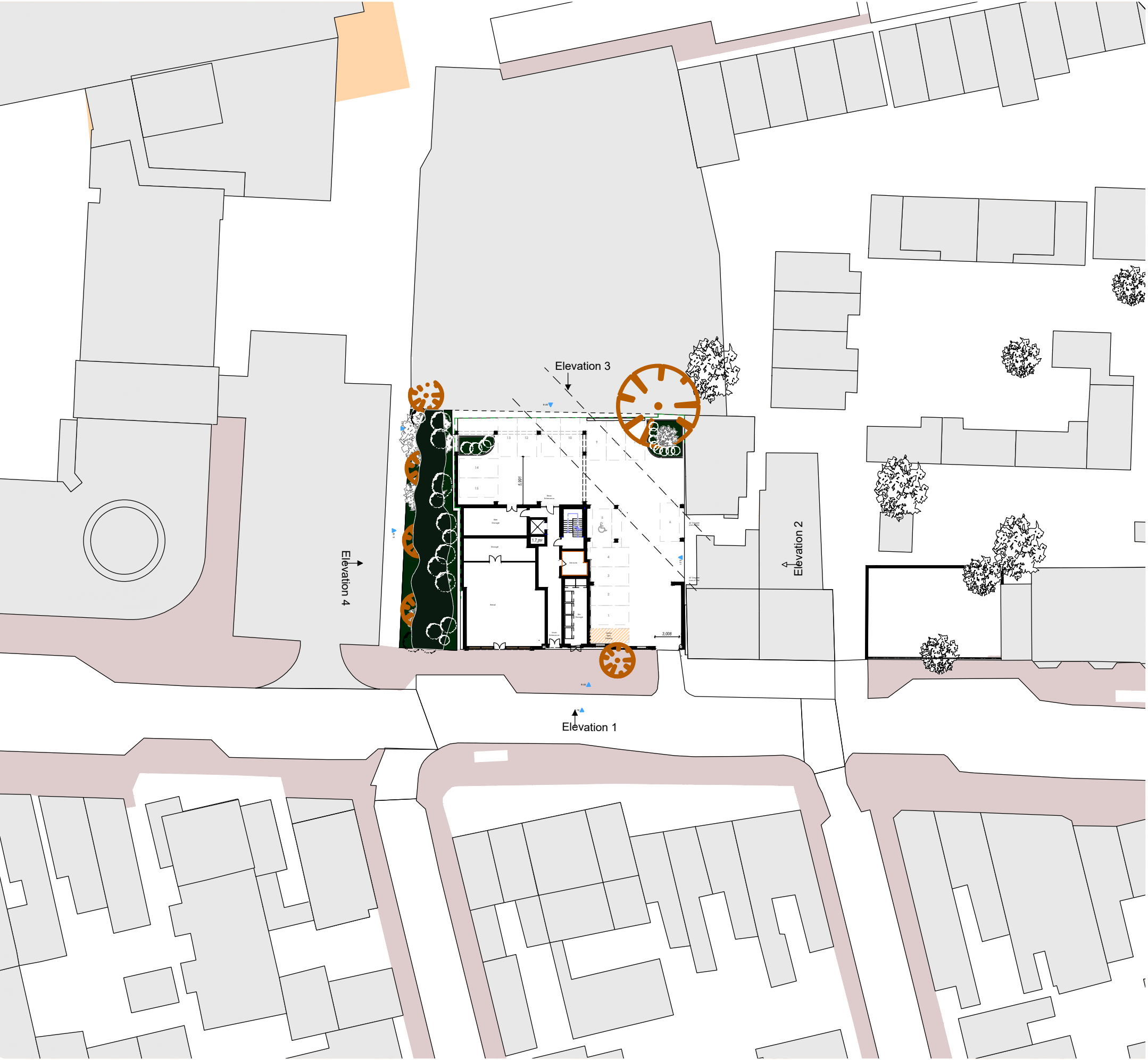
Appendix B

Reading Bus Map



Appendix C

Site Plan



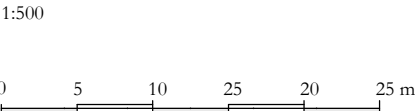
Powder Mill Lane, Dartford, Kent, DA1 1NT Site Plan 1:500

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All dimensions to be checked on site and any discrepancies to be reported before work commences.

Notes:

IN PROGRESS



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Pasted Image #2: C4287FF.tif

Pasted Image #1: 3E5635F.png

Client:
City Wide Serviced Apartments Limited

Job Title:
362 Oxford Rd, Reading RG30 1AQ

Drawing Title:
Proposed Site Plan

Drawing Date: 30.05.2021	Status: PLANNING DRAWINGS	
Issue Date: 31/01/2022	Drawn By: CM	Scale: @A3
Job No: 9046	Drawing No: PL-06	Rev:

Appendix D

Swept Path Analysis

Appendix E

TRICS Output

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	HC-06-I-01	PUBLIC HOUSE		HAMPSHIRE
	PORTSWOOD ROAD			
	SOUTHAMPTON			
	WESTWOOD PARK			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	550	sqm	
2	HI-06-I-01	PUBLIC HOUSE		HIGHLAND
	HAUGH ROAD			
	INVERNESS			
	HAUGH			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	200	sqm	
3	LN-06-I-01	PUBLIC HOUSE		LINCOLNSHIRE
	NORTH STREET			
	GRANTHAM			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	510	sqm	
4	MT-06-I-01	PUBLIC HOUSE		MERTHYR TYDFIL
	HIGH STREET			
	MERTHYR TYDFIL			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	750	sqm	
5	WY-06-I-01	PUBLIC HOUSE		WEST YORKSHIRE
	HALIFAX ROAD			
	LIVERSEDGE			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	600	sqm	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.000	0.000	0.000
1700-1800	1.954	1.877	3.831
1000-1900	11.654	10.314	21.968

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	500	0.867	3	500	0.533	3	500	1.400
11:00 - 12:00	4	503	1.095	4	503	1.045	4	503	2.140
12:00 - 13:00	5	522	1.149	5	522	0.728	5	522	1.877
13:00 - 14:00	5	522	1.494	5	522	1.418	5	522	2.912
14:00 - 15:00	5	522	1.149	5	522	0.920	5	522	2.069
15:00 - 16:00	5	522	1.111	5	522	0.881	5	522	1.992
16:00 - 17:00	5	522	1.341	5	522	1.188	5	522	2.529
17:00 - 18:00	5	522	1.954	5	522	1.877	5	522	3.831
18:00 - 19:00	5	522	1.494	5	522	1.724	5	522	3.218
19:00 - 20:00	5	522	1.609	5	522	1.686	5	522	3.295
20:00 - 21:00	5	522	2.874	5	522	2.874	5	522	5.748
21:00 - 22:00	5	522	2.567	5	522	2.874	5	522	5.441
22:00 - 23:00	5	522	2.146	5	522	2.452	5	522	4.598
23:00 - 24:00	4	503	0.647	4	503	0.697	4	503	1.344
Total Rates:			21.497			20.897			42.394

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	200 - 750 (units: sqm)
Survey date date range:	01/01/05 - 25/04/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	BD-03-C-02	BLOCKS OF FLATS		BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	62		
2	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	33		
3	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	37		
4	GM-03-C-03	BLOCK OF FLATS		GREATER MANCHESTER
	FAIRFIELD STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	20		
5	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
6	HF-03-C-01	BLOCKS OF FLATS		HERTFORDSHIRE
	HAYLING ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	22		
7	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	91		
8	HF-03-C-05	BLOCKS OF FLATS		HERTFORDSHIRE
	FERNDOWN ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
9	MS-03-C-04	BLOCK OF FLATS		MERSEYSIDE
	HOY DRIVE			
	NEWTON-LE-WILLOWS			
	EARLESTOWN			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	24		
10	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		

LIST OF SITES relevant to selection parameters (Cont.)

11	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET		
	IPSWICH		
	IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	69	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	48	0.048	11	48	0.141	11	48	0.189
08:00 - 09:00	11	48	0.072	11	48	0.223	11	48	0.295
09:00 - 10:00	11	48	0.093	11	48	0.109	11	48	0.202
10:00 - 11:00	11	48	0.097	11	48	0.112	11	48	0.209
11:00 - 12:00	11	48	0.114	11	48	0.105	11	48	0.219
12:00 - 13:00	11	48	0.120	11	48	0.128	11	48	0.248
13:00 - 14:00	11	48	0.091	11	48	0.091	11	48	0.182
14:00 - 15:00	11	48	0.070	11	48	0.105	11	48	0.175
15:00 - 16:00	11	48	0.112	11	48	0.069	11	48	0.181
16:00 - 17:00	11	48	0.141	11	48	0.072	11	48	0.213
17:00 - 18:00	11	48	0.160	11	48	0.088	11	48	0.248
18:00 - 19:00	11	48	0.181	11	48	0.116	11	48	0.297
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.299			1.359			2.658

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:

20 - 91 (units:)

Survey date date range:

01/01/11 - 23/06/21

Number of weekdays (Monday-Friday):

11

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	BA-01-O-01	CO-OP		BATH & NORTH EAST SOMERSET
	JULIAN ROAD			
	BATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	165	sqm	
2	CN-01-O-01	SAINSBURY'S LOCAL		CAMDEN
	CHALK FARM ROAD			
	CHALK FARM			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	120	sqm	
3	DV-01-O-01	PREMIER		DEVON
	MELROSE AVENUE			
	PLYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	70	sqm	
4	HK-01-O-01	SAINSBURY'S LOCAL		HACKNEY
	MARE STREET			
	SOUTH HACKNEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	120	sqm	
5	NR-01-O-01	LONDIS		NORTHAMPTONSHIRE
	ROCKINGHAM ROAD			
	CORBY			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	120	sqm	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Motion High Street Guildford

Licence No: 734001

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	7.563	7.899	15.462
1700-1800	8.571	8.908	17.479
0700-1900	88.066	86.723	174.789

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	70	20.000	1	70	20.000	1	70	40.000
07:00 - 08:00	5	119	8.403	5	119	7.395	5	119	15.798
08:00 - 09:00	5	119	7.563	5	119	7.899	5	119	15.462
09:00 - 10:00	5	119	7.227	5	119	7.395	5	119	14.622
10:00 - 11:00	5	119	5.714	5	119	5.714	5	119	11.428
11:00 - 12:00	5	119	5.042	5	119	4.874	5	119	9.916
12:00 - 13:00	5	119	7.059	5	119	6.891	5	119	13.950
13:00 - 14:00	5	119	8.403	5	119	7.899	5	119	16.302
14:00 - 15:00	5	119	6.723	5	119	7.059	5	119	13.782
15:00 - 16:00	5	119	4.538	5	119	4.874	5	119	9.412
16:00 - 17:00	5	119	6.050	5	119	5.546	5	119	11.596
17:00 - 18:00	5	119	8.571	5	119	8.908	5	119	17.479
18:00 - 19:00	5	119	12.773	5	119	12.269	5	119	25.042
19:00 - 20:00	5	119	11.092	5	119	11.429	5	119	22.521
20:00 - 21:00	3	120	7.500	3	120	8.056	3	120	15.556
21:00 - 22:00	2	120	0.833	2	120	2.083	2	120	2.916
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			127.491			128.291			255.782

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	70 - 165 (units: sqm)
Survey date range:	01/01/05 - 11/12/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

