

CENTRAL SCOUT HQ, READING

TRANSPORT STATEMENT

READING CENTRAL DISTRICT SCOUT COUNCIL

25 APRIL 2023



Abley Letchford Partnership Limited
3 Tealgate
Charnham Park
Hungerford
RG17 0YT

T: 01488 684390
E: contact@alpce.co.uk
W: www.alpce.co.uk

Quality Management:

Prepared by:	L. Jones / T Moloney
Authorised by:	N Billingham
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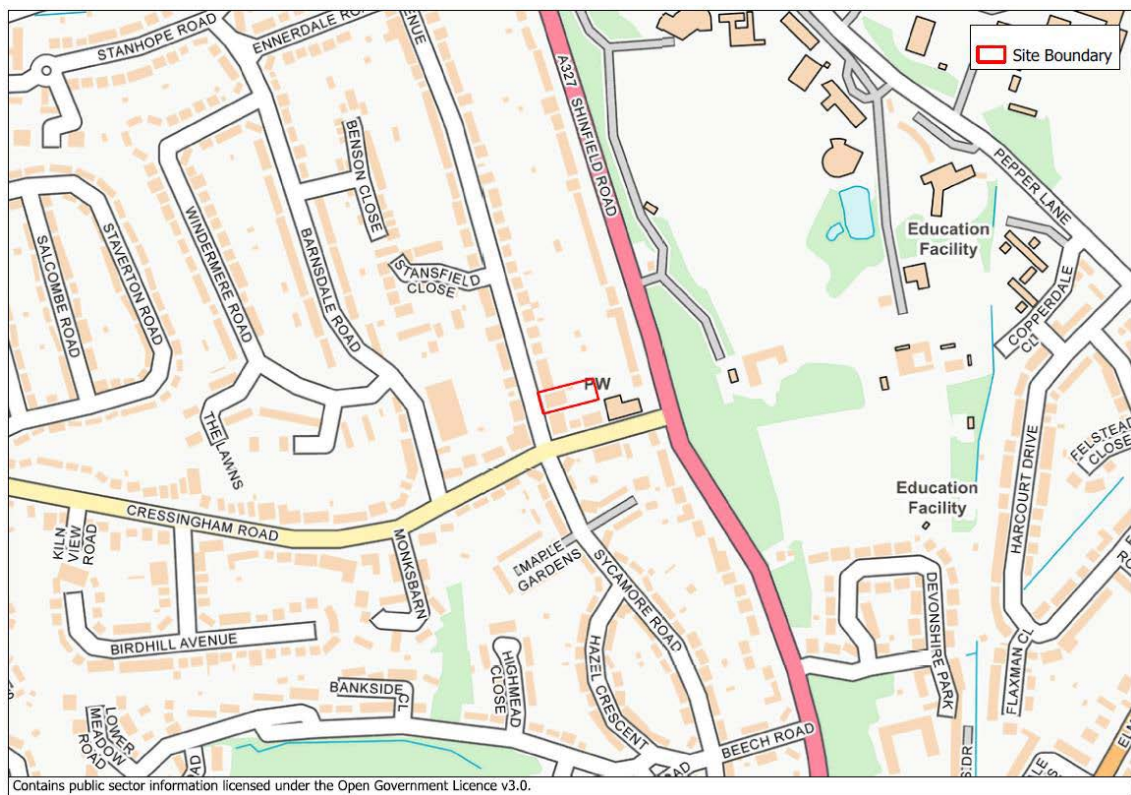
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1.0 Introduction

- 1.1. This Transport Statement has been prepared in support of a proposed replacement structure for the existing Reading Scout Headquarters located at No. 163 Northcourt Avenue, Reading.
- 1.2. The applicant is seeking permission for the demolition of the existing building and erection of a new replacement building and ancillary facilities for use by the Reading Scouts and Guides and other current users. The site location is illustrated in **Figure 1** below.

Figure 1 – Site Location



- 1.3. The site sits on the eastern side of Northcourt Avenue with a newsagents located to the north and a furniture shop to the south. Further afield the site is surrounded by existing residential development.
- 1.4. The site has two existing access points comprising dropped kerb / cross over arrangements off Northcourt Avenue which itself comprises a lit residential street subject to a 30mph speed limit.
- 1.5. The existing structure has an approximate gross floor area (GFA) of 330sqm along with additional storage located at the rear of the property. The proposed development would see the GFA increased by c.200sqm to 530sqm.
- 1.6. The proposed site and building layouts are included on the Drawing in **Appendix A**.

2.0 Existing Conditions

Site History and Existing Condition

- 2.1. The site sits on the eastern side of Northcourt Avenue with a newsagents located to the north and a furniture shop to the south. Further afield the site is surrounded by existing residential development.
- 2.2. The site has two existing access points comprising dropped kerb / cross over arrangements off Northcourt Avenue which itself comprises a lit residential street subject to a 30mph speed limit.
- 2.3. The carriageway has an approximate width of 6m in the vicinity of the site access as well as 1.5-2m footway along both sides of the carriageway. Single yellow road markings are in place along both sides of the road in the vicinity of the site, with parking restrictions being in place between noon and 1pm Monday – Friday.

Highway Safety

- 2.4. Traffic collision data was sourced from Thames Valley Police to establish the existing level of highway safety. The study area included the southern section of Northcourt Avenue, Cressingham Road between the junction with Northcourt Avenue and the junction with the A327 Shinfield Road.
- 2.5. A review of the data received indicates that a total of 4 collisions have been reported between 01/09/2017 – 31/8/2022 which was the most recent 5-year period that data was available (**Appendix B** refers). However, three of these accidents took place at the junction of Cressingham Road with Shinfield Road where the development proposals will not directly have an impact. There has been only one accident itself report on Northcourt Avenue in the vicinity of the site. Table 2.1 below summarises.

Table 2.1: Number of accidents by severity and vehicle type

Location	Severity				Road Users				
	Slight	Serious	Fatal	Total	Vehicle Only	Cycle	Motor cycle	Peds	Total
Northcourt Avenue	1	-	-	1	-	-	-	1	1

Northcourt Avenue

- 2.6. The incident reported at Northcourt Avenue involved a collision between a car and a pedestrian and resulted in slight injuries. The collision occurred when a car traveling northbound changed lanes resulting in contact with a pedestrian in the carriageway.
- 2.7. The causation factors cited in the report indicate the collision occurred as a result of the driver failing to look properly, being nervous / uncertain in a panic, passing too close to the pedestrian and distractions within the vehicle.
- 2.8. No accidents have been attributed to vehicles reversing or entering parking space parallel to the carriageway of which there are numerous examples of such behaviour currently taking place along the length of Northcourt Avenue.



Sustainable Accessibility

- 2.9. The development site is within Parking Zone 3, defined by the Revised Parking Standards and Design Supplementary Planning Document (October 2011) as *'an area with various land uses within a 400-meter walk to high frequency bus services.'*
- 2.10. A review of the site location and surrounding areas shows that the nearest bus stops are located within a 120m walk of the site giving access to an hourly service. Additional bus stops along the A327 Shinfield Road are also located within a 200m walk of the site, giving access to additional bus services operating every 15-20 minutes.
- 2.11. Reading Borough Councils cycle maps also indicate that Northcourt Avenue forms part of a designated cycle link (Route 2) between Reading town centre, Whitley and Lower Earley. This link means a significant proportion of local residential areas of Reading are able to safely access the site by bicycle. In addition the surrounding highway network features extensive footway provision allowing for access on foot.

3.0 Development Proposals

- 3.1. The proposals comprise the erection of a replacement Scout and Guides Hut in place of the existing structure. The development will have improved driveway access with a widened vehicle cross over for car parking. This arrangement is similar to other existing developments on Northcourt Avenue, particularly the newsagents located north of the site.
- 3.2. The existing structure has an approximate gross floor area (GFA) of 330sqm along with additional storage located at the rear of the property. The proposed development would see the GFA increased by c.200sqm to 530sqm.
- 3.3. Whilst the development proposal will result in a slight increase in floor area, it is not expected that the number or frequency of users will significantly change. For example, the facility is currently used by local Scout and Guide groups which will remain. It is also hired by Little Owls Pre-School which will again continue to operate from the site, which it has done to this point and there is no anticipated increase in numbers as a result. Finally the District Scout and Guide Shop operates from the facility, the proposals will provide a dedicated room for such activity as opposed to it operating from existing rooms as it presently does. Therefore, the proposals are about creating enhanced facilities for existing activities as opposed to increasing what currently takes place from the site.

Trip Generation

- 3.4. Typical D2 trip rates have been used to assess the potential trip generation of the site during peak periods, when comparing the existing floor area of the site to that proposed. It is noted however that the users of the site are not anticipated to significantly change or increase as a result of the development proposals. The redevelopment is driven by the need to provide a better environment for those that already utilise the existing facility.

Table 3.1 – Trip Generation

Trip Generation	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	In	Out	Two Way	In	Out	Two Way
Trip Rate (Per 100sqm)	0.25	0.27	0.62	1.01	0.70	1.71
Existing Trip Generation (330sqm GFA)	1	1	2	3	2	6
Proposed Trip Generation (530sqm GFA)	1	1	2	5	4	9
Difference	0	0	0	2	1	3

- 3.5. As shown the increase in the floor area would in theory result in a minor increase in trip generation of three vehicles during any one-hour period. This in itself would be a negligible change on the local highway network. Notwithstanding it is not expected that the site will increase trips but improve the offering to existing users.

- 3.6. To assess the current traffic volumes and speeds on Northcourt Avenue, an Automatic Traffic Count survey was conducted near the site access between 28th February and 6th March 2023. Please refer to **Appendix C** for the survey data.
- 3.7. The facilities main operational hours fall outside of the traditional AM and PM peak periods (although the pre-school does operate during such times), with regular midweek meetings taking place on Tuesdays from 7 pm to 8.30 pm and Wednesdays from 4 pm to 5 pm, as well as two Saturday meetings from 10 am to 12 pm and 2.30 pm to 5 pm. The facility is also closed during local term time school holidays.
- 3.8. This report considers traffic volumes during the evening and weekend peak periods, as shown in Table 3.2 below.

Table 3.2 – Traffic Survey Summary

	Avg. PM Peak 16:00 – 17:00	Sat Peak 12:00 – 13:00	85 th % Speed	Average Speed
Northbound	118	70	28.4mph	21.9mph
Southbound	133	66	28.5mph	22.2mph

- 3.9. As indicated in the table, the busiest peak time on the highway network during the opening hours is the mid-week PM peak. It should also be noted that the 85th % speeds are below the posted 30mph speed limit.
- 3.10. According to Manual for Streets, based on these 85th percentile speeds, the visibility requirements for a 30mph design speed is 43m in both directions. The achievable visibility from the site and the parking spaces to be provided are shown on the drawings included in **Appendix D**. As can be seen visibility well in excess of the 43m is achievable in both directions along Northcourt Avenue. Therefore those arriving will be able to safely enter and leave parking spaces observing approaching vehicles.

Parking

- 3.11. The proposed development will have six formal parking spaces (currently no formalised existing provision), one of which is for disabled use, and secure cycle storage for 12 bicycles (again no existing provision) this represents a significant increase over the existing arrangement which has no formal off-street parking provision.
- 3.12. The parking spaces will be accessed through a vehicle crossover in front of the building. The proposed cycle storage will offer secure storage for bicycles, which aligns with sustainable transportation options and promotes the use of bicycles instead of motor vehicles.
- 3.13. The development site is within Zone 3, defined by the Revised Parking Standards and Design Supplementary Planning Document (October 2011) as *'an area with various land uses within a 400-meter walk to high frequency bus services.'* However, the land use categories that determine parking requirements are out of date as they were recently re-categorized in September 2020 under which the site's existing permitted use is categorized as F2(b) Local Community - Halls or meeting places for the local community's principal use. This category falls between D1 Non-Residential Institution and D2 Assembly and Leisure and does not have a corresponding land use in the adopted parking standards.



- 3.14. Northcourt Avenue near the site has single yellow lines on both sides of the road with alternating restrictions in place between 12noon and 1 pm on weekdays. Visitors can park on-street, pick up, or drop off as per the current arrangement under the permitted use. However, the proposed parking provision is an improvement from the existing arrangement as the development does not seek a change of use to the existing permission.
- 3.15. The proposed cycle parking provision exceeds the standard, with six Sheffield cycle stands that can securely store 12 bicycles during opening times. Under a D1 Community Hall use, the maximum requirement would require 10 spaces, with one space per 50sqm. This ensures that the proposed development provides sufficient and secure cycle parking for visitors and staff while promoting sustainable transportation options.
- 3.16. Overall, the proposed development provides sufficient parking and cycle storage provisions, considering the existing land use and parking standards. The secure cycle storage promotes sustainable transportation options, while the formal parking spaces offer visitors and staff on-site parking access. The proposed parking provision is an improvement from the existing arrangement, and the proposed cycle parking provision exceeds the standard, providing adequate and secure storage for visitors and staff.

Pedestrian Access

- 3.17. Pedestrian access to the main entrance will be via the space between the two visitor parking bays as shown on the site layout. There is also space behind the back of parking bays to walk along the front of the building in order to access the entrance to the shop. The shop can also be accessed via a route over the extended width of the disabled parking bay (land which is only used whilst a person is exiting or entering their vehicle).

Servicing and Emergency Access

- 3.18. It is expected that refuse collection will continue to be undertaken as per the existing arrangements from the roadside. The proposed parking has been designed such that it will not interfere with this existing arrangement, with formal car parking deliberately separate from the access route for bins (on the southern side of the building) in order to give clear access for refuse operatives.
- 3.19. It is also expected that emergency access would predominantly be achieved from the roadside, although if required access to the rear of the development can be achievable for a fire tender via the retained 4.3m wide driveway along the southern edge of the building.



4.0 Summary and Conclusion

- 4.1. This Transport Statement has been prepared in support of the proposed demolition and replacement of the existing Reading Scout Headquarter located at 163 Northcourt Avenue, Reading.
- 4.2. A review of the existing area shows that the site is highly accessible by suitable modes, being within 200m walk of high frequency bus services as well as directly accessible on cycle route R2. The site is also accessible on foot via extensive footway provision in the area.
- 4.3. Traffic Collision records obtained indicated only one accident on Northcourt Avenue in the vicinity of the site in the past five years. This was not attributed to parked vehicles reversing to or from spaces perpendicular to the road. Given the development proposals are in line with other parking arrangements found on Northcourt Avenue (which is shown by accident history not to have a safety issue), and visibility in excess of vehicle speeds found on the road is achievable from the parking bays, this arrangement is both safe and appropriate.
- 4.4. The 85th percentile speeds along Northcourt Avenue are recorded as being 28.5mph and the average speed being c.22mph. On this basis it is considered that there is no existing issues with vehicle speeds.
- 4.5. The proposed replacement structure comprises a total of a 530sqm including a mezzanine floor, equating to a net increase of c.200sqm (primarily storage and ancillary uses) over the existing building. In addition a six new parking spaces (1 disabled) will be provided along the site frontage, with direct access from Northcourt Road as well as secure cycle parking for up to 12 bicycles.
- 4.6. Given the proposed development is for the continued use of the land as already permitted and that it is not expected to result in an intensification of use there is no reason to provide additional mitigation against highway impacts.
- 4.7. On the basis of this assessment, it is considered that the proposals are in accordance with national and local highway design guidance and the key transport tests set out in NPPF.



Appendices



Appendix A – Proposed Site and Building Layout



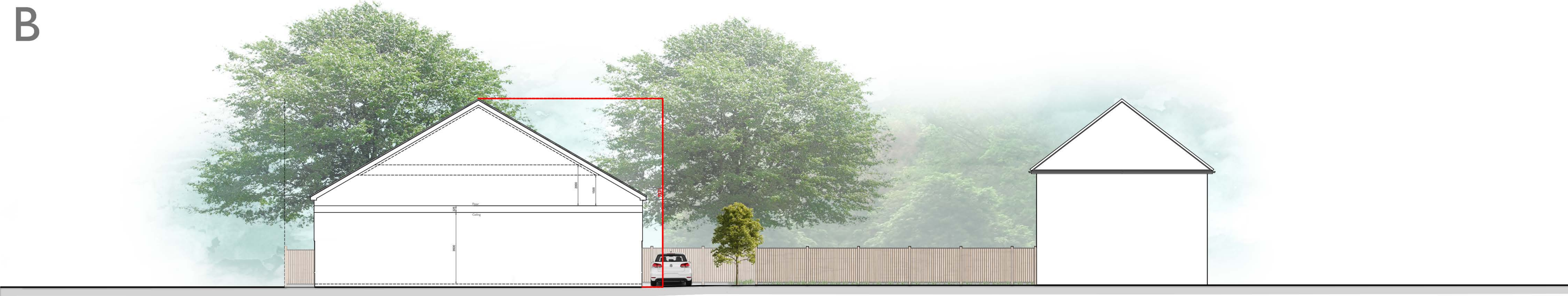
FRONT ELEVATION

SIDE ELEVATION



REAR ELEVATION

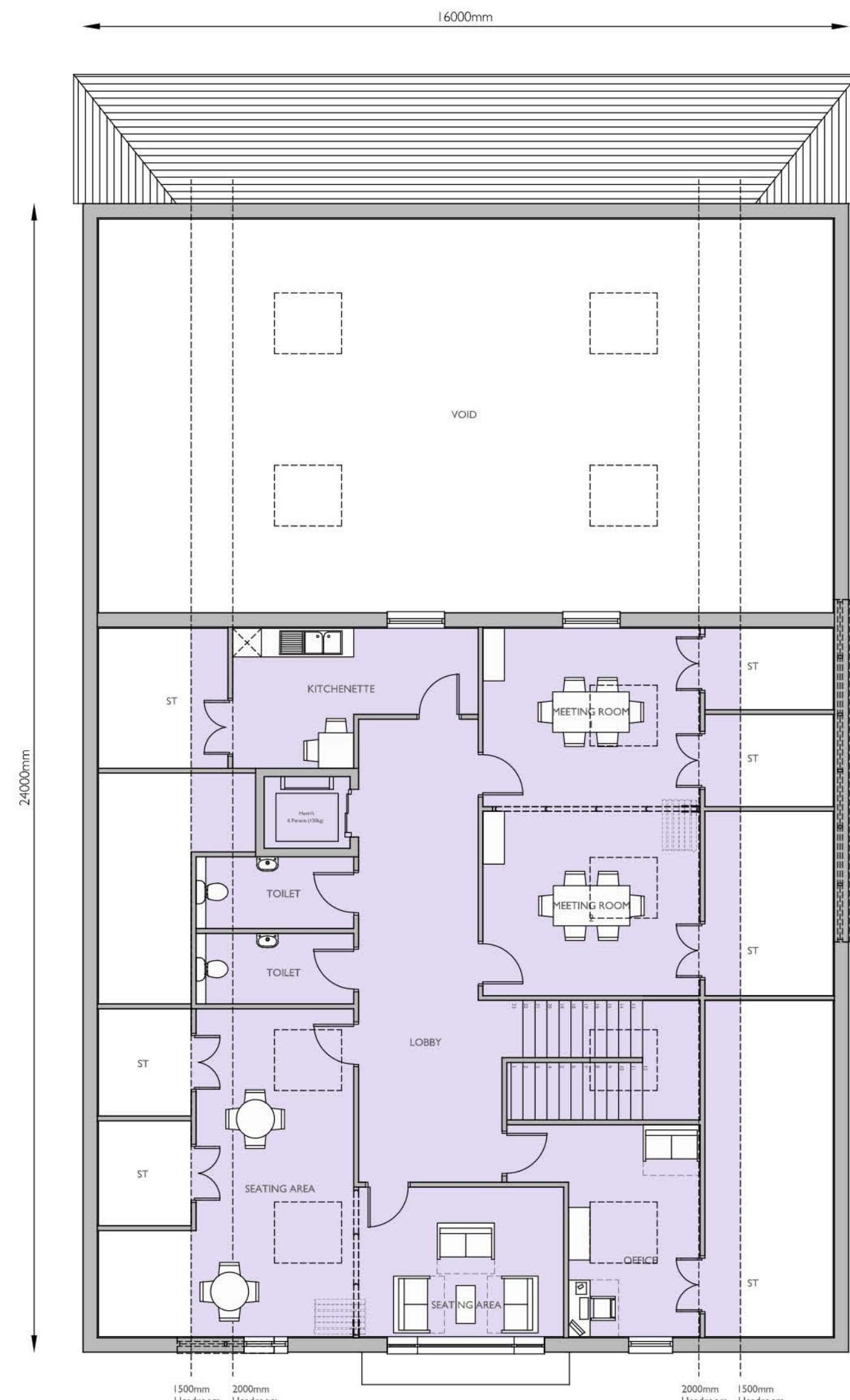
SIDE ELEVATION



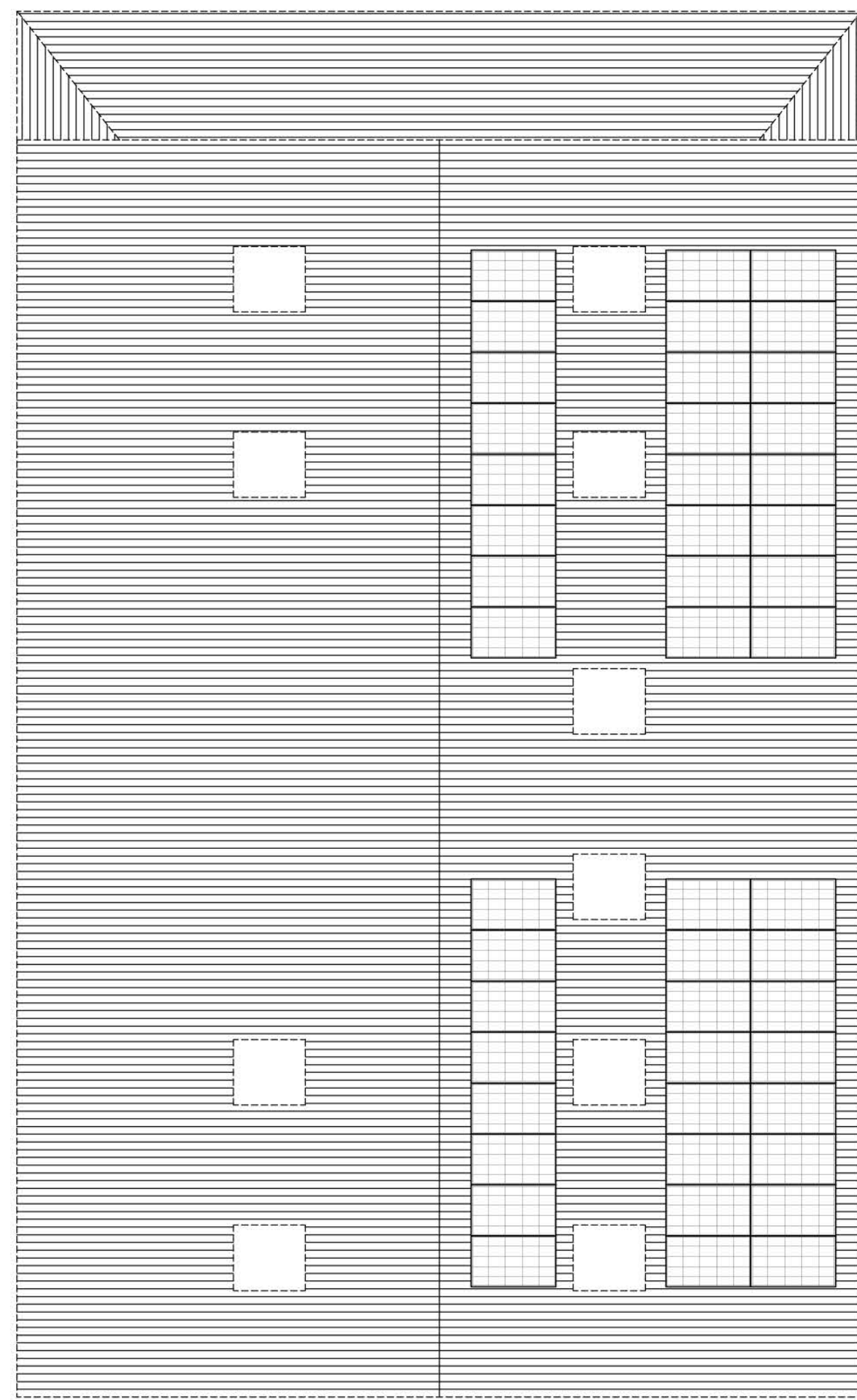
B



GROUND FLOOR PLAN



FIRST FLOOR PLAN



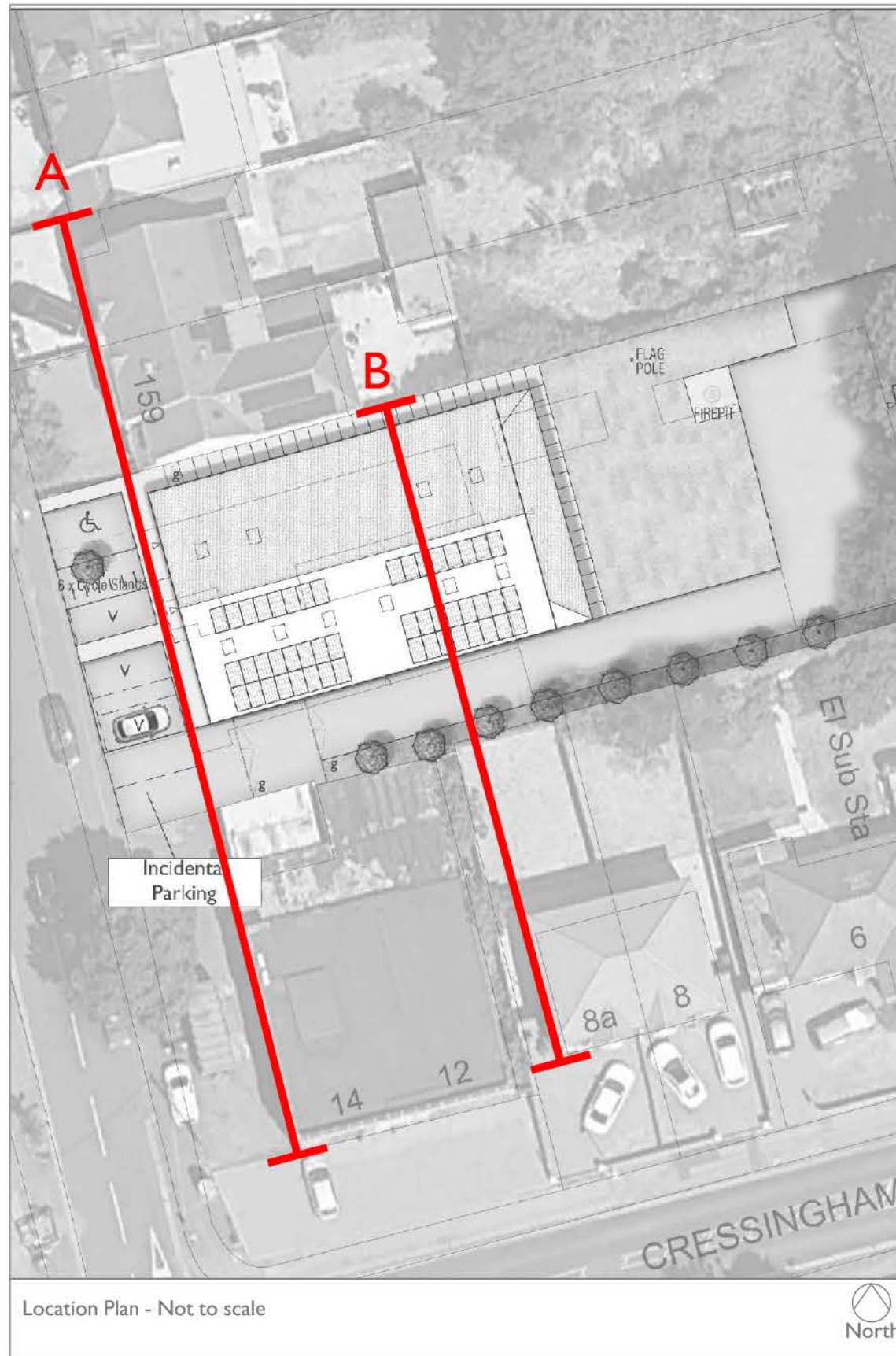
ROOF PLAN



Design & Access Statement Text.

House type Name:	SCOUT & GUIDE HQ		
Occupancy:			
Gross Area ft ²	Gross Area m ²	Net Area ft ²	Net Area m ²
5713	530.78	5686	528.27

Primary Material:	STRETCHER BOND MASONRY BRICKWORK.
Feature Material:	HORIZONTAL COMPOSITE CLADDING WITH MATCHING TRIM TO WINDOWS AND 2-PART PROFILE TO CORNERS. HOCK TUDOR BOARDING.
Architectural Detail:	PROJECTING STRING STRETCHER COURSE WITH 15 MM OVERHANG IN NON CONTRASTING BRICK
Window & Door Frames:	UPVC CASEMENT WINDOW, WITHOUT GLAZING BARS. COMPOSITE GLASS DOUBLE DOOR. ALUMINIUM BIFOLD DOOR.
Fascia, Soffit & Bargeboard:	UPVC BOXED EAVES ROOFING SYSTEM.
Architectural Ornaments:	
Guttering & Drainage:	BLACK UPVC DRAINAGE SYSTEM.



Scale @ 100m = 1:100	Project: NORTH COURT AVENUE, READING, SCOUT & GUIDE HQ		
			
Rev: A	Date: 03.03.23	Drawn: KJM	Checked: BB
ADDITIONAL WINDOWS TO SIDE ELEVATION. GIRL GUIDE LOGO ADDED. PARKING APPROVED.			
Rev: B	Date: 20.04.23	Drawn: KJM	Checked: BB
ROOF LIGHT SIZE INCREASED TO 2011 VILLAGE WINDOW. STREET SCENE, SECTION & VISUAL ACCESS.			
Date: JANUARY 2023			
Drawn by: KJM	Checked by: BB		
File No: CS-01-316_SG4Q-01	Rev: B		

PLEASE NOTE THESE DRAWINGS ARE NOT FOR CONSTRUCTION BUT FOR CONCEPT DESIGN AND PLANNING APPLICATION PURPOSES ONLY.

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Appendix B – Traffic Collision Record



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Thames Valley Police
Cressingham Road and Northbourne Avenue

DATE	02/03/2023
DRAWING No.	
DRAWN BY	A Mitchell

Accidents between dates **01/09/2017 and 31/08/2022** (60) months

Selection: **Notes:**

Selected using Manual Selection

43180034838 02/02/2018 Time 1152 Vehicles 2 Casualties 1 Slight
E:473199 N: 171040 First Road: A 327 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle travelling along pavement	Vehicle 1	Very Likely
2nd:	Vehicle travelling along pavement	Vehicle 2	Very Likely
3rd:	Cyclist entering road from pavement	Vehicle 1	
4th:			
5th:			
6th:			

PC1 ENT C/WAY FROM F/WAY TRN RT S TO E COLL/W PC2 TRAV S TO N.

Occurred on A327 SHINFIELD ROAD J/W CRESSINGHAM ROAD READING

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from S to E No tow / articulation On the main road
9 Skidded
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
9 No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Not applicable
Left hand drive: No

Accidents between dates 01/09/2017 and 31/08/2022 (60) months

Selection: Notes:

Selected using Manual Selection

43190129332 25/04/2019 Time 1930 Vehicles 1 Casualties 1 Slight
E:472999 N: 171254 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Nervous/Uncertain/Panic	Vehicle 1	Possible
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
4th:	Distraction outside vehicle	Vehicle 1	Possible
5th:			
6th:			

C1 TRAV S TO N CHNGD LN TO LFT & COLL/W PED TRAV IN N/K DIR IN C/WAY

Occurred on NORTH COURT AVENUE READING EX LOC N/K

Vehicle Reference 1 Car Changing lane to left
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 53 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr not crossing Direction Unknown
Movement U/K

Accidents between dates **01/09/2017 and 31/08/2022** (60) months

Selection: **Notes:**

Selected using Manual Selection

43190203096 04/07/2019 Time 1708 Vehicles 2 Casualties 1 Serious
E:473198 N: 171049 First Road: A 327 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

C1 TRN RT SW TO SE COLL/W MC2 TRAV SE TO NW.

Occurred on A327 SHINFIELD ROAD J/W CRESSINGHAM ROAD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/09/2017 and 31/08/2022** (60) months

Selection: **Notes:**

Selected using Manual Selection

43220129599 25/03/2022 Time 1033 Vehicles 1 Casualties 2 Serious
E:473204 N: 171040 First Road: A 327 Road Type Dual carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Exceeding speed limit	Vehicle 1	Very Likely	
2nd: Failed to judge vehicles path or speed	Casualty 1	Possible	
3rd: Failed to judge vehicles path or speed	Casualty 2	Possible	
4th: Disability or illness, mental or physical	Casualty 2	Possible	
5th:			
6th:			

C1 TRAV N TO S, POSS RACING OTHER VEH) MOUNTED TRAFF ISLND & COLL/W PEDS 1 & 2 STAT
WAITNG TO X C/WAY W TO E.

Occurred on A327 SHINFIELD ROAD J/W CRESSINGHAM ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
9 No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 38 Male Pedestrian Severity: Serious

Not a pupil

Seatbelt Not Applicable Cycle helmet: Not a cyclist

On refuge E bound

Driver's offside

Casualty Reference: 2 Vehicle: 1 Age: 46 Male Pedestrian Severity: Serious

Not a pupil

Seatbelt Not Applicable Cycle helmet: Not a cyclist

On refuge E bound

Driver's offside

Accidents between dates **01/09/2017 and 31/08/2022** (60) months

Selection:

Notes:

Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	1	2
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	2	2	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	1	1
Pedestrian	0	2	1	3
Other	0	0	0	0
Total	0	3	2	5



Appendix C – ATC Survey Data

Reading ATC, Northcourt Ave

Produced by Streetwise Services Ltd.

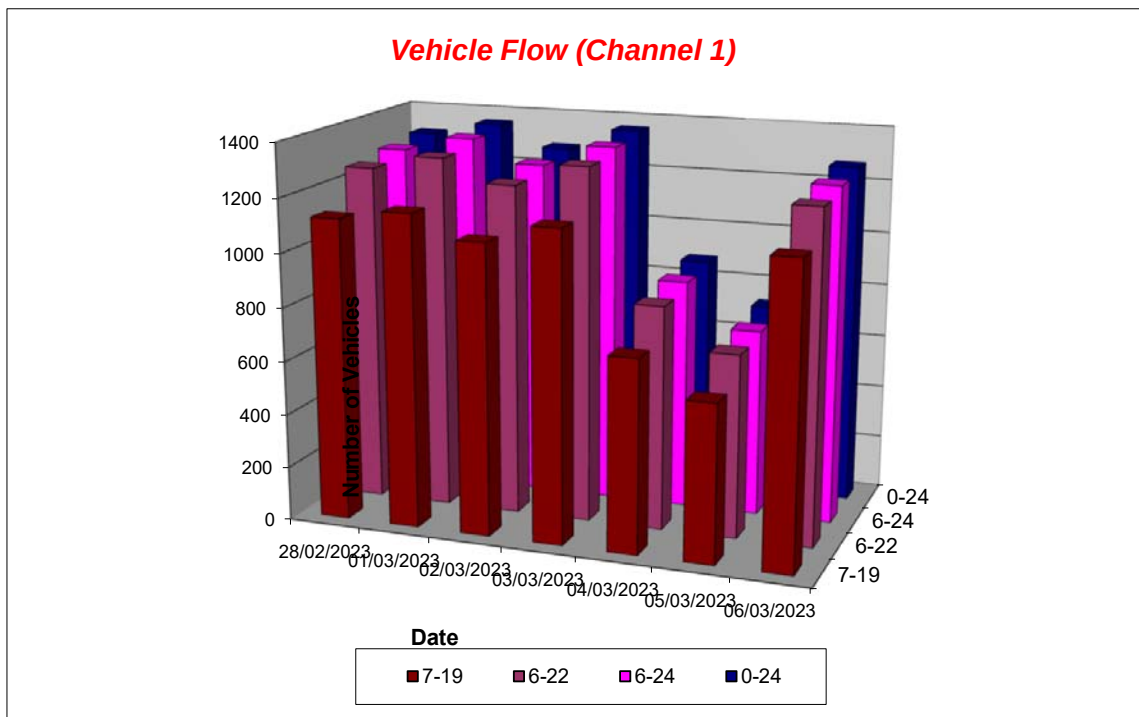


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	28/02/2023 Tuesday	01/03/2023 Wednesday	02/03/2023 Thursday	03/03/2023 Friday	04/03/2023 Saturday	05/03/2023 Sunday	06/03/2023 Monday	5 Day Ave	7 Day Ave
1	6	3	4	5	4	6	3	4	4
2	3	1	2	3	1	3	1	2	2
3	2	0	3	2	3	6	2	2	3
4	2	2	4	2	2	5	3	3	3
5	3	1	1	0	3	2	0	1	1
6	6	8	6	8	5	1	11	8	6
7	22	26	19	20	5	8	20	21	17
8	100	105	111	100	24	16	108	105	81
9	171	163	133	152	36	24	162	156	120
10	85	76	74	68	43	35	74	75	65
11	64	63	65	75	80	43	72	68	66
12	62	73	55	71	70	56	69	66	65
13	60	64	67	74	69	62	82	69	68
14	67	69	82	87	71	65	82	77	75
15	93	86	80	95	62	71	72	85	80
16	123	145	80	128	60	64	115	118	102
17	118	117	113	121	72	57	121	118	103
18	107	119	132	98	67	50	89	109	95
19	74	82	86	80	62	42	63	77	70
20	56	62	64	65	52	40	42	58	54
21	39	39	41	51	35	23	33	41	37
22	19	25	29	30	25	26	24	25	25
23	17	24	19	17	15	9	16	19	17
24	9	4	9	9	11	7	8	8	8
7-19	1124	1162	1078	1149	716	585	1109	1124	989
6-22	1260	1314	1231	1315	833	682	1228	1270	1123
6-24	1286	1342	1259	1341	859	698	1252	1296	1148
0-24	1308	1357	1279	1361	877	721	1272	1315	1168



Reading ATC, Northcourt Ave

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	28/02/2023 Tuesday	01/03/2023 Wednesday	02/03/2023 Thursday	03/03/2023 Friday	04/03/2023 Saturday	05/03/2023 Sunday	06/03/2023 Monday
1	25.0	24.7	23.0	23.0	25.5	26.3	33.0
2	24.7	28.0	28.0	28.0	33.0	34.7	33.0
3	35.5	-	21.3	28.0	33.0	25.5	33.0
4	33.0	33.0	24.2	20.5	25.5	31.0	24.7
5	21.3	28.0	23.0	-	28.0	33.0	-
6	25.5	26.8	28.0	26.1	22.0	23.0	24.4
7	25.1	25.1	25.6	25.1	26.0	25.5	25.5
8	22.8	23.3	24.5	23.5	24.8	23.3	23.0
9	23.5	22.6	23.7	20.8	22.8	22.3	21.5
10	21.3	23.0	23.1	19.8	21.9	20.3	19.4
11	21.9	22.6	22.0	19.7	18.1	21.3	19.4
12	22.4	22.8	22.1	21.0	18.6	22.6	20.2
13	21.0	20.5	22.6	20.6	20.7	22.9	19.5
14	20.3	20.4	23.8	22.1	21.7	21.7	19.8
15	20.2	21.7	23.5	20.8	21.9	21.0	21.3
16	18.8	21.7	20.9	21.6	22.7	20.7	21.3
17	21.1	19.5	22.6	21.9	22.6	23.2	21.9
18	22.0	20.5	21.2	21.2	20.6	23.7	22.9
19	21.6	20.1	20.0	21.1	24.2	23.5	20.1
20	22.1	22.5	23.0	24.3	23.2	22.9	23.2
21	22.0	21.3	22.2	23.1	24.3	20.8	23.8
22	24.7	26.1	23.7	22.6	22.0	25.4	21.2
23	23.7	26.5	24.1	26.8	26.0	22.4	25.2
24	24.7	29.2	24.7	28.0	25.3	32.3	28.0
10-12	22.1	22.7	22.0	20.3	18.3	22.1	19.8
14-16	19.4	21.7	22.2	21.2	22.3	20.9	21.3
0-24	21.8	21.9	22.7	21.7	21.9	22.6	21.5

7 Day Ave 22.0

85th Percentile

Hr Ending	28/02/2023 Tuesday	01/03/2023 Wednesday	02/03/2023 Thursday	03/03/2023 Friday	04/03/2023 Saturday	05/03/2023 Sunday	06/03/2023 Monday
1	38.7	28.6	28.9	28.6	28.5	28.4	38.8
2	28.5	28.3	29.0	33.7	33.2	48.1	33.3
3	43.6	-	28.4	38.9	38.9	28.7	33.2
4	43.3	38.3	33.3	28.8	28.7	43.9	28.5
5	23.3	28.8	23.2	-	33.5	33.5	-
6	28.8	28.8	33.2	33.0	28.4	23.1	28.3
7	28.0	28.6	28.6	33.5	33.1	28.8	28.3
8	28.8	29.0	28.4	28.9	33.8	28.4	28.0
9	28.8	28.9	28.4	28.4	28.5	28.5	28.5
10	28.7	28.2	28.7	28.7	28.8	28.5	23.2
11	28.0	28.7	28.3	23.5	23.6	28.2	23.9
12	28.4	29.0	28.6	28.5	23.8	28.3	28.6
13	28.9	28.2	28.2	28.5	28.0	28.1	28.8
14	28.8	28.5	28.2	28.4	28.2	28.6	28.9
15	28.4	28.1	28.6	28.4	28.1	28.2	28.3
16	29.0	29.0	23.1	28.3	28.1	28.9	28.5
17	28.9	28.7	28.5	28.1	28.3	28.1	28.1
18	28.1	28.0	28.9	28.2	28.1	28.4	28.6
19	28.9	28.6	23.3	29.0	33.0	28.3	28.4
20	28.4	28.1	28.8	33.1	28.5	28.9	29.0
21	28.5	28.1	28.4	28.4	28.7	28.8	28.1
22	33.8	33.8	33.3	28.4	28.5	33.3	28.9
23	33.1	28.3	28.9	33.5	28.8	28.7	33.6
24	33.6	43.0	28.6	33.2	33.1	48.3	33.3
10-12	28.5	28.3	28.6	28.5	23.2	28.1	23.1
14-16	28.3	28.4	28.4	28.3	28.7	28.0	28.5
0-24	28.6	28.3	28.1	28.6	28.5	28.3	28.2

7 Day Ave 28.4

Reading ATC, Northcourt Ave

Produced by Streetwise Services Ltd.



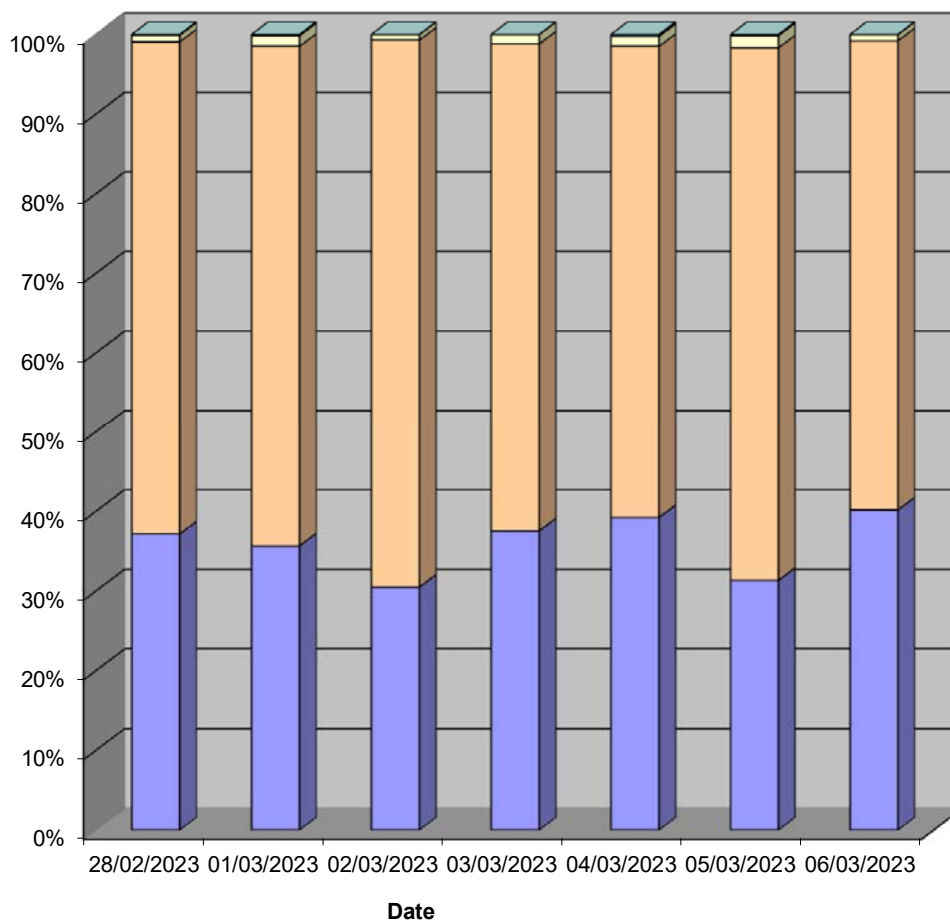
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	28/02/2023 Tuesday	01/03/2023 Wednesday	02/03/2023 Thursday	03/03/2023 Friday	04/03/2023 Saturday	05/03/2023 Sunday	06/03/2023 Monday
0-20	486	484	390	511	344	226	511
21-35	810	853	880	834	520	483	751
36-50	11	18	9	16	11	11	10
51-100	1	2	0	0	2	1	0
TOTAL	1308	1357	1279	1361	877	721	1272

Speed Summary (MPH)



0-20

21-35

36-50

51-100

Reading ATC, Northcourt Ave

Produced by Streetwise Services Ltd.



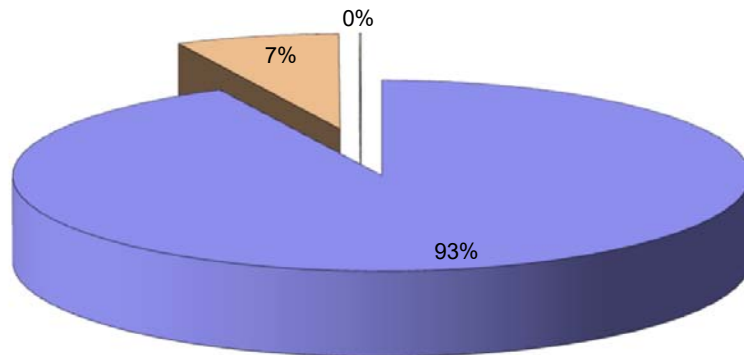
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/02/2023				
7-19	1023	100	1	1124
6-22	1149	109	2	1260
6-24	1173	111	2	1286
0-24	1194	112	2	1308
01/03/2023				
7-19	1075	87	0	1162
6-22	1217	97	0	1314
6-24	1245	97	0	1342
0-24	1256	101	0	1357
02/03/2023				
7-19	982	96	0	1078
6-22	1129	102	0	1231
6-24	1154	105	0	1259
0-24	1172	107	0	1279
03/03/2023				
7-19	1072	76	1	1149
6-22	1231	83	1	1315
6-24	1257	83	1	1341
0-24	1272	88	1	1361
04/03/2023				
7-19	673	42	1	716
6-22	781	51	1	833
6-24	806	52	1	859
0-24	821	55	1	877
05/03/2023				
7-19	551	34	0	585
6-22	644	38	0	682
6-24	660	38	0	698
0-24	683	38	0	721
06/03/2023				
7-19	1035	73	1	1109
6-22	1145	82	1	1228
6-24	1169	82	1	1252
0-24	1186	85	1	1272
Average				
7-19	916	73	1	989
6-22	1042	80	1	1123
6-24	1066	81	1	1148
0-24	1083	84	1	1168

Total Vehicle Class Distribution



Reading ATC, Northcourt Ave

Produced by Streetwise Services Ltd.

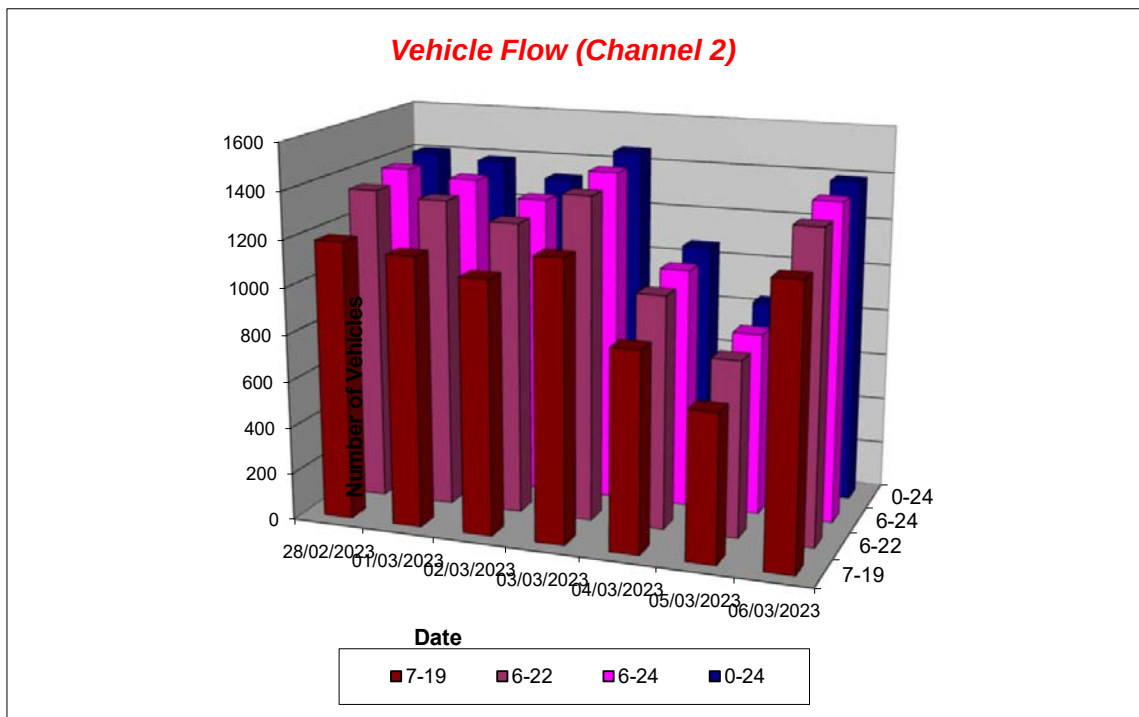


Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	28/02/2023 Tuesday	01/03/2023 Wednesday	02/03/2023 Thursday	03/03/2023 Friday	04/03/2023 Saturday	05/03/2023 Sunday	06/03/2023 Monday	5 Day Ave	7 Day Ave
1	6	6	7	11	10	19	10	8	10
2	5	12	6	9	6	8	1	7	7
3	2	0	7	7	8	15	4	4	6
4	2	2	4	3	4	6	6	3	4
5	1	3	1	0	3	8	0	1	2
6	7	7	8	6	2	0	6	7	5
7	15	25	12	19	12	3	16	17	15
8	64	66	69	52	23	28	58	62	51
9	122	125	105	124	38	23	111	117	93
10	105	83	70	82	57	40	96	87	76
11	69	70	69	69	77	48	83	72	69
12	80	59	76	88	98	66	93	79	80
13	69	84	91	92	81	61	81	83	80
14	77	82	70	102	91	65	85	83	82
15	86	108	95	98	78	80	92	96	91
16	152	133	89	147	86	53	145	133	115
17	118	149	119	134	79	66	142	132	115
18	141	105	122	131	76	55	99	120	104
19	105	88	109	76	69	47	99	95	85
20	65	54	64	68	56	42	41	58	56
21	40	60	53	47	40	44	50	50	48
22	38	31	35	55	36	34	32	38	37
23	23	23	36	21	21	16	24	25	23
24	15	11	6	21	14	13	17	14	14
7-19	1188	1152	1084	1195	853	632	1184	1161	1041
6-22	1346	1322	1248	1384	997	755	1323	1325	1196
6-24	1384	1356	1290	1426	1032	784	1364	1364	1234
0-24	1407	1386	1323	1462	1065	840	1391	1394	1268



Reading ATC, Northcourt Ave

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	28/02/2023 Tuesday	01/03/2023 Wednesday	02/03/2023 Thursday	03/03/2023 Friday	04/03/2023 Saturday	05/03/2023 Sunday	06/03/2023 Monday
1	27.2	26.3	30.1	27.1	28.5	28.0	32.0
2	29.0	29.2	30.5	28.6	30.5	30.5	38.0
3	25.5	-	23.0	25.1	24.9	24.1	26.8
4	20.5	33.0	29.2	31.3	28.0	25.5	25.5
5	23.0	33.0	23.0	-	33.0	27.4	-
6	25.1	29.4	28.0	31.8	33.0	-	25.8
7	29.0	27.2	30.1	27.2	26.8	28.0	30.5
8	22.4	23.0	24.6	24.5	25.2	24.8	23.8
9	21.3	24.1	21.8	20.0	22.7	22.6	21.1
10	20.8	24.4	22.8	19.5	21.9	24.2	19.7
11	23.3	22.5	20.4	21.0	20.1	22.2	19.9
12	22.9	24.0	22.8	24.0	19.5	21.9	20.4
13	21.1	22.8	22.0	22.0	20.5	24.2	21.0
14	20.6	21.9	23.5	22.8	23.3	23.3	20.4
15	22.9	21.6	25.1	21.1	21.7	22.0	23.0
16	19.0	20.7	23.2	21.2	23.0	22.5	20.3
17	21.3	19.5	20.5	22.1	24.4	24.3	20.7
18	20.7	22.9	20.8	22.6	23.3	24.4	23.2
19	20.5	18.8	20.7	21.3	22.6	27.1	19.5
20	22.0	21.5	23.1	24.6	24.0	24.3	24.5
21	23.8	22.6	22.4	22.8	25.3	24.3	23.5
22	23.1	21.8	23.9	22.4	22.1	26.5	24.5
23	25.6	28.9	26.8	29.9	28.0	30.5	27.6
24	27.3	29.4	31.3	26.8	24.1	30.3	28.0
10-12	23.1	23.2	21.7	22.7	19.8	22.0	20.2
14-16	20.4	21.1	24.2	21.1	22.4	22.2	21.3
0-24	21.6	22.4	22.7	22.4	22.7	24.2	21.7

7 Day Ave 22.5

85th Percentile

Hr Ending	28/02/2023 Tuesday	01/03/2023 Wednesday	02/03/2023 Thursday	03/03/2023 Friday	04/03/2023 Saturday	05/03/2023 Sunday	06/03/2023 Monday
1	34.0	33.7	33.1	33.4	33.7	38.2	33.3
2	38.1	33.9	48.1	33.4	48.1	33.5	38.3
3	28.0	-	28.2	38.9	28.8	33.4	33.2
4	28.3	33.4	33.0	38.1	33.7	28.1	33.3
5	23.5	38.3	23.7	-	33.5	33.3	-
6	33.9	33.3	28.5	56.1	33.2	-	38.0
7	38.5	33.2	43.6	33.3	33.2	38.6	33.7
8	28.4	28.5	33.2	28.1	33.3	33.8	33.8
9	28.8	28.2	28.5	28.2	28.8	28.5	28.3
10	28.8	28.6	28.7	28.1	28.1	28.2	23.7
11	28.7	28.4	23.8	28.4	23.5	28.9	28.4
12	28.7	28.9	28.4	29.0	23.8	28.4	28.8
13	29.0	28.5	28.9	28.5	28.8	28.3	28.7
14	28.3	28.2	28.7	28.5	28.3	28.8	28.4
15	28.5	28.7	28.1	29.0	29.0	28.2	28.1
16	23.4	28.7	28.6	28.2	28.8	33.4	28.4
17	28.7	28.6	28.7	28.4	33.7	33.2	28.3
18	28.2	28.8	28.0	28.4	28.9	33.9	28.7
19	28.4	23.2	28.4	28.3	28.9	33.6	23.3
20	28.5	28.8	28.4	28.5	28.4	33.4	28.8
21	33.8	28.2	28.3	33.1	33.1	33.4	28.2
22	28.5	29.0	29.0	28.5	29.0	33.9	33.6
23	33.4	33.1	33.8	34.0	33.8	38.6	34.0
24	33.5	43.1	38.7	33.6	28.7	38.9	33.2
10-12	28.2	28.8	28.4	28.9	23.4	28.5	28.9
14-16	28.6	28.4	33.7	28.7	28.0	28.3	28.1
0-24	28.5	28.5	28.3	28.4	28.2	33.9	29.0

7 Day Ave 29.3

Reading ATC, Northcourt Ave

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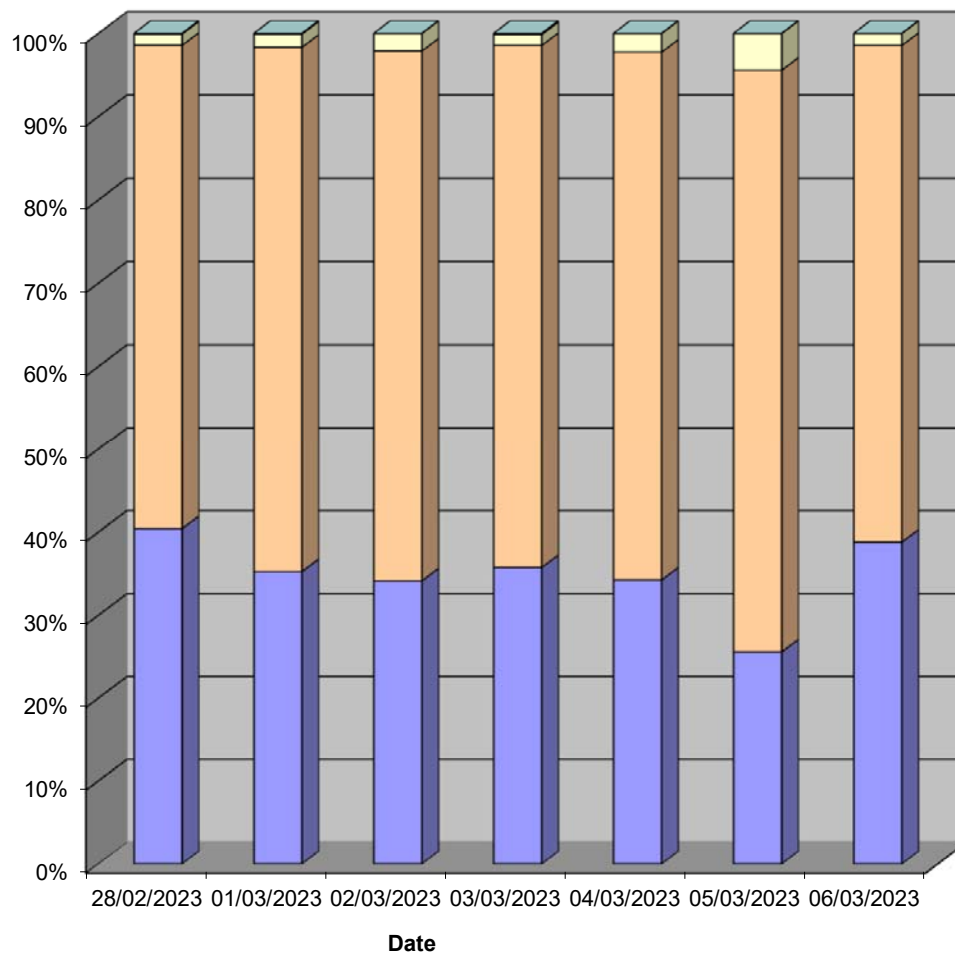
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	28/02/2023 Tuesday	01/03/2023 Wednesday	02/03/2023 Thursday	03/03/2023 Friday	04/03/2023 Saturday	05/03/2023 Sunday	06/03/2023 Monday
0-20	569	489	452	523	365	215	540
21-35	818	874	843	918	676	588	831
36-50	19	22	28	19	24	37	20
51-100	1	1	0	2	0	0	0
TOTAL	1407	1386	1323	1462	1065	840	1391

Speed Summary (MPH)



0-20

21-35

36-50

51-100

Reading ATC, Northcourt Ave

Produced by Streetwise Services Ltd.



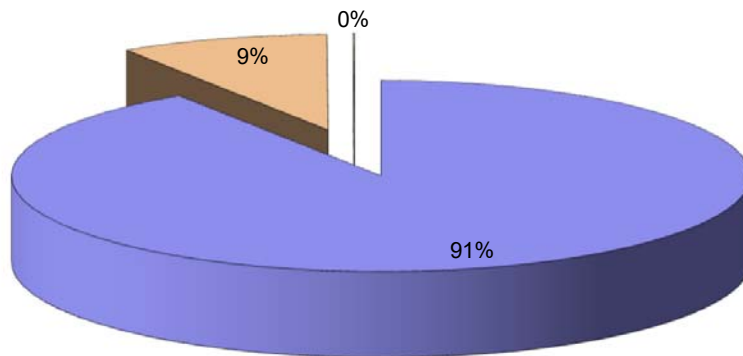
Channel 2 - Southbound

Vehicle Class

Week 1

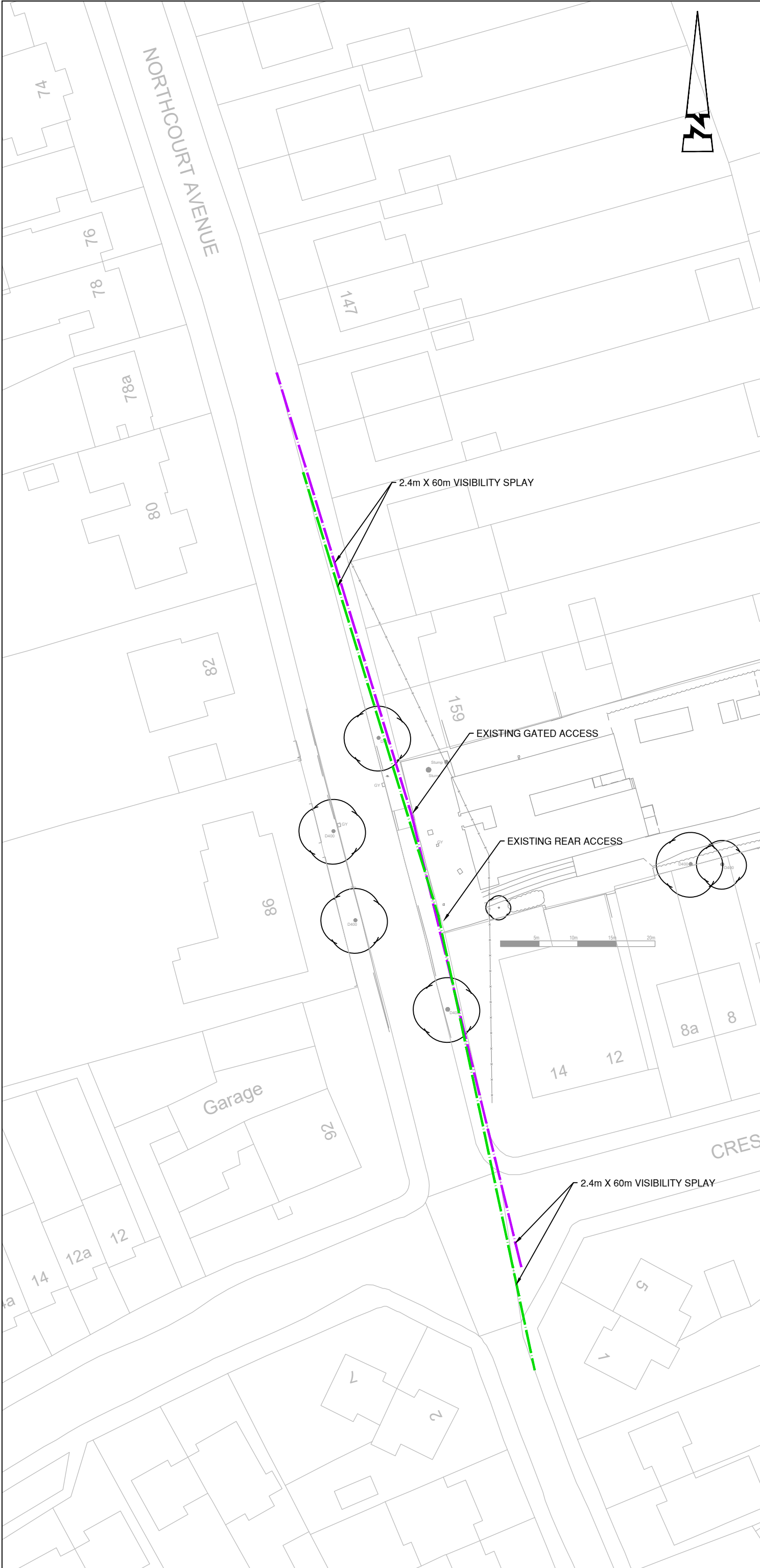
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/02/2023				
7-19	1073	114	1	1188
6-22	1222	123	1	1346
6-24	1256	127	1	1384
0-24	1277	129	1	1407
01/03/2023				
7-19	1029	123	0	1152
6-22	1187	135	0	1322
6-24	1221	135	0	1356
0-24	1243	143	0	1386
02/03/2023				
7-19	954	129	1	1084
6-22	1110	137	1	1248
6-24	1148	141	1	1290
0-24	1180	142	1	1323
03/03/2023				
7-19	1075	119	1	1195
6-22	1252	131	1	1384
6-24	1294	131	1	1426
0-24	1326	135	1	1462
04/03/2023				
7-19	789	63	1	853
6-22	922	74	1	997
6-24	956	75	1	1032
0-24	985	79	1	1065
05/03/2023				
7-19	587	45	0	632
6-22	701	54	0	755
6-24	730	54	0	784
0-24	781	59	0	840
06/03/2023				
7-19	1075	108	1	1184
6-22	1204	118	1	1323
6-24	1242	121	1	1364
0-24	1265	125	1	1391
Average				
7-19	940	100	1	1041
6-22	1085	110	1	1196
6-24	1121	112	1	1234
0-24	1151	116	1	1268

Total Vehicle Class Distribution





Appendix D – Site Access Drawings



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P1	04.23	FIRST ISSUE	TDM	NB
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Consulting Engineers

3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client

READING SCOUTS

Project

READING SCOUT HUT HQ

Title

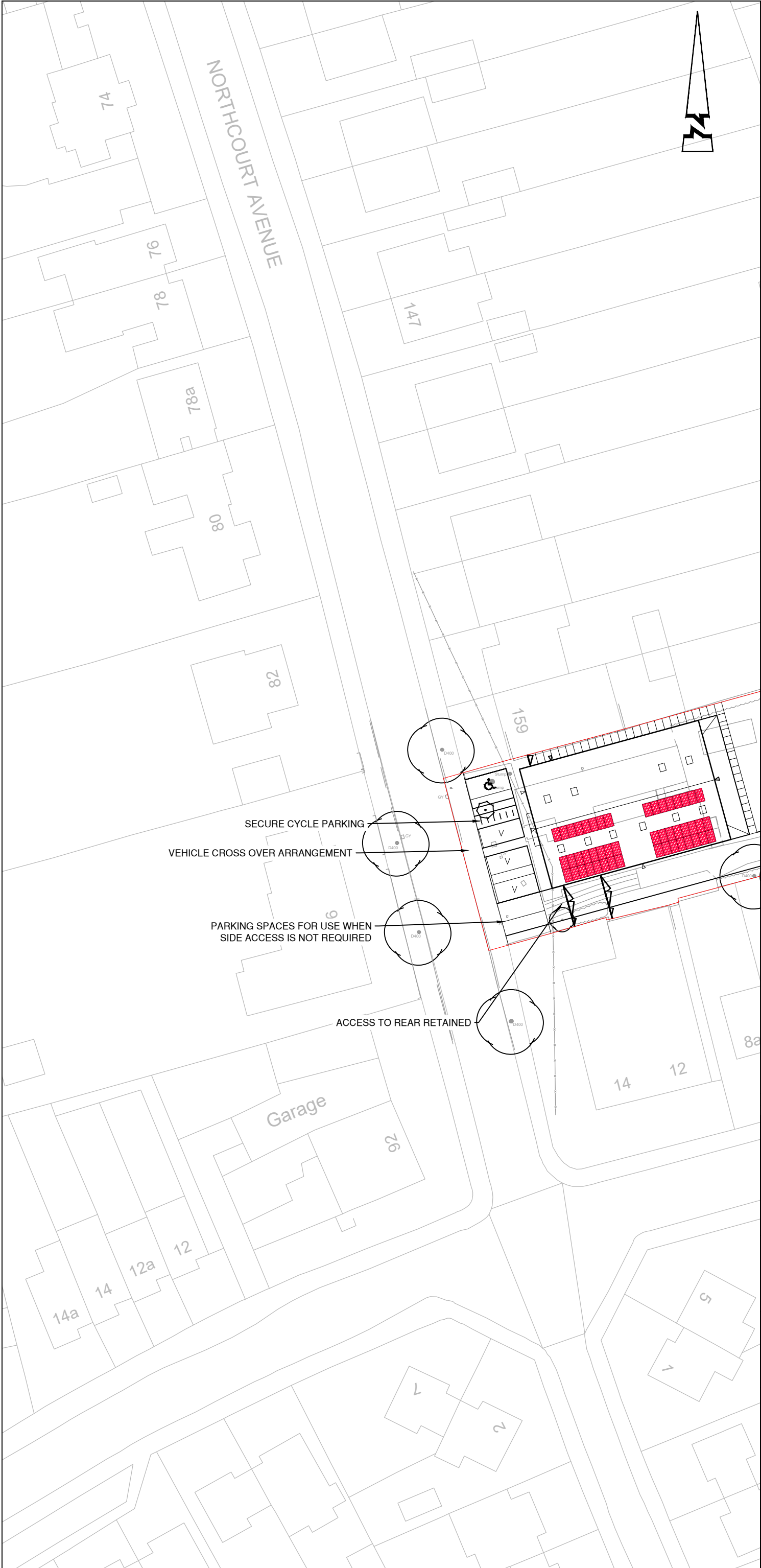
VISIBILITY SPLAYS
EXISTING ACCESS

Status

PRELIMINARY

Scale	Date	Drawn	Checked
1:500 @ A3	APRIL 2023	TDM	NB

Drawing No	Revision
A445-00	P1



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Client					
READING SCOUTS					
Project					
READING SCOUT HUT HQ					
Title					
PROPOSED ACCESS					
Status					
PRELIMINARY					
Scale	Date	Drawn	Checked		
1:500 @ A3	APRIL 2023	TDM	NB		
Drawing No				Revision	
A445-007				P1	

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ABLEY LETCHFORD PARTNERSHIP LTD

3 Tealgate • Charnham Park • Hungerford • RG17 0YT

40 Caversham Road • Reading • RG1 7EB

T: 01488 684 390/ 0118 237 1736 E: contact@alpce.co.uk W: www.alpce.co.uk