

University of Reading, School of Art

Transport Statement

Curtins Ref: 79760

Revision: 05

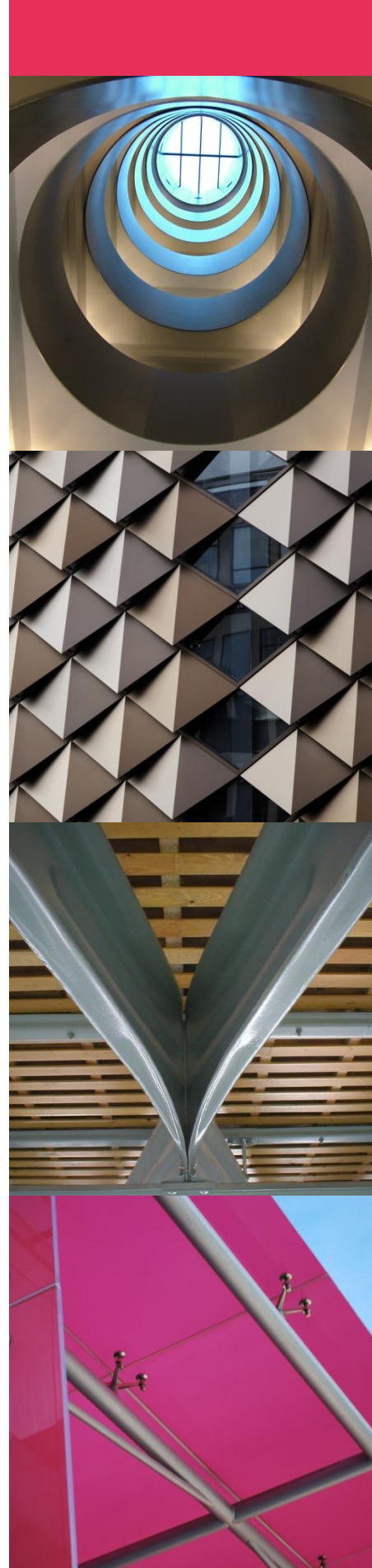
Issue Date: 22 April 2022

Client Name: University of Reading

BIM Reference: 79760-CUR-00-XX-RP-TP-00001-V04_Transport Statement

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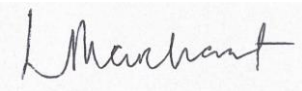
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Rev	Description	Issued by	Checked	Date
01	Draft for review	AT	LM	14/01/2022
02	Comments incorporated	LM	BD	02/02/2022
03	BREEAM update	LM	BD	10/03/2022
04	Comments incorporated	LM	BD	22/03/2022
05	Updated layout	LM	BD	20/04/2022
06	Updated figure	LM	BD	22/04/2022

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1.0 Introduction

1.1 Introduction

- 1.1.1 Curtins have been appointed on behalf the University of Reading in relation to the refurbishment and expansion of the former Central Kitchen CPU building located within the Whiteknights Campus to provide a new School of Art.
- 1.1.2 The proposed development is part of major change at the University as a result of the implementation of the 2026: Transform programme. The proposal compromises the refurbishment and extension to the existing building to facilitate the relocation of the existing School of Art within the Whiteknights Campus.
- 1.1.3 The Whiteknights Campus spans two unitary local authorities: Reading Borough Council and Wokingham Borough Council. The Local Planning and Highways Authority for this site is Reading Borough Council (RBC).

1.2 Report Purpose & Objectives

- 1.2.1 The Transport Statement (TS) will describe the future effect of the development proposals on the local transport network and demonstrates that the proposals could successfully be accommodated in terms of traffic/highways related matters. In addition, matters pertaining to access, parking, refuse collection and accessibility of the site are also given consideration.

1.3 Site Location

The site is located approximately 3.4km to the south-east of Reading Railway Station and City Centre, and 4.5km north-east of junction 11 of M4 Motorway. The site resides within the Whiteknights Campus at the University of Reading. The site location is shown in **Figure 1.1**.

Figure 1.1 - Site Location Plan

1.4 Document Structure

1.4.1 Following this introductory chapter, the remainder of this TS is structured as follows:

Chapter 2: Policy Review – Provides a concise review of the relevant current and emerging national, regional and local policy issues that affect the site;

Chapter 3: University of Reading Travel Plan

Chapter 4: Baseline Transport Conditions – Provides an outline and review of the existing transport conditions prevailing at the development site and in the immediate surrounding area. A review of personal injury collisions is also included in this section.

Chapter 5: Development Proposals – Sets out the development proposals including existing land use, proposed land use, pedestrian accesses and proposed servicing;

Chapter 6: Multi-Modal Trip Generation – Presents the outcome of the trip generation assessment, to identify the number of trips expected to be generated by the proposed development; and

Chapter 7: Summary and Conclusions – Provides a summary and conclusion by highlighting the key points raised within this TS.

1.4.2 Technical appendices are included at the end of this TS for information.

2.0 Transport Planning Policy

2.1 Introduction

- 2.1.1 This section of the report outlines the national, regional and local planning policies relevant to the proposed development.

2.2 National Planning Policy

National Planning Policy Framework (NPPF 2021)

- 2.2.1 The National Planning Policy Framework (NPPF) outlines the potential benefits and outlines transport issues which should be considered from the earliest stages of plan-making and development proposals.

- 2.2.2 Section 9, Promoting Sustainable Transport, of the NPPF outlines the important role that considering development applications should ensure that:

- *‘appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

- 2.2.3 Paragraph 112 of the NPPF states applications for development should:

- a) *“Give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services and appropriate facilities that encourage public transport use;*
- b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;*
- d) *Allow for the efficient delivery of goods and access by service and emergency vehicles; and*
- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

- 2.2.4 Paragraph 111 of the NPPF recommends 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.”*

2.3 Local Planning Policy

Reading Borough Council Local Plan (2019-2036)

- 2.3.1 The Local Plan for Reading is the document that contains the policies for how Reading will develop up to 2036. It identifies the level of development that will take place, the areas and sites where development is expected to be accommodated, and where it will be restricted, in addition the plan sets out policies for how planning applications will be decided.

- 2.3.2 The Local Plan CC6: Accessibility and the Intensity of Development states:

‘The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility.’

- 2.3.3 TR1: Achieving the Transport Strategy states:

‘Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.’

‘Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.’

‘All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.’

- 2.3.4 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;
- For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.

2.3.5 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 be likely to 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.

Reading Borough Council Local Transport Plan (2011-2026)

2.3.6 The Council's objectives for transport set out in the Local Transport Plan (2011-2026) are:

- To facilitate more physically active travel for journeys in a healthy environment;
- To improve personal safety on the transport network;
- To provide affordable, accessible and inclusive travel options for everyone;
- To ensure that the transport network operates safely and efficiently to meet the needs of all users;
- To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;
- To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;
- To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;
- To improve journey times, journey time reliability and the availability of information; and
- To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low-carbon future.

Reading Borough Council Draft Transport Strategy 2036

- 2.3.7 The Reading Transport Strategy 2036 is a statutory document that sets the plan for developing Reading's town transport network to 2036 and beyond. It includes the guiding policies and principles, alongside schemes and initiatives to be delivered, to enable Reading to achieve the overall vision for a step-change in sustainable travel choices in Reading. Consultation on the document ended in August 2020 however the plan is yet to be adopted.
- 2.3.8 The draft Transport Strategy has five key objectives focus on 'Creating a Clean and Green Reading', Supporting Healthy Lifestyles', Enabling Sustainable and Inclusive Growth', Connecting People and Places' and 'Embracing Smart Solutions'.
- 2.3.9 These objectives will be addressed through the following policies:
- *Multi-modal policies including development control, equality and inclusivity, the environment and climate change.*
 - *Public transport policies including rail, buses, taxis and private hire vehicles, waterways, mobility as a service, shared autonomous vehicles and travel information.*
 - *Active travel policies including healthy streets, public space, walking and cycling, school travel, public rights of way.*
 - *Demand management policies to manage travel demand and improve quality of life for residents.*
 - *Network management policies including road safety, parking and enforcement, motorcycles, freight, smart solutions and highway asset management.*
 - *Communication and engagement policies including training and education, incentivisation and public engagement.*

3.0 University of Reading Travel Plan (2017-2022)

3.1.1 The Travel Plan is due to be updated and will include the new School of Art should it be given consent. The University Travel Plan covers the three main UK campuses (those overseas are excluded). There are currently approximately 18,000 students from 150 different nationalities and nearly 4,000 members of staff, and the University has plans to increase student intake by up to 3% a year to 2022. The main Whiteknights and London Road campuses are conveniently situated within easy reach of Reading town centre and train station with its excellent transport links.

3.1.2 The primary focus of the University Travel Plan is staff and student commuter trips to and from the University. The Travel Plan additionally considers travel by visitors and contractors as well as deliveries and fleet vehicles wherever feasible. University business trips are also now included for the first time, as they have identified a need to address increasing CO2 emissions in this area and many of the initiatives required are the same or related.

3.1.3 The Travel Plan includes the following within Objective 2:

3.1.4 Measures to reduce the need to travel:

- *This objective will require collating and supporting existing efforts in different areas across the University and identifying ways to support them.*
- *The primary focus will be with IT, ensuring that IT facilities enable staff and students not to travel if they don't need to. Required tools will include document sharing and online collaborative working technologies; videoconferencing and home computing facilities access.*
- *A second area of focus will be continued dialogue with HR to ensure University working policies are supportive of flexible working and remote working, and that where necessary training is available for staff and line managers. A current project at the University to promote flexible working opportunities is being led by the Diversity Deans and supported by HR.*
- *A third key part of the University to engage with regarding this objective is the Procurement team. The role of Procurement in the process of sourcing travel from providers places them in a unique position to influence its replacement with alternatives, particularly for business trips.*
- *Future travel surveys will seek to capture more information about current remote working practises (both formal and informal, and for business 'travel' as well as for daily working); how best to support their continuation and expansion, and explore how to monitor this 'avoided' travel.*

3.1.5 Measures to increase the attractiveness of cycling and walking to the University in Objective 3:

- *Continuation of current successful cycle support and promotion activities including Dr Bike provision, safety campaigns, equipment discounts, training, and maintaining dialogue with local Councils in seeking off-campus improvements.*
- *Produce a vision for active travel.*

- *Ongoing work to produce a Campus Routes strategy has provided a design guide for pathways in any future developments on campus. These will be publicised and promoted for application to any University Improvement works.*
- *The Campus Routes Strategy identifies the end goal and a number of locations on campus that can benefit from improvement works to reach this goal (largely path widening). This will be developed into a prioritised programme of improvements aligning with the University Master Plan which will be implemented by the current Travel Plan and other University sources over a number of years as funding becomes available.*
- Improvements to shower, changing and storage facilities will also be sought. The initial step here is to identify opportunities for improvements on our campuses as well as identifying clear shower design standards that should be used for any new developments.
- Initiatives to attract new cyclists will be implemented wherever resources allow. Effective initiatives in this area are often very resource intensive as one-to-one involvement can be the most successful approach – thought will need to be given to how to resource these initiatives.

4.0 Baseline Transport Conditions

4.1 Introduction

4.1.1 This section establishes the baseline transport conditions at the site and the surrounding area. The baseline conditions are identified to understand the existing site context and to define a baseline position against which the proposed development impacts can be evaluated.

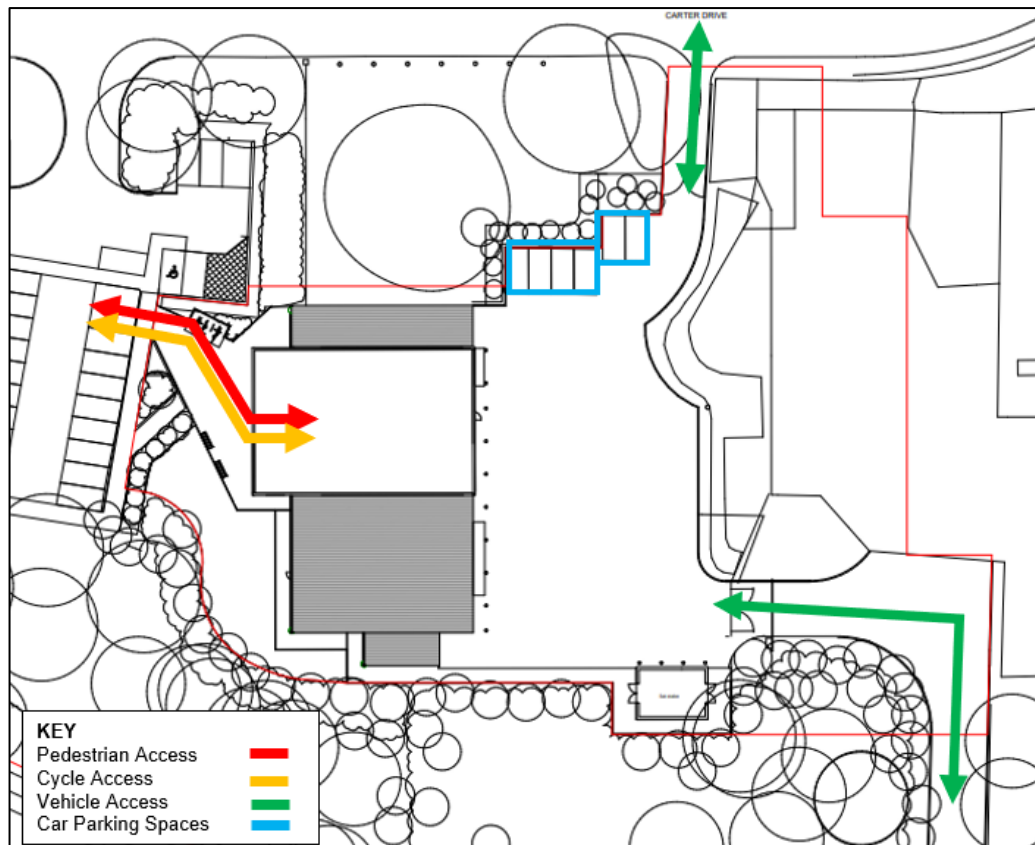
4.2 Site Context

4.2.1 The site is located approximately 3.4km to the south-east of Reading Railway Station and City Centre, and 4.5km north-east of junction 11 of M4 Motorway. The site resides within the Whiteknights Campus at the University of Reading. An existing site plan is shown below in **Figure 4.1**.

4.2.2 Currently the CPU is a disused kitchen building which comprises ground floor accommodation for kitchen facilities and office space along with a plant room at the first-floor level. There is an existing service yard with six car parking spaces located to the east of the existing building.

4.2.3 Car Park 11 is located directly to the west of the site, Carter Drive to the north and a construction compound used to gain access to the campus to construct the new Health and Life Sciences Building to the east.

Figure 4.1 - Site Location



4.1 Local Highway Network

Pepper Lane

- 4.1.1 Pepper Lane forms the main vehicular access to the site. Pepper Lane is public adopted highway located along the southern boundary of the campus. It is formed of a single carriageway circa 6.5m wide. It connects to Shinfield Road (A327) to the northwest via a signalised crossroads which also includes Wellington Avenue. To the southeast Pepper Lane connects to Wilderness Road and Elm Road via a mini-roundabout.

Carter Lane

- 4.1.2 Carter Drive is a private road within the University's Whiteknights Campus. It is formed of a single carriageway in each direction and is approximately 5m wide. The carriageway connects to the campus's main Pepper Lane access which is located circa 65m to the west of the development site via a mini roundabout with Salt Way. To the east of the site Carter Drive continues northbound to provide access to the wider campus and associated buildings.

4.2 Vehicle Access

- 4.2.1 Vehicular access can be gained to the Kitchen CPU Building service yard from both Carter Drive and Pepper Lane.
- 4.2.2 There are six car parking spaces located within the service yard and adjacent to the Carter Drive access. Historically, these spaces have been for use by staff located at the Kitchen CPU rather than by students. This is shown in **Figure 4.1**.

4.3 Pedestrian Access

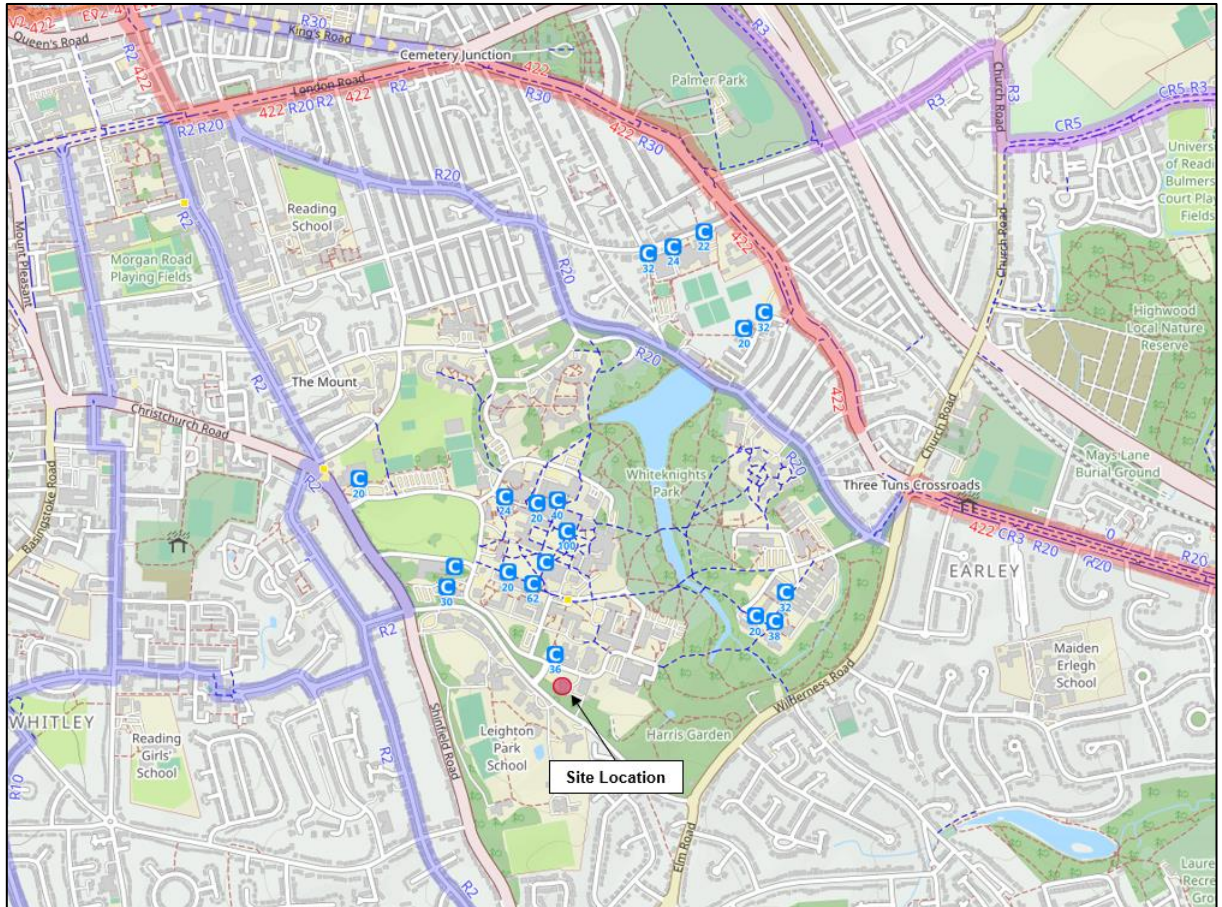
- 4.3.1 Pedestrian access to the existing Kitchen CPU is provided from Car Park 11, which is located to the west of the existing building.
- 4.3.2 A well-connected network of footways and crossings are provided to reach the site, with footways ranging between 1.8 and 2.2 metres. The nearest crossing is located to the north of the site over Carter Drive and is provided as a zebra crossing. This assists movement from Car Park 11 to the northern side of Carter Drive.
- 4.3.3 An additional zebra crossing is provided to the west of the building over the Pepper Lane / Carter Drive Junction, facilitating safe pedestrian movement from east to west and vice versa.
- 4.3.4 The Whiteknights Campus has a network of traffic-free routes throughout the campus connecting to various academic, catering, leisure and student halls of residence.

4.4 Local Cycle Infrastructure

- 4.4.1 The University encourages staff, students and visitors to cycle to the campus. In proximity of the site, cyclists are currently encouraged to use the campus access roads, however, they are permitted to share certain pedestrian routes with pedestrians having priority.
- 4.4.2 8 existing external and covered cycle parking spaces are located directly outside of the existing Kitchen CPU Building accessed via Car Park 11.
- 4.4.3 Shower facilities are located within several buildings on the campus. Across the campus cycle parking is provided for over 1,800 bikes.

4.5 Cycling Opportunities

- 4.5.1 In addition to the internal cycle network provided within the campus, the site is conveniently located to a number of cycleways which facilitate access across reading (**Figure 4.2**). The closest is Local Cycleway R2 which can be accessed to the west of the site by following Pepper Lane north bound to Wellington Avenue. This connects like site locally to Whitley, Lower Early and Reading Town Centre.
- 4.5.2 The existing cycle infrastructure within close proximity to the site increases the opportunity for students located at the future School of Art to adopt cycling as their mode of choice.

Figure 4.2 - Local Cycle Infrastructure Network

4.6 Public Transport Accessibility Score

- 4.6.1 The BREEAM Accessibility Index Calculator has been used to calculate the accessibility score for the University of Reading, School of Art. The site achieved an accessibility score of 6.58 in line with BREEAM guidance on access to local transport services.

4.7 Accessibility to Local Services & Facilities

- 4.7.1 The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced below.

Table 4.1 - CIHT Recommended Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 4.7.2 To assist in summarising the accessibility of the site by foot, **Table 4.1** and **Table 4.2** present a summary of key destinations located within 500 metres from the site. This has been considered in line with BREEAM and in the context of these recommended walking distances shown above. In line with BREEAM guidance on university colleges / campuses, measurements have been taken from the closest campus entrance to the site. This is located on Pepper Lane.

Table 4.1 - Distances to Local Amenities

Destination	Distance	
	Distance	Classification
Co-op Food	400m	Desirable
Avenue Food and Wine	500m	Preferred Maximum
The University Health Centre	400m	Desirable
Leighton Park School	60m	Desirable
Cash point	150m	Desirable
Christchurch Pharmacy	560m	Preferred Maximum
SportsPark	900m	Over Maximum
Sol Joel Park	360m	Desirable
Mail Boxes Etc (Post office)	750m	Over Maximum

Table 4.2 - Amenities within 500m of Destination

Destination	Count within 500m
Grocery Store	8
Community Centre	0
Healthcare and Medical Centres	4
Schools	1
Pharmacy	1
Gym	1
Cashpoint	5

Accessibility to Food Outlet

- 4.7.3 The site is in close proximity to a number of grocery stores and restaurants. The closest grocery store is a Co-op food store located on the university campus. In addition to this, a Costcutter is located approximately 5-minute walking distance from the site. There are a number of grocery stores located around the university campus entrances including Global Foods & Groceries.
- 4.7.4 There are restaurants located on the university's campus these include Starbucks, 3sixty and Eat At The Square which are situated to the north of the site.

Accessibility to Recreation Facilities

- 4.7.5 The site is well-located to a number of recreational facilities. The university's student union bar is situated on the campus which has a number of recreational facilities including a bar and music venue.
- 4.7.6 The University of Reading's Athletic Pavilion is also located on the campus which provides a gym, tennis courts and hockey pitches.

Accessibility to Health Services

- 4.7.7 There are two pharmacies located on the university campus which are easily accessible to students and staff. The University Health Centre is located adjacent to the site, approximately 3-minute walking distance.
- 4.7.8 In addition, Christchurch Surgery is located north of the site, approximately a 5-minute walk.

Accessibility to Schools

- 4.7.9 Leighton Park School is located 60m south of the site, in approximately three minutes walking distance. However, due to the nature of the proposed development, it is unlikely that this amenity will be used regularly by the university campus.

Accessibility to Community Facilities

- 4.7.10 There are no community centres situated within 500m of the site, although Silverdale Centre, Christchurch Centre and Hexham Road Community Centre are all located within a 1km of the site

Accessibility to Green Space

- 4.7.11 A number of green spaces are located within 500m of the site. The closest is provided on the site with Harris Garden situated towards the south of the site. As well as Sol Joel Park situated 360m west of the site.

4.8 Bus Services

- 4.8.1 The closest bus stops to the site are located on Pepper Lane in close proximity to the main Pepper Lane entrance (circa 180m). Pepper Lane is identified as a high-frequency bus route. It is served by bus route Claret 21 and 21a which provides services every seven to eight minutes during peak periods in both directions.

- 4.8.2 **Table 4.3** details the public bus services that call at these stops and associated frequencies.

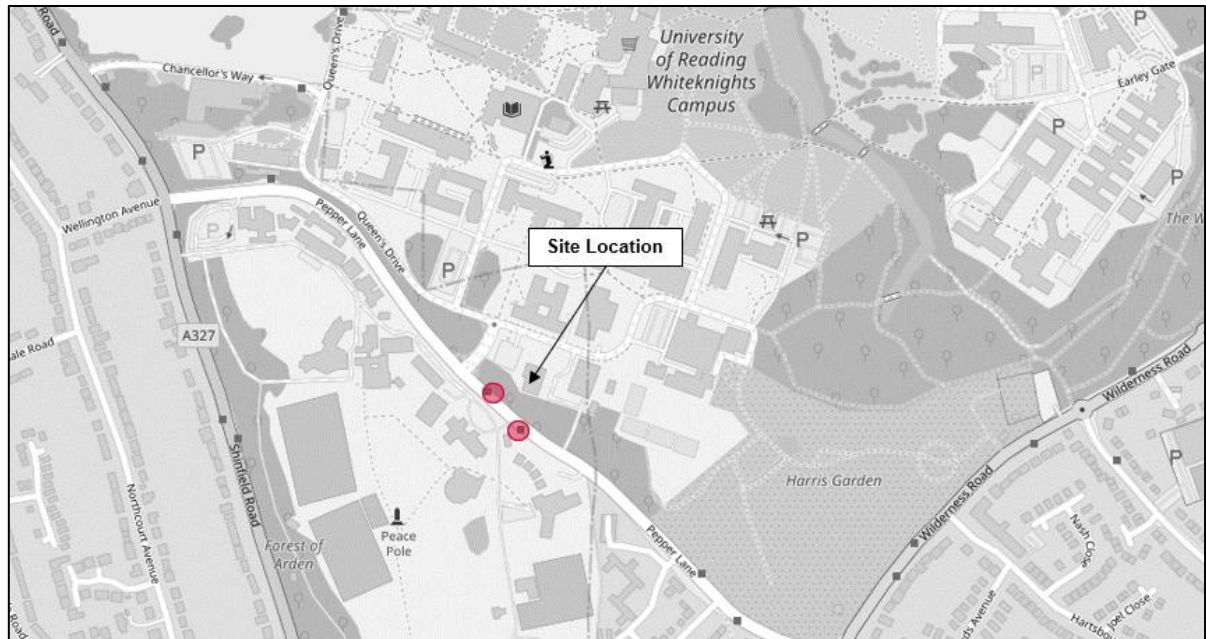
Table 4.3 – Summary of Bus Service Frequencies

No.	Bus Stop Location	Route	Operator	Approximate Frequency (Minutes)		
				Mon – Fri	Sat	Sun/Hols
21	Pepper Lane	Reading Station – Lower Earley via University of Reading	Reading Buses	10-12	15-20	Every 30 minutes
21a	Pepper Lane	Willenhall – Holbrooks Via Coventry	Reading Buses			

- 4.8.3 These services can also be accessed from within the Campus outside of the main reception on Queen's Drive and Chancellor's Way.

- 4.8.4 **Figure 4.3** shows the location of bus stops close by to the site.

Figure 4.3 - Bus Stop Location - Pepper Lane

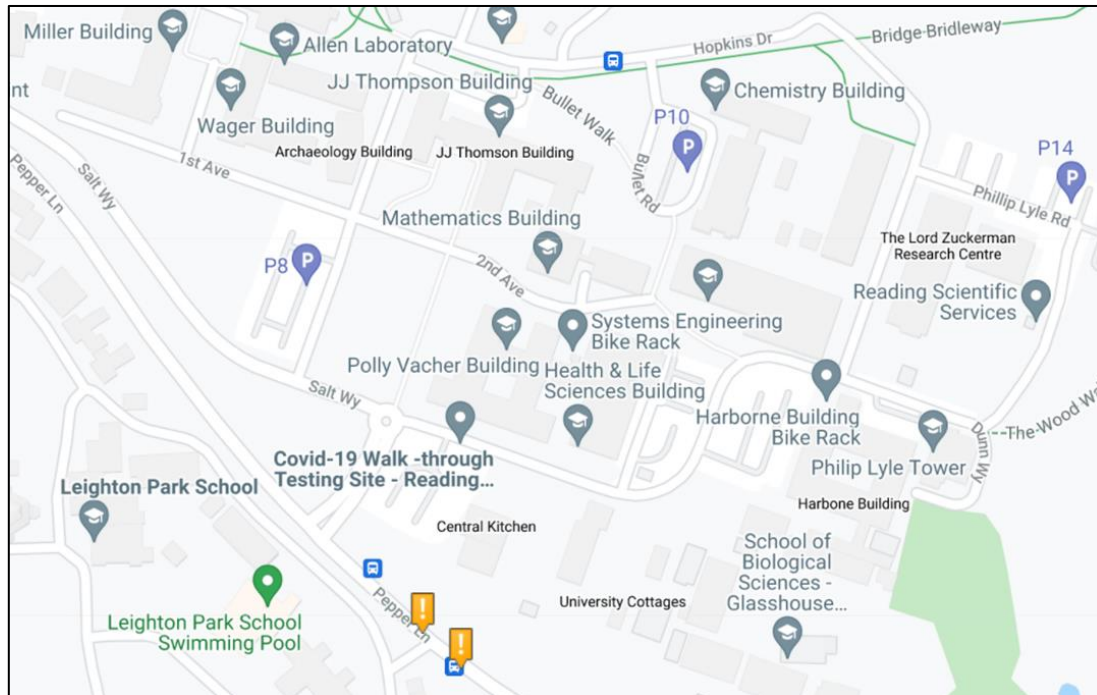


4.9 Mainline Rail Services

- 4.9.1 The site is located approximately 2.5km (approximately 30 minutes walking distance) west of Earley Railway Station. The station is served by South Western Railway, providing services between Reading and London Waterloo. Approximately three services are provided in each direction within the AM and PM peak periods.
- 4.9.2 Reading Railway Station is located approximately three miles from the site. The station is serviced by Southern Western Railway, Transport of London Railway, Cross Country and Great Western Railway. It provides frequent and quick services into London Paddington. Other services provide access to the West Country such as Bristol and Bath.

4.10 Highway Safety Review

- 4.10.1 Personal Injury Accident (PIA) records have been obtained from the online database Crashmap for key junctions and links within the vicinity of the site for the most recent five-year period (2015-2020). The location and severity of these accidents are summarised in **Figure 4.4**.
- 4.10.2 **Figure 4.4** indicates that two 'slight' collisions have occurred within the study area (2016-2020). The PIA records show that two accidents have occurred in the vicinity of the site, both on Pepper Lane to the south of the site. All accidents were recorded as 'slight'. One incident involved a car and pedestrian and the other incident two vehicles. It should be noted as no clusters of incidents were identified, the predominant recorded cause is likely due to driver, cyclist or pedestrian error, rather than a design issue such as sub-standard highway geometric layout or lack of visibility.

Figure 4.4 Collision Data

4.11 Summary

- 4.11.1 This section has demonstrated that the site is highly accessible by a range of sustainable modes of travel. It is considered that there are numerous of high-quality pedestrian and cycling infrastructure surrounding the site providing access to a range of key services and amenities.
- 4.11.2 There are numerous bus services and train services within proximity to the site. Based on the above, it is considered that the site is accessible by public transport and active modes.

5.0 Development Proposals

5.1 Introduction

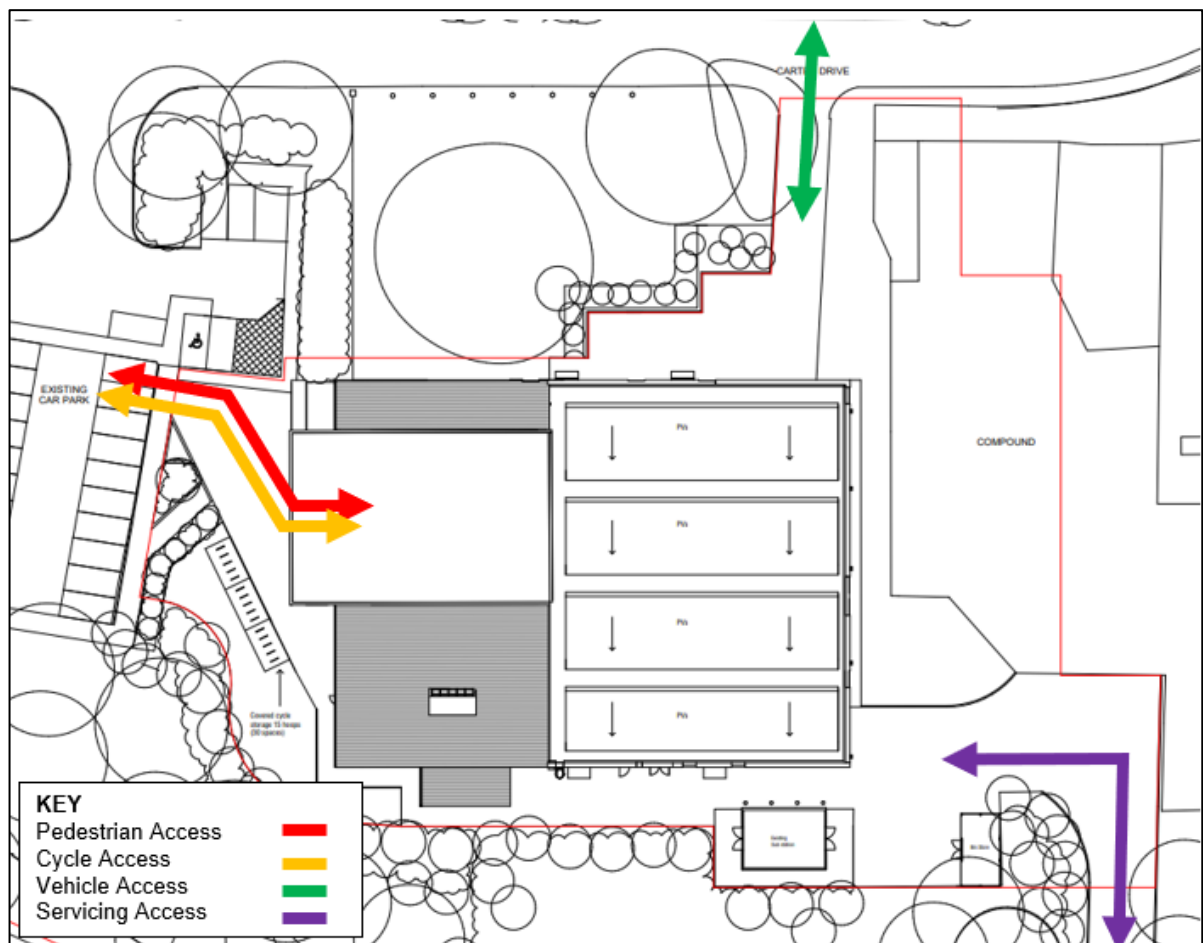
5.1.1 This chapter of the TS introduces and outlines the development proposals for the site. It includes a description of the proposed lane use, proposed access arrangements and servicing strategy.

5.2 Development Overview

5.2.1 The refurbishment and extension of the Kitchen CPU Building will provide workshops, studio and gallery space as well as a staff & student welfare area, shop and visitor space. There will not be an uplift in staff or student numbers at the campus as a result of the proposals due to the relocation of the School of Art.

5.2.2 A proposed site plan is provided in **Figure 5.1**.

Figure 5.1 – Proposed Access



5.3 Vehicle Access

5.3.1 The extension to the existing building is proposed to utilise the full extent of the existing service yard.

This will result in the loss the six car parking spaces located within the service yard. There will be no car parking provided within the site boundary.

5.4 Cycle Access

- 5.4.1 Cycle access from the west of the site will be retained, via Car Park 11.
- 5.4.2 The existing 8 covered cycle spaces adjacent to the entrance to the development will be relocated adjacent to the entrance. An additional 22 covered cycle spaces will be provided as Sheffield stands. A total of 15 Sheffield stands (30 spaces) will be provided in total.
- 5.4.3 Shower facilities are located within several buildings on the campus, in addition to the new development.
- 5.4.4 Across the campus cycle parking is provided for over 1,800 bikes. The proposed redevelopment of the Kitchen CPU Building will support the University's wider travel planning strategy and a holistic approach to the cycle strategy will be adopted.

5.5 Pedestrian Access

- 5.5.1 Pedestrian access into the site will be from the west, in line with the existing arrangements and as shown in **Figure 5.1**.
- 5.5.2 Pedestrians of varying disabilities and visual impairments have been considered throughout the development proposals. High-quality and wide footways are proposed throughout the development, with a minimum width of two metres, facilitating movements for pedestrians. This will ensure that the elderly, those travelling with buggies and those who may struggle to work can travel around the development.
- 5.5.3 The entrance will be improved as part of the development proposals. Level access will be provided into the building allowing those in wheelchairs to access the School of Art.

5.6 Deliveries and Servicing

- 5.6.1 Servicing for larger vehicles (including refuse collection) is proposed from Pepper Lane. Vehicles will utilise the exiting access to the south of the development site. Vehicles will leave the highway in a forward gear before reversing into a designated loading/servicing area located in the southeast corner of the site. Vehicles will then exit the site onto Pepper Lane in a forward gear. The existing Pepper Lane access has a large bellmouth with good visibility and is commonly used by large vehicles entering / exiting the campus.
- 5.6.2 To assist with unloading of the articulated lorry in a space which will not facilitate unloading using a forklift, a basic dock leveler in the entrance way to the store is proposed. The access road to this corner of the building will therefore be at a reduced height.
- 5.6.3 Larger vehicles will utilise part of the Health and Life Sciences building compound to facilitate the on-

site reversing manoeuvre. The Pepper Lane vehicle access will remain controlled, and it will not be used for general traffic or pedestrian / cycle access to the wider campus.

- 5.6.4 HGV deliveries are expected to be infrequent with the majority being from a 7.5 tonne flatbed lorry approximately once a fortnight. Deliveries via articulated vehicle are expected approximately once every 6 months.
- 5.6.5 Swept path analysis testing has been conducted and have established that the 7.5 tonne flatbed can access both the northern entrance into the Large Studio and the entrance to the Store in the southeast corner of the building with reasonable manoeuvres, if required. Swept Path Analysis is included within **Appendix B**.
- 5.6.6 However, it is envisaged that all delivery and servicing vehicles will use the access the site via Pepper Lane. Swept Path Analysis has confirmed vehicles up to a 16m articulated vehicle can be facilitated in this location.
- 5.6.7 In addition to the HGV, 24-hour maintenance access is required to the existing substation for a 32-tonne lorry with a crane. This is required in the circumstance that the substation will need to be replaced. Access is proposed from Pepper Lane in line with the strategy for larger vehicles, previously discussed. The crane would dwell adjacent to the substation and lift any equipment over the c.0.6m high retaining wall/access ramp.

5.7 Car Parking

- 5.7.1 Reading Borough Council adopted a Supplementary Planning Document (SPD) 'Revised Parking Standards and Design' on 31st October 2011. This sets out the car parking requirements for different land uses. The SPD sets out parking standards based on a number of 'zones' within Reading. The University is within Zone 3.
- 5.7.2 For D1 Further/Higher Education land use, maximum car park standards state that 1 space per 1.5 full time equivalent (FTE) teaching staff, 1 space per 3 non-FTE teaching staff and 1 space per 20 students. However, where FTE students live within Halls of Residence on site, D1 student parking provision will be deducted from this requirement. Provision will be based on the maximum capacity of a building (at any one time).
- 5.7.3 As the proposals comprise the relocation of staff and students from within the campus, no additional car parking is to be provided for the refurbishment and expansion of the Kitchen CPU Building and new School of Art. The existing six spaces that are to be removed from the existing service yard have not historically been accessible by users of the wider campus and were only used by occupants of the building which is now disused. Car Park 11 will remain and will not be impacted by the proposals.

5.8 Cycle Parking

- 5.8.1 As stated previously Reading Borough Council adopted a Supplementary Planning Document (SPD) 'Revised Parking Standards and Design' on 31st October 2011. This sets out the cycle parking requirements for different land uses.
- 5.8.2 The SPD sets out parking standards based on a number of 'zones' within Reading. The University is within Zone 3.
- 5.8.3 A holistic approach to cycle parking for staff, students and visitors is adopted across the campus. A total of 30 cycle parking spaces (8 existing and 22 proposed) are to be accessible on the western perimeter of the development adjacent to the main pedestrian entrance into the building.

6.0 Multi-Modal Trip Generation

6.1 Introduction

- 6.1.1 This chapter discusses the trip generation for the proposed development to assess the potential impact of the proposed development on the local transport network.

6.2 Proposed Trip Generation

- 6.2.1 As the proposals comprise relocating facilities associated with the existing Arts Department, there is not expected to be any material change to the trip generation of people or service vehicles accessing the campus. Therefore, there is not expected to be any material change to the trip generation of people or service vehicles accessing the campus.
- 6.2.2 The historic Arts Department site TB1 will be subject to a separation planning application.

6.3 Proposed Delivery and Servicing Vehicles

- 6.3.1 In line with the above, the number of delivery and servicing vehicles are not expected to increase as part of the proposals. As the uses at the site remain unchanged, there is no requirement to accommodate additional delivery and servicing vehicles.
- 6.3.2 Deliveries are expected to occur primarily between 08:00am and 23:00, with typically no more than one vehicle arriving at site at any time.
- 6.3.3 The vast majority of delivery and servicing activity is expected to be undertaken by a 7.5t box van or smaller, except for refuse collection and articulated vehicles approximately every 6 months.

6.4 Summary

- 6.4.1 It has been demonstrated that the proposed development would not generate any additional trips during the network peak hours and over the course of typical day due to the relocation of the School of Art building facilities. Consequently, this would not give rise to a significant impact on the wider network, and certainly not one that could be regarded as 'severe' in the context of the NPPF.

7.0 Summary and Conclusions

7.1 Summary

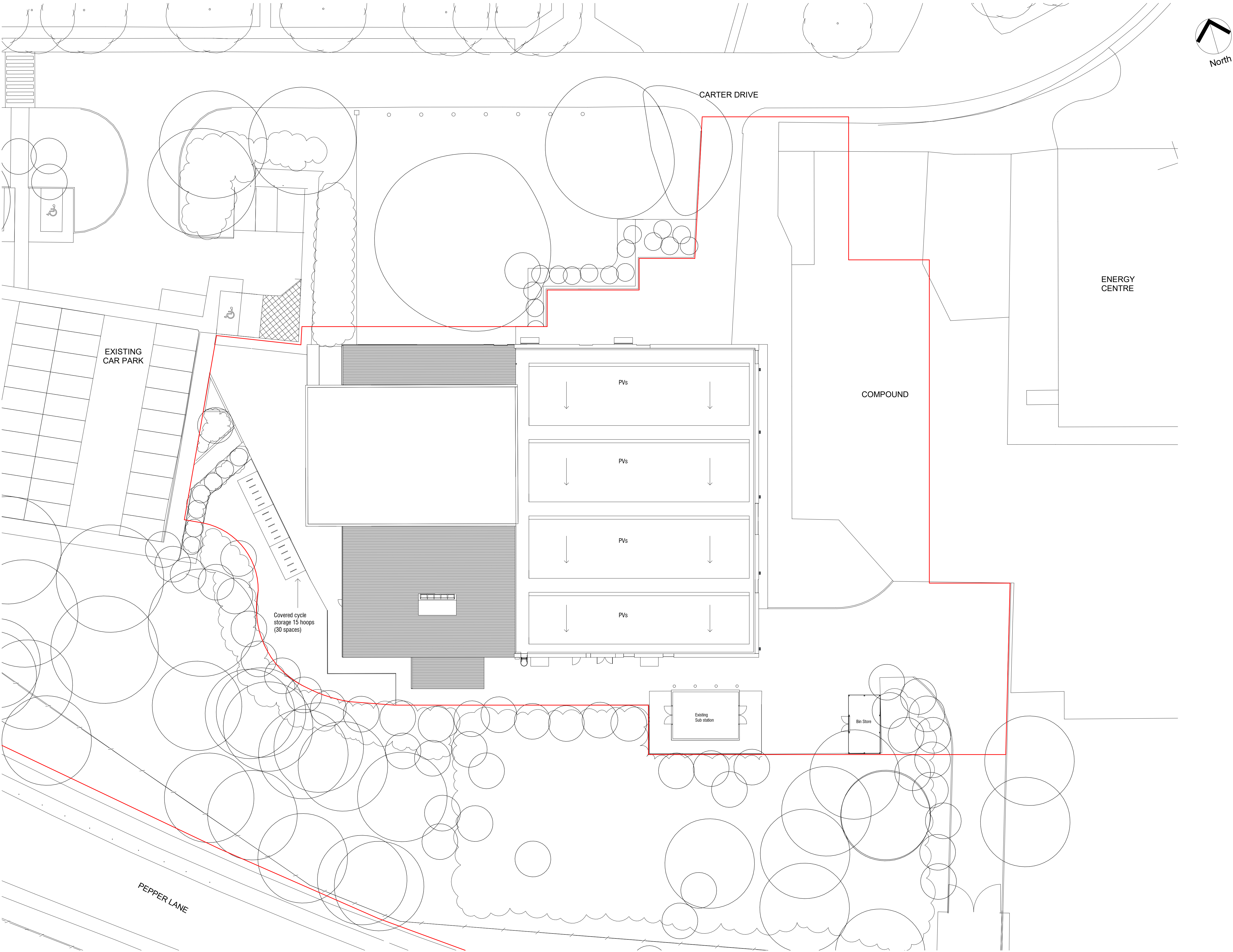
- 7.1.1 Curtins have been appointed on behalf the University of Reading in relation to the refurbishment and expansion of the former Central Kitchen CPU building located within the Whiteknights Campus to provide a new School of Art. The Local Planning Authority is Reading Borough Council (RBC) Planning, and the Local Highways Authority is RBC Highways.
- 7.1.2 The refurbishment and extension of the Kitchen CPU Building will provide workshops, studio and gallery space as well as a staff and student welfare area, shop and visitor space. There will not be an uplift in staff or student numbers at the campus as a result of the proposals due to the relocation of the School of Art.
- 7.1.3 The site is highly accessible by a range of sustainable modes of travel. There is a good level of high-quality pedestrian and cycling infrastructure surrounding the site providing access to a range of key services and amenities. Likewise, there are numerous bus services and train services within proximity to the site. It is therefore considered that the site is accessible by public transport and active modes.
- 7.1.4 A holistic approach to cycle parking for staff, students and visitors is adopted across the campus. A total of 30 cycle parking spaces (8 existing and 22 proposed) are to be accessible on the western perimeter of the development adjacent to the main pedestrian entrance into the building.
- 7.1.5 It has been demonstrated that the proposed development would not generate any additional trips during the network peak hours and over the course of typical day due to the relocation of the existing School of Art building facilities.

7.2 Conclusion

- 7.2.1 This TS has demonstrated that the proposed development at the site will not have a significant impact on the operation of the surrounding roads as there is high opportunity for non-car-based and active travel to and from the site. The site benefits from good accessibility to rail services and local bus services, in addition to seamless and connected walking and cycling links.
- 7.2.2 It is concluded that the proposed development is in accordance with the NPPF, which is in favour of sustainable development and advises 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'.
- 7.2.3 In light of the evidence presented within this report, it is considered that the development's transport impacts cannot be regarded as severe in the context of the NPPF. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

8.0 Appendices

Appendix A Proposed Site Plans



Notes

Estates and Facilities

The information shown on this drawing is given without obligation or warranty. The accuracy therefore cannot be guaranteed and it must never be used for calculation or setting out of works.

General Changes

The accuracy of these drawings relies on feedback from users. If any anomalies are discovered, please immediately inform the CAD Manager. Telephone ext 6807.

7	Issued for Planning	13/04/2022
6	Issued for Stakeholder Approval	23/03/2022
5	Draft Issue for comment	17/03/2022
4	Draft Issue	01/03/2022
3	Pre-App	18/11/2021
2	Pre-App Draft	17/11/2021
1	Stage 2 Issue - Draft Revised LAYOUT	17/09/2021

Rev

Description

Date

Checked

AB



University of
Reading

Estates and Facilities

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W scottbrownrigg.com

Building

W310

Project

School of Art Relocation

Title

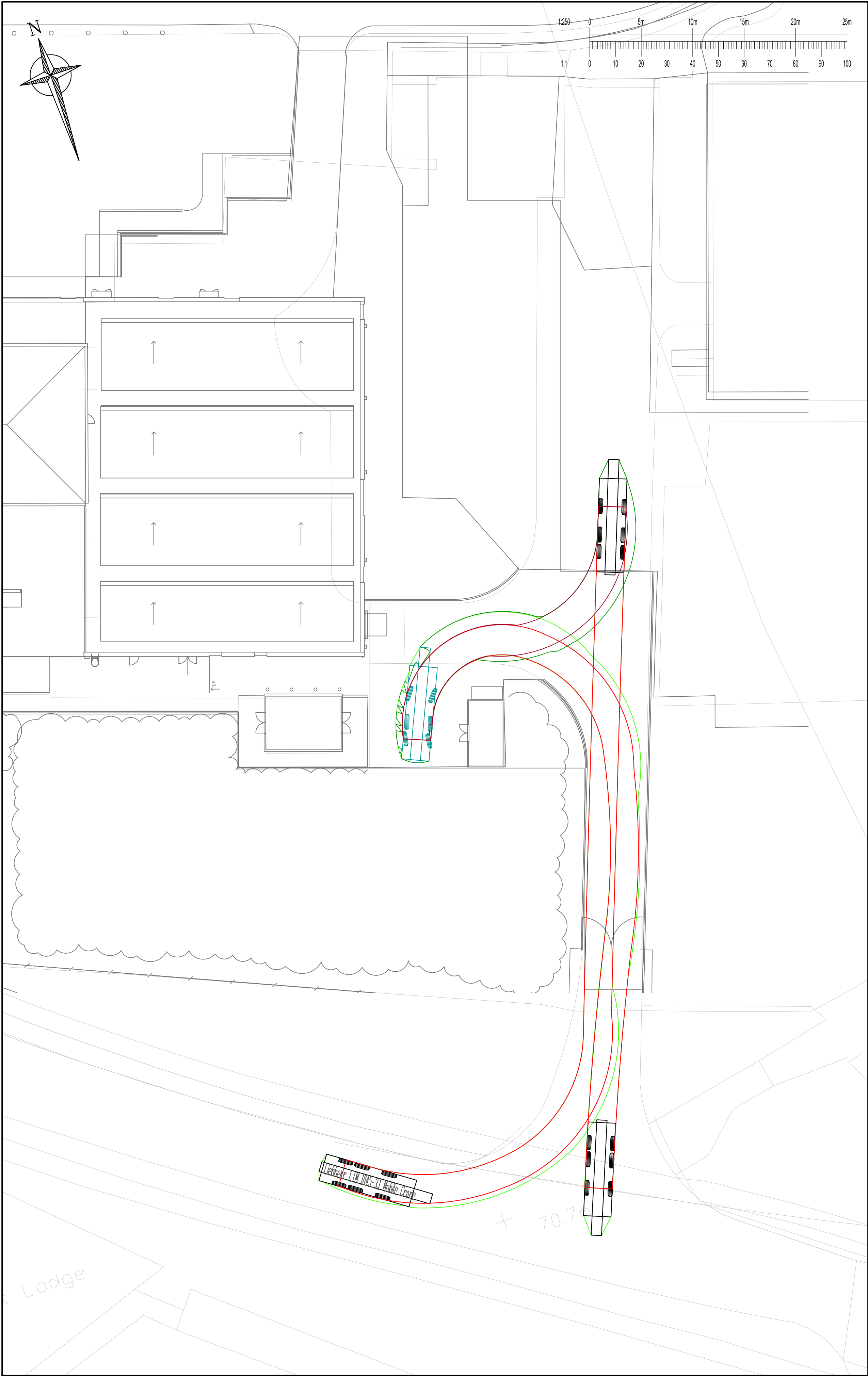
Site Layout Plan

Drawn	Date	Scale
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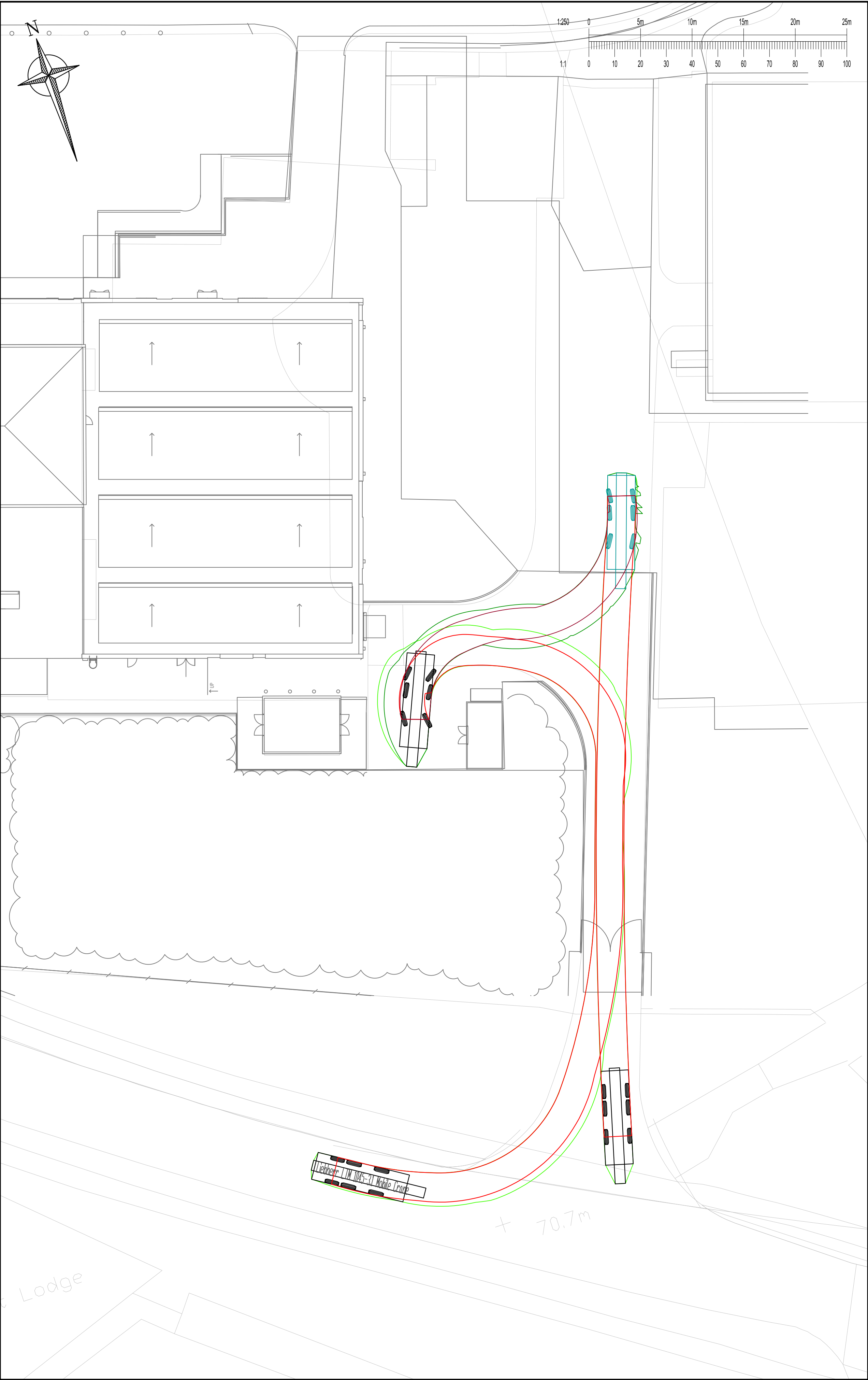
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Paper Size A1.

Appendix B Swept Path Analysis



MOBILE CRANE - DRIVE IN

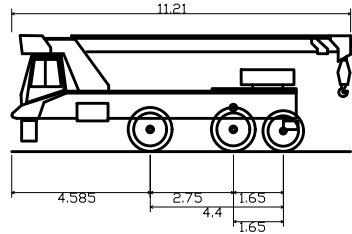


MOBILE CRANE - REVERSE IN

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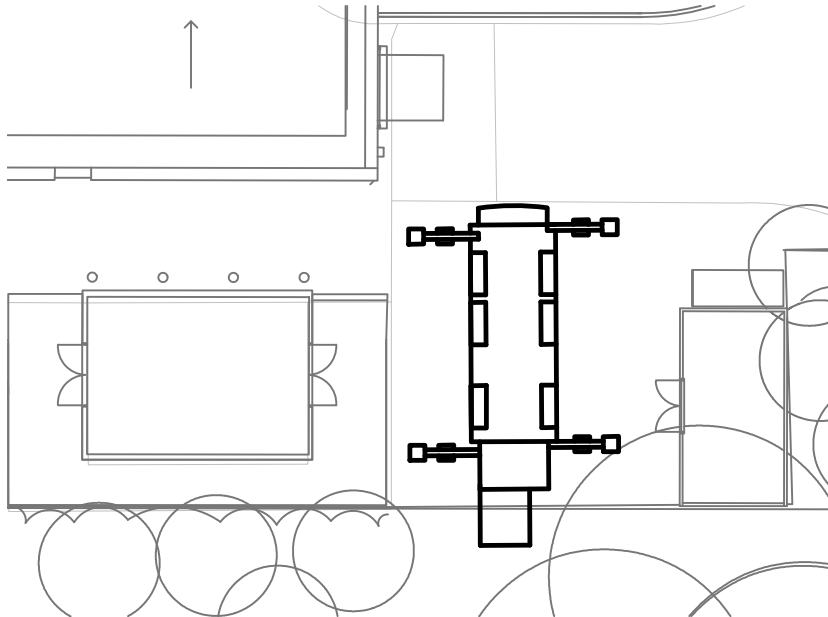
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VEHICLE PROFILE



Liebherr LTM 1045-3.1 Mobile Crane
Overall Length 11.210m
Overall Width 2.750m
Overall Body Height 4.060m
Min Body Ground Clearance 0.250m
Track Width 1.650m
Lock to lock time 4.00s
Wall to Wall Turning Radius 8.210m

MOBILE CRANE WITH OUTRIGGERS



P02	PROPOSED SITE LAYOUT UPDATED	22/03/22	MH	AH
P01	SUITABLE FOR INFORMATION	01/03/22	JT	AH
Rev:	Description:	Date:	By:	Chkd:



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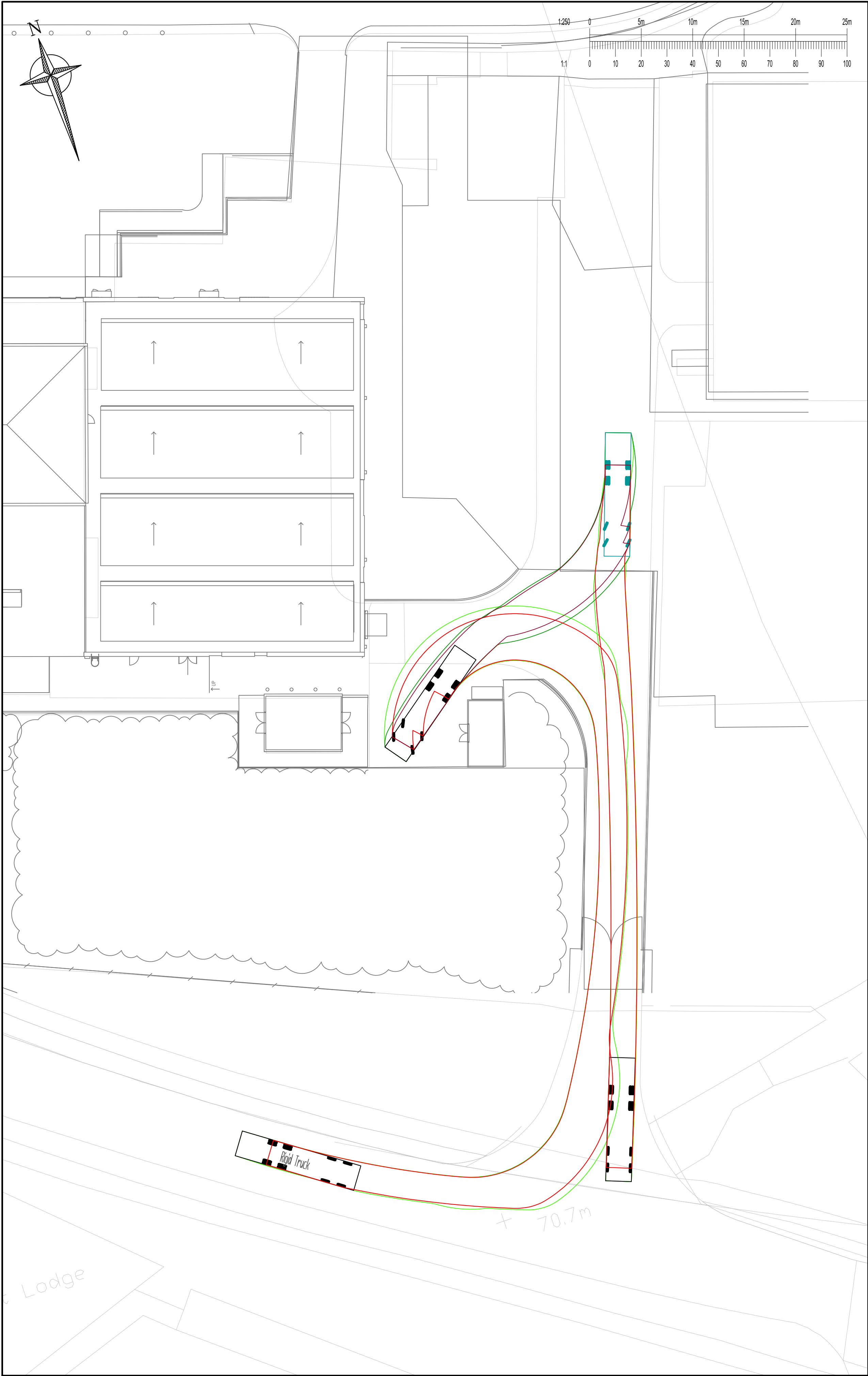
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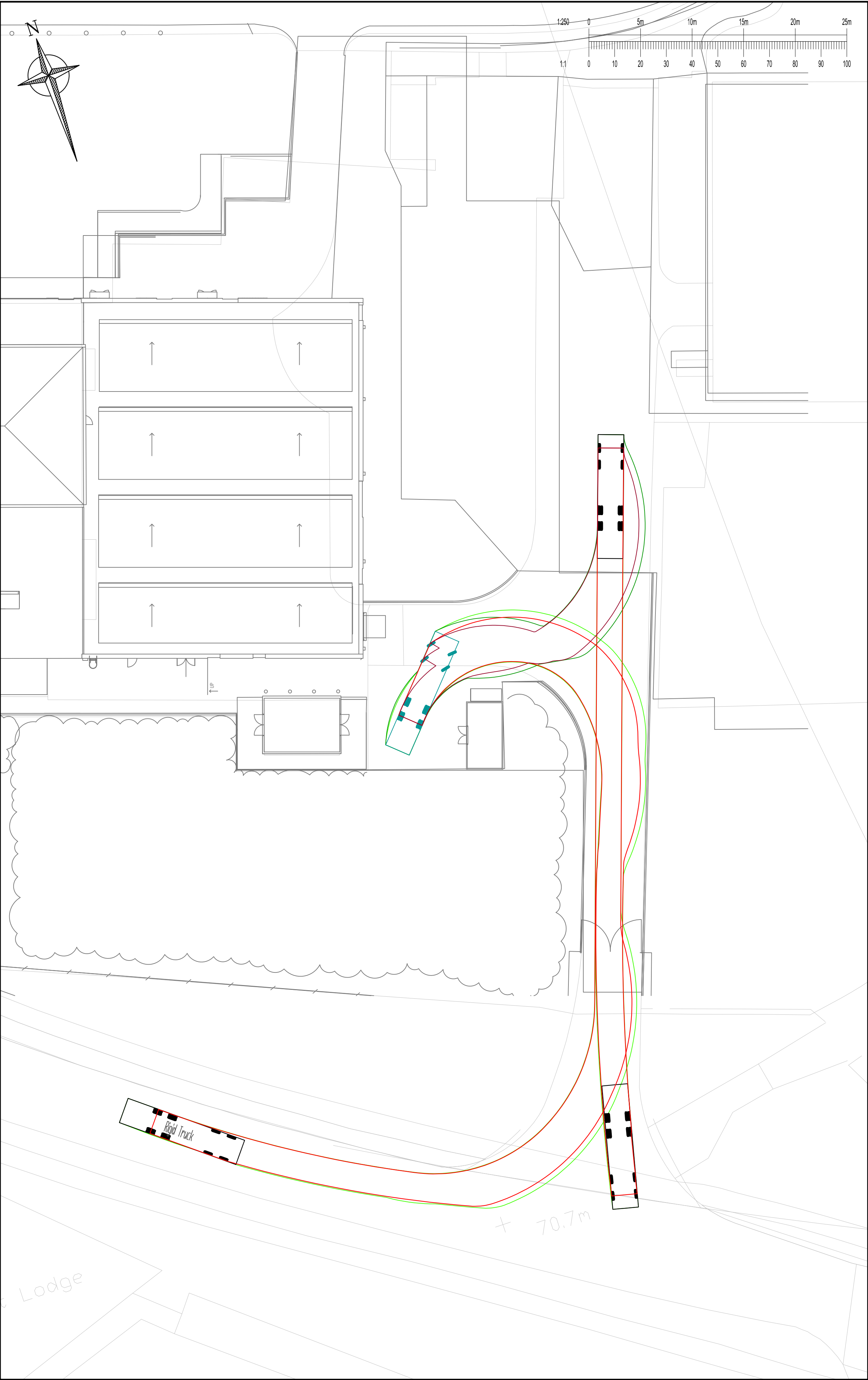
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Orig Title: **PROPOSED TRACKING ANALYSIS SHEET 3**

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Scale: 1:250					
Project Code:	Originator:	Volume:	Level:	Type:	Role:
079760 - CUR - XX - XX - DR - C -	05003	- P02			



4-AXLE RIGID TRUCK - DRIVE IN

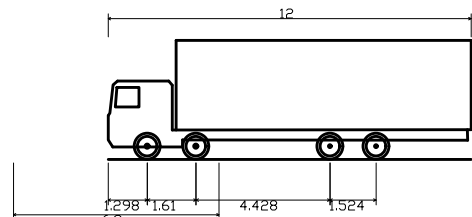


4-AXLE RIGID TRUCK - REVERSE IN

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VEHICLE PROFILE 4-AXLE RIGID TRUCK



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.41m
Lock to lock time 5.00s
Kerb to kerb Turning Radius 11.900m

P02	PROPOSED SITE LAYOUT UPDATED	22/03/22	MH	AH
P01	SUITABLE FOR INFORMATION	07/03/22	JT	AH
Rev:	Description:	Date:	By:	Chkd:



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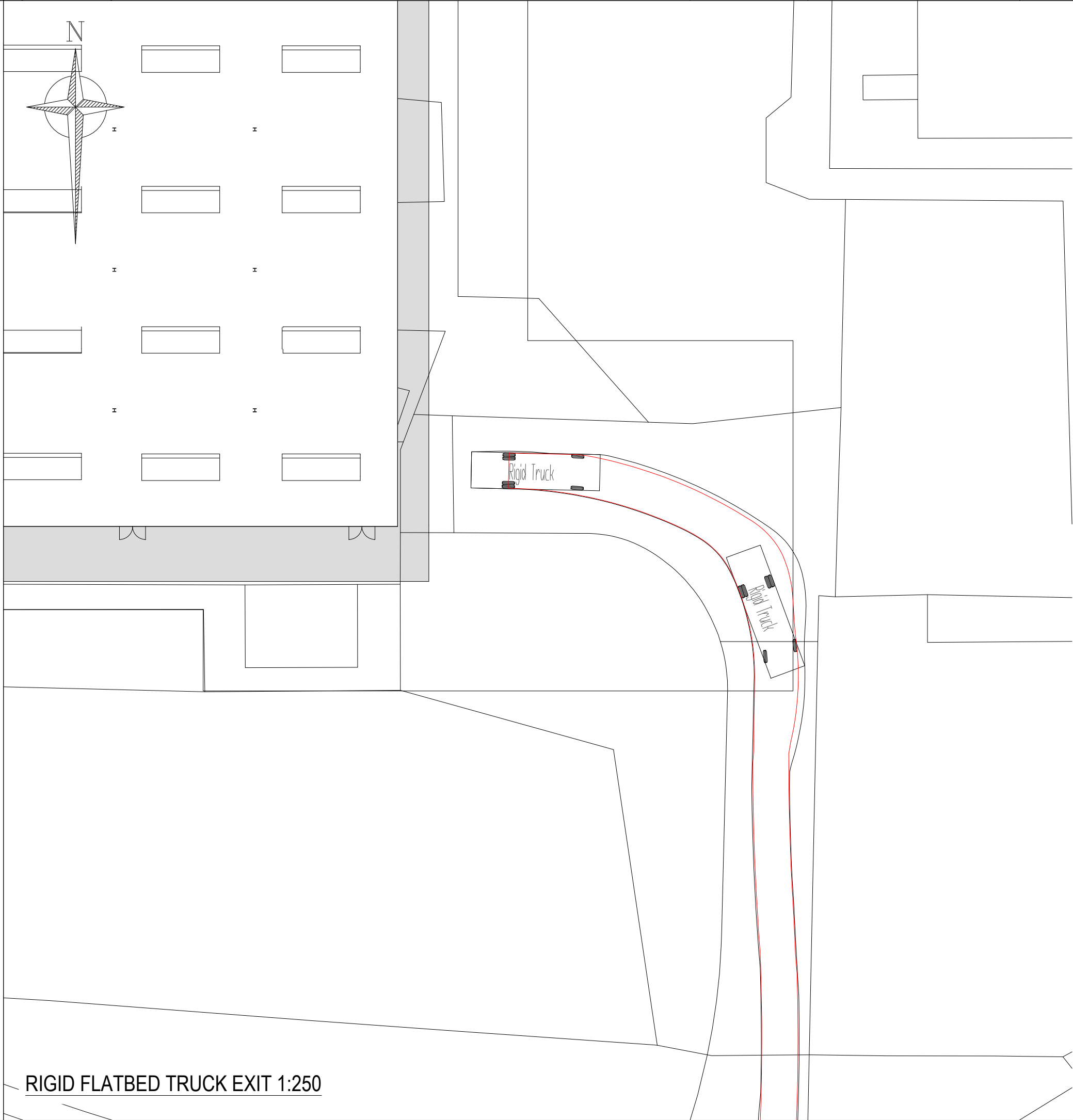
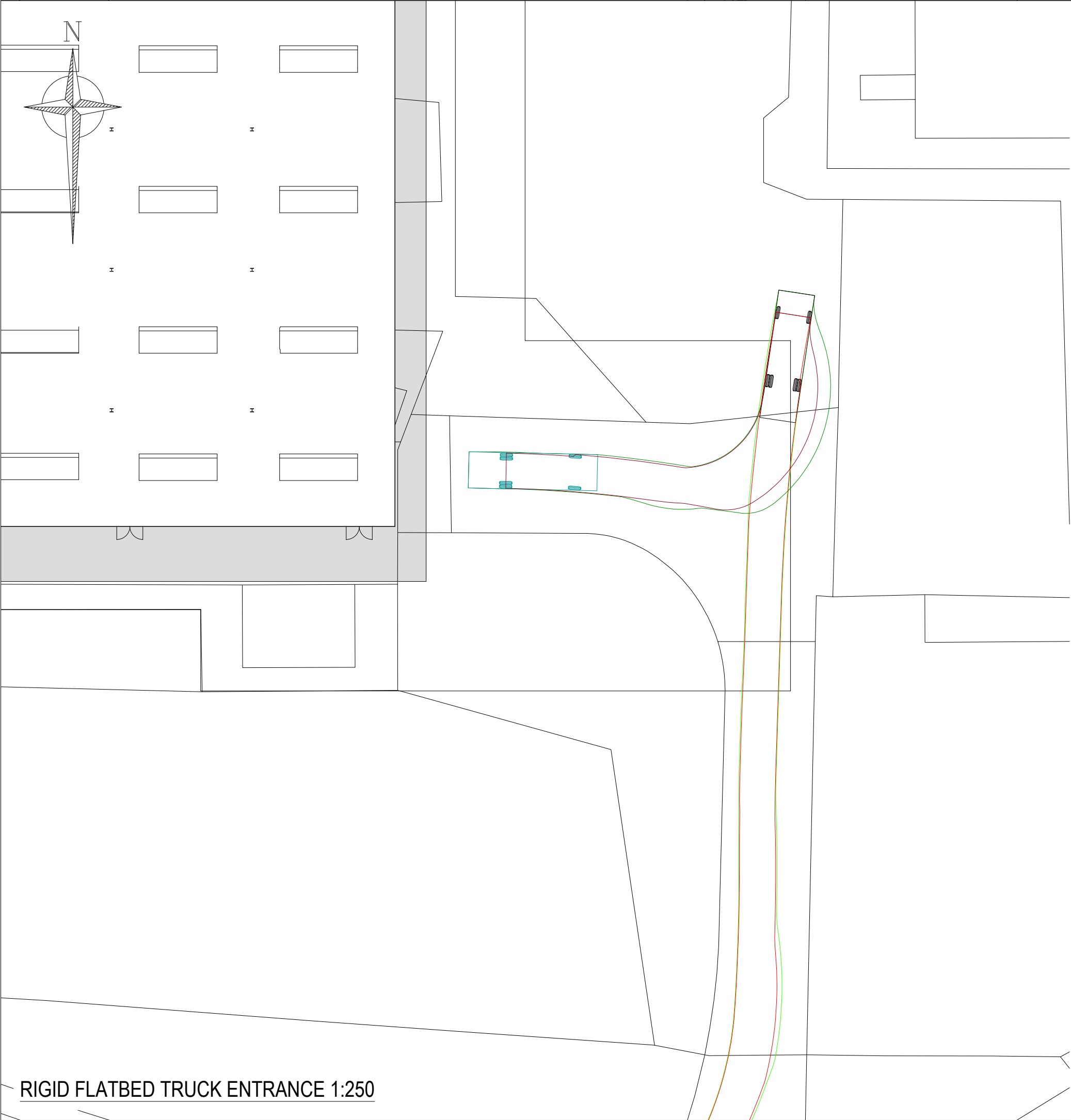
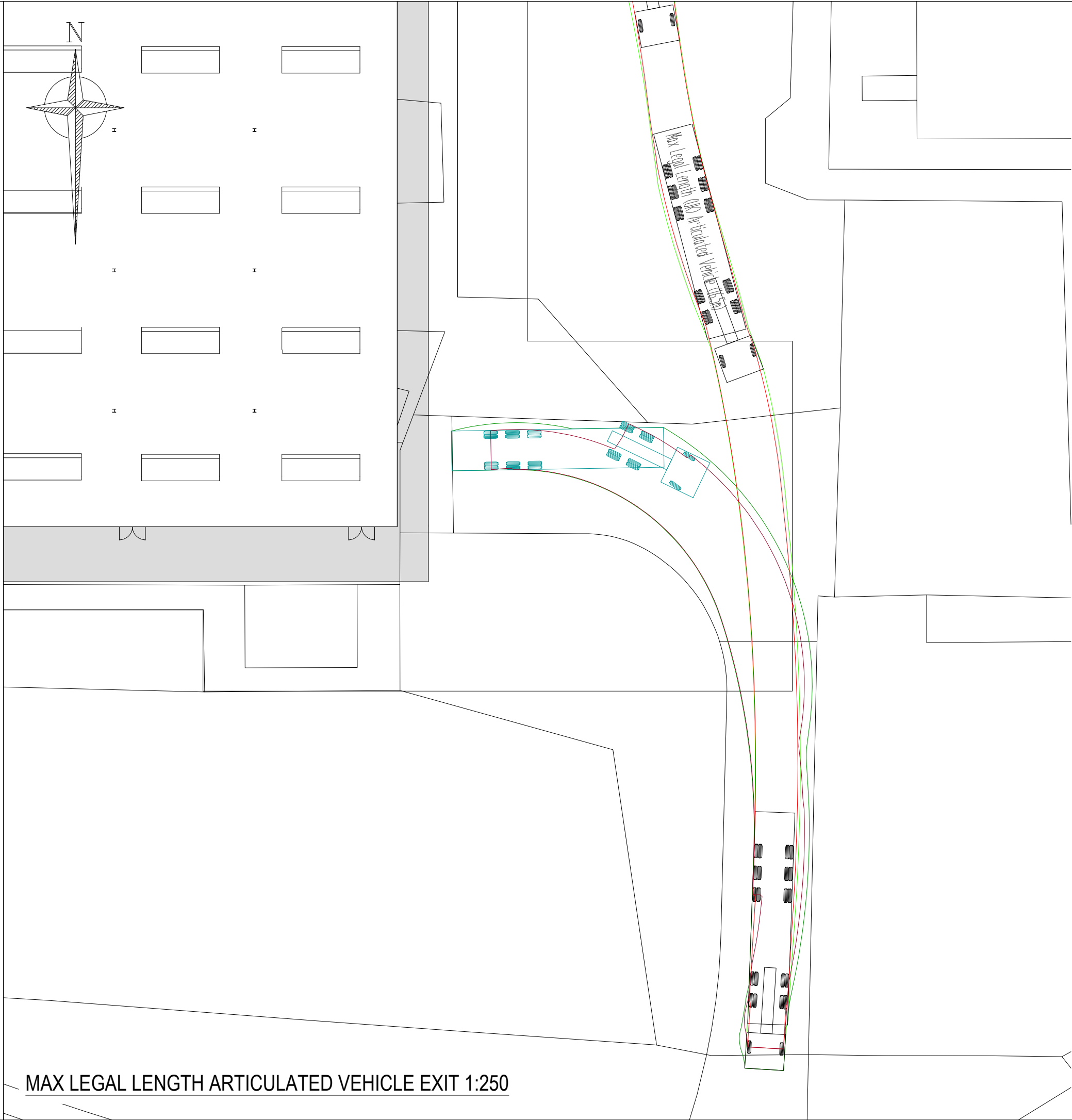
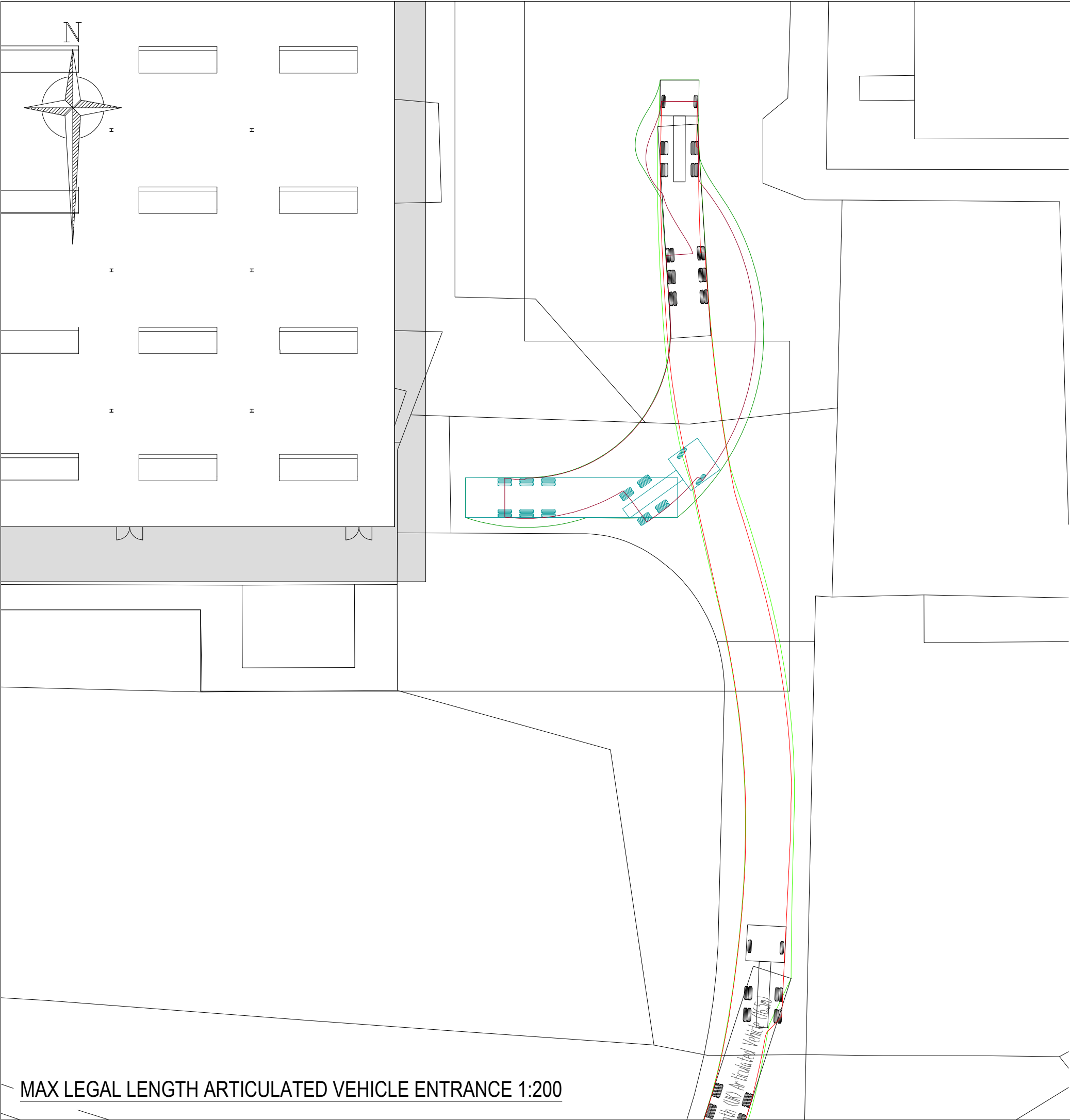
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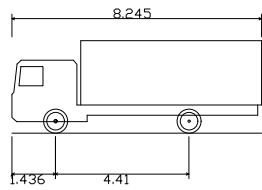
Project: **ART BUILDING UOR**

Orig Title: **PROPOSED TRACKING ANALYSIS
SHEET 5**

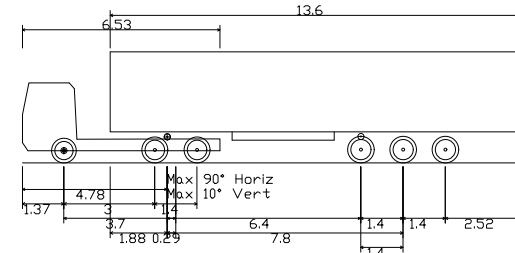
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Rigid Truck
Overall Length 8.245m
Overall Width 2.45m
Overall Body Height 3.05m
Min Body Ground Clearance 0.65m
Track Width 2.50m
Lock to lock time 6.00s
Max Wheel Angle 40.00°



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.50m
Overall Width 2.50m
Overall Body Height 3.65m
Min Body Ground Clearance 0.65m
Max Track Width 2.50m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

P02	TRACKING AMENDED TO SUIT LATEST COMMENTS	24/09/21	HS	AH
P01	SUITABLE FOR INFORMATION	20/09/21	HS	SW
Rev:	Description:	Date:	By:	Chkd:



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Project: **ART BUILDING UOR**

Dwg Title: **PROPOSED TRACKING ANALYSIS
SHEET 1**

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\\nas02\Projects\079760-079760-Art Building UOR\QA-Production\A4-Mobile Drawings\CAD

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