



Proposed Residential Development
75-77 London Street

Transport Statement

For

The Keen Partnership

Document Control Sheet

Proposed Residential Development

75-77 London Street

The Keen Partnership

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
25 th December 2022	1 st Edition	Chris Saunders	John Russell

Contents

1.0 Introduction 1

2.0 Transport Policy 2

3.0 Baseline Conditions 6

4.0 Proposed Development 9

5.0 Trip Analysis.....11

6.0 Summary and Conclusion.....13

Appendices

A Reading Cycle Map

B Reading Bus Map

C Site Plan

D Swept Path Analysis

E TRICS Outputs

F Multi Modal Calculations

1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of The Keen Partnership to accompany a planning application for the conversion of ground floor function rooms to residential flats (Class C3), the demolition of a former Sui Generis function Hall and the construction of 12 new flats at 75-77 London Street, Reading.
- 1.2 The site is located within 500 metres of the centre of Reading within the administrative boundaries of Reading Borough Council (RBC). The local highway network is focused around London Street (A327), London Road (A4), Queens Road (A329) and East Street, with East Street providing vehicular access to the site. 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 70 metres.
- 1.3 The proposed scheme comprises the provision of 15 residential dwellings which will include 3 x three bed dwellings, 12 x two bed dwellings and 1 x one bed dwellings, which will utilise the existing parking area.
- 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 East Street;
 - ▶ 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 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. The boundary between Zone 1 and Zone 2 is the Inner Distribution Road and is noteworthy that the boundary between Zone 1 and Zone 2 is only circa 160 metres north of the application site.
- 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 west side of London Street, approximately 500 metres to the south of Reading Town centre. 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 2.1.

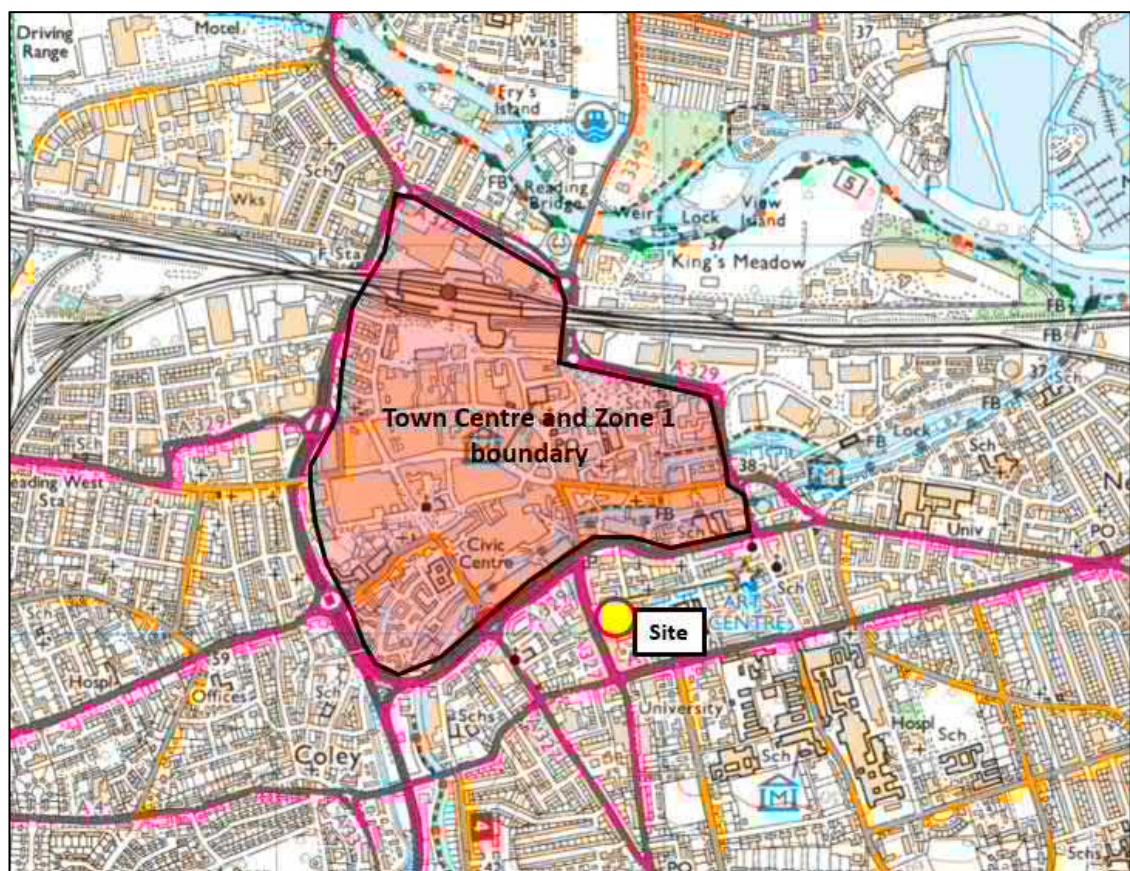


Figure 3.1 – Site Location Plan

- 3.3 The application site currently has pedestrian access from London Street and vehicular and pedestrian access from East Street.
- 3.1 London Street is a one-way single carriageway road southbound with a contraflow bus lane northbound and is subject to a 30 mile per hour speed limit. The carriageway is circa 9 metres wide and benefits from circa 3 metre wide footways on either side of its carriageway. Pay and Display parking bays are provided along both sides of the carriageway with parking restricted to a maximum stay of 3 hours with no return within 2 hours between the hours of 8am and 8pm, Monday to Sunday.
- 3.2 East Street is a one way road travelling southwards from London Road to South Street and is circa 3.5 metres in width by the site access, provided with footways and is subjected to a 30 miles per hour speed limit. No parking at any time restrictions are in place along the length of East Street.

- 3.3 South Street links with London Street to the west and via Sidmouth Street to Queens Road, part of the inner distribution road to the east.

Sustainable Transport Accessibility

- 3.4 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*).
- 3.5 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.
- 3.6 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

- 3.7 London Street benefits from street lighting and wide footways that link the site to the town centre and The Oracle shopping and leisure centre, which is located 400 metres to the north. The town centre has an extensive network of pedestrianised streets which provide direct access to the railway station and main bus interchange which is within a 10 minute walk of the site. The Royal Berkshire Hospital is also within a 10 minute walk of the site which is reached by the wide footways provided along the adjacent London Road.

Accessibility by Cycle

- 3.8 Reading has an extensive network of cycle routes and these are shown within **Appendix A**. London Street is a designated cycle route linking the site to the station and town centre where access to various Reading cycle routes providing access to all areas of the town and suburbs can be obtained, including the employment areas within South Reading and Green Park.

Accessibility by Bus

- 3.9 Reading has an extensive network of bus routes as shown within **Appendix B**. The closest bus stops to the site which are located within 70 metres of the site entrance on London Street are served by services 5, 6, 6a, 21 and 21a. All the bus services serve the town centre, while services 5 and 6/6a serve the main employment areas in south Reading and services 21/21a serve Reading University.

Accessibility by Rail

- 3.10 Reading Rail station is located 850 metres to the north of the site and is easily accessible by foot. 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 3.4 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			
Katesgrove Primary School	640 Metres	8	2
Kendrick Grammar School (Girls)	100 metres	1	N/A
Reading Boys School	1000 metres	12	3
Health Facilities			
Melrose Doctors Surgery	700 metres	8	2
Pure smile Dental Practice	450 metres	5	1½
Royal Berkshire Hospital	700 metres	8	2
Leisure Facilities			
Forbury Park	550 metres	6	2
The Oracle	200 metres	2	N/A
Key Employment Areas			
Central Reading	500 metres	5	2
Thames Valley Park	2,800 metres	33	9
Cradock Road Business Area	1,700 metres	20	5
Local Shops			
London Street	20 to 150 metres	N/A	N/A
Town Centre	500 metres	5½	1½

Table 3.4 – 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 so 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 function rooms and a large function venue to the rear with the capacity for 700 guests. The site is provided with five parking spaces accessed from the rear.
- 4.3 This planning application seeks permission for the comprehensive redevelopment of the site following the demolition of the function venue at the rear to provide 15 residential dwellings. 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	1
2 Bedroom Flat	12
3 Bedroom Flat	2
Total	15

Table 4.1 – Development Details

Vehicular Access

- 4.4 Vehicular access to the site will continue through the existing access point located in East Street. This access has visibility splays of 2.4 metres by 43 metres as 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 16 car parking spaces based on the schedule of accommodation provided at Table 4.1. However the site, as detailed within Section 2, is within 160 metres of the Zone 1 boundary which would require a maximum provision of eight spaces. Given the extremely sustainable location of site, the scheme provides a provision of seven spaces equating to 0.5 spaces per dwelling. Given the proximity of the site to Zone 1 it is deemed that the parking provision is acceptable for a site within such a sustainable location.
- 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 70 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 to the east of Reading (incl. Thames Valley Park); 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 the Oracle and Queens Road, 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 seven 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 21070006/TK01 within **Appendix D**, which shows vehicles will be able to enter and leave East Street in a forward gear.

Cycle Parking

- 4.12 A cycle storage area will be provided between the rear of the two new blocks and existing building as shown on the site plan provided within **Appendix C**. The new dwellings will be provided with eight cycle parking spaces in accordance with the requirements of RBC Parking Standards SPD.

Servicing and Deliveries

- 4.13 Home deliveries for the dwellings will take place within the site and the swept path of a 7.5 tonne delivery vehicle is shown on drawing 21070006/TK02 within **Appendix D**, which shows vehicles up to this size can enter and leave the site.
- 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 trip generating potential of the proposed residential development and compares it with the existing use, during the morning (AM) and evening (PM) peak hours and across the course of a typical day, which for the purposes of this assessment is taken to be between 07:00 and 19:00.

TRICS Assessment

- 5.2 The existing use of the site is a function venue with a capacity of 700, however as a result of the unique nature of the site, there are no equivalent uses within the TRICS database. As a result it has been assumed all new person trips onto the network, will be new trips to enable a robust assessment to be undertaken, especially for the weekday peak hours, when the venue was unlikely to be operating. However it is noteworthy, one event at week, with a full capacity would have equated to 1,400 person trips.
- 5.3 The TRICS database has been interrogated to find comparable sites in order to obtain trip rate information for the proposed land uses at the site. The subsequent TRICS Output files are attached at [Appendix E](#).
- 5.4 Table 5.1 below shows the daily number of person trips associated with the proposed 15 flats.

Time Period	Trip Rates (Per flat)			Trip Generation (Per 15 flats)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.145	0.670	0.815	2	10	12
PM Peak (17:00-18:00)	0.490	0.234	0.724	7	4	11
Daily (07:00-19:00)	3.305	3.487	6.792	50	52	102

Table 5.1 - Trip Generation of the Proposed Flats

- 5.5 Table 5.2 indicates the proposed residential dwellings will generate 12 person trips in the AM peak, 11 person trips in the PM peak and up to 102 person trips over the course of a day.
- 5.6 In order to establish the breakdown of trips that the proposed residential development is likely to generate, the person trip generations outlined in Table 5.1 have been factored using the modal split data extracted from the NOMIS website for the local area.
- 5.7 Copies of the census data extracted from the NOMIS website, and the modal split calculations are provided in Appendix F and summarised in Table 5.2 below.

Mode	%	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (07:00-19:00)
Train / Tube / Tram	17.1%	2	2	17
Bus	17.6%	2	2	18
Taxi	0.2%	0	0	0
Motorcycle, scooter or moped	0.7%	0	0	1
Driving a Car / Van	38.5%	5	4	39
Passenger in a Car / Van	3.7%	0	0	4
Bicycle	3.9%	0	0	4
On Foot	18.0%	3	2	18
Other method of Travel	0.3%	0	0	0
Total	100%	12	10	102

Table 5.2 – Person Trip Attraction of the Proposed Residential Units

- 5.8 Table 5.2 demonstrates that the majority of the trips from the residential dwellings will be by sustainable modes of transport, with the proposals estimated to generate five vehicle trips in the AM peak and four vehicle trips in the PM peak.
- 5.9 With regards weekly person trips, as stated in paragraph 5.2, one event at the existing function hall has the potential to generate 1,400 person trips, while the total weekly person trips from the residential dwellings will be 714 person trips, a 50% reduction.

Summary

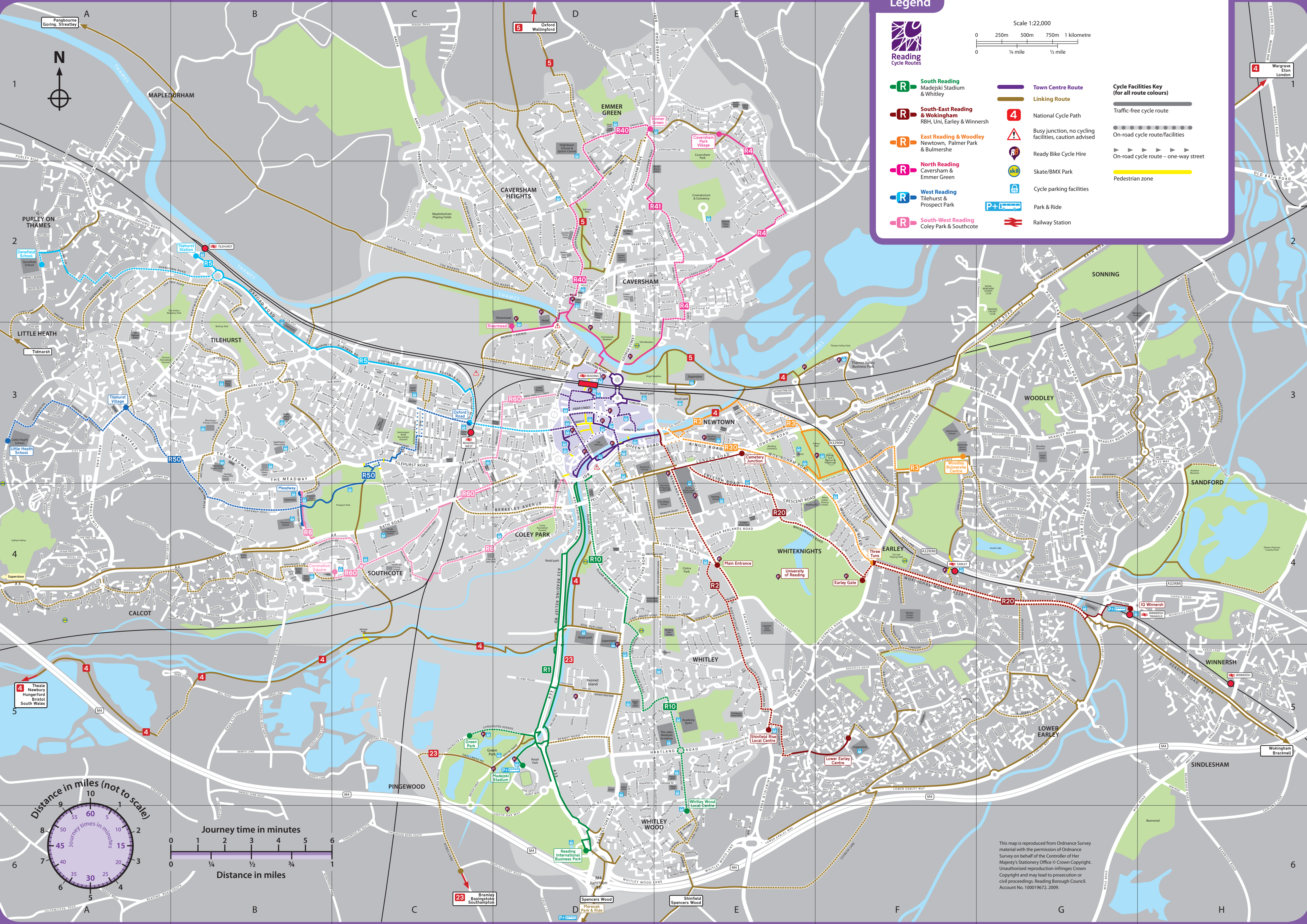
- 5.10 On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and there are thus no justifiable reason why this scheme could be refused on transportation grounds. This is particularly evident given that the proposed development will result in an overall reduction in weekly person trips from the site.
- 5.11 On this basis it is considered that the proposals will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with Local Plan Policy TR3. It is therefore clear that there are no highways and transportation reasons why this proposed development should be resisted.

6.0 Summary and Conclusion

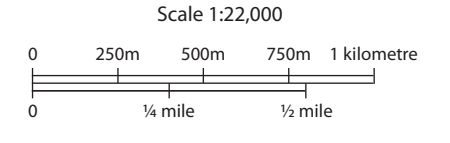
- 6.1 This Transport Statement has been prepared on behalf of The Keen Partnership to accompany a planning application for the conversion of ground floor function rooms to residential flats (Class C3), the demolition of a former Sui Generis function Hall and the construction of 12 new flats at 75-77 London Street, 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. Indeed, the results of our various analyses indicate that the proposals will lead to an overall reduction in vehicle trips associated with the site. 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 7 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



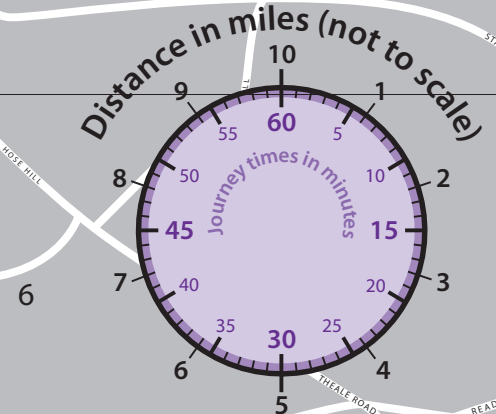
Legend



- 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

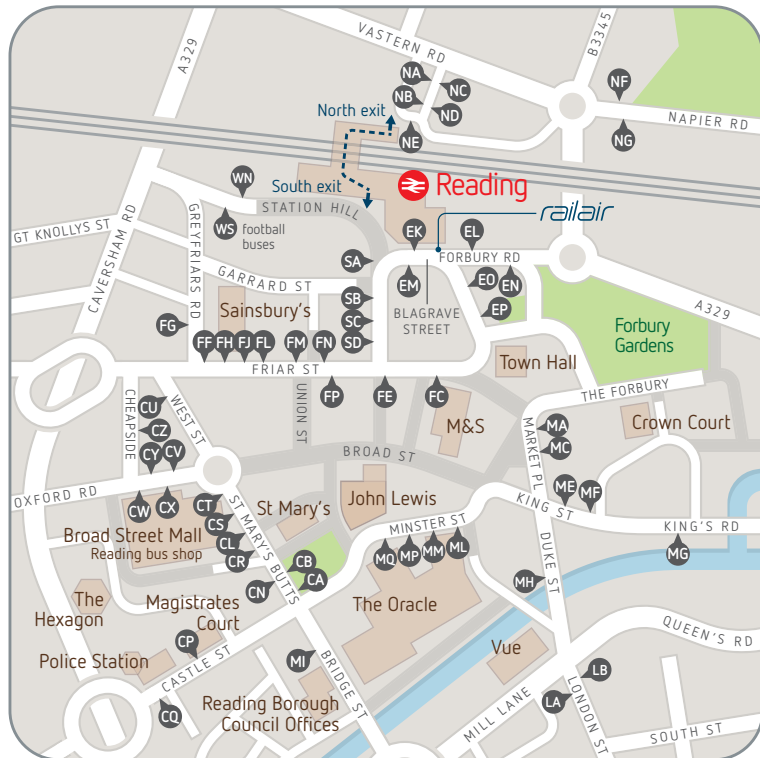


This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Reading Borough Council. Account No. 100019672. 2009.

Appendix B

Reading Bus Map

where to catch your bus in Central Reading



see where your bus is
get live times
buy your ticket

get the app

Readingbuses



route

jet black 1

lime 2 2a

leopard 3

leopard X3

lion 4 X4

emerald 5

emerald 6 6a

tiger 7

leopard 8

leopard 9

ruby 10

bronze 11

little oranges 19a 19c

little oranges 19b

orange 13 14

sky blue 15 15a

sky blue 16

purple 17

claret 21 21a

pink 22

berry 23

berry 24

pink 25

yellow 26

little berries 29

royal blue 33

buzz 42

greenwave 50

Thames Valley 127 128 129

Winnersh Triangle park & ride 500

Mere oak park & ride 600

railair

football buses

towards stops at

Theale/Thatcham/Newbury

EP FP CA CQ

Burghfield/Mortimer/Tadley

EP FP CA CQ

H Royal Berks Hospital/ UoR/Shinfield/Arborfield/Wokingham

CR FM SA MA MF

Shinfield Park (direct)

EP FP

Reading College/ Winnersh/Wokingham/Bracknell

CT FN EO ME

Northumberland Avenue

MI CL CU SC MC

Basingstoke Road / Tesco depot/Whitley Wood

MI CL CU SC MC

Spencers Wood/Riseley/Hartley Wintney/Fleet

SC MC LB

H Royal Berks Hospital/ UoR/TVSP/Shinfield/Spencers Wood

CR FM SA MA MF

H Royal Berks Hospital/ UoR/Whitley Wood/Shinfield/Spencers Wood

CR FM SA MA MF

Kenet Island

MI CS FM SD MC

Coley Park

MI CR FM EO MC

H Royal Berks Hospital/ UoR/Earley (Silverdale Road)/Woodley

CR FM SA MA MF

H Royal Berks Hospital/ UoR/Beech Lane/Lower Earley

CR FM SA MA MF

Reading College/Woodley Centre/Woodley

EM MF

Oxford Road/Dee Park/Tilehurst/IKEA

FE CX

Oxford Road/Purley

FE CX

Reading College/Wokingham Road (Three Tuns)

CY FN EO ME

Oxford Road/Tilehurst (Water Tower)

MG MM CN CW

University of Reading/Lower Earley

CR CU EK MA

Caversham Centre/Caversham Heights

FJ EL NB

Caversham Centre/Caversham Park/Emmer Green

FL EL

Caversham Centre/Emmer Green/Caversham Park

FL EL NA

Caversham Centre/Sonning Common/Peppard Common

FJ EL

Southcote/Fords Farm/Beansheaf/Calcot (IKEA)

EK FP CA CQ

Lower Caversham

FJ EL

Tilehurst/Turnhams Farm

FE CB CQ

Kenavon Drive

FN EO MF

Rivermead Leisure Centre

CS FG MP

Green Park/ football stadium

MI CS SD MC

Twyford/Wokingham

FC EO MF

Winnersh Triangle park & ride

MQ CS FM EO MC

Campus Reading International/Mere oak park & ride

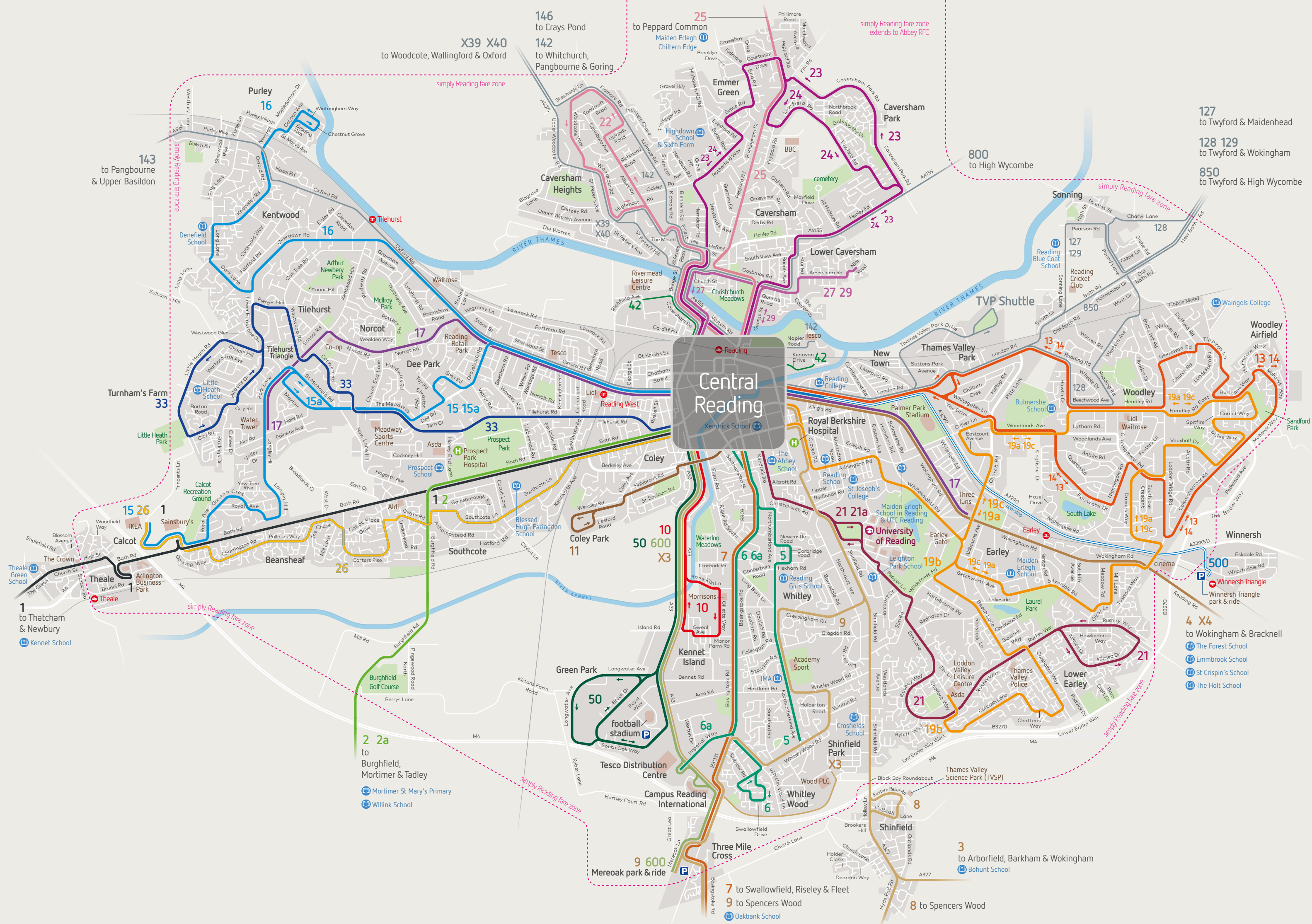
MI CS SD MC

Heathrow Airport

Reading Station

football stadium (matchdays only)

WS



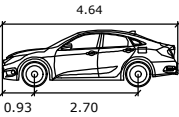
Appendix C

Site Plan

Appendix D

Swept Path Analysis

C:\Users\charlie\Documents\2107006\Drawings\2107006-TK01.dwg



2020 Honda Civic
Width : 1.88 meters
Track : 1.80
Lock to Lock Time : 6.0
Steering Angle : 29.4



9 Greyfriars, Reading, Berkshire, RG1 1NU
T: 0118 206 2930

Guildford - London - Reading
www.motion.co.uk

Project:
75-77 London Street, Reading

Title:
Swept Path Analysis
Private Car

Client:
The Keen Partnership

Drawing Status:

Scale: 1:250 (@ A3) Date: 27/01/2022

Drawn: CH Checked: CS Approved: CS

Drawing: 2107006-TK01 Revision:

Appendix E

TRICS Outputs

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	BD-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS	BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS	CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
3	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS	CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
4	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total No of Dwellings:	20	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
5	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
6	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	22	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
7	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-C-05	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: MONDAY	07/06/21	Survey Type: MANUAL
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	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL
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	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
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	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL

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 RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.55

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	0.086	11	48	0.383	11	48	0.469
08:00 - 09:00	11	48	0.145	11	48	0.670	11	48	0.815
09:00 - 10:00	11	48	0.204	11	48	0.307	11	48	0.511
10:00 - 11:00	11	48	0.206	11	48	0.246	11	48	0.452
11:00 - 12:00	11	48	0.251	11	48	0.240	11	48	0.491
12:00 - 13:00	11	48	0.295	11	48	0.309	11	48	0.604
13:00 - 14:00	11	48	0.261	11	48	0.217	11	48	0.478
14:00 - 15:00	11	48	0.185	11	48	0.253	11	48	0.438
15:00 - 16:00	11	48	0.331	11	48	0.173	11	48	0.504
16:00 - 17:00	11	48	0.392	11	48	0.196	11	48	0.588
17:00 - 18:00	11	48	0.490	11	48	0.234	11	48	0.724
18:00 - 19:00	11	48	0.459	11	48	0.259	11	48	0.718
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.305			3.487			6.792

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.

Appendix F

Multi Modal Calculations

TRICS 7.8.4

Trip Rate Parameter: No of Dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	0.086	11	48	0.383	11	48	0.469
08:00-09:00	11	48	0.145	11	48	0.67	11	48	0.815
09:00-10:00	11	48	0.204	11	48	0.307	11	48	0.511
10:00-11:00	11	48	0.206	11	48	0.246	11	48	0.452
11:00-12:00	11	48	0.251	11	48	0.24	11	48	0.491
12:00-13:00	11	48	0.295	11	48	0.309	11	48	0.604
13:00-14:00	11	48	0.261	11	48	0.217	11	48	0.478
14:00-15:00	11	48	0.185	11	48	0.253	11	48	0.438
15:00-16:00	11	48	0.331	11	48	0.173	11	48	0.504
16:00-17:00	11	48	0.392	11	48	0.196	11	48	0.588
17:00-18:00	11	48	0.49	11	48	0.234	11	48	0.724
18:00-19:00	11	48	0.459	11	48	0.259	11	48	0.718
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.305			3.487			6.792

WD703EW - Method of travel to work (2001 specification) (Workday population)

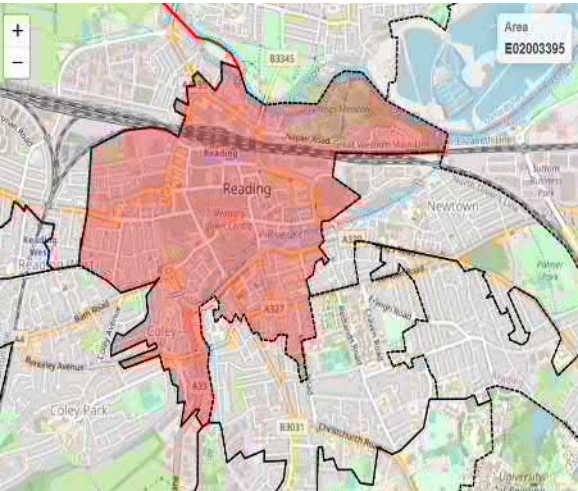
ONS Crown Copyright Reserved [from Nomis on 27 January 2022]

population
units
area type
area name

All usual residents aged 16-74 either in employment in the area, or not in employment but live there
Persons
2011 super output areas - middle layer
E02003399 : Reading 011

Method of travel to work (2001 specification)	2011	
		%
Underground, metro, light rail or tram	127	0.4%
Train	5,430	16.7%
Bus, minibus or coach	5,735	17.6%
Taxi	64	0.2%
Motorcycle, scooter or moped	216	0.7%
Driving a car or van	12,511	38.5%
Passenger in a car or van	1,211	3.7%
Bicycle	1,263	3.9%
On foot	5,862	18.0%
Other method of travel to work	96	0.3%
Total	32,515	100%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



Total Person Trips

Number of dwellings

15

Time	Arrivals	Departures	Total
AM peak (08:00-09:00)	2	10	12
PM peak (17:00-18:00)	7	4	11
Daily (07:00-19:00)	50	52	102

Method of travel to work (2001 specification)	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-08:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Train /Underground /Tram	17.1%	0	2	2	1	1	2	8	9	17
Bus, minibus or coach	17.6%	0	2	2	1	1	2	9	9	18
Taxi	0.2%	0	0	0	0	0	0	0	0	0
Motorcycle, scooter or moped	0.7%	0	0	0	0	0	0	0	0	1
Driving a car or van	38.5%	1	4	5	3	1	4	19	20	39
Passenger in a car or van	3.7%	0	0	0	0	0	0	2	2	4
Bicycle	3.9%	0	0	0	0	0	0	2	2	4
On foot	18.0%	1	2	3	1	1	2	9	9	18
Other method of travel to work	0.3%	0	0	0	0	0	0	0	0	0
Total	100%	2	10	12	6	4	10	50	52	102