

1-15 Queen Victoria Street & 145-148 Friar Street, Reading

Technical Note to Transport Statement

Client:	Thackeray Estates Reading Investments Ltd	Job No:	325429
Date:	25 October 2022	File Name:	221025 325429 TN v1.0
Prepared by:	CS	Approved by:	MF

1. Introduction

1.1 Overview

- 1.1.1 This Technical Note (TN) has been prepared to address comments received from Reading Borough Council (RBC) highways in relation to planning application 22/1232 for the “*demolition of No. 146 Friar St and structures to rear and partial demolition of No. 145 Friar St and various external works to other existing buildings, as part of redevelopment to provide: reconfigured basement and ground floor uses (Class E(a) or (b)) on Friar St and Queen Victoria St frontages and proposed apart-hotel (Class C1) at part-basement, part-ground and on all upper floors; part-two, part- three storey rear extension to No’s 5-15 (odd) Queen Victoria St; replacement basement and five storey building at No. 145 Friar St and two-storey roof extension to No. 146 Friar St; proposed public courtyard accessed via Queen Victoria St walkway; roof level plant; and various other associated works*”.

2. Servicing Arrangements

RBC: Currently, Fife Court predominately provides access for service deliveries and car parking, I am, therefore, concerned that the main pedestrian access into the apart-hotel from Fife Court will lead to conflicting movements between pedestrians and reversing service vehicles. In addition to this, all doors should open into the site, away from the access road.

- 2.1.1 To minimise conflict along Fife Court it is proposed that the main entrance doors to the apart-hotel will open inwards. This is illustrated in the revised ground floor plan included as **Appendix A**.
- 2.1.2 All deliveries will be accompanied by banksmen to ensure the safety of pedestrians when vehicles are reversing.

- 2.1.3 With regards to the refuse store doors, for operational purposes and to aid collection the doors will need to open outwards. The refuse store would be opened a maximum of once per day and banksmen / apart-hotel staff would coordinate to ensure that refuse collection activity does not conflict with delivery activity on Fife Court.
- 2.1.4 The delivery doors will continue to open outwards to allow for efficient operational usage. As stated above, all deliveries would be accompanied by banksmen to minimise conflict on Fife Court, and deliveries would also be scheduled to assist in managing activity on Fife Court. Doors would only be open for a short period of time whilst goods are moved between the delivery vehicle and the store.
- 2.1.5 As detailed below and illustrated in the attached tracking drawing, the doors opening outwards does not impact on the loading strategy or accessing the existing car parking spaces to the rear of the site.

RBC: clarification is sought regarding the number of existing units (and car parking spaces) which are served from Fife Court and how their access will be retained while deliveries are being made. It is also requested that the swept path analysis demonstrates a delivery vehicle passing another delivery vehicle parked up alongside the rear of 138-144 Friar Street to ensure access is maintained to for existing users to the units that front Broad Street.

- 2.1.6 The rear parking area accessed from Fife Court currently provides 7-8 car parking spaces which will be retained. These spaces are currently used, and will continue to be used, by the occupiers at 40 Broad Street (The Entertainer) and 47 Broad Street (Boots).
- 2.1.7 Swept path analysis has been undertaken which demonstrates that a car requiring access to the parking spaces are able to access / egress the area whilst a delivery to the proposed site is taking place and therefore access for existing users will be maintained. The tracking drawing is included as **Appendix B**.

3. Cycle Parking

RBC: vertical stands are not recommended for long term use and would not be supported by Transport. A minimum of 2no Sheffield type stands should be used and provided within a designated lockable store/room (without general access). We require detailed plans confirming that the cycle parking provision meets the Council's adopted standards in terms of number of spaces and layout.

- 3.1.1 There is space internally to provide 2x Sheffield stands (4 cycle spaces). This is illustrated in the revised ground floor plan, included as **Appendix A**.

APPENDICES

APPENDIX A

Revised Ground Floor Plan

APPENDIX B

Swept Path Analysis



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Vehicle arriving in parking area during a delivery period

0 2.5 5 7.5 10 12.5

metres

mode transport planning

Quadrant House
Broad Street Mall
Reading
RG1 7QE

t 0118 211 8180
e info@modetransport.co.uk
w www.modetransport.co.uk



The logo for mode transport planning features the word "mode" in white lowercase letters inside an orange rounded rectangle, with "transport planning" in grey lowercase letters below it.

scale					
1:250 @ A3					
drawn					
CS					
checked					
MF					
created					
Oct 22					