



Reading Borough Council

Prospect Park Pavilion, Reading

Transport Statement

April 2021

Project Code: 05500

PJA
The Aquarium
King Street
Reading
RG1 2AN
pja.co.uk



Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A	19 April 2021	LS	LS	MF
B	22 April 2021	LS	LS	MF

Prepared for

Andy Lockwood

Reading Borough Council

Civic Offices
Bridge Street
Reading
RG1 2LU

Contents

Section	Page
I Introduction	6
1.2 Pre-Application Correspondence	6
1.3 Report Structure	6
2 Existing Conditions	7
2.1 Site Location	7
2.2 Existing Pavilion	7
2.3 Car Parking	8
2.4 Cycle Parking	9
2.5 Local Highway Network	10
2.6 Sustainable Accessibility	12
3 Proposed Development.....	16
3.2 Car Parking	16
3.3 Cycle Parking	17
3.4 Servicing and Deliveries	17
4 Trip Generation and Impact Assessment	18
4.1 Trip Generation	18
4.2 Car Parking Assessment	19
5 Summary and Conclusions	21

List of Tables

Table 2-1: Prospect Park Car Park	9
Table 2-2: Bus Services (A4 Bath Road)	14
Table 4-1: Likely number of visitors.....	18
Table 4-2: Modal Split, New Trips (from TEMPro).....	18

List of Figures

Figure 2-1: Prospect Park car park.....	8
Figure 2-2: Liebenrood Road, at park access.....	10
Figure 2-3: Bath Road	10
Figure 2-4: Tilehurst Road	11
Figure 2-5: Honey End Lane.....	11
Figure 2-6: Walk Isochrones	12
Figure 2-7: Cycle Isochrones	13

Figure 2-8: Eastbound bus stop 14

Figure 2-9: Public Transport Isochrones 15



Appendices

Appendix A	Existing Site Layout	22
Appendix B	Proposed Development Layout.....	23



I Introduction

- 1.1.1 This Transport Statement (TS) has been prepared by PJA on behalf of Reading Borough Council (RBC) in relation to the proposed development of Prospect Park Pavilion in Reading.
- 1.1.2 The Prospect Park Pavilion will be developed to provide new play facilities, including mini-golf, an indoor sky-trail and a café.

I.2 Pre-Application Correspondence

- 1.2.1 Within the pre-application advice, RBC Transport Development Control stated that:

“In principal Transport do not have any objections to this application; however consideration should be given with regard to the potential increase in the number of vehicles parking within the park accessing the proposed new leisure facilities. Justification is required as to why additional parking is not required as we would wish to reduce further parking in the surrounding roads.

As the proposals would result in an increase in traffic in a sensitive location, a transport statement should be submitted with a full planning application, which should include a justification as to why an increased parking area is not proposed.”

I.3 Report Structure

- 1.3.1 The remainder of this report is split into the following chapters:
- Chapter 2: Existing Conditions
 - Chapter 3: Proposed Development
 - Chapter 4: Trip Generation and Impact Assessment
 - Chapter 5: Summary and Conclusions



2 Existing Conditions

2.1 Site Location

- 2.1.1 Prospect Park Pavilion lies within Prospect Park, grade II listed parkland, and is bordered to the north by the Prospect Park access road and to the east, south and west by Prospect Park parkland itself. The existing Pavilion layout is included as **Appendix A**.
- 2.1.2 Prospect Park is located in West Reading and covers an area of approximately 50 hectares. It is one of the largest and most popular parks in Reading. The park includes a restaurant in The Mansion House; “The Rookery” oak woodland (a Local Wildlife Site); sports facilities; and children’s play area.
- 2.1.3 Existing regular activities in the park include:
- Boot sale (May-October) – Saturdays, 07:00-14:30, use the grass opposite the Pavilion for car parking
 - Park Run – Saturdays, 07:00-11:00, most attendees walk or run to the event with no more than 20 cars using the car park
 - BYDL Football (September-May) – Saturdays, 09:00-13:30, attracting up to 70 cars per hour
 - Sunday League football games – Sundays, 09:00-12:00, attracting up to 70 cars per hour
 - Weekday 5aside football – the 5aside football pitches are bookable on weekday evenings. In winter peak periods (typically October through to March) the courts can be booked up entirely with up to 14 teams (5 aside) on site with transition time between matches.
 - Tennis – the tennis courts can be booked during the day, but the number of bookings tends to be low (three to four bookings per day on average, May to September)
- 2.1.4 There are also a number of other events and activities held within Prospect Park throughout the year, mainly from late May Bank Holiday through to September. For events which attract high volumes of vehicles, cars park on the grass opposite the Pavilion. Before each event takes place the user must submit a parking plan to RBC to ensure that the main car park on site does not fill up for regular users. Smaller activities and events on site occur most weekends between June and September, with around 40-50 cars using the car park on these event days.

2.2 Existing Pavilion

- 2.2.1 The Prospect Park Pavilion currently includes changing and toilet facilities for use during sporting events. It is also currently used by the Reading Play Service, who provide play facilities for children aged 0-13 to encourage learning and socialising. Reading Play have been located within the Pavilion since 2018.



2.3 Car Parking

- 2.3.1 The main Prospect Park car park is located on an access road reached from Liebenrood Road, to the east of the Pavilion. The car park is subject to a 1.9m height restriction and has space for approximately 80 cars, although there are no formal marked bays.

Figure 2-1: Prospect Park car park



- 2.3.2 Surveys of this car park were undertaken by Reading Borough Council. The results are shown in Table 2-1. The school Easter holiday was from Friday 2nd April to Sunday 18th April inclusive.
- 2.3.3 This shows that the car park reached maximum occupancy at 10:00 on Saturday 10th April, with cars associated with BYDL football parking on road. The minimum occupancy recorded was 20%, at 16:00 on Monday 12th April.
- 2.3.4 The maximum occupancy recorded on a weekday was 118% at 18:00 on Monday 19th April, associated with an evening football match. At 16:00 on a weekday, there was a maximum occupancy of 84% on Monday 29th March 2021. This was the day on which the “stay at home” rule ended in England, and this likely contributed to the higher parking numbers.



Table 2-1: Prospect Park Car Park

Day	Date	16:00 (weekdays) / 10:00 (weekends)		18:00 (weekdays) / 14:00 (weekends)	
		No. cars	% occupancy	No. cars	% occupancy
Monday	29/03/2021	67	84%	62	78%
Tuesday	30/03/2021	52	65%	76	95%
Wednesday	31/03/2021	55	69%	50	63%
Thursday	01/04/2021	47	59%	49	61%
Friday (Bank Holiday)	02/04/2021	62	78%	50	63%
Saturday	03/04/2021	67	84%	50	63%
Sunday (Easter Sunday)	04/04/2021	30	38%	41	51%
Monday (Bank Holiday)	05/04/2021	47	59%	29	36%
Tuesday	06/04/2021	22	28%	64	80%
Wednesday	07/04/2021	42	53%	46	58%
Thursday	08/04/2021	52	65%	47	59%
Friday	09/04/2021	45	56%	40	50%
Saturday	10/04/2021	140*	175%	41	51%
Sunday	11/04/2021	52	65%	71	89%
Monday	12/04/2021	16	20%	42	53%
Tuesday	13/04/2021	28	35%	36	45%
Wednesday	14/04/2021	29	36%	38	48%
Thursday	15/04/2021	32	40%	45	56%
Friday	16/04/2021	36	45%	20	25%
Saturday	17/04/2021	77*	96%	50	63%
Sunday	18/04/2021	50	63%	64	80%
Monday	19/04/2021	57	71%	94*	118%
Tuesday	20/04/2021	29	36%	40	50%
Average weekday (excl. Bank Holidays)		41	51%	50	62%

*Cars parking within the car park and on road, as a result of football matches

2.3.5 Further along the access road, there is an additional car park located north of The Mansion House. This car park is private and solely for visitors to the restaurant in The Mansion House. In addition, there are seven spaces for general public use in lay-bys along the access road, between the car park and restaurant.

2.3.6 There is also a second public car park for Prospect Park accessed from Honey End Lane. This car park has 13 marked bays.

2.4 Cycle Parking

2.4.1 Within Prospect Park, there are two sets of Sheffield stands for cycle parking:

- 15 Sheffield stands (30 spaces) opposite the Pavilion
- Six Sheffield stands (12 spaces) near the current children's playground



2.5 Local Highway Network

Liebenrood Road

- 2.5.1 Liebenrood Road routes along the eastern edge of Prospect Park, between Bath Road (forming a signalised junction to the south) and Tilehurst Road (forming a roundabout to the north). It provides access to the main Prospect Park car park. Liebenrood Road is a two-way single carriageway road with continuous footways and regular street lighting. There is a zebra crossing on Liebenrood Road close to the roundabout junction with Tilehurst Road; an informal crossing with dropped kerbs, tactile paving and a central refuge island close to the park access road; a second informal crossing with dropped kerbs and a central refuge further south; and a signalised crossing as part of the junction with Bath Road.
- 2.5.2 Car parking is largely unrestricted along the western edge of Liebenrood Road, whilst the eastern side of the road is subject to double yellow line restrictions.

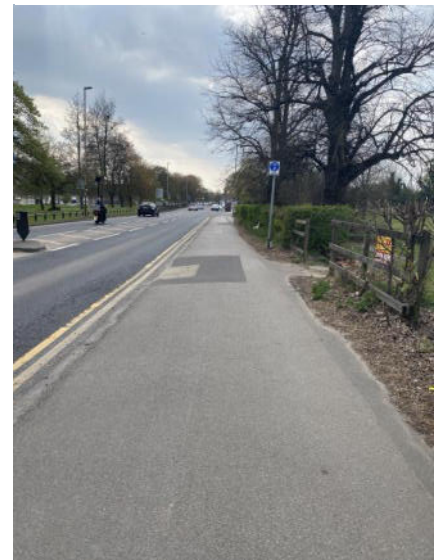
Figure 2-2: Liebenrood Road, at park access



Bath Road

- 2.5.3 Bath Road runs along the southern boundary of Prospect Park, and links Junction 12 of the M4 with the A329 in Reading town centre. In the vicinity of Prospect Park, Bath Road is a two-way single carriageway road subject to a 30mph speed limit, with a shared footway / cycleway along the northern edge. There is a footway along the southern edge of the carriageway for the eastern part of this section. Bath Road benefits from a crossing with dropped kerbs, tactile paving and a central refuge where the southern footway terminates, with a second similar crossing close to Fawley Road; a signalised crossing close to Circuit Lane bus stops; and a signalised crossing as part of the signalised junction with Liebenrood Road. There is also an underpass at the junction with Honey End Lane.
- 2.5.4 Bath Road is subject to double yellow line parking restrictions. Signs indicate that no loading is permitted between 08:15 and 09:15, and between 16:00 and 18:15.

Figure 2-3: Bath Road



Tilehurst Road

- 2.5.5 The northern edge of Prospect Park is bounded by Tilehurst Road. Tilehurst Road is a two-way single carriageway road subject to a 30mph speed limit, which benefits from continuous footways along both sides and regular street lighting. There are zebra crossings on Tilehurst Road on both arms of the roundabout with Liebenrood Road, as well as a signalised crossing to the east of the mini-roundabout between Water Road and Tilehurst Road. Additionally, there is an informal crossing with dropped kerbs, tactile paving and a central refuge island east of the eastern junction with Honey End Lane, and a signalised crossing on the western junction with Honey End Lane (where Tilehurst Road becomes The Meadway).
- 2.5.6 Parking along Tilehurst Road is largely unrestricted. Dashed lines in the carriageway indicate space for parking, requiring vehicles to park partially on the footway.

Figure 2-4: Tilehurst Road



Honey End Lane

- 2.5.7 Honey End Lane forms the western boundary of Prospect Park, linking Bath Road and The Meadway. It is a two-way single carriageway road with regular speed humps. The southern section is subject to a 20mph speed limit and the northern section is subject to a 30mph speed limit. There is a segregated footway / cycleway along the eastern edge of the southern section of the road (to a mini-roundabout with the eastern arm of Honey End Lane and Meadway Shopping Centre). There is a continuous footway along the western edge of the road, and a continuous footway along the northern section on the eastern side of the road.
- 2.5.8 There is an informal pedestrian crossing on Honey End Lane, close to the junction with Bath Road. This comprises a raised table with contrasting block paved surfacing, and tactile paving. There are also zebra crossings close to the Prospect School access and at the Meadway Shopping Centre. Additionally, pedestrian crossings are present on all arms of the signalised junction between Honey End Lane and The Meadway.
- 2.5.9 Parking along much of the southern section of Honey End Lane is unrestricted, whilst the northern section is largely subject to double yellow line restrictions.

Figure 2-5: Honey End Lane



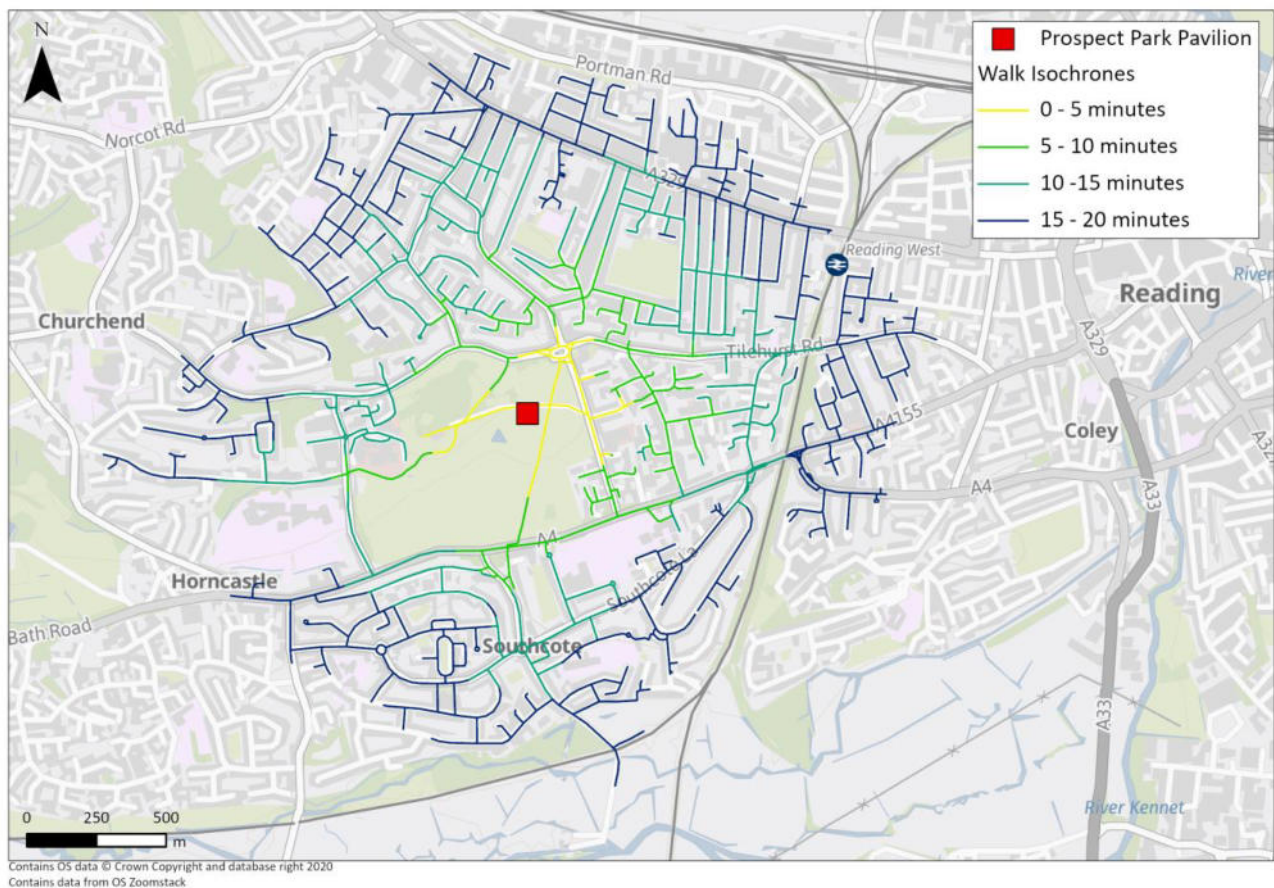


2.6 Sustainable Accessibility

On Foot

- 2.6.1 Within Prospect Park, street lighting is provided on the main pedestrian routes, and there are pedestrian crossings on the access road. There are also footways and regular street lighting on the roads surrounding the park, with a number of pedestrian crossings as detailed in the previous section.
- 2.6.2 The area accessible within a 20 minute walk distance of the site is shown in Figure 2-6. Prospect Park is surrounded by a number of residential areas including Southcote, Calcot, Tilehurst and Norcot, with Reading town centre accessible within a 30 minute walk.

Figure 2-6: Walk Isochrones

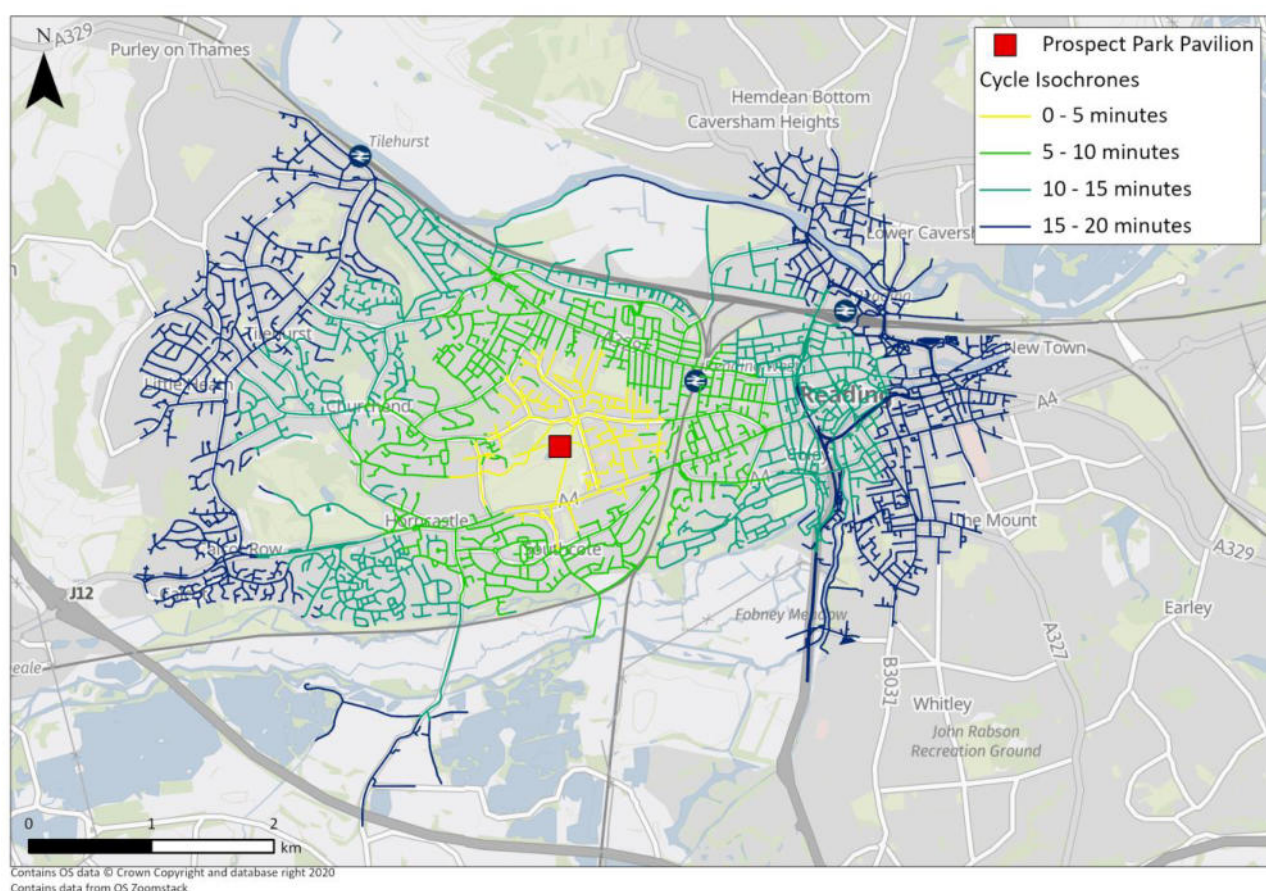


By Cycle

- 2.6.3 The area which can be accessed within a 20 minute cycle of the site is shown in Figure 2-7. This demonstrates that the majority of west and central Reading can be reached within this time period.

- 2.6.4 Reading cycle route R50 goes east-west through Prospect Park. This route links Tilehurst Village, Meadway, Prospect Park, Oxford Road and Reading town centre. The route predominantly uses quiet, traffic calmed roads.
- 2.6.5 Reading cycle route R6 runs along Honey End Lane to the west of Prospect Park. This is a quiet, on-road route between Meadway, Southcote, Coley Park and Reading town centre. Honey End Lane benefits from a segregate off-road cycleways, whilst Bath Road has a shared footway/cycleway.
- 2.6.6 Additionally, National Cycle Network (NCN) Route 422 passes to the south of Prospect Park, along Bath Road which benefits from a shared cycleway. The route links Newbury and Windsor, with the section in Reading going through Theale, Calcot, Prospect Park, and through Earley to Wokingham. Improvements on Bath Road to the east of Prospect Park are proposed as part of the RBC Active Travel Fund Tranche Two. A predominantly segregated cycle facility is proposed in each direction, including segregated provision across the Inner Distribution Road junction. Junctions and crossing facilities will also be improved along the route.

Figure 2-7: Cycle Isochrones





Bus

2.6.7 Bus stops are located on the Tilehurst Road / Liebenrood Road / Waverley Road roundabout. The westbound stop is approximately 240m walk distance from the Pavilion, whilst the eastbound stop is approximately 300m away. Zebra crossings are provided on Tilehurst Road which can be used to access the eastbound stop.

2.6.8 The eastbound stop has a shelter with seating, a layby and timetable information, whilst the westbound stop had a layby and bus flag with timetable information.

2.6.9 These stops provide access to bus service 33 Royal Blue, which routes between Reading, Tilehurst and Little Heath. Buses on this route depart approximately every 10-15 minutes on weekdays and every 15 minutes on a Saturday. There is a half hourly service on a Sunday.

2.6.10 Additional bus stops are located on the A4 Bath Road approximately 465m walk distance from the Pavilion. These stops provide access to the bus services summarised in Table 2-2.

Figure 2-8: Eastbound bus stop



Table 2-2: Bus Services (A4 Bath Road)

Bus No.	Route	Mon-Fri peak frequency	Mon-Fri hours of operation	Saturday daytime frequency	Saturday hours of operation	Sunday daytime frequency	Sunday hours of operation
1	Newbury – Thatcham – Woolhampton – Theale – Reading	Every 30 minutes	05:00 – 23:26	Every 30 minutes	06:20 – 23:25	Every hour	07:20 – 20:09
2 / 2a	Mortimer – Burghfield Common – Reading	Every 30-45 minutes	04:55 – 00:00	Every 30 minutes	06:40 – 00:00	Every hour	09:00 – 19:53

Rail

2.6.11 Reading West railway station is located approximately 1.7km from the site. The station is served by trains which run between Reading and Newbury / Basingstoke. On weekdays, there are two trains per hour to Reading, one train per hour to Basingstoke and one train per hour to Newbury.

Public Transport Isochrone

2.6.12 The public transport accessibility is shown in Figure 2-9. These isochrones are based on the period 11:00-13:00 on a Saturday, and show 10, 20 and 30 minute travel times.



3 Proposed Development

3.1.1 The Prospect Park Pavilion will be developed to provide a new multi-use community hub and activity centre, with the aim for this to become a new destination for learning, entertainment and activities for families and children in Reading. A plan of the proposed development layout is included as **Appendix B**.

3.1.2 The proposals include the following elements:

- Family 9 hole mini-golf (this will be wheelchair accessible, with specialist accessible putting equipment available)
- Indoor low ropes course for children aged seven and under ('Skytrail')
- Café with indoor and outdoor seating
- Breakout spaces and meeting room – for parties, meeting and teaching, and for use by those with special educational needs or disabilities
- Toilet facilities (including an accessible changing places facility), showers and football changing facilities (the football changing facilities will remain unchanged from existing)
- Outdoor education area which will also support Reading Play's educational outreach work, to include features such as archery and team building activities

3.1.3 It is expected that the opening hours of the site will be from 10:00-16:00/17:00, seven days a week. The mini-golf may be open for longer hours during the summer months and holiday periods.

3.1.4 Alongside the proposals for the Pavilion, there are also proposals to relocate the existing playground to the area opposite the Pavilion. These proposals are subject to a separate planning application and will cater for existing users of the park.

3.2 Car Parking

3.2.1 The Reading Borough Council Revised Parking Standards and Design Supplementary Planning Document (SPD) was adopted in 2011. The standards are based on a zonal scheme. The Pavilion is within zone three (the secondary core area), whilst the southern part of the wider Prospect Park is classed as zone four (the wider urban area).

3.2.2 The SPD sets maximum car parking standards for non-residential developments. The document notes that this will support the need to "*promote sustainable transport choices; reduce carbon emissions; take into account levels of public transport accessibility; reduce the amount of land needed for development; and tackle congestion*". The land uses proposed do not directly correlate to the land uses listed in the standards.



- 3.2.3 As part of the proposed development, it is not proposed to amend the existing car parking provision within the park. Further assessment of the impact on parking availability is set out in the following section.

3.3 Cycle Parking

- 3.3.1 Prospect Park currently benefits from 21 Sheffield stands, accommodating 42 cycles. It is not proposed that any further cycle parking would be provided as part of the Pavilion redevelopment.

3.4 Servicing and Deliveries

- 3.4.1 Servicing and delivery vehicles will reach the site via the access road. Dependent on the nature of the servicing / delivery trip, vehicles would either be able to stop on the access road or within the Prospect Park car park (noting the height restriction on the car park). Vehicles could turn at the end of the access road, close to The Mansion House.



4 Trip Generation and Impact Assessment

4.1 Trip Generation

Low Ropes and Mini-Golf

- 4.1.1 The likely number of peak and off-peak visitors to the low ropes and family mini-golf was provided by RBC, and is set out in Table 4-1. The low ropes will be pre-bookable, allowing for numbers to be controlled. The mini-golf will operated on a pay and play basis, unless privately booked out.
- 4.1.2 For the low ropes, it has been assumed that one adult would be present per child participating, whilst for the family mini-golf it has been assumed that all group members present would participate.
- 4.1.3 It is expected that a considerable number of people playing mini-golf would already be in the park, with this activity undertaken as part of a linked trip. It has therefore been assumed that 50% of mini-golf trips are new, with the remainder existing park users. As the low ropes will be bookable in advance, it is expected that the majority of users make a dedicated trip and therefore no reduction has been applied.

Table 4-1: Likely number of visitors

	Off peak (minimum, participants)	Off peak (minimum, total people)	Peak (maximum, participants)	Peak (maximum, total people)	Peak (maximum, new people)
Low Ropes	1 to 4	2 to 8	15 to 20	30 to 40	30 to 40
Family Mini-Golf	1 to 4	1 to 4	18 to 36	18 to 36	9 to 18

- 4.1.4 TEMPro was used to establish the likely modal split for recreational / social journeys to destinations in Reading, as shown in Table 4-2. The likely modal split for the low ropes and family mini-golf was subsequently determined.

Table 4-2: Modal Split, New Trips (from TEMPro)

Modal	Percentage	Low Ropes	Family Mini-Golf
Walk	20%	8	4
Cycle	1%	1	0
Car Driver	33%	13	6
Car Passenger	36%	14	7
Bus Coach	7%	3	1
Rail Underground	3%	1	1
Total	100%	40	18

- 4.1.5 The trip generation set out above is based on a modal split for all leisure trips within Reading, with an average of 2.1 people per vehicle. For the proposed low ropes and family mini-golf, it would be



expected that the average car occupancy would be higher than this as these activities are predominantly aimed at families with children. Therefore, the car driver trip generation is likely to be an overestimate.

Café

- 4.1.6 The café is largely expected to be used by people already on the site. It is therefore assumed that any trip generation associated with this would be minimal.

Outdoor Education Area

- 4.1.7 Reading Play already use the Pavilion to support their educational outreach work. It is not expected that the proposals will lead to additional trip generation associated with Reading Play.

Breakout Space and Meeting Room

- 4.1.8 This space will be ancillary to the other spaces on site, for use for meetings, parties and teaching. It is expected that very few, if any, dedicated trips would be generated by this space, with users largely associated with Reading Play and the low ropes.

Changing Facilities

- 4.1.9 The changing facilities within the building will be the same as existing, and therefore will not be expected to generate any additional trips to existing.

4.2 Car Parking Assessment

- 4.2.1 The parking survey showed that at 16:00 on a weekday, between 13 and 64 car parking spaces were available, with an average of 39 spaces free. On a weekend, up to 50 car parking spaces were available.
- 4.2.2 The proposed development is forecast to generate a maximum of 19 additional cars on the site. Based on the average car park occupancy at 16:00 on a weekday, these cars could be accommodated within the existing car park.
- 4.2.3 Furthermore, 19 cars could be accommodated within the car park at the majority of times at the weekend. The peak car parking recorded at the weekend in the survey by Reading Borough Council was associated with BYDL football games. This league runs from September to May. Therefore, this demand would not occur during the summer, when the greatest number of trips associated with the mini-golf and low ropes would be expected to occur. It is also worth noting that the low ropes will be a pre-booked managed system, so numbers can be controlled when other activities take place in the park to reflect predicted capacity at weekends, with bookings timed to suit.



- 4.2.4 It is therefore expected that there would be few occasions when the peak demand for the existing uses and the peak demand for the proposed development occur simultaneously, and therefore the car park could accommodate the typical demand from both the existing and proposed land uses.



5 Summary and Conclusions

- 5.1.1 This Transport Statement has been prepared by PJA on behalf of RBC in relation to a proposed development at Prospect Park Pavilion in west Reading, to provide new play facilities, including mini-golf, an indoor sky-trail and a café.
- 5.1.2 It has been demonstrated that the park is in a sustainable location and that a significant number of future users would be able to access the site on foot, bicycle and by public transport.
- 5.1.3 The proposals are forecast to generate a maximum of 19 additional cars. The assessment undertaken demonstrates that the existing car park could accommodate this level of car parking in addition to the typical existing car park demand, and therefore no additional car parking would be required.
- 5.1.4 Additionally, at times where there may be car park capacity constraints, the booking system for the low ropes will allow the number of users to be controlled as appropriate.



Appendix A Existing Site Layout





Appendix B Proposed Development Layout

