

28 PORTMAN ROAD, READING, RG30 1EA

TRANSPORT STATEMENT

ON BEHALF OF VIRTUE SCHOOL OF GYMNASTICS

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Virtue School of Gymnastics to support the Change of Use application at 28 Portman Road, Reading, RG30 1EA. The application is for the Change of Use of a car showroom (sui generis) to a gymnastics and free running/ parkour facility (E use). At this stage, the previous lawful use of the building cannot be determined, therefore the existing unit is being described as sui generis in the absence of other information to clearly show otherwise.
- 1.2 Virtue School of Gymnastics currently operates from several different venues across Reading which are rented out for each session. The three full time venues that are attended are those at Denefield School, Cotswold Sport Centre and Avenue School. The change of use proposal will provide a purpose built facility for Virtue School of Gymnastics, combining the current fractured operations to one fit for purpose facility.
- 1.3 The proposed Change of Use site is an existing warehouse with ancillary showroom, trade counter and office accommodation of circa 782m² which is currently vacant. The site is bound by industrial units to the north, east and west and Portman Road to the south.
- 1.4 The site is located within the Portman Road Trading Estate, which is to the northwest of Reading Town Centre and within the Secondary Core Area of Reading (Zone 3) as identified in the Reading Borough Local Development Framework (2011).
- 1.5 A questionnaire has been undertaken with 224 responses collected from existing Virtue members which has informed existing and future travel habits and forecast parking demand.
- 1.6 Vehicular access to the site is via an unnamed road served by Loverock Road. Pedestrian access can be gained using the unnamed road, which is lightly trafficked, with a footpath link also provided from Portman Road to the south of the site.
- 1.7 The following key transport issues are addressed in this report:
 - i. Existing Virtue School of Gymnastics operations;
 - ii. Existing situation of the proposed site;

- iii. Accessibility of the site;
- iv. The Change of Use proposals;
- v. Proposed on and off site car parking arrangements;
- vi. Parking justification and traffic impact; and
- vii. Relevant transport related policy.

1.8 It is concluded that the site is accessibly located, with the potential to reduce the number of vehicular trips to the site by providing opportunities for more users to walk and cycle to the site when compared to current operations. It is also considered that the proposed Change of Use site is located in a more accessible location when compared to the current locations that Virtue operates from as detailed below:

- Avenue School;
- Purley Primary School;
- Downsway Primary School;
- St Michaels Primary School;
- Longlane Primary School;
- Denefield School; and
- Cotswold Sport Centre

1.9 It is also considered that the provision of a bespoke facility combining the existing fractured operations provides the opportunity to shorten the length of trips to and from the facility in comparison to current travel patterns. The proposed new facility is also located near to a number of other retail and leisure facilities, therefore providing the opportunity for a high percentage of trips to the site to be linked trips.

1.10 This TS also demonstrates that the proposed parking strategy, with the availability of both on and off site parking spaces, is appropriate to accommodate the forecast parking demand associated with future operations at the gymnasium. It is not

anticipated that the Change of Use will lead to instances of inappropriate parking on the local highway network or an of the surrounding industrial uses car parks.

- 1.11 It is therefore considered that there are no valid reasons to object to the Change of Use proposals on transport grounds.

2. EXISTING SITUATION

Site Location

- 2.1 The proposed Change of Use site is an existing warehouse with ancillary showroom, trade counter and office accommodation of circa 782m² which is currently vacant. The site is bound by Loverock Road to the north, industrial units to the east and west and Portman Road to the south. The location of the site is shown on Figure 1.
- 2.2 Pedestrian access to the site is currently achieved to the south via a footway on Portman Road and Loverock Road and the unnamed road to the north. The existing vehicular access is from an unnamed road served from Loverock Road, with a gated parking forecourt to the north of the unit. The existing private car park has approximately 11 car parking spaces which are currently used informally which leads to higher number of vehicles parked in random arrangements at the site.

FIGURE 1 – SITE LOCATION PLAN

- 2.3 The site is located within the Portman Road Trading Estate, which is to the northwest of Reading Town Centre and within the Secondary Core Area of Reading (Zone 3) as identified in the Reading Borough Local Development Framework (2011).
- 2.4 The names and operational hours of the businesses located within the industrial units located to the immediate east and west of the site are:
- Plastix Plus: 07:30 to 16:30, Monday to Friday.
 - Window Worx: 08:00 to 16:00, Monday to Friday.
 - The WORKSHOP (MOT centre): 09:00 to 18:00, Monday to Friday and 09:00 to 16:00, Saturday.
 - The Door Store: 09:00 to 16:30, Monday to Saturday.

Local Highway Network

- 2.5 Vehicular access to the site is currently achieved via an unnamed road which is served from Loverock Road. The unnamed road is accessed via a simple priority junction, is approximately 7.5 metres wide and serves access to car parks for the

two adjacent industrial units (Plastix Plus, WindowWorx and the WORKSHOP (MOT centre) to the west and The Door Store to the east) and the proposed site. Details of operational hours are provided above.

- 2.6 A double yellow line Traffic Regulation Order (TRO) is in place on the eastern side of the unnamed road carriageway, with informal parking spaces on the western side.
- 2.7 Loverock Road is approximately 7.5 metres wide, subject to a 30mph speed limit and has intermittent 'No Parking at Any Time' double yellow line TROs along both sides of the carriageway. The northern side of the carriageway provides access to private car parking spaces owned by other units within the industrial estate. Intermittent on-street parking is permitted on the southern side of the Loverock Road carriageway, with approximately 28 on street parking spaces within 300 metres of the site access. The TROs for the local area can be viewed at Appendix A.
- 2.8 Loverock Road has several priority junctions on the southern side of the carriageway facilitating access to businesses and retail units within the surrounding industrial estate.
- 2.9 Loverock Road is accessed via Little John's Lane to the west and Ashmere Terrace to the east of the site, both of which are served by Portman Road. These roads provide a 'loop' which can be utilised during drop-off. Both Little John's Lane and Ashmere Terrace serve other units within the industrial estate with simple priority junctions.

Local Car Parking Provision

- 2.10 Car parking provision in the local area is provided in the form of private car parks within the confines the various business units as well as on-street car parking along the southern side of Loverock Road and a mixture of private and public car parking adjacent to the railway line along the northern side of Loverock Road.
- 2.11 Car parking provision in the vicinity of the site is detailed in Table 2.1 below.

Table 2.1 – Car Parking Provision

Site	No. Car Parking Spaces		
	Off-Street	On-Street	Total
Proposed site	14	0	14
Plastix Plus	20	10	30
WindowWorx	0	0	0
The WORKSHOP	5	0	5
Door Store	29	10	39
Unrestricted – southern side of Loverock Road	0	28	28
Unrestricted – northern side of Loverock Road	0	8	8
Total	58	56	114

- 2.12 As detailed in Table 2.1, within the vicinity of the proposed site there are a total of 114 car parking spaces, of which 78 are private car parking spaces and 36 are unrestricted parking spaces.

Local Highway Safety

- 2.13 Personal injury accident data of the most recent five years has been provided by Reading Borough Council to identify whether there have been any accidents in the vicinity of the site. There have been no reported accidents between 2015-2019 within 100 metres of either side of the site access along Loverock Road. The personal injury accident plot map can be viewed at Appendix B.

Conclusion

- 2.14 The local highway network is considered to operate in a safe and suitable manner. It is concluded that there are no highway safety issues within the vicinity of the site.

3. ACCESSIBILITY

- 3.1 There is a mix of services, facilities, amenities and public transport opportunities within surrounding area. The times given to reach locations in the following text have been based upon an average walking speed of 80 metres per minute¹ and an average cycling speed of 320 metres a minute². It is accepted that the time it takes people to walk or cycle this distance will depend on the individual's level of health and fitness and will therefore vary from person to person.

Local Facilities and Amenities

- 3.2 There are a range of local facilities and amenities in the area, including a Tesco Superstore including a Pharmacy and Petrol Station, Reading Retail Park, Stadium Industrial Estate and other smaller high street retail shops and takeaways. The surrounding area is generally comprised of light industrial, warehouse and retail land uses, with a number of leisure uses also available.
- 3.3 The location of the site provides opportunities for site users to travel to the site via sustainable transport modes and for linked trips to be undertaken by parents dropping off Virtue members.

Walking and Cycling

- 3.4 The local area benefits from a range of pedestrian and cycle infrastructure, providing suitable and accessible links to and from the site. The pedestrian infrastructure provision includes footways of circa two metres in width, dropped kerbs provided at crossing opportunities and street lighting.
- 3.5 Footways approximately three metres in width are provided on both sides of Portman Road. The footway provision on the northern side of the carriageway, from which the site is accessed, is a shared footway/ cycleway. A two metre wide grass verge separates the footway from the carriageway. A staggered Pelican Crossing with dropped kerbs, tactile paving and segregation fences is provided approximately 180 metres east of the site. The crossing provides the opportunity to cross Portman Road in a safe, controlled manner, with the Tesco Superstore and associated car parking located to the south of the site at an approximately walking

¹ 'Providing for Journeys on Foot' IHT (2000)

² Transport Note 20/8 'Cycle Infrastructure Design', published by the DfT in October 2008.

distance of 350 metres (five minutes by foot) when using the footway provisions and crossing.

- 3.6 Loverock Road is provided with footways on both sides of the road with a general width of two metres on the south side and one metre on the north side.
- 3.7 Moultsford Mews is located to the south of the site, accessible via the Pelican Crossing on Portman Road. Moultsford Mews is a pedestrian and cycle route which connects Portman Road and Oxford Road. The route has streetlighting provisions and can be used as a route to the bus stops located on Oxford Road, approximately 630 metres to the south of the site (nine minute walk or three minute cycle).
- 3.8 The shared footway/ cycleway which routes along the northern side of the Portman Road carriageway is part of National Cycle Route 5, providing a link to Thames Path to the east. The route provides off-road access to Reading City Centre in the east and Purley in the west. Reading Town Centre is approximately three kilometres to the east (nine minutes by cycle) of the site. The routes also provide connections between the site and the residential areas to the east and west of the site.

Bus

- 3.9 The closest bus stop to the site is West Village, located on Oxford Road approximately 630 metres south of the site (nine minute walk). Both bus stops are provided with real time bus information, a flag pole, timetable information, a shelter and seating. For pedestrians accessing the westbound stop, there is a pedestrian refuge island on Oxford Road. Table 3.1 provides a summary of the West Village services.

Table 3.1 – Summary of Buses Servicing West Village Bus Stop

Service	Destination	Mon - Fri		Sat		Sun	
		First / Last Bus	Freq	First / Last Bus	Freq	First / Last Bus	Freq
15	Central Reading - Calcot	06:00 - 23:00	30 mins	06:00 - 23:00	30 mins	07:45 23:15	30 mins
16	Central Reading - Purley	05:52 23:49	20 mins	05:52 23:49	20 mins	07:22 23:49	30 mins
17	Wokingham Road - Tilehurst	04:00 00:00	8 mins	04:00 00:00	10 mins	04:00 00:00	12 mins
143	Central Reading - Goring	07:42 17:30	90 mins	07:42 17:30	90 mins	-	-

3.10 As can be seen from Table 3.1, bus provision in the vicinity of the site is very good, with buses running at a maximum frequency of every 8 minutes, operating to locations such as Central Reading, Calcot, Purley, Wokingham Road, Tilehurst and Goring. Services to these destinations are provided throughout the day.

Rail

3.11 Reading West Railway Station is the closest rail facility to the site, located approximately 1.1 kilometres (15-minute walk or four minute cycle) to the southeast. Access to the Station can be achieved routing along Portman Road, Beresford Road, Moultsford Mews and Oxford Road. Controlled pedestrian crossings, dropped kerbs with tactile paving and pedestrian refuge islands are provided along the route.

3.12 Reading West is operated by Great Western Railway and offers services to Reading Town Centre, Newbury, Basingstoke and the stops in between, providing the opportunity for site users to travel sustainably from further afield.

Car Parking

3.13 There are opportunities for on-street parking along Loverock Road. Further details are provided in Section 2.

Site Location

- 3.14 A comparison has been made between the three most popular existing venues that Virtue currently use for their sessions and the proposed site, which can be seen in Table 3.2 below.

Table 3.2 – Site Accessibility Comparison

Site	Location of nearest bus stop	Number of bus services available	Location of closest rail facility
28 Portman Road	480metres	6	1.1 kilometres
Denefield School	100 metres	1	2.3 kilometres
Cotswold Sports Centre	400 metres	1	1.8 kilometres
Avenue School	270 metres	3	3.4 kilometres

- 3.15 As can be seen in Table 3.2, the proposed site has the highest number of bus services available from the closest bus stop. The site is also the closest in relation to rail facilities. It is therefore considered that the site is more accessibility located than the existing facilities used by Virtue.

Conclusion of Accessibility

- 3.16 The site is accessibly located within an existing built-up area within close proximity to a major Town Centre. There are a number of opportunities available for future site users to access the site via modes other than that of a private vehicle. The opportunities available are greater than those of the existing venues used by Virtue, highlighting the benefit of operating from a purpose-built facility.
- 3.17 The site is also conveniently with a range of facilities and amenities nearby which provide the opportunity for linked trips to be made by car users when dropping off and picking attendees to the site.

4. EXISTING AND PROPOSED VIRTUE OPERATIONS

- 4.1 The aim of the proposal is to create a gymnastics and parkour facility to enhance the development of the sports within Reading. The proposal will provide a purpose built facility for Virtue School of Gymnastics at 28 Portman Road, Reading, RG30 1EA. The proposed facility will offer pre-school gymnastics; freestyle/parkour and recreational gymnastic services.

Existing Operations

- 4.2 Virtue School of Gymnastics currently operate from a number of different venues across Reading as detailed below:

- Avenue School;
- Purley Primary School;
- Downsway Primary School;
- St Michaels Primary School;
- Longlane Primary School;
- Denefield School; and
- Cotswold Sport Centre

- 4.3 Owing to the fact Virtue currently rent a number of different schools and sport centre facilities, there is limited opportunity to expand and meet the demands of the local community.

Proposed Operations

- 4.4 The aim of the development proposals is to create a new gymnastics and parkour facility to enhance the development of the sports in Reading, providing a purpose built facility for Virtue School of Gymnastics at 28 Portman Road, Reading.
- 4.5 As set out in previously within this chapter, operations are currently spread over a number of locations at schools and sports centres, with limited opportunity to expand and meet the demands of the local community.

4.6 The proposed facility will offer the following main services and associated capacity of classes:

- Pre-school gymnastics (maximum of 24 students aged 6 weeks to 4 years) operating on a Monday, Wednesday, Friday and Saturday;
- Recreational Gymnastics (maximum of 40 students aged 4 to 11+) operating Monday to Saturday;
- Freestyle/Parkour (maximum of 24 students aged 3 to 11+) operating Monday to Saturday; and
- Parties and courses(Sunday only).

4.7 General classes will be 45 minutes, with 15 minutes between the end of one class and the start of the following class to reduce conflict between drop off and pick up times associated with the various classes.

4.8 The new Virtue facility will operate seven days a week. The session times for each session type are detailed in Appendix C.

4.9 It is envisaged that the proposed gym will operate at a level of capacity below the maximum numbers of students identified above, with the aim to achieve maximum numbers within 5 years.

4.10 The area the proposed facility is located does not have any purpose built gymnastics facilities. There are 4 main local clubs located between 5 and 21 miles from the proposed clubs location, providing geographic proximity to local residents and therefore shorter travel times as well as improved walking, cycling and public transport facilities compared with the current arrangements.

4.11 A better level of public transport provision is also available within the vicinity of the proposed site compared with the existing sites, also allowing for increased use of sustainable transport modes. An accessibility comparison between the three most popular existing venues and the proposed site is provided in Section 3.

Questionnaire Survey

- 4.12 A questionnaire survey has been conducted by Virtue to understand the existing and future travel habits and parking demand of existing Virtue members. The questionnaire survey was undertaken between 15 July 2020 – 29 July 2020 and achieved 224 responses. The questionnaire and charts of the full results can be viewed at Appendix D.
- 4.13 The questionnaire results indicate that existing sessions with the highest number of attendees occur between 16:00-18:00 on weekdays and 09:00-12:00 on Saturday, with the three most popular venues that are attended being:
- i. Denefield School (RG31 postcode);
 - ii. Cotswold Sport Centre (RG31 postcode) and;
 - iii. Avenue School (RG30 postcode).
- 4.14 The questionnaire also informs of the two most populous postcodes in which Virtue members live. The postcodes and percentage of responding Virtue members are as follows:
- i. RG30 – 33.4% of members; and
 - ii. RG31 – 25.8% of members.
- 4.15 The survey results indicate that just over a third of existing Virtue members (33.4%) live within the RG30 postcode, which is the location in which the proposed Portman Road site is situated. It is therefore considered that with the proposed site located within the most populous postcode of existing Virtue members, the propensity for journeys by foot and by cycle to be made to the site will be higher than that of the existing venues.

5. CHANGE OF USE PROPOSALS

5.1 The proposed scheme is for the Change of Use of a car showroom (sui generis) to a gymnastics and free running/ parkour facility (E use). The proposals will provide a purpose built facility for Virtue School of Gymnastics. At this stage, the previous lawful use of the building cannot be determined, therefore the existing unit is being described as sui generis in the absence of other information to clearly show otherwise.

5.2 Sessions at the site have been segregated to allow for a stagger of vehicles arriving/departing for pick-up and drop-off.

Proposed Access Arrangements

5.3 The existing vehicular access served from Loverock Road and gated parking forecourt to the north of the building will be retained. The car parking layout has been revised based on the forecast of future site users which has been informed by a questionnaire of existing Virtue members, with a review of the questionnaire in Section 7. The proposed layout is shown at Figure 2.

5.4 Swept path assessments of selected car parking spaces has been undertaken to show that a large car can reverse into the space and therefore egress the site in a forward gear. The swept path assessments are shown in Figure 3. It is also noted that a large car shows a worst-case scenario and that in reality, not every car park user will own a large car.

Car Parking

5.5 The proposed car parking layout includes 14 car parking spaces within the confines of the site, including one disabled parking space. Parking standards within the Reading Borough Council Revised Parking Standards (2001) indicate that a maximum provision of 26 car parking spaces would be required.

5.6 The dimensions of the parking bays are in accordance with the guidance set out in RBC Local Development Framework (2011) Revised Parking Standards. Justification of the car parking provision is provided in detail in Section 7.

5.7 In addition to the 14 on-site car parking spaces, Virtue Gymnastics has an agreement with neighbouring business Plastix Plus to utilise the 10 staff car parking spaces on the northern side of Loverock Road which are surplus to requirements.

These spaces will be available for use throughout the day, seven days a week. It is noted that ongoing discussions based on planning approval are being undertaken with the Door Store which would result in an agreement for additional spaces.

- 5.8 Further off-street car parking has been agreed with Plastix Plus located at the front of the store, approximately 55m walking distance from the front entrance to the proposed site, totalling 20 car parking spaces. These additional spaces will be available after 16:30 after Plastix Plus closes, which coincides with the peak periods for the proposed development and are available for the proposed site to use if required.
- 5.9 In addition to the above, there are 28 on-street car parking spaces within 300m of the proposed development site. The locations of the proposed car parking areas are shown at Figure 4.
- 5.10 Parents will be advised of the parking arrangements to ensure only agreed car parking spaces are utilised during drop off/pick up times.

Cycle Parking

- 5.11 Cycle parking is set out in the Reading Borough Council Revised Parking Standards (2011). It is recommended for D2 health club and gymnasium that a minimum of one space per six staff and one space per 40m² is provided. Therefore, the required number of cycle spaces required is 21.
- 5.12 The Change of Use proposals includes the provision of secure bicycle parking. As can be seen on Figure 2, 11 Sheffield Stands (22 cycle spaces) will be provided within the car park with dimensions of the cycle parking spaces in accordance with the guidance set out in the Reading Borough Local Development Framework (2011).

Travel Plan Measures

- 5.13 If required, it is anticipated that a suitably worded condition for the provision of a Travel Plan can be provided. The Travel Plan will be designed to influence sustainable travel habits of site users from the outset. This will promote the use of sustainable travel to and from the site, helping to make the proposal as sustainable as possible.

5.14 Virtue is also considering a reward scheme whereby the clients are rewarded for using public transport. The details of this are to be confirmed.

6. PARKING JUSTIFICATION AND TRIP IMPACT

6.1 The maximum parking standards are set out in the Reading Borough Council Revised Parking Standards (2011). It is noted at page 11 of the document that Planning Authorities should set maximum parking standards for non-residential development which takes into account a range of matters including the need to; promote sustainable transport choices; reduce carbon emissions; take into account levels of public transport accessibility; and tackle congestion.

6.2 For a E Use Class health club or gymnasium in Zone 3, guidance suggests one car parking space per 30m². For the 782m² redevelopment, this equates to a maximum provision of 26 car parking spaces.

6.3 As set out in section 4, the maximum attendance is 40 for recreational gymnastic classes, as such car parking requirement has been based on 40 attendees as a worst-case scenario.

6.1 To inform of actual demand for car parking spaces the results of the questionnaire survey informed travel habits of future clients at the site.

Questionnaire Results

6.2 The questionnaire gathered results on future site users and the times in which the sessions that they would attend. In answer to the question 'How do you plan to travel to the new venue at Portman Road', the following results were given.

- Car driver – 57%

- Car share – 16%

- Bus – 6%

- Cycle – 7%

- Walk – 9%

- Other – 5%

6.3 Based on the above results, the maximum demand for car-based arrivals (car driver plus car share) is predicted to be 29 vehicles per class. It is noted that the parkour

sessions are expanding and therefore a higher propensity of people likely to travel to the site by foot or by cycle is not reflected in the questionnaire results.

Parking Justification

- 6.4 The proposed car parking layout has been designed to optimise the space available and can provide a maximum of 14 car parking spaces, inclusive of one disabled parking space. In addition, 10 additional spaces have been secured along the northern side of Loverock Road with a further 20 off-street spaces available if required adjacent to Plastix Plus after 16:30.
- 6.5 The busiest session at the site is forecast to require up to 29 car parking spaces, five less than the number of available spaces before 16:30. However, the busiest periods for the gymnasium are after 16:30 when up to 44 spaces will be available.
- 6.6 The operational timetable for the proposed site has been staggered to minimise the cross over of pick up and drop off at proceeding classes.
- 6.7 It is considered that in reality less spaces will be required for the following reasons:
- i. The provision of 22 covered cycle parking spaces;
 - ii. The accessibility of the site via public transport modes;
 - iii. There are approximately 28 on street parking spaces within 300 metres of the site access along the southern side of Loverock Road; and
 - iv. Travel Plan measures can be implemented that will reduce the number of cars accessing the site.
- 6.8 Whilst waiting for pick-up, vehicles will also have the opportunity to utilise the on-street parking available on Loverock Road and the surrounding areas. It is also anticipated that there will be a high percentage of linked trips to the complimentary retail opportunities of the Tesco Superstore, Lidl Store, Reading Retail Park and Stadium Industrial Estate which will reduce the number of cars using the car park.
- 6.9 The Client has confirmed that a total two car parking spaces will be required by staff, based on existing travel habits. Although four staff could be on the site at any given time, existing travel habits result in car sharing or travel via foot, cycle or bus.

Traffic Impact

- 6.10 The survey results suggest that the busiest session is likely to be between 16:00 to 17:00 on a Thursday. Based on the maximum capacity per class at the gymnasium, it is forecast that 29 attendee vehicle trips will be made to the site per class. This equates to 58 two-way vehicle movements, which is not considered to result in a significant impact on the local highway network. These trips are also forecast to be undertaken outside the traditional network peak hours (17:00 – 18:00) and therefore will not be associated with peak levels of network capacity and delay.

Conclusion

- 6.11 It is proposed that the parking layout will be reorganised to provide 14 car parking space on-site, with a further 10 spaces provided along the northern side of Loverock Road throughout the day and a further 20 spaces available after 16:30. This level of parking provision is considered appropriate given the accessible location in relation to nearby facilities and amenities which will generate linked trips and the public transport provision available, as detailed in Section 2, and the additional 28 on-street parking spaces along Loverock road as discussed at Section 3.
- 6.12 It is forecast that the peak period for the Change of Use proposals will be 16:00-17:00, attracting up to 29 vehicles. The trips are forecast to be undertaken outside of traditional peak hours and are not considered to have a significant impact on operation of the local highway network.
- 6.13 It is therefore concluded that the proposed redevelopment will not have a material impact on the operation and safety of the local highway network.

7. TRANSPORTATION POLICY

7.1 Relevant transportation policies are set out in the following documents:

- i. National Planning Policy Framework (NPPF) (2019);
- ii. Planning Practice Guidance (2014);
- iii. Reading Borough Local Plan (2019);
- iv. RBC Local Development Framework (2011) Revised Parking Standards;
- v. Manual for Streets (2007); and
- vi. Manual for Streets (2010).

National Planning Policy Framework (NPPF) (2019)

7.2 The main objectives within the national and local policy and guidance is to:

- i. Reduce the need to travel;
- ii. Reduce car dependency; and
- iii. Encourage sustainable travel such as walking, cycling and public transport trips.

7.3 In transport terms the main thrust of NPPF is a presumption in favour of sustainable development (paragraph 11); that opportunities to promote walking, cycling and public transport use are identified and pursued (paragraph 102); when making planning decisions ensuring the opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location (paragraph 108); and that a safe and suitable access with no significant impact on the local highway network can be achieved for all users (paragraph 108).

Summary

7.4 This TS demonstrates that the site is accessibly located, with the potential to reduce the number of vehicular trips to the site by providing opportunities for more users to walk and cycle to the site when compared to current operations. The provision of a bespoke facility combining the existing fractured operations provides the

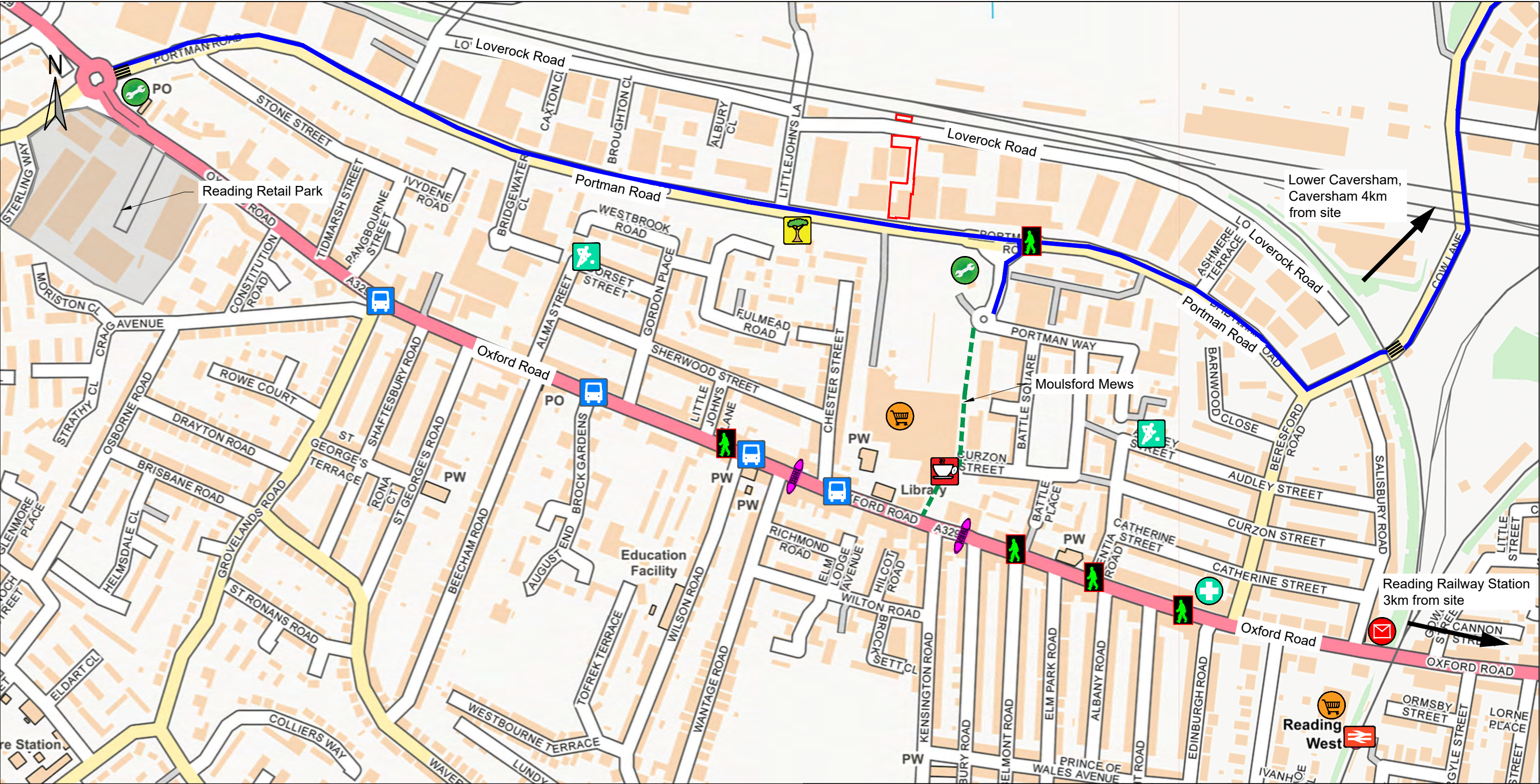
opportunity to shorten the length of trips to and from the site, encouraging sustainable travel.

- 7.5 It is considered that the proposed change of use site is located in a more accessible location when compared to the existing operations. The proposed new facility is located near to a number of other retail and leisure facilities, therefore providing the opportunity for a high percentage of trips to the site to be linked trips and therefore reducing the need to travel.
- 7.6 Access is proposed via the existing access arrangements. This TS also demonstrates that the proposed parking strategy with the availability of both on and off-site parking spaces is appropriate to accommodate the forecast parking demand associated with future operations at the gymnasium. It is not anticipated that the Change of Use scheme will lead to instances of inappropriate parking on the local highway network or an of the surrounding industrial uses car parks.
- 7.7 It is concluded that the proposed redevelopment conforms to national and local policies.

8. CONCLUSIONS

- 8.1 The Transport Statement has been prepared by Pegasus Group on behalf of Virtue School of Gymnastics to support the proposed Change of Use of 28 Portman Road, Reading, RG30 1EA. The application is for the Change of Use of a car showroom (sui generis) to a gymnastics and free running/ parkour facility (E use). The proposals will provide a purpose built facility for Virtue School of Gymnastics.
- 8.2 It is concluded that the site is accessibly located, with the potential to reduce the number of vehicular trips to the site by providing opportunities for more users to walk and cycle to the site when compared to current operations. It is considered that the proposed change of use site is located in a more accessible location when compared to the existing operations.
- 8.3 It is also considered that the provision of a bespoke facility combining the existing fractured operations provides the opportunity to shorten the length of trips to and from the facility. The proposed new facility is located near to a number of other retail and leisure facilities, therefore providing the opportunity for a high percentage of trips to the site to be linked trips
- 8.4 This TS also demonstrates that the proposed parking strategy with the availability of both on and off-site parking spaces is appropriate to accommodate the forecast parking demand associated with future operations at the gymnasium. It is not anticipated that the Change of Use scheme will lead to instances of inappropriate parking on the local highway network or an of the surrounding industrial uses car parks.
- 8.5 It is concluded that there are no transportation issues which should prevent the Change of Use for the type or scale of the development.

FIGURE 1: SITE LOCATION FACILITIES AND AMENITIES PLAN



Key:

Approximate site boundary

Nearest Bus Stops

Shared Walking/cycling infrastructure

Signalised Pedestrian Crossing

Uncontrolled pedestrian crossing with pedestrian island

Post Office

Pharmacy

Gym/Leisure Centre

Supermarket

Cafe

Park

Zebra Crossing

Petrol Station

Railway Station

First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol , BS32 4QL

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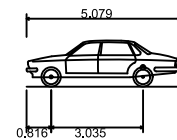
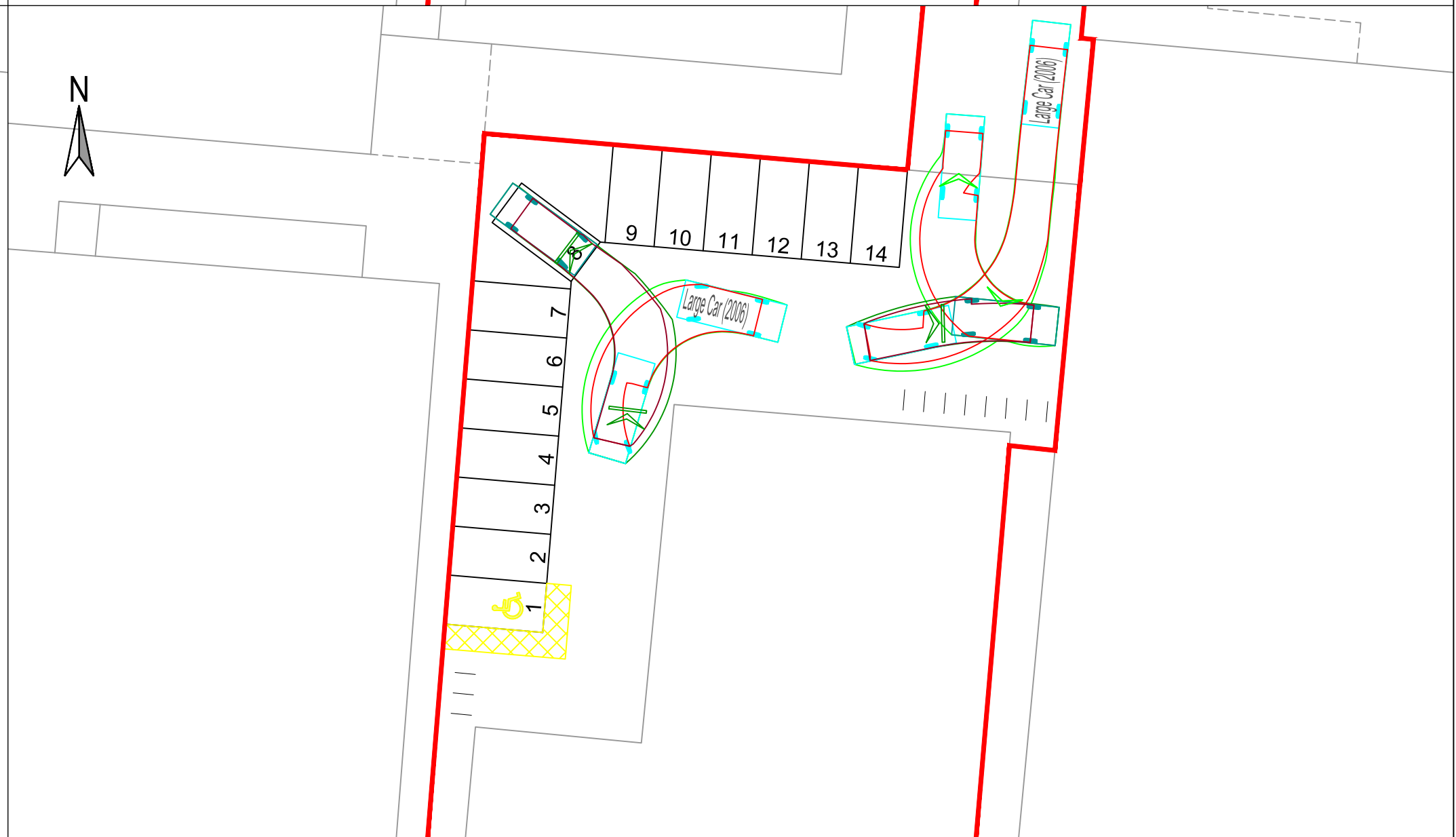
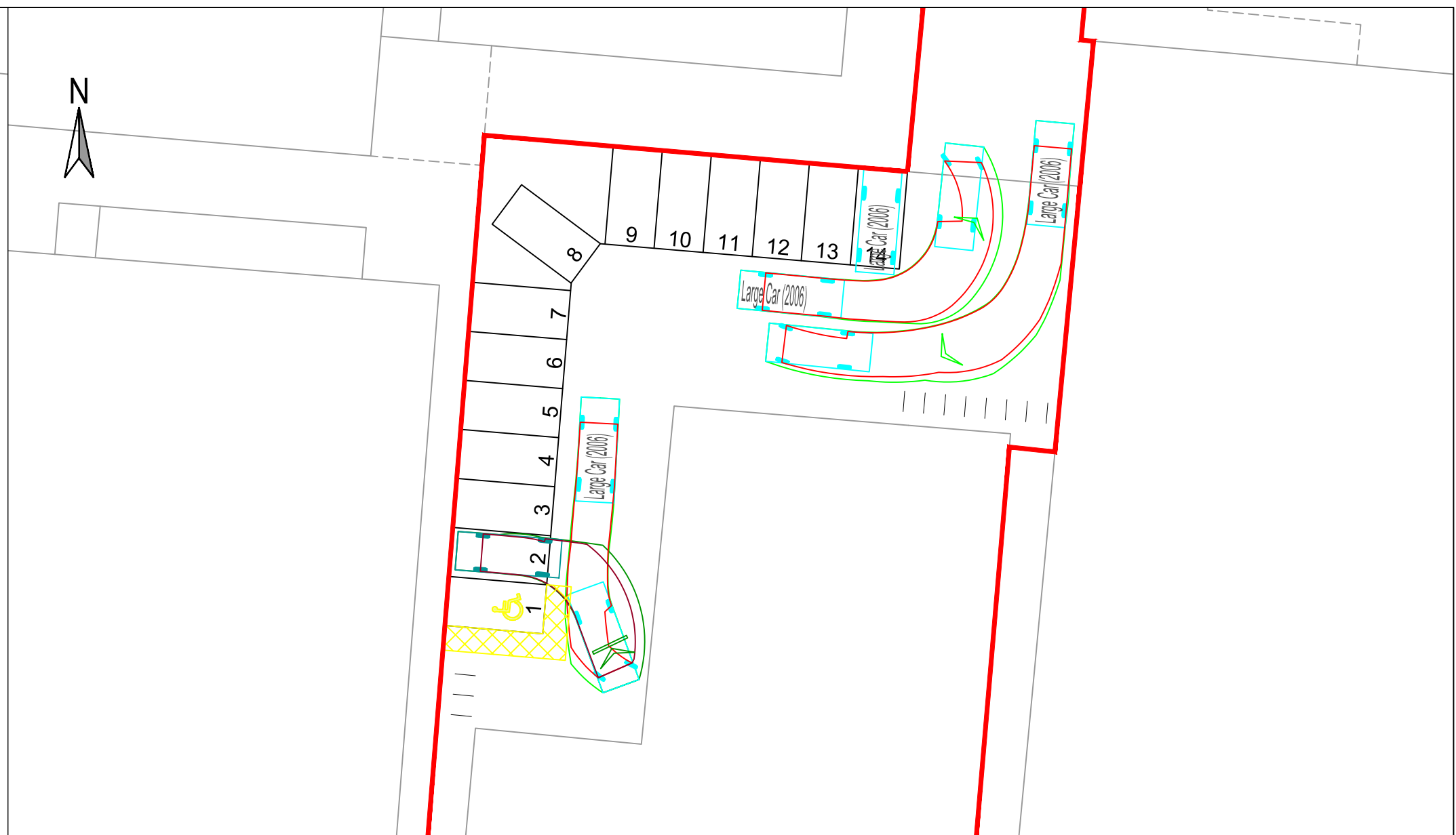
Planning | Design | Environment | Economics

REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: VIRTUE SCHOOL OF GYMNASTICS			SCALE @ A3: 1:5000	CHECKED: AG	APPROVED: AHJ
PROJECT: 28 PORTMAN ROAD, READING			DATE: 30/09/2020	DESIGN-DRAWN: BB	DRAWING TYPE: SL
TITLE: SITE LOCATION , FACILITIES AND AMENITIES PLAN			PROJECT No: P20-1479	DRAWING No: FIGURE 1	REV: -

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FIGURE 2: PROPOSED CAR PARK LAYOUT

FIGURE 3: SWEPT PATH ANALYSIS CAR PARKING SPACES

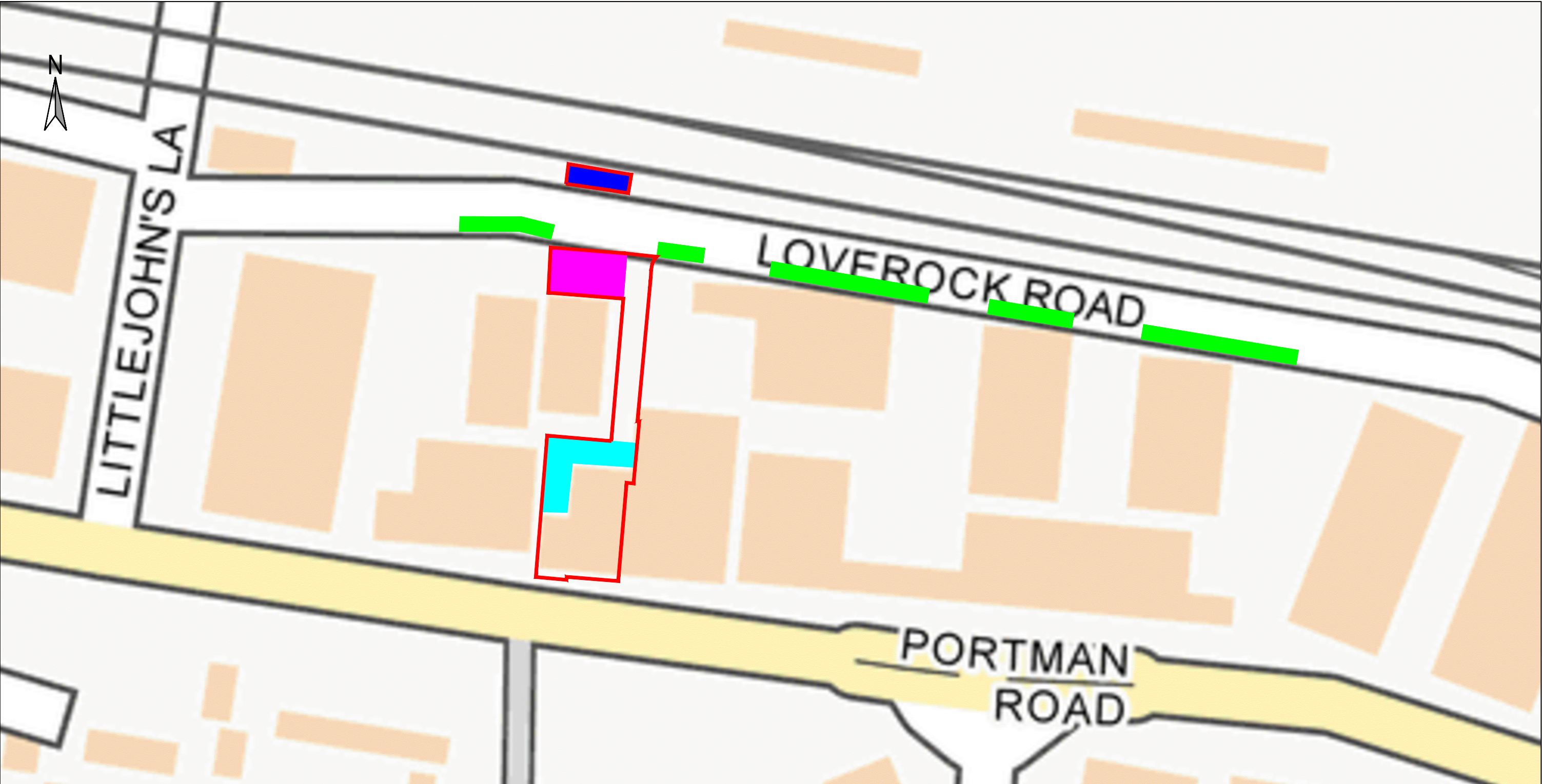


Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol , BS32 4QL						Pegasus Group							REV	DATE	BY	DESCRIPTION								CHK	APD	
01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics																										
CLIENT: VIRTUE GYMNASTICS													SCALE @ A2: 1:200				CHECKED: OJBS				APPROVED: AHJ					
PROJECT: 28 PORTMAN ROAD, READING													DATE: 17/09/2020				DESIGN-DRAWN: ADWS				DRAWING TYPE: SPA					
TITLE: SWEPT PATH ANALYSIS CAR PARKING SPACES													PROJECT No: P20-1479				DRAWING No: FIGURE 3				REV: -					
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FIGURE 4: CAR PARKING LOCATION PLAN



Key:

- Approximate site boundary
- ▬ On-site Private car parking
- ▬ Off-Road Private car parking
- ▬ On-Road Private car parking
- ▬ On-Road unrestricted car parking

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PROJECT: 28 PORTMAN ROAD, READING			DATE: 08/10/2020	DESIGN-DRAWN: BB	DRAWING TYPE: CP
TITLE: CAR PARKING LOCATION PLAN			PROJECT No: P20-1479	DRAWING No: FIGURE 4	REV: -

APPENDIX A: TRAFFIC REGULATION ORDER PLAN

KEY

EXISTING RESTRICTIONS
 — NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS
 AS LABELLED



EXISTING:
 Unrestricted

PROPOSED:
 No Waiting at Any Time



LOVEROCK ROAD

Depot

Warehouse

Depot

Warehouse

El Sub Sto

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 Borough Council
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Transportation & Streetcare Services
 Civic Centre
 Bridge Street
 Reading
 RG1 2LU

Project

WAITING RESTRICTION REVIEW 2018B

Drawing

LOVEROCK ROAD

Scale
 N.T.S

Date
 OCT 18

Drawn PC

Checked JC

Approved JP

Drawing No.

BA1_Loverock Road

KEY
EXISTING RESTRICTIONS
— No Waiting At Any Time

PROPOSED RESTRICTIONS
As labelled

PROPOSED NO WAITING
MON-SAT 8am-630pm

LOVEROCK ROAD

El
Sub Sta

ASHMERE
TERRACE

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BOROUGH COUNCIL

Department of Environment
Culture and Sport
Civic Centre
Reading
RG1 7TD

project

WAITING RESTRICTION REVIEW

scale

N.T.S

drawing

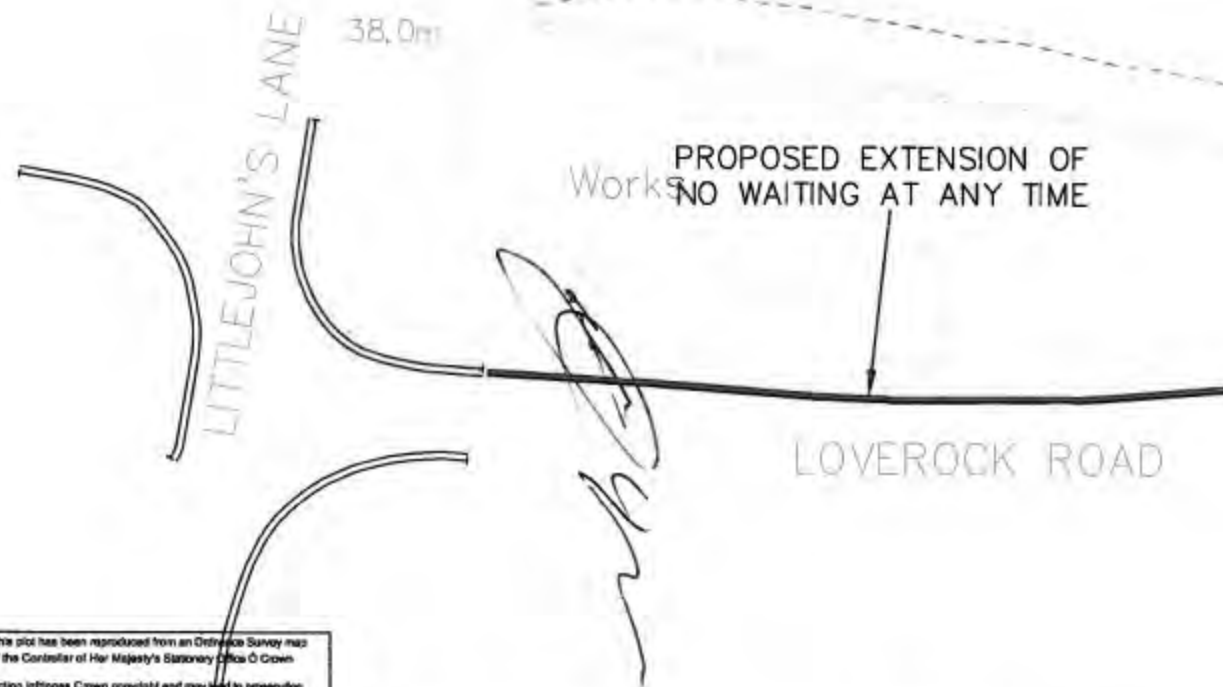
LOVEROCK ROAD

drawing no.

SPA10/BA1

KEY
EXISTING RESTRICTIONS
 — No Waiting At Any Time

PROPOSED RESTRICTIONS
 As labelled



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 Culture and Sport
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 Reading
 RG1 7TD

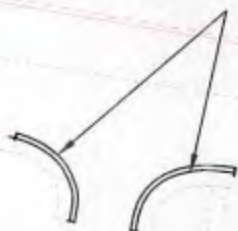
project	scale	DRAWN	PC	CHECKED	PC
WAITING RESTRICTION REVIEW 2016A	N.T.S	APPROVED	JC		
		DATE	MAY 2016		
drawing	drawing no.				
LOVEROCK ROAD	WRR16/BA2				

Key

Proposed Restrictions:
As labelled



Proposed: No waiting
at any time



LOVEROCK ROAD

Depot

Warehouse

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Project
WAITING RESTRICTION REVIEW 2017B

Drawing
LOVEROCK ROAD 2

Scale	Drawn
N.T.S	JT
Date	Checked
NOV 17	JC
	Approved
	JP

Drawing No.
BA4_Loverock Road 2

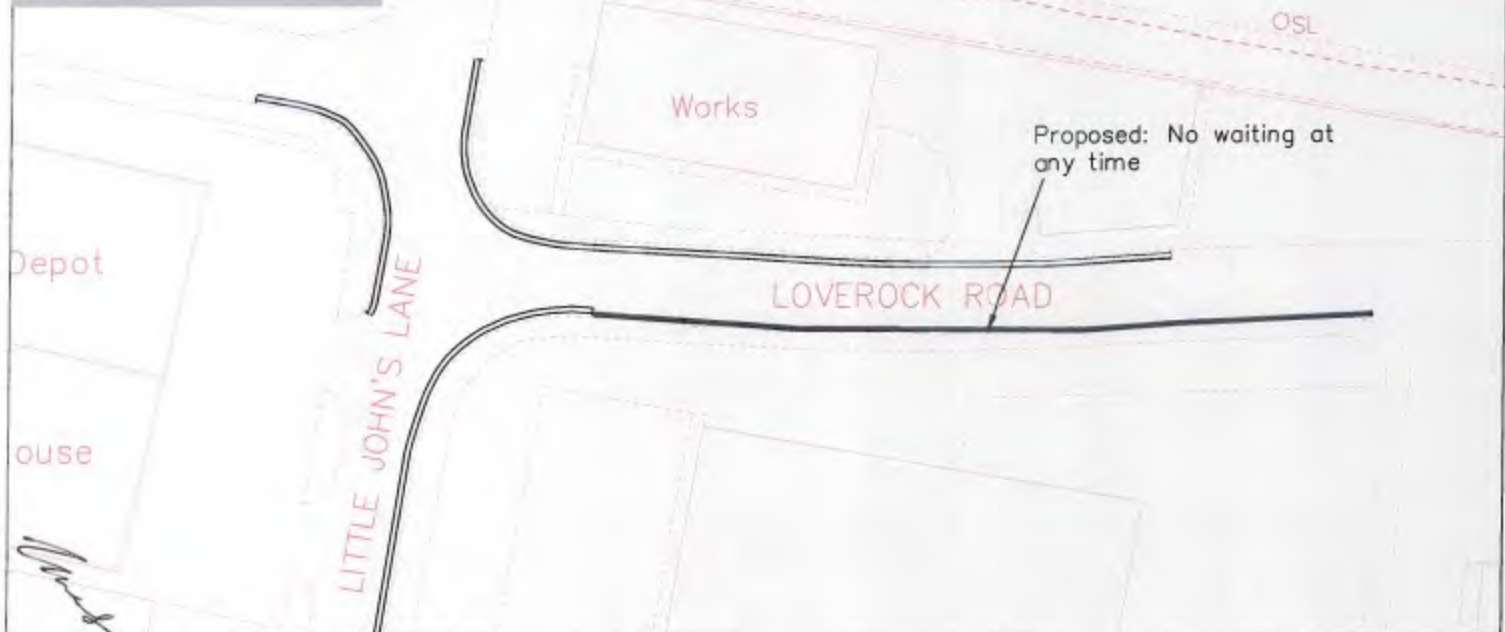
Key

Existing Restrictions:

== No waiting at any time

Proposed Restrictions:

As labelled



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Project

WAITING RESTRICTION REVIEW 2017B

Drawing

LOVEROCK ROAD 1

Scale

N.T.S

Date
OCT 17

Drawn

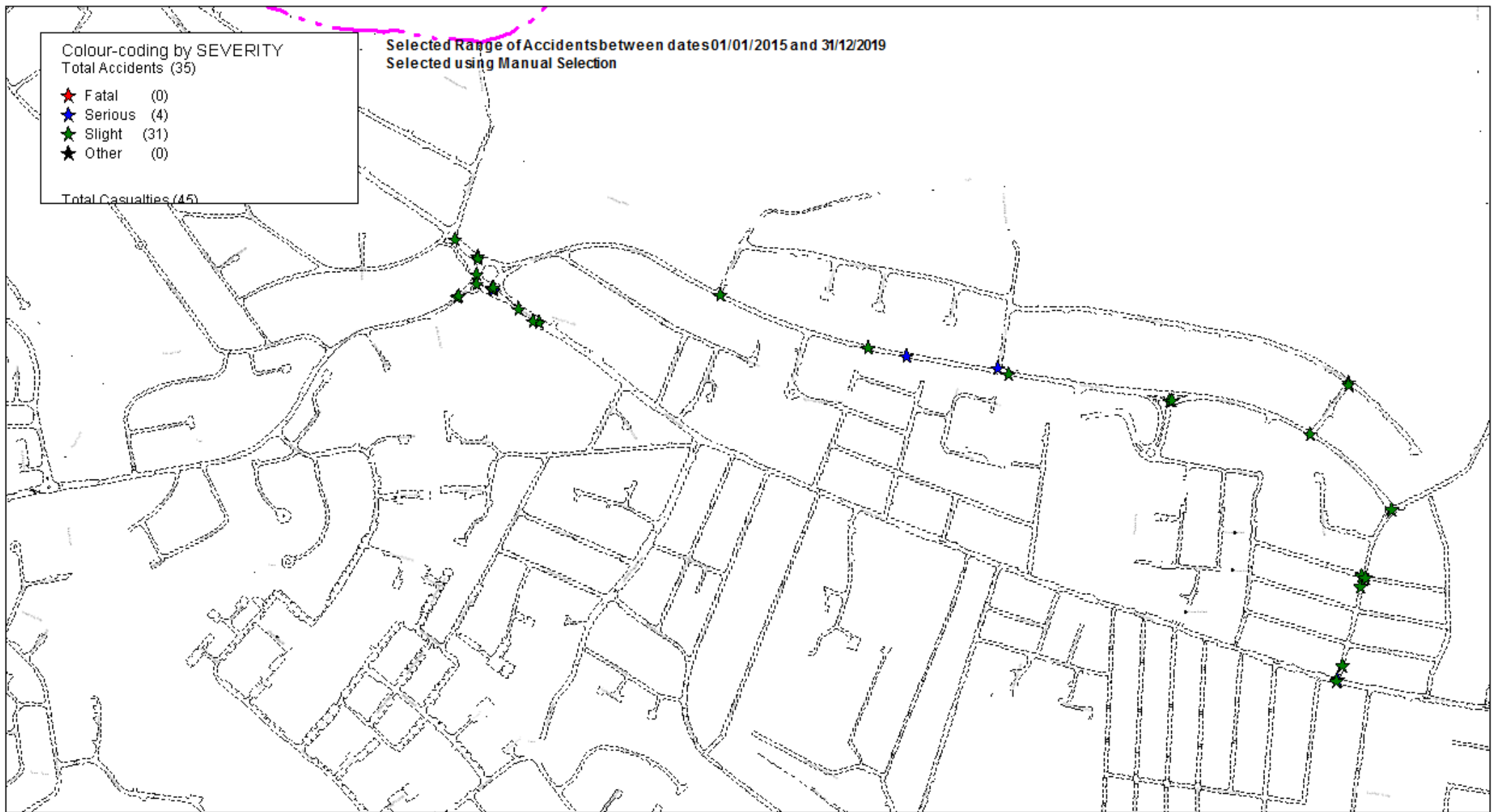
Checked JC

Approved JP

Drawing No.

BA1_Loverock Road

APPENDIX B: PERSONAL INJURY ACCIDENT PLOT MAP

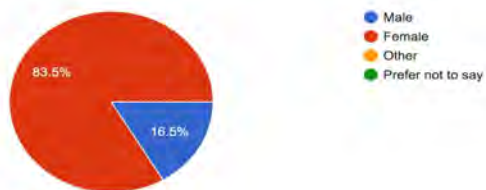


APPENDIX C: PROPOSED CLASS TIMETABLE

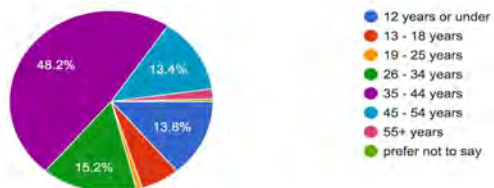
	Pre-School		Gym		Parkour	
	Start	Finish	Start	Finish	Start	Finish
Monday	09:30	10:15	15:45	16:30	16:00	16:45
	10:25	11:10	16:45	17:30	17:00	18:00
	11:20	12:05	17:45	18:30	18:00	20:00
	12:35	13:20	18:45	19:30		
	13:30	14:15	19:45	20:30		
	14:25	15:10	20:45	21:30		
Tuesday			15:45	16:30	16:00	16:45
			16:45	17:30	17:00	18:00
	12:30	13:15	17:45	18:30	18:00	20:00
			18:45	19:30		
			19:45	21:15		
Wednesday	09:30	10:15	15:45	16:30	16:00	16:45
	10:25	11:10	16:45	17:30	17:00	18:00
	11:20	12:05	17:45	18:30	18:00	20:00
	12:35	13:20	18:45	19:30		
	13:30	14:15	19:45	20:30		
	14:25	15:10	20:45	22:30		
Thursday			15:30	20:30		
	12:30	13:15	16:00	18:00		
			18:15	20:45		
Friday	09:30	10:15	15:45	16:30	16:00	16:45
	10:25	11:10	16:30	18:30	17:00	18:00
	11:20	12:05	16:45	17:30	18:00	20:00
	12:35	13:20	17:45	18:30		
	13:30	14:15	18:45	19:30		
	14:25	15:10	19:45	20:30		
			20:45	22:30		
Saturday	09:00	09:45	11:00	11:45	18:00	22:00
	09:55	10:40	12:00	12:45		
	10:50	11:35	13:00	13:45		
	11:45	12:30	14:00	14:45		
			15:00	18:00		
Sunday			10:00	11:00		
			12:00	13:30		
			14:00	15:30		
			16:00	17:30		

APPENDIX D: QUESTIONNAIRE RESULTS

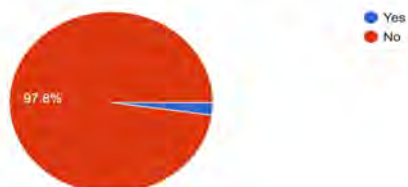
Your Gender
224 responses



Your Age
224 responses



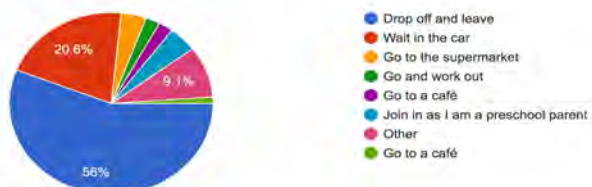
Are your travel arrangements to the gym effected in any way by a disability?
224 responses



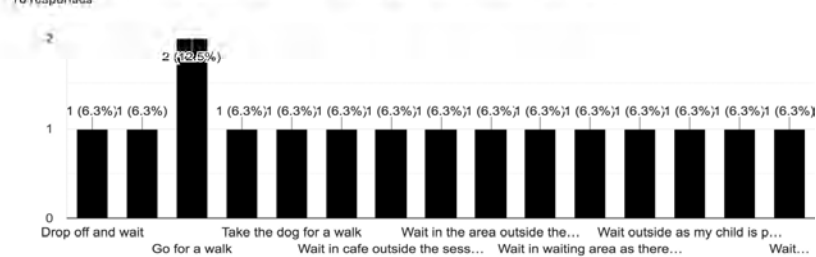
I am
224 responses



Whilst your child's current session is on, do you:
175 responses

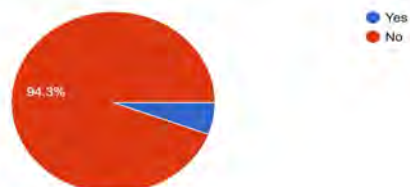


If you answered other please specify: Whilst your child's session is on, do you:



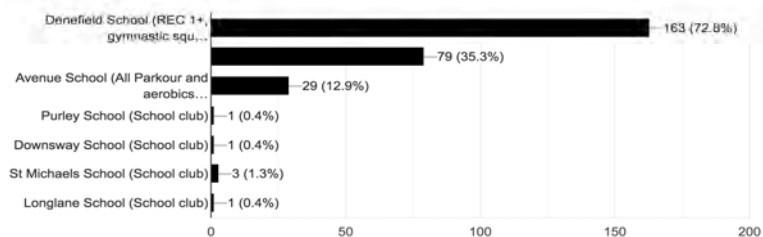
Do you move on to other Virtue classes on the same day?

175 responses



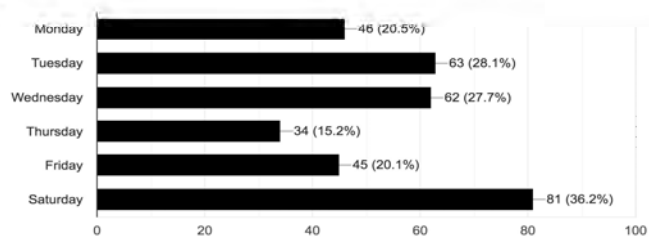
Which venue(s) do you/your child currently attend? (please tick more than one if applicable.)

224 responses



Which days of the week does you/your child attend Virtue sessions? (please tick more than one if applicable.)

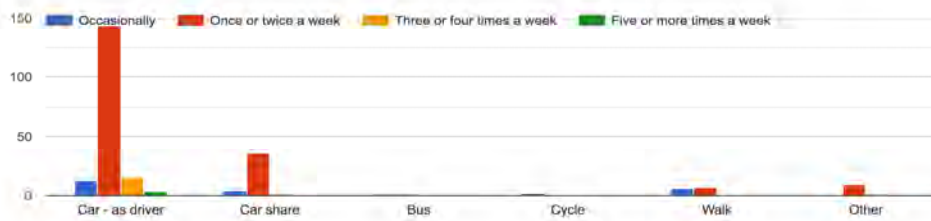
224 responses



What time would you prefer to attend? (please tick more than one if applicable.)



How do you travel to the current venue(s)?



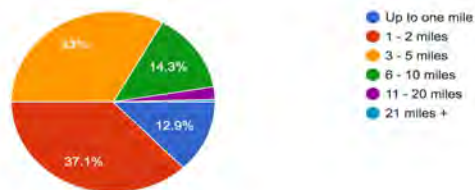
How long does it currently take you to get to existing Virtue classes?

224 responses



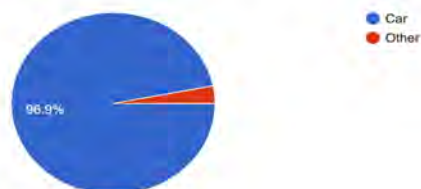
How far do you currently travel to existing Virtue gymnastic classes?

224 responses



What is your main mode of transport to and from Virtue currently?

224 responses



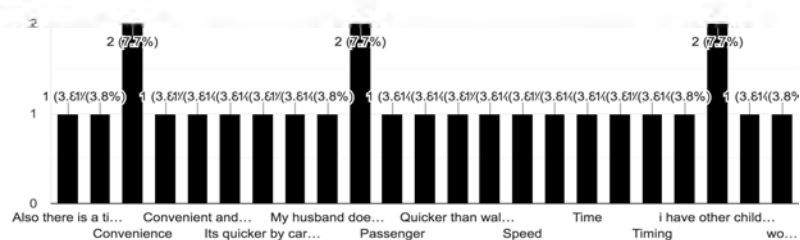
What are your main reasons for using a car to get to existing Virtue classes?

217 responses



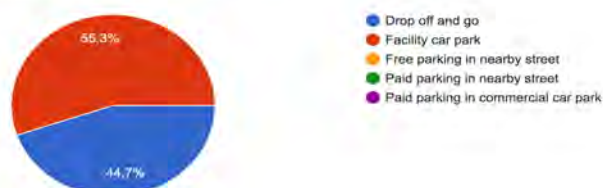
If you answered other please specify: What are your main reasons for using a car to get to existing Virtue classes?

26 responses



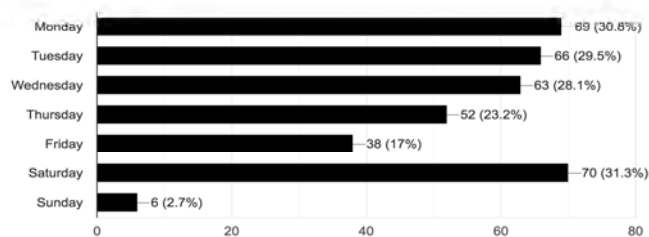
As you currently drive where do you usually park?

217 responses

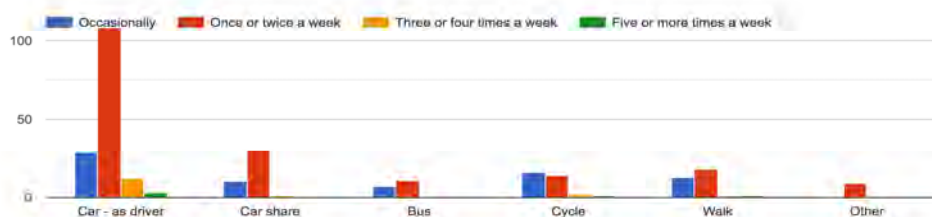


What days of the week do you plan to attend sessions at the new Virtue venue? Please tick more than one day if applicable.

224 responses



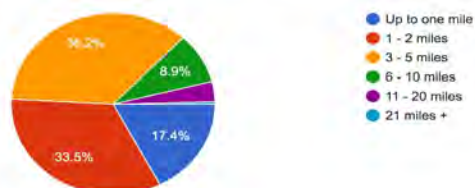
How do you plan to travel to the new venue at Portman Road?



How long will it take you to get to the new Virtue venue?
224 responses



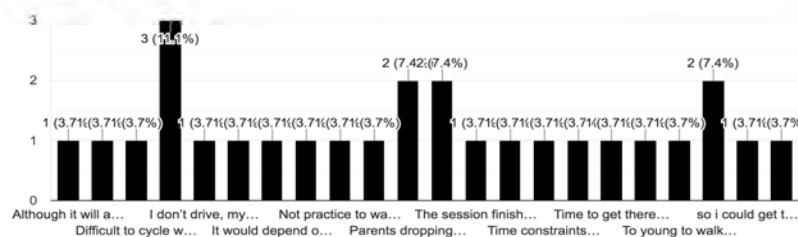
How far will you travel to get to the new Virtue venue?
224 responses



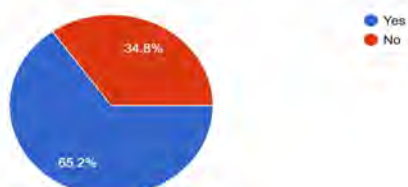
If you plan on driving to the new Virtue venue, what would be your main reasons for using a car?
224 responses



If you answered other please specify: If you plan on driving to the new Virtue venue, what would be your main reasons for using a car?
27 responses

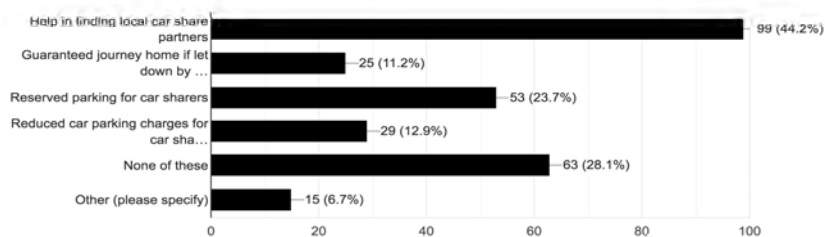


Would you be prepared to car share to the new Virtue venue?
224 responses



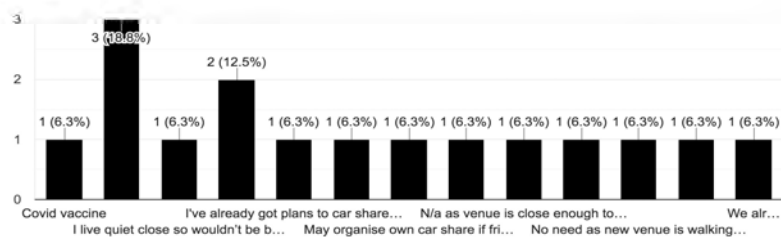
Which of the following would most encourage you to car share to the new Virtue venue? (Please tick no more than two)

224 responses



If you answered other please specify: Which of the following would most encourage you to car share to the new Virtue venue?

16 responses



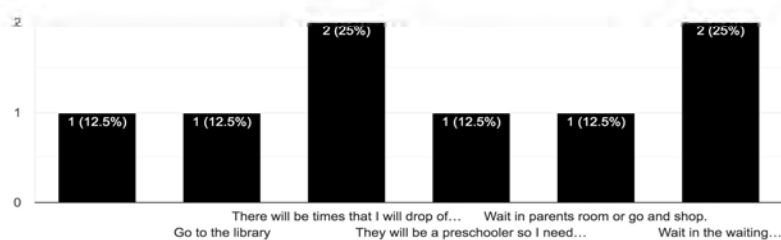
If you are a parent dropping your child off at the new Virtue venue: While you wait, will you likely:

224 responses



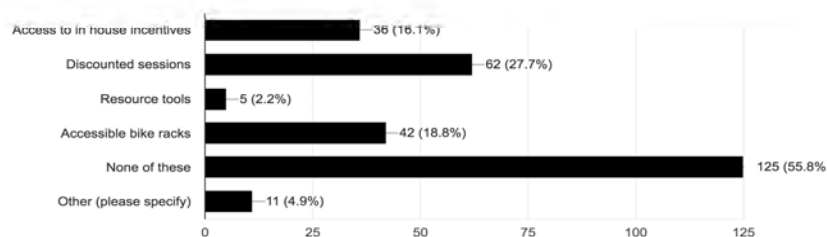
If you answered other please specify: If you are a parent dropping your child off at the new Virtue venue: While you wait, will you likely:

8 responses



Which of the following would most encourage you to either walk, cycle or use public transport? (Please tick no more than two)

224 responses



If you answered other please specify: Which of the following would most encourage you to either walk, cycle or use public transport?

12 responses

