



now part of



Dukesbridge Chambers, Reading

Transport Statement

On behalf of **Lipman Properties**

L I P M A N
P R O P E R T I E S

Project Ref: 46110/ 5501 | Rev: AA | Date: April 2019

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Appendix A Site Masterplan

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1 Introduction

1.1 Introduction

- 1.1.1 This Transport Statement (TS) supports a planning application by Lipman Properties for the redevelopment of Dukesbridge Chambers, Duke Street, Reading. The General Permitted Development (GPD) application seeks permission for circa 25 residential units. The proposed site layout is enclosed under **Appendix A**.
- 1.1.2 Dukesbridge Chambers is a 4 storey (with a further basement/undercroft car park) 876sqm office building with a ground floor retail unit of 190sqm.

2 Dukesbridge Chambers

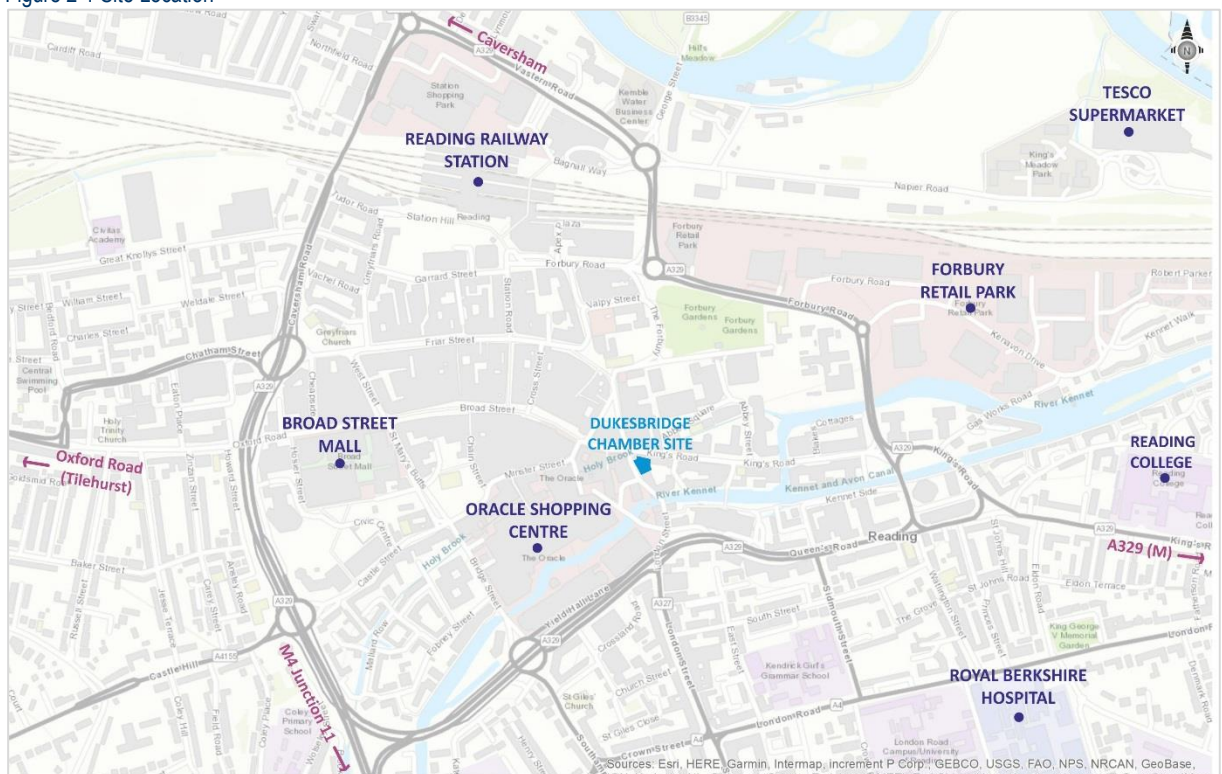
2.1 Introduction

- 2.1.1 This chapter describes the Dukesbridge Chambers site and its current uses and the surrounding areas.

2.2 The Dukesbridge Chambers Site

- 2.2.1 The Dukesbridge Chambers site fronts with the Duke Street/London Street running to the west. The site is located in the centre of Reading with a vast assortment of amenities and facilities within walking distance. Located east of The Oracle shopping centre, and approximately 500m south of Reading Railway Station. The site's location in a local context can be seen in **Figure 2-1**.

Figure 2-1 Site Location



2.3 Dukesbridge Chambers Current Land Use

- 2.3.1 The building comprises four upper floor levels over 876sqm, to provide four self-continued units as well as providing retail accommodation on the ground floor, let to Rymans.
- 2.3.2 All floors have recently been refurbished and benefit from high quality and well specified accommodation, with additional lift access available. Car parking is subject to lease agreements and is provided to the rear of the building.

3 Development Proposals

3.1 Overview

- 3.1.1 This chapter presents the main elements of the proposed redevelopment of Dukesbridge Chambers and focuses on the land use and parameters most relevant to transport appraisal. The proposed site layout is attached as **Appendix A** and should be reviewed in conjunction with reading this chapter.

3.2 Development Schedule

- 3.2.1 The development proposals for Dukesbridge Chambers are for change of use of building from Class B1(a) (offices) and Class C3 (dwelling houses) to comprise 25 dwellings (10 x Studio, 14 x 1 bed and 1 x 2 bed). Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015. The GPD schedule is set out below in **Table 3-1**.

Table 3-1 Development Schedule

Unit Type	1 st Floor	2 nd Floor	3 rd Floor	4 th Floor	Number of Units
Studio	3	3	3	1	10
1 Bedroom Flat	4	4	4	2	14
2 Bedroom Flat	0	0	0	1	1
Total	7	7	7	4	25

3.3 Site Access

- 3.3.1 The primary pedestrian access into the proposed building will be off the site's main frontage with Dukes Street/ London Street would be retained. A secondary access will be to the rear via the courtyard area.
- 3.3.2 The site currently has one vehicular access through Highbridge Wharf, this access's the associated car park, this would be retained for cyclists, servicing and deliveries.

3.4 Cycle Parking

- 3.4.1 13 cycle parking spaces will be provided as part of the development in secure and sheltered and secure space. The level of provision is in accordance with the standards set out in RBC's adopted Revised Parking Standards and Design (2011).
- 0.5 Spaces per studio / one bedroom unit = 12 cycle spaces
 - 1 Spaces per two bedroom unit = 1 cycle space
- 3.4.2 The cycle parking spaces will be in the form of Sheffield stands located within the rear courtyard, which will be secure, covered and lit.

3.5 Car Parking Provision

- 3.5.1 Due to the highly sustainable location of the site zero parking will be provided for residents of Dukesbridge Chambers. Furthermore, future residents will not be eligible for a parking permit in any of the Controlled Parking Zones (CPZ) in Reading.

3.6 Refuse and Delivery

- 3.6.1 The current servicing for the site is currently through the existing vehicle access and into the forecourt where the refuse store is stationed. The bin storage area will be relocated from the centre of the courtyard to the south boundary of the courtyard.
- 3.6.2 RBC recommends the following provision of 1100L bins based on the following ratios:
- Green Recycling at weekly collection: one 1100L bin per 10 flats
 - Black General waste at weekly collection: one 1100L bin per 10 flats
- 3.6.3 As shown from **Table 3-2**, based on the provision of 25 units, it is recommended that three 1100L Black landfill bins and three Green 1100L recycling bins are provided at the site for waste associated with residential units.

Table 3-2 Bin Provision

Number of Units	Bin Type	Collection	Number of 1100L Bins
25	General Waste	Weekly	3
	Recycling Waste	Weekly	3
Total	-	-	6

4 Access Options

4.1 Introduction

4.1.1 This chapter considers the existing site accessibility across the modes for Dukesbridge Chambers. The section covers:

- Public transport services including rail and bus;
- Access for pedestrians and cyclists; and
- Private car.

4.1.2 The section also sets out the wide-ranging local facilities and amenities surrounding Dukesbridge Chambers, reducing the reliance on car travel.

4.2 Public Transport

Bus

4.2.1 As the site is located within the centre of Reading, there is good provision of Public Transport available in the vicinity of the site. The site is located 200m away from Market Place and 150m from Kings Road bus stops, which provides access to the majority of Reading bus services. The destinations and location of the bus stops are provided in **Table 4-1**.

4.2.2 Kings Road (A329) offers access to a number of bus services along a major bus route. Bus stops are located on both sides of the carriageway, with dedicated bus lanes allowing for bus priority in both eastbound and westbound directions. These also have dedicated bus signal timings at junctions and recent improvements have also been made to the provision of lanes through the Watlington Street/Kings Road/Queens Road gyratory system.

Table 4-1 Local Bus Services

Bus Stop	Bus Service	Destination	Week Day Peak Hour Frequency (per hour)	Weekend Frequency (per hour)
Kings Road (MH)	3 Leopard	Reading – Aborfield - Wokingham	1	1
	3b Leopard	Reading - Bracknell	1	1
	10 Leopard	Reading – Spencer's Wood	1	1
	9	Central Reading – Shinfield Park	1	1
	10a	Central Reading – Thames Valley Science Park	1	2
	19a	Central Reading – Loddon Bridge	-	1
	21 Claret	Central Reading – Lower Earley	5	4
Kings Road (ME)	Lion 4/ X4	Reading - Wokingham/ Bracknell	2	2
	Purple 17	Wokingham Road - Central Reading - Tiehurst	7	7

Bus Stop	Bus Service	Destination	Week Day Peak Hour Frequency (per hour)	Weekend Frequency (per hour)
Market Place (MC)	Emerald 5	Central Reading - Northumberland Avenue	7	3
	Emerald 6/ 6a	Central Reading - Whitley Wood/ Tesco depot	7	3
	500	Loddon Bridge Park and Ride	4	-
	60	Mere oak Park and Ride	1	2
	40-60 Greenwave	Kennet Island/ Green Park/ Madejski Stadium/ RIBP	1-5	1-2
	11 Bronze	Central Reading – Coley Park	3	2
	52/ 52a/ 52b	Central Reading - Madejski Stadium	8	-

Rail

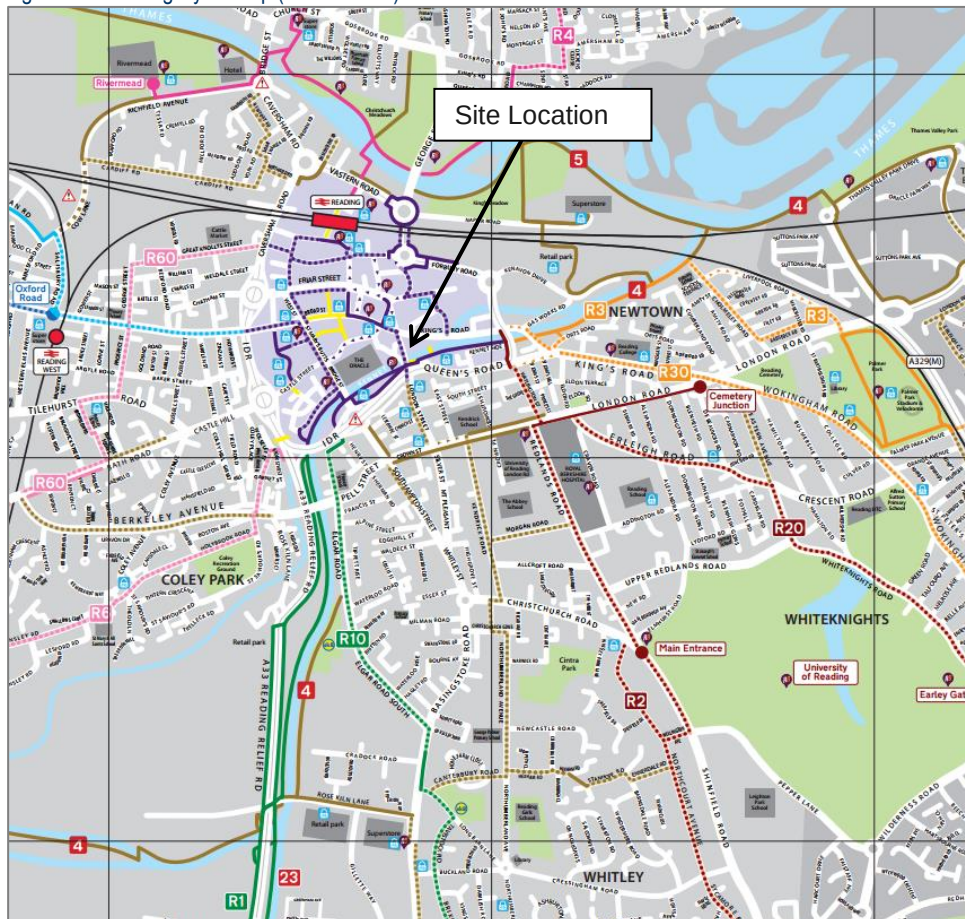
- 4.2.3 Reading railway station is approximately a six-minute walk or a three-minute cycle north of the site, and is operated by Great Western Railway. The station has bicycle parking for 344 spaces, a taxi rank and the 'Rail Air' coach service to Heathrow Airport. Key national rail services from reading station are provided below with the, frequency and journey times.
- 4.2.4 Reading station is an important interchange hub and is operated by network rail. The station benefits from extensive bus, walking and cycling connections from the site, as previously described.
- 4.2.5 The level of service to key destinations is as follows:
- London Paddington (28 minute journey time) – up to 10 trains per hour in peak periods;
 - Basingstoke (25 minutes journey time) – up to 4 trains per hour in peak periods; and
 - Didcot Parkway (13 minutes journey time) – up to 6 trains per hour in peak periods.
- 4.2.6 In addition to these local key destinations, Reading Station offers a number of regional services: To Bristol and South Wales on the Great Western Mainline, and 'Cross Country' services to Oxford, Birmingham, Manchester and Newcastle to the north, as well as further destinations on the south coast of England.
- 4.2.7 Reading Station is also due for future development as part of CrossRail. It will become the western terminus of the CrossRail network, with trains leaving from Reading in December 2019. This will offer an increased level of connection to locations through London, reducing commuter times to major London employment destinations and increasing convenience by removing the need to change at London Paddington for London Underground Services.

4.3 Walking and Cycling

- 4.3.1 London Street has pedestrian access in the form of a designated footway on both sides of the Highway. Additionally, parts of Broad Street, Union Street and Chain Street are Pedestrian Zones, these are located to the east of the site. The site is located within a walking distance to numerous amenities.

- 4.3.2 The application site's proximity to Reading Town Centre makes it an attractive option to easily walk or cycle to key locations for a number of journey purposes. Reading Station can be reached in 9 minutes on foot and in 4 minutes via bicycle whilst the Oracle Shopping Centre is accessible in 2 minutes and 1 minute respectively. A number of employment, retail and leisure opportunities are also located within similar reach, within the Town Centre.
- 4.3.3 A Brompton hire station is located 550m to the north of the site, adjacent to Reading Train Station. Users hire the bikes on an hourly basis for as little as £3.50, increasing accessibility by active modes of travel.
- 4.3.4 Dukesbridge Chambers is within close proximity routes within the National Cycle Network. Route four provides a continuous route into the City of London and can be reached within 150ft south of the site. Further destinations along the NCN includes Route five, connecting Reading to Oxford and also linking to Route four to the north of the site along the River Thames.
- 4.3.5 Having excellent pedestrian links to this key destination further enhances the sustainability of the proposed redevelopment of Dukesbridge Chambers.

Figure 4-1 Reading Cycle Map (Source RBC)



4.4 Private Car

Local Highway Network

- 4.4.1 The site has vehicular access from Highbridge Wharf, this is accessed only off King's Road. King's Road is two-way, with a speed limit of 30mph which transitions into a 20mph zone west of the junction with Highbridge Wharf.
- 4.4.2 Kings Road leads to Minster Street to the west and has restricted access during peak hours and is only accessible to cars from 11:00 - 16:00. During the restricted hours of 16:00 – 11:00 all traffic must turn south onto Dukes Street/London Street and are then required to turn east bound onto Queens Road.
- 4.4.3 There are options to exit westbound or eastbound onto King's Road. Westbound traffic would utilise Duke Steet/London Street before being required to turn eastbound along Queen's Road (due to the restricted movements). The southern section of the Inner Distribution Road (IDR). Eastbound traffic on Kings Road would turn north onto the A329, the eastern section of the IDR, this section has a speed limit of 30mph.
- 4.4.4 The IDR links Reading town centre with the major corridors of A33, A329, A4 which in Turn give access to the M4 at Junctions 10, 11 and 12. Queen's Road forms a section of the A329, which runs between Thame in Oxfordshire and Virginia Water in Surrey.
- 4.4.5 There are a number of local car parks within walking distance of the site, with the closest being the Queen's road multi-storey car park approximately 350m south east of the site (circa 4-minute walk). The Queens Road car park is operated by NCP and has a provision of 700 spaces including disabled parking. It is open 24 hours operating for short and long stay, with a number of tariffs available. Alternatively, The Oracle shopping centre provides a large car park with good accessibility to the local amenities.

Strategic Highway Network

- 4.4.6 The M4 J11 is located approximately a 7.7km drive from the site. The M4 runs between London and South Wales, it also provides access to the M25 to the east and the M5 to the west.

4.5 Local Facilities and Amenities

- 4.5.1 Duke Street/ London Street has pedestrian access in the form of a designated footway on both sides of the Highway. Additionally, parts of Broad Street, Union Street and Chain Street are Pedestrian Zones, these are located to the east of the site. The site is located within a walking distance to numerous amenities. These include a variety of;

- Banks;
- Post Office;
- Restaurants and bars;
- Take-away's;
- Barbers and Hairdressers;
- Food stores;
- Shopping malls;

- Parks; and
- A library.

4.5.2 There are also numerous employment areas in the vicinity of the site.

Food Retail

4.5.3 There are local convenience stores such as Today's Express which is located on the ground level of the Dukesbridge Court building adjacent to Dukesbridge Chambers. There is also a wide range of supermarkets such as Tesco Express, Sainsbury's and Marks & Spencer's within close proximity to the site. Additionally, supermarkets further afield such as Asda and Tesco, provide online shopping and delivery to site. The delivery strategy for the site is provided within **Section 3.6**.

Leisure and Recreation

- 4.5.4 Vue cinema is located 250m to the south of the site and provides a good leisure activity, additionally Forbury gardens is within a five-minute walk of the site (400m) and occasionally provides festivals and local activities within the grounds.
- 4.5.5 For larger recreational areas, Kings Meadow is 950m to the north of the site and provides large football pitches and a skatepark. A further 1.1km from the site Christchurch Meadows offers a large playing area with four outdoor tennis courts and has good connections to Caversham.

Education

4.5.6 There is a wide range of education facilities around the site within walking and cycling distance. Katesgrove Primary school is within a 10-minute walk from the site, similarly to The Abbey School which is 12-minutes' walk from the site. Reading School is located 1.5km southeast of the site reachable within a 19-minutes' walk or a 8-minute cycle. For further education, Reading College is within 14-minutes' walk to the north of the site, additionally University of Reading provides two campuses within the centre of Reading: London Road campus and Whiteknights campus within 1.1km and 2.1km retrospectively.

Health and Medical

4.5.7 The closest GP surgery is London Street Surgery located within a four-minute walk from the site. To the west of the site within a seven-minute walk, Reading Walk-in-Health Centre provides non-urgent medical treatments and is open 08:00 – 20:00 seven days a week and can be reached within a seven-minutes' walk. Royal Berkshire Hospital is located 850m south east of the site.

5 Multi Modal Trip Generation

5.1 Introduction

- 5.1.1 This section of the TS sets out the methodology used to determine the proposed trip generation of the site as well as the predicted net difference based upon the existing office use and the proposed GPD of 25 residential units.

5.2 Existing Office Trip Generation

- 5.2.1 **Table 5-1** sets out the multi-modal trip generation for the existing office space at Dukesbridge Chambers extracted from the survey database TRICS to calculate the trip rate of the existing office building.

- Main Land Use: Employment Office
- Selected Areas: England (excluding Greater London)
- Location Types: Town centre, Edge of Town Centre
- Selected Survey Days: Monday - Friday
- Area: up to 1500 sqm

Table 5-1 Existing Multi-Modal Office Trip Rate

Office B1 Use	Trip Rates Per 100sqm GIA			Total People Trip Rate Per 876sqm GIA		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	3.55	1.06	4.60	31	9	40
PM Peak Hour (17:00 – 18:00)	0.60	2.00	2.60	5	18	23

* Note may not sum due to rounding.

- 5.2.2 The 2011 Census Travel to Work data was used to obtain the mode share for person trips travelling to MSOA covering the site for work purposes (**Table 5-2**) which has then been applied to the number of total people trips to and from the site to calculate the person trips by mode for the existing office use (**Table 5-3**).

Table 5-2 MSOA Reading 011 Mode Share

Train	Bus	Taxi	Motor-cycle	Car	Car Passenger	Bicycle	On Foot
17%	18%	0%	1%	38%	4%	4%	18%

* Note may not sum due to rounding.

Table 5-3 Existing Office Person Trip Mode Share

Mode of travel	AM (8:00- 9:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	6	2	7	1	3	4
Cyclist	1	0	2	0	1	1
Bus	6	2	7	1	3	4
Rail	5	2	7	1	3	4
Car Driver	12	3	15	2	7	9
Car Passenger	1	0	2	0	1	1
Other	0	0	0	0	0	0
Total	31	9	40	5	18	23

* Note may not sum due to rounding.

5.3 Proposed Residential Trip Generation

5.3.1 The proposed residential development trip generation has been calculated based on surveys of comparable sites within the TRICS database. For the proposed trip rate proposals, the following parameters have been used in the selection of TRICS sites to calculate an estimated trip rate;

- Main Land Use: Private Residential
- Selected Areas: England (excluding Greater London)
- Location Types: Town Centre, Edge of Town Centre
- Selected Survey days: Monday – Friday
- Number of Dwellings: 6 - 40

5.3.2 A full TRICS report is presented in **Appendix B** and **Table 5-2** provides the total person trip rates and generation for the AM (08:00-09:00) and PM peak hours (17:00-18:00).

Table 5-4 Residential General Permitted Development Person Trip Rates

Residential C3 Use	Per 100sqm GIA			Trip Generation for 25 Units		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	0.13	0.42	0.55	3	10	14
PM Peak Hour (17:00 – 18:00)	0.47	0.20	0.67	12	5	17

* Note may not sum due to rounding.

5.3.3 The 2011 Census Travel to Work data was used to obtain the mode share for the MSOA covering the site (**Table 5-3**) which has then been applied to the number of total people trips to and from the site to calculate the person trips by mode for residential use (**Table 5-4**).

Table 5-5 MSOA Reading 011 Mode Share

Train	Bus	Taxi	Motor-cycle	Car	Car Passenger	Bicycle	On Foot
20%	12%	0%	0%	29%	3%	4%	31%

* Note may not sum due to rounding.

Table 5-6 Residential Person Trip Mode Share

Mode of travel	AM (8:00- 9:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	1	2	3	2	1	3
Cyclist	0	0	1	0	0	1
Bus	1	2	3	2	1	3
Rail	1	2	2	2	1	3
Car Driver	1	4	5	5	2	6
Car Passenger	0	0	1	0	0	1
Other	0	0	0	0	0	0
Total	3	10	14	12	5	17

* Note may not sum due to rounding.

5.4 Net Trip Impact

5.4.1 The above sections demonstrate that the proposed development is expected to generate lower multi-modal trips when compared to the existing office use.

5.4.2 The net difference between the multimodal results is summarised in **Table 5-5**.

Table 5-7 Net Difference of Office Use to Residential Use

Mode of travel	AM (8:00- 9:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Pedestrians	-5	0	-5	1	-2	-1
Cyclist	-1	0	-1	0	-1	0
Bus	-5	0	-5	1	-2	-1
Rail	-5	0	-4	1	-2	-1
Car Driver	-11	0	-10	3	-5	-2
Car Passenger	-1	0	-1	0	-1	0
Other	0	0	0	0	0	0
Total	-28	1	-26	7	-13	-6

* Note may not sum due to rounding.

- 5.4.3 Above presents the net reduction in people trips to and from the site, and although there is a shift in trips, increasing AM departures and PM arrivals, overall there is a reduction of 32 two-way trips across both AM and PM peak times.

6 Summary & Conclusions

6.1 Overview

6.1.1 This TS is considered to have delivered on its purpose and objectives by:

- Confirming the likely impact of the proposed development at Dukesbridge Chambers on the surrounding highway network compared to the proposed residential scheme;
- Outlining the suitability of the development proposals in terms of access for pedestrians and cyclists with associated parking and refuse servicing; and
- Describing how access and movement could be achieved for all modes, with an emphasis on encouraging sustainable travel alternatives.

6.2 Conclusions

6.2.1 It is therefore considered that transport principles are clearly set out for RBC as to demonstrate the proposals would:

- a) Capitalise on the extensive sustainable travel opportunities available to the application site situated on Dukes Street, including a major bus corridor and cycle route which provides access to Reading Town Centre, Reading Railway Station and the University Campuses;
- b) Provide a development layout that would ensure safe access for all residents, staff and visitors, including for refuse collection and delivery vehicles;
- c) Absence of car parking at the site to discourage the use of single occupancy car use;
- d) Provide cycle parking provision that reflects RBC standards; and
- e) Have a material net reduction in multi-modal trips in comparison to the consented position, with a reduction in single-occupancy vehicle traffic in peak periods, as well as across the day.

6.3 Recommendation

6.3.1 Based on the findings of this TS and conclusions set out above, it is recommended that the development proposals be considered positively from a transport perspective with no material impact on the local highway network, when RBC considers the planning application in the round.

Appendix A Site Masterplan

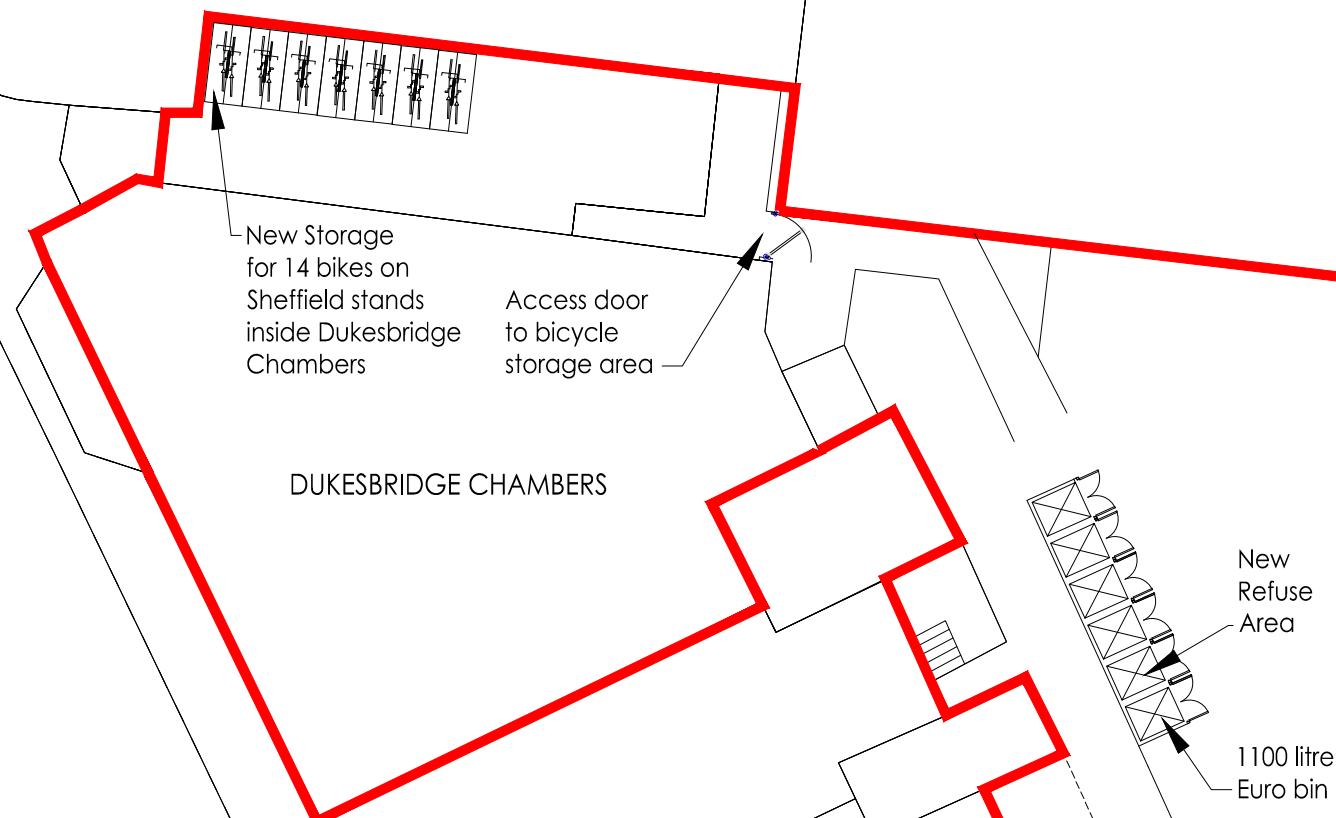
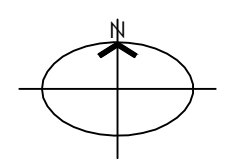
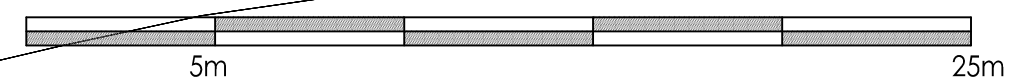


FIG. 1

SITE PLAN
SCALE 1:200



Rev: K / 10.04.2019 / General Revisions



6 Wrotham Business Park
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Drawing Title:
**Site Plan - Dukesbridge
Chambers**
Project:
P.D.Application

Scale: 1:200@A2
Drwn: srt
Date: March 2019

Location:
Dukesbridge Chambers,
Reading, RG1 4SA

Drawing No:
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