



Rose Hill Commercial Estates Ltd

**43-43a London Street
Reading**

Transport Statement

June 2019

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1 INTRODUCTION

- 1.1 Rose Hill Commercial Estates Ltd has commissioned Pulsar to prepare a Transport Statement in support of a planning application for the redevelopment of the existing site at 43-43a London Street, Reading, to provide a residential-led development consisting of 21 dwellings in addition to a single retained commercial unit.

Background

- 1.2 The Local Planning Authority and Local Highway Authority are Reading Borough Council (RBC).
- 1.3 Pre-application advice in relation to the development proposals was received from RBC on 8th May 2019. This advice, which is contained at **Appendix A**, includes details on parking and servicing requirements that has been adhered to in preparing this report.
- 1.4 The adjoining site (East Street Car Park) has been the subject of a planning application (Ref: 170019/FUL) for 103 student accommodation units, which was approved at appeal. A variation to this permission (Ref: 182251/VARIAT) was approved at the RBC Planning Applications Committee (PAC) on 6th March 2019. A revised proposal increasing the building to 135 units was approved at PAC on 3rd April 2019 (Ref: 181849/FUL). Regard has been given to this site and the car-free nature of the proposed scheme in preparing this Transport Statement.

Proposed Development

- 1.5 The proposals involve the construction of 21 residential units (2 x studio, 7 x 1 bed, 9 x 2 bed and 3 x 3 bed) presented in a mews style layout. The proposals also seek to retain a reduced size retail unit fronting London Street. In addition, two blue badge spaces are proposed at upper ground floor level, resulting in an overall reduction of 20 private parking spaces. The proposed layout is shown on the architect's layout plans in **Appendix B**.
- 1.6 The Transport Statement is structured as follows:
- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
 - **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
 - **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
 - **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.

Commented [LK1]: For some reason I've been unable to get on the RBC planning website to review these applications so I haven't actually checked the proposals whilst preparing the report – not sure if you want to keep this text in the report.

- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

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2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site, which is formed by both Nos. 43-43a London Street, Reading (RG1 4PS), currently accommodates a retail unit fronting London Street (previously occupied by a Dentist practice) and a church to the rear of the property. The property also includes 22 parking spaces at upper ground floor level, which are accessed via a ramp from East Street.

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2.3 London Street predominantly comprises a number of commercial properties, whilst surrounding roads including South Street, East Street and Church Street are largely residential in nature. East Street Car Park to the rear of the site is currently being converted into student accommodation.

2.4 **Figure 1** shows the site location plan.

Accessibility

2.5 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.6 The area is conducive to walking with a good level of pedestrian infrastructure present in the vicinity of the site. Furthermore, the topography in the area is generally flat which is good for walking and cycling activity.

2.7 London Street, which has an active commercial frontage, has footways on both sides of the main carriageway and regular crossing points. Within the vicinity of its junction with Queen's Road to the north, signalised crossing points with dropped kerbs and tactile paving are present across all four arms of the junction in addition to guardrails. Further south beyond the South Street / London Street junction, a signalised crossing point provides safe access across London Street with tactile paving and dropped kerbs once again provided. At the London Street / Crown Street junction, more signalised crossing facilities are present.

2.8 Immediately adjacent to the north of No. 41 London Street is a passageway that provides a pedestrian route between London Street and East Street. This route is covered at its western extent and passes east-west through the proposed site before leading into the existing car park to the rear of the site.

2.9 London Court is a narrow road adjacent to the southern boundary of No. 47 London Street that allows both pedestrian and vehicular access between East Street and London Street.

- 2.10 Surrounding roads within the vicinity of the site, including East Street, South Street and Church Street, all provide footways of appropriate width with dropped kerbs provided at most junctions as a minimum.
- 2.11 Government research contained in Planning Policy Guidance 13: Transport, as well as guidance produced by the Chartered Institution of Highways and Transportation (CIHT) suggests that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Therefore, a consideration of services and facilities accessible by walking within two kilometres is considered appropriate.
- 2.12 **Table 2.1** below sets out walk distances between the site and key local amenities.

Table 2.1 Approximate walk distances to local amenities

Local Facility	Distance (m)
Bus Stops	10
GP Surgery (London Street)	80
Shops	50
Dentist	320
Kendrick School	350
Reading Central Library	350
Supermarket (Tesco Express)	350
ATM / Bank (Barclays)	500
Katesgrove Primary School	650
Post Office (Broad Street)	800
Reading Train Station	800

- 2.13 **Table 2.1** demonstrates that the site is conveniently located close to key amenities, thereby encouraging walking trips.
- 2.14 Accepted guidance and research suggests that cycling is a significant potential mode for journeys up to 5 miles. This catchment would include the entirety of the built Reading area.
- 2.15 Shared bus and cycle lanes are present along the entirety of London Street between its junctions with Queen's Street to the north and Crown Street to the north. These on-road facilities connect with National Cycle Route (NCR) 4 to the north of the site within the vicinity of Yield Hall Place and Star Lane. At this point, NCR4 continues both eastbound and westbound alongside the River Kennet through Reading.
- 2.16 To the south of London Street, further shared bus and cycle lanes are provided along sections of Crown Street.

Public Transport

- 2.17 The site is well-served by bus with two bus stops (northbound and southbound) located within the immediate vicinity of the site frontage on London Street. The

southbound bus stop provides covered seating, whilst both stops are marked by a bus flag that provides information on available services.

- 2.18 The following services are available from these bus stops: 5, 6, 6a, 7, 11, 21, 21a. A bus network map provided by Reading Borough Council is contained at **Appendix C**.
- 2.19 Reading Train Station is located approximately 800m (10-minute walk) to the north of the site, and provides frequent connections to London Paddington, Oxford, Bristol, and Cardiff Central amongst many other key destinations.
- 2.20 **Table 2.2** below provides a summary of the rail services operating from Reading Train Station.

Table 2.2 Summary of Rail Services (No. Services per Hour)

Destination	AM Peak Hour (0800-0900)	PM Peak Hour (1700-1800)
London Paddington	17	15
Oxford	5	5
Bristol (All Stations)	4	4
Cardiff Central	2	2

Local Highway Network

- 2.21 Between its junctions with Queen's Street to the north and Crown Street to the south, London Street operates as a two-way route for buses, taxis and cyclists, whilst all other traffic can travel in a southbound direction only. On the approach to Crown Street, the southbound bus lane merges with the standard lane. The road is subject to a 30mph speed limit.
- 2.22 Intervals of on-street 'Pay & Display' parking are present along both sides of the carriageway along London Street and, within the vicinity of the site, parking restrictions are in place from 8am to 8pm limiting parked vehicles to maximum stay of 3 hours. Along the site frontage, there is a single loading bay present to the east of the carriageway and this adjoins the southbound bus stop.
- 2.23 London Court is a narrow road adjacent to the southern boundary of No. 47 London Street that allows vehicular access between East Street and London Street. Informal parking takes place along this corridor, which is fronted by a number of residential properties. Within the vicinity of its junction with London Street, a lockable bollard is present. Double yellow lines are also in place at this location as well as 'No Loading' restrictions from 07:30-09:30 and 16:00-18:00.
- 2.24 South Street is a two-way carriageway, which is subject to a 30mph speed limit. On-street parking for 'Permit Holders Only' (Zone: S1/11R) is available along the northern side of the carriageway between its junctions with London Street and East Street, whilst double yellow line restrictions are in place to the south of the carriageway and also to the north between the on-street parking bays and London Street. East of its

junction with East Street, 'Pay & Display' parking is available to the north of the carriageway once again limiting parking to a maximum duration of 3 hours between 8am and 8pm.

- 2.25 East Street is a two-way single carriageway road. To the north, it provides access into the existing car parking area to the rear of the site, whilst to the south it forms a crossroads with South Street. Beyond South Street, northbound access only is provided along East Street. Both 'Permit Holder Only' (Zone 11R) and 'Pay & Display' parking bays are provided to the east of the carriageway, north of its junction with South Street.
- 2.26 Queen's Street forms a four-armed signalised crossroads with London Street to the north of the site. Queen's Street is a dual carriageway road, which is subject to a 30mph speed limit within the vicinity of its junction with London Street before increasing to 40mph approximately 100m to the west. A westbound slip road from Queen's Street and an eastbound slip road from Mill Lane both enable southbound vehicles to travel along London Street. Northbound vehicle movements from London Street (i.e. bus and taxi only) are prohibited from turning onto Queen's Street, i.e. they must continue straight ahead.

Local Car Ownership

- 2.27 Census data (for the Reading 011 Middle Super Output Area) was referenced to understand local car ownership levels with the results given below:
- Zero cars – 45.8%
 - 1 car – 44.6%
 - 2 cars – 8.3%
 - 3 cars – 0.9%
 - 4 or more cars – 0.4%
- 2.28 According to Census data, 46% of all household types in the area own no cars, whilst 90% of household types have one or fewer cars.
- 2.29 There is a difference between levels of ownership of flatted units and houses. This is demonstrated in **Table 2.3**.

Table 2.3 Car Ownership by Household Type

Number of Cars per Household	House	Flat
Zero	33.1%	49.5%
One	47.8%	43.7%
Two or More	19.1%	6.8%
Total	100.0%	100.0%

- 2.30 The data demonstrates that flatted households in the area are less likely to own a vehicle compared with households. Approximately 50% of flatted units will not own a car compared with 33% of households.

Summary

- 2.31 The data presented above demonstrates the low car ownership rates for the area within which the site is situated. Furthermore, it is considered that the proximity of the site to frequent bus services, rail connections, walking and cycling infrastructure and substantial controlled parking restrictions will encourage future residents to use sustainable travel options over private car use. Therefore, the proposals for a car-free development with the exception of two blue badge parking bays is deemed appropriate in this location.

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3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was published in July 2018 and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.
- 3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a presumption in favour of sustainable development*".
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 102 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

- 3.5 Paragraph 103 states that the planning system should actively manage patterns of growth in support of the above objectives.

- 3.6 Paragraph 108 states that in assessing specific applications for development, the following should be ensured:

"appropriate opportunities to promote sustainable transport modes can be – or have been - taken up given the type of development and its location;

Safe and suitable access to the site can be achieved for all users; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.7 Paragraph 109 goes on to state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.8 NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Local Policy

Reading Borough Council Core Strategy

3.12 Reading Borough Council (RBC) adopted their Core Strategy in January 2008, whilst an altered version of the document was adopted in January 2015.

- 3.13 The Core Strategy comprises a spatial vision and strategic objective for the area. Reading is noted as being extremely well-connected in terms of the rail system with direct connections to 360 towns and cities nationally.
- 3.14 In relation to development of the Reading Central Area, it is stated that "*development in the centre will typically be medium to high-density, accessible mixed-use schemes [...] Private parking space will be limited, due to the proximity, frequency and choice of public transport options.*"
- 3.15 The site is considered to have a good level of accessibility as paragraph 4.30 of the Core Strategy defines this as "*a good level of accessibility is considered to be that within 400m of a defined centre with a good range of facilities by pedestrian routes, and within 400m by pedestrian routes of a bus stop served by a service with a frequency of better than one bus every 20 minutes in each direction within daytime hours.*"
- 3.16 Policy CS4 related to '*Accessibility and the Intensity of Development*':
- The scale and density of development within the Borough will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities. Sites will be assessed in terms of their level of accessibility to a defined district or local centre with a good range of facilities by pedestrian routes, and to a bus stop served by a strategic bus service. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility as set out in other policies in this document, other Development Plan Documents or Supplementary Planning Documents*
- 3.17 Policy CS24 states the following with regards to car and cycle parking standards:
- Maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.*
- Reading Borough Council Local Development Framework – Revised Parking Standards and Design SPD***
- 3.18 The RBC Supplementary Planning Document (SPD) was adopted in October 2011 and sets out the Borough's approach on vehicle parking provision and design.
- 3.19 Adopted parking standards within Reading are based on a zonal scheme devised by RBC. The RBC Transport Development Officer stated the following within the pre-application advice received in relation to the development proposals:

The site is located within the Zone 2, the primary core area but on the periphery of the central core area which lies at the heart of Reading Borough, consisting primarily of retail and commercial office developments with good transport hubs. This area is well served by rail and bus links and also contains the largest proportion of public car parking spaces. The site is within 250m of the Oracle shopping Centre and multi-storey car park, and is within 500m of Broad Street with a range of shops and services. East Street and the surrounding classified road network all have parking restrictions preventing on-street parking.

- 3.20 Section 3 of the SPD outlines the car parking standards for all land uses. A summary of the residential car and cycle parking standards is provided below in **Table 3.1**. It should be noted that guidance relating to car parking are 'required' standards, whilst standards relating to cycle parking are a minimum.

Table 3.1 Residential Car and Cycle Parking Standards

Dwelling Type	Car Parking (Zone 2)	Cycle Parking
Flat: 1-2 bed	1	0.5
Flat: 3+ bed	1.5	1
Visitor Parking	1 space per 10 dwellings	n/a

Reading Local Transport Plan 3

- 3.21 The Reading Local Transport Plan (LTP) 3 covers the period from 2011-2026 and was adopted in April 2011.
- 3.22 The LTP details the transport objectives which support the Council's vision whilst recognising the wider issues signified by Reading's geographic position as a transport hub.
- 3.23 People are prioritised within the LTP and travel choices will be available and accessible to everyone as part of the Council's transport ambitions. Walking and cycling will be safer and public transport more affordable and reliable.
- 3.24 RBC will continue to encourage sustainable travel whilst matching capacity with demand through the use of policy measures and network management.

Reading Borough Council New Local Plan

- 3.25 RBC are working on producing a new Local Plan, which will replace the current development plans with a new plan setting out how Reading will develop up to 2036.
- 3.26 The Local Plan was submitted to the Secretary of State on Thursday 29th March 2018. This marked the beginning of a process of public examination that took place during 2018 and 2019. The Inspector has set out a number of steps that are recommended in order to make the Local Plan sound, and it is understood that RBC is seeking to adopt the Local Plan in October 2019.

- 3.27 Policy CC6 of the New Local Plan addresses 'Accessibility and Intensity of Development'. It states:

The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility.

- 3.28 Of relevance to car and cycle parking is Policy TR5:

Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Summary

- 3.29 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to site attendees and the wider community. The site is situated in an accessible location and further information is provided later in this report which details the transport infrastructure proposed for the site.

4 THE PROPOSED DEVELOPMENT

- 4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure. **Appendix B** contains the architect's layout.
- 4.2 The proposals involve the construction of 21 residential units (2 x studio, 7 x 1 bed, 9 x 2 bed and 3 x 3 bed) presented in a mews style layout. The proposals also seek to retain a retail unit (48sqm GIA) fronting London Street. In addition, two blue badge spaces are proposed at upper ground floor level, resulting in an overall reduction of 20 private parking spaces.

Pedestrian Access

- 4.3 Pedestrian access for the redeveloped property at No. 43 London Street will take place from London Street through the existing entrance. Access to the new properties to the rear of the site will be via the existing covered passage immediately to the north of No. 41 London Street. A gate will be installed at this access point. Pedestrian access to the rear properties will also be achieved from East Street via the car park and a newly landscaped garden area that runs between the eastern perimeter of the site and the adjoining East Street Car Park development.
- 4.4 The upper ground level floors of the development will be entered at grade and will therefore be fully wheelchair accessible.

Vehicular Access

- 4.5 Parking associated with the development will continue to be located at upper ground level and will therefore be accessed via the ramp from East Street.

Servicing

- 4.6 It is expected that the proposed development will be typically serviced by refuse vehicles, home food and non-food deliveries and infrequent maintenance. Given the scale of the scheme, it is expected that the residential/commercial elements will generate minimal deliveries each day. Along the site frontage, there is a single loading bay present to the east of the carriageway and this adjoins the southbound bus stop. This will be used for delivery and servicing purposes.
- 4.7 All accommodations will be provided with in-unit waste and recycling storage; easily accessible bins will be provided in a communal store at lower ground level close to London Street. In addition, bin storage will be provided for the adjoining properties creating a shared waste-collection strategy. Refuse collection will also take place via the loading bay area with bins being wheeled to the refuse vehicle by collection staff.

Vehicle Parking

- 4.8 The existing site provides a total of 22 car parking spaces. The proposed development will provide two blue badge parking spaces at upper ground floor level, resulting in the overall loss of 20 car parking spaces. The parking* provision will be marked clearly and allocated to the relevant residential units.
- 4.9 As mentioned previously, RBC's adopted parking standards (Revised Parking Standards and Design SPD – 2011) are based on a zonal system. However, whilst the site is marginally outside zone 1 (Central Core Area) it has been acknowledged by RBC that it benefits from all the connectivity and amenities associated with zone 1.
- 4.10 RBC apply maximum parking standards for non-residential uses. Given the excellent connectivity of the site and the availability of public car parking, a car-free approach is considered to be appropriate for the non-residential uses and has been encouraged in pre-application discussions.
- 4.11 For residential uses, RBC apply "required" standards but have accepted lower parking provision where it has been demonstrated that highway safety would not be compromised. In this regard, the site is surrounded by parking restrictions including a residential parking permit system. To support this further, the site will be marketed as being car-free (with the exception of the blue badge spaces). As a result, it is unlikely that residents will seek to keep a car at or near the site.
- 4.12 Whilst there would be an overall reduction in parking spaces on the site, the level of non-residential floorspace will be significantly reduced; and as noted above, the highly accessible nature of the site adjacent to the Central Core Area lends itself to a car-free approach, which is consistent with RBC policy.

Cycle Parking

- 4.13 The development will provide a minimum of 11 cycle parking spaces in accordance with minimum standards that require 0.5 spaces per unit. Cycle parking will be provided in secure storage for all proposed dwellings and will be located at lower ground level within the main blocks (refer to Architect's drawing in **Appendix B**).
- 4.14 Cycle parking will be designed in accordance with the typical cycle stand dimensions and cycle parking layout specified on page 22 of the '*Revised Parking Standards and Design SPD – 2011*' document prepared by RBC.

5 TRIP ASSESSMENT

- 5.1 This section considers the likely number of trips that the residential development is forecast to generate. Although the proposals also include a single commercial unit, this will be retained from the existing site and will have a reduced floor area. As such, it is not considered for the purposes of this trip assessment.

Residential Trip Rates & Trip Generation

- 5.2 In order to derive the potential total person trip generation for the proposed residential use, the TRICS database was interrogated with the following parameters selected:

- Land Use – Residential;
- Category – Flats Privately Owned;
- Regions – England (Excluding Greater London); and
- Locations – Town Centre and Edge of Town Centre.

- 5.3 The resulting total person trip rates are set out in **Table 5.1** below.

Table 5.1 Residential Total Person Trip Rates & Trip Generation: All Modes

Period	Trip Rates			Trip Generation		
	In	Out	Total	In	Out	Total
08:00 - 09:00	0.095	0.521	0.616	2	11	13
17:00 - 18:00	0.478	0.215	0.693	10	5	15
07:00 - 19:00	2.721	2.785	5.506	57	58	116

- 5.4 The proposed development is expected to generate 13 two-way total person trips between 08:00-09:00 and 15 two-way total person trips between 17:00-18:00.
- 5.5 Using 2011 Census data, it has been possible to extract 'Method of Travel to Work' modal split proportions for residents living within the Reading 011 Middle Super Output Area, within which the development site is situated.
- 5.6 As the site is expected to be car-free with the exception of two disabled parking bays, the mode split proportions have been adjusted accordingly. The provision of two disabled bays represents a proportion of 9.5% provision at the site (2 parking bays for 21 units) and therefore the car driver mode split has subsequently been amended to 9.5%. This is considered to represent a worst case (for vehicle trips) as it assumes that all trips associated with those two units will be made by car.
- 5.7 The remaining mode split proportions have then been extrapolated. The original mode split proportions and the adjusted mode split proportions are both presented in **Table 5.2** below.

Table 5.2 Residential Modal Splits – Original and Adjusted

Mode	Modal Split	
	Original	Adjusted
Underground	0.4%	0.5%
Train	20.3%	26.4%
Bus, minibus or coach	11.5%	14.9%
Taxi	0.4%	0.5%
Motorcycle, scooter, moped	0.4%	0.5%
Driving a car or van	30.4%	9.5%
Passenger in a car or van	3.1%	4.0%
Bicycle	3.5%	4.5%
On foot	29.4%	38.2%
Other	0.7%	0.9%
Total	100.0%	100.0%

- 5.8 The adjusted modal split presented above has then been applied to the total person trip generation from **Table 5.2**. The residential trip generation by mode is outlined below in **Table 5.3**.

Table 5.3 Residential Trip Generation by Mode

Mode	AM Peak Hour			PM Peak Hour			07:00-19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	0	0	0	0	0	0	0	0	1
Train	1	3	3	3	1	4	15	15	31
Bus, minibus or coach	0	2	2	1	1	2	9	9	17
Taxi	0	0	0	0	0	0	0	0	1
Motorcycle, scooter, moped	0	0	0	0	0	0	0	0	1
Driving a car or van	0	1	1	1	0	1	5	6	11
Passenger in a car or van	0	0	1	0	0	1	2	2	5
Bicycle	0	0	1	0	0	1	3	3	5
On foot	1	4	5	4	2	6	22	22	44
Other	0	0	0	0	0	0	0	0	1
Total	2	11	13	10	5	15	57	58	116

- 5.9 It can be seen that a single two-way vehicle trip will be generated by the proposed development during both the AM and PM peak hours respectively. Across a 12-hour period, the development could generate up to 12 two-way vehicle trips. The majority of person trips generated by the development are likely to be undertaken either by foot or public transport.
- 5.10 It can therefore be seen that the proposed development will have an insignificant impact on the local highway network.

6 SUMMARY & CONCLUSIONS

- 6.1 Rose Hill Commercial Estates Ltd has commissioned Pulsar to prepare a Transport Statement in support of a planning application for the redevelopment of the existing site at 43-43a London Street, Reading, to provide a residential-led development consisting of 21 dwellings in addition to a single retained commercial unit.
- 6.2 The proposals involve the construction of 21 residential units in a mews style layout. The proposals also seek to retain a e retail unit fronting London Street. Two blue badge parking spaces are proposed at upper ground floor level, resulting in an overall reduction of 20 private parking spaces, whilst secure and sheltered cycle parking will be provided in accordance with local standards to encourage active travel patterns. Vehicular access to the site is via East Street, whilst pedestrian access is proposed via both East Street and London Street.
- 6.3 The scheme incorporates two blue badge spaces for the proposed residential use, which is consistent with RBC policy that allows lower parking provision where highway safety would not be compromised. As the site is in an area comprising comprehensive parking controls and is highly accessible, it is extremely unlikely that residents / visitors would seek to retain a car and park on-street.
- 6.4 The site seeks to maximise the sustainable characteristics of the site by encouraging active travel. Residents and visitors will be able to maximise the benefits of close proximity to bus and rail services which, in combination, provide access to destinations across Reading itself and further afield to London Paddington, Oxford, Bristol and Cardiff.
- 6.5 A trip generation assessment was undertaken, which shows that the impact of the proposed development is expected to be negligible in terms of additional vehicle trips across the peak hours.
- 6.6 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- opportunities for sustainable transport modes have been taken up;
 - safe and suitable access to the site can be achieved by all people;
 - that where necessary, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- The impact of the development is not severe.
- 6.7 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds.

FIGURES

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APPENDIX A – PRE-APPLICATION ADVICE

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APPENDIX B – ARCHITECT’S LAYOUT

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APPENDIX C – BUS NETWORK MAP

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