

A Planning Application by
STUDIOUS DEVELOPMENT (READING) LTD

In respect of
**Land at East Street,
Reading**

Transport Statement

October 2018



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1 INTRODUCTION

- 1.1 Transport Planning Associates has been appointed by Studios Development (Reading) Ltd to provide transport consultancy services in relation to the proposed redevelopment of Land at East Street, Reading.
- 1.2 This Transport Statement refers to the proposed redevelopment the private car park which is located to the south of Queen's Road and to the west of East Street.
- 1.3 The development proposals consist of the development of a five storey building providing up to 135 beds / rooms and associated facilities. The accommodation will be student's accommodation, most likely for those attending the University of Reading.

Planning History

- 1.4 A previous planning application for a four storey building providing 103 student accommodation units with no dedicated car parking (Application No. 170019) was refused by Reading Borough Council in June 2017 for four reasons, although only one of these related to transport and highways, this being:

“3. The proposed development does not comply with the Local Planning Authority's standards in respect of arrival and departure procedure at the beginning and end of term and as a result constitutes a highway safety hazard in conflict with Policy CS24 of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and Policy DM12 of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015).”

- 1.5 Planning permission was subsequently granted following an appeal in August 2018. With regards to transport and highways, the Inspector found:

“35 The appeal site is an accessible location with multiple routes to and from local facilities.

37 the proposed accommodation will be, essentially, car free. I have already referred to the site's accessible location which would facilitate walking, cycling and the use of public transport. Therefore, although there may be a additional comings and goings, in the form of pick up and drop off and taxi trips, these are likely to be limited in number. As such, they would not pose a risk to highway safety or convenience. The existing car park is unused and, therefore, its redevelopment would not lead to a loss of parking provision in the area.

40 Students arriving and departing from the proposed accommodation at the beginning and end of term would be likely to generate a considerable number of vehicle movements and demand for short term parking. In the absence of on-site parking provision, indiscriminate parking associated with this activity could adversely affect safety on the local highway network. The PA includes an

obligation to secure the use two car parking spaces at the adjoining New Century Place site for specified periods to deal with this demand. The Council's highways department have advised that this level of provision would be satisfactory. Consequently, I find that the obligation to secure the use of the parking spaces is directly related to the development and necessary to make it acceptable in planning terms. I have, therefore, taken it into account."

1.6 With regards to conditions, the Inspector suggested:

"44 A condition to secure the provision and implementation of a scheme of archaeological work is necessary to protect below ground heritage assets. The use of a condition requiring existing vehicular accesses to be stopped up and the footpaths reinstated in necessary in the interests of highway safety. Conditions requiring the implementation of bicycle parking, the provision and review of a travel plan, the notification of the postal address of the building and measures to inform future occupiers about their entitlement to parking permits are required to meet national and local policy objectives for sustainable travel. The latter condition is also necessary to ensure highway safety."

Report Structure

1.7 This Transport Statement has been prepared to consider the highway and transport aspects of the proposed redevelopment of the site and forms part of a suite of supporting documents to an outline planning application. This report will describe the proposed scheme, set out the likely trip generation associated with the proposals and consider the impact on the surrounding highway network.

1.8 The remainder of this report is set out as follows:

- Chapter 2 - Application Site
- Chapter 3 - Proposed Development
- Chapter 4 - National and Local Planning Policies
- Chapter 5 - Development Impact
- Chapter 6 - Summary and Conclusion

Report Conclusion

1.9 This report concludes that the proposed development is located in an area which is accessible to local facilities by walking and cycling or using public modes of transport, will be suitable for its intended use and will have no adverse impact on the local highway network.

1.10 It is therefore considered that there are no highways and transport reasons for refusal of the planning application.

2 THE APPLICATION SITE

Site Use

- 2.1 The proposed development site is currently a private car park with a total of 49 spaces, split in two levels with 11 forming the lower car park and the remaining 38 forming the upper car park. There car parking along the northern side of East Street will be retained as part of the development proposals.

- 2.2 The car park was previously associated to 1 New Century Place, which in October 2016 was granted planning permission to be redeveloped into 75 individual self-contained studios / apartments (Planning Application No. 161601). The planning permission restricts occupiers for being entitled to on-street car parking permits so as to be a '*car free development*' and as such the existing car park would no longer be required.

- 2.3 As set out in Section 1 of this report, there is extant planning permission on the site for 103 student accommodation units, which would also be car free. However, the car parking along the northern side of East Street would be retained and three spaces allocated for student pick up / drop off parking at the start / end of term, as indicated in the plan shown in **Appendix A**.

Site Location

- 2.4 The site is located to the south of Queen`s Road and to the west of East Street in Reading. A Site Location Plan, showing the site in the context of the wider area is reproduced at **Figure 2.1**.

- 2.5 Whilst the site is accessible by car only via East Street, pedestrian access is also possible via Queen`s Road, via either two flights of stairs or a step-free ramp for people with reduced mobility.

- 2.6 Conveniently located just outside Reading town centre, the site is less than 900m from both Reading railway station (to the north) and the University of Readings London Road Campus (to the south). In addition to the train services accessible at Reading station, a number of bus stops are located within 100m of the site.

Pedestrian Infrastructure

- 2.7 As noted, pedestrian access to the site is from either Queen`s Road, to the north, or East Street, to the south. It is also possible to reach the site via a pedestrian passage at no. 35-39 London Street, which enables access to the bus stops on London Road within a 100m walk. However, this is not a Public Right of Way and as such, although unlikely, access could be restricted in the future.

- 2.8 Footways are located on both sides of Queen`s Road that connect to the pedestrianised area of New Century Place which in turn provides access to the site. East Street also has footways on either sides of the road, with dropped kerbs where the road meets side roads and the entrance to the existing car park. Footways in the vicinity of the Site are between 1.8m and 3.5m wide.
- 2.9 A number of signalised crossings are situated in the vicinity of the site. Staggered crossings are located at every crossing point at the trafficked Queen`s Road / London`s Street junction. The dedicated crossing points include sections of pedestrian guard railings.
- 2.10 Additional pedestrian crossing points with dropped kerbs and tactile paving are provided at other junctions in the vicinity of the site. Several crossing opportunities are provided along London Street and London Road, including signalised crossings (at the junction of London Street and London Road, another on London Road opposite the Royal Berkshire Hospital) and a signalised crossing (at the junction of London Road and Kendrick Road).
- 2.11 The pedestrian network links the site to residential areas, local shops, schools and transport services. The Institute of Highways and Transportation`s (IHT) publication `Providing for Journeys on Foot, 2000` suggests the following acceptable walking distances:

Table 2.1 IHT`s Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting / School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 3.2. Providing for Journeys on Foot, IHT, 2000

- 2.12 The University of Reading, London Road Campus, is located 500m to the south of the site (and therefore within the desirable walking threshold) and is accessible within a 6 minute walk via East Street and London Road. The main Campus is located further south, 2.3 km from the site (slightly above the preferred maximum walking distance) and is accessible via East Street, Kendrick Road, Christchurch Road and The Queen`s Drive).
- 2.13 Being situated just outside the centre of Reading, and in particular under 250m walk from the nearby Oracle shopping centre, the site is within walking distance of a multitude of local facilities and shops. They include restaurants, Broad Street Mall, a cinema, Reading Central Library, a gym, Reading Museum, London Street Surgery, a chemist, several bank branches, and a post office. These are all located within 700m, a nine minute walk, of the site.
- 2.14 The whole area north of Queen`s Road is pedestrian friendly, with wide footways on either sides of the roads, or even completely pedestrianised (for example, Broad Street or the riverside).

- 2.15 Public transport services are also located within walking distance of the site, with the nearest bus stops situated 110m from the site on London Street, and Reading Railway Station approximately 900m; an 11-minute walk, to the north of the site.
- 2.16 According to IHT standards, the site is located within desirable or acceptable distances to surrounding facilities, services and commuting opportunities, therefore being in a suitable location for its intended use.

Cycle Infrastructure

- 2.17 The whole of Reading town centre is cycle friendly and benefits from a number of cycle racks and stands, for example outside the railway station, in Town Hall Square, adjacent to the Oracle, along Broad Street or at the riverside, under 200m from the site.
- 2.18 There are many cycle routes located within close proximity to the site. These include one National Cycle Route, and five Local Network Routes. The A327, London Street, is dedicated to buses and cycle only, in northbound direction. The whole of Reading is reachable within a 10/15-minute cycle ride from the site.
- 2.19 A summary of nearby routes is in Table 2.2, with a map of the local cycle network reproduced at **Appendix B**.

Table 2.2 Summary of Cycle Routes

Route	Route Summary	Accessed from	Distance from the Site
NCR 4	London – Reading - Fishguard	Kennet Side	600m
R2	RBH - University - Earley - Winnersh	Watlington Street	650m
R3	Newtown - Palmer Park - Bulmershe	Kennet Side	600m
R10	Madejski Stadium and Whitley	Katesgrove Lane	650m
R20	RBH - University - Earley - Winnersh	London Road	700m
R30	Newtown - Palmer Park - Bulmershe	Kings Road	600m

- 2.20 The University of Reading can be reached within a four minute (850m) cycle journey. This route starts at the south side of the site, and runs from East Street via South Street, Sidmouth Street, London Road and Crown Place. The main Campus is accessible via a ten minute cycle, via London Road and Alexandra Road.

- 2.21 *ReadyBike*, Reading's bike hire scheme, is part of a Reading Borough Council programme to improve sustainable transport options in and around the town. The nearest *Readybike* station is at the Oracle Riverside, less than 200m from the site.
- 2.22 The scheme has a special offer for College and University students to help them get around Reading quickly and cheaply, including special annual membership rates. As noted on its website: ***"With many ReadyBike docking stations across town, with three docks at the University, one outside Reading College, and other docks in the shopping districts and the train station to name a few, it's a quick, cheap and easy way to travel"***¹.

Public Transport Infrastructure

- 2.23 As previously noted, public transport services are located within close proximity to the site, with the nearest bus stops situated 110m from the site, and Reading Railway Station approximately 900m, an 11 minute walk, to the north of the site.

Bus Services

- 2.24 Bus services can be accessed from the stops on London Road, Crown Street and London Street (A327). These are serviced by 12 routes, which are summarised in Table 2.3.

Table 2.3 Summary of Bus Services

Route No.	Route	Monday-Friday	Saturday	Sunday
3	Wokingham-Aborfield-Reading	3 per hour	1 per hour	No service
3B	Reading-Bracknell	1 per hour	1 per hour	1 per hour
5	Central Reading-Northumberland Avenue	6 per hour	3 per hour	2 per hour
6	Central Reading-Whitley Wood	7 per hour	3 per hour	1 per hour
6a	Central Reading – Tesco Distribution Centre	7 daily	7 daily	5 daily

¹ <https://www.readybike.co.uk/>

Route No.	Route	Monday-Friday	Saturday	Sunday
7	Reading-Three Mile Cross-Riseley Fleet	1 per hour	1 per hour	4 daily
9	Central Reading – Shinfield Park	1per hour	1 per hour	No service
10	Reading-Spencers Wood	2 per hour	2 per hour	1 per hour
10a	Central Reading – Thames Valley Science Park	2 per hour	2 per hour	No service
11	Central Reading-Coley Park	3 per hour	2 per hour	2 per hour
19a	Central Reading – Loddon Bridge	1 per hour	1 per hour	No service
21	Central Reading-Lower Earley	5 per hour	4 per hour	2 per hour

2.25 Although the site is within ready walking distance from both the University of Reading, London Road Campus, and the railway station, it should be noted that a number of the bus routes serve the above-mentioned Campus, and stop on Station Road, which is a one minute walk from Reading Railway Station. The main Campus is accessible via a ten minute journey on route 21, which stops inside the University's grounds.

2.26 Further bus stops are located on Queen`s Road, approximately 500m west of the site. These stops provide access to an additional eight routes, including the 4, 13, 14, 17, 127 and 128.

Rail Services

2.27 As noted, Reading Railway Station is situated within an 11 minute walk of the site. The station is operated by CrossCountry, GWR and South Western Trains, providing fast and frequent services to London and several other destinations. A summary of the services from this station can be found in Table 2.4 below.

Table 2.4 Summary of Rail Services

Destination	Frequency (trains per hour)	Duration
London Paddington	16	26m – 1h 04m
London Waterloo	12	1h 02m -1h 25m
Gatwick Airport	6	1h 19m – 1h 50m
Oxford	6	23m – 48m
Bristol Temple Meads	2	1h 16m
Paignton	1	2h 52m
Ealing Broadway	10	45m
Penzance	1	4h 38m – 5h 09m
Basingstoke	4	21m – 28m
Cardiff Central	2	2h 01m
Newcastle	1	4h 4min – 5h 42m
Bournemouth	2	1h 24m
Hereford	2	2h 47m – 2h 51m
Redhill	2	1h 09m – 1h 24m
Newbury	3	25m – 30m
Manchester Piccadilly	3	3h 09m
Plymouth	1	2h 48m
Great Malvern	2	1h 52m – 2h 12m
Swansea	2	3h 02m
Cheltenham Spa	1 per 2 hours	1h 49m
Southampton Central	2	55m

Source: National Rail Enquiries, www.nationalrail.co.uk

Future Rail Development

- 2.28 Crossrail services will be available from Reading Station potentially from December 2019. This new high capacity railway line will link parts of Berkshire and Buckinghamshire, via central London, to Essex and south-east London and will provide, from Reading, two trains per hour to Central London.

Local Highway Network

- 2.29 As already noted, the site is located to the south of Queen`s Road, a dual carriageway road subject to a 30mph speed limit in the vicinity of the site. Queen`s Road runs in an east-west direction, connecting to the A33 to the west as the Inner Distributor Road (IDR), and Kings Road/Wokingham Road to the east. West of the town centre, the IDR is subject to a 40mph speed limit.
- 2.30 A number of 20mph zones are located in the vicinity of the site. They include London Street to the north of the site and, to the south of it, South Street, Walington Street, Kendrick Road and Redlands Road, near the London Road Campus.
- 2.31 The A33 runs through the centre of Reading in a north-south direction, beginning at the roundabout connecting the A4155 and the A329 to the north. To the south, the A33 continues towards Grazeley and Heckfield, and also connects to the M4.
- 2.32 To the south of the site, East Street is a single carriageway road that runs south and connects to South Street. To the south of South Street, East Street is a one-way road that is accessed from London Road. London Road is a dual carriageway that runs east to link to Bath Road, which leads towards Calcot, and west towards Charvil.

On-Street Parking

- 2.33 Whilst double yellow line parking restrictions apply to the majority of the roads in the vicinity of the site, a number of parking bays are provided on:
- East Street, adjacent to the site, resident and pay and display parking for a total of 40m of spaces, approximately;
 - South Street, residents only west of East Street and pay and display to the east of it;
- 2.34 In the vicinity of the Site, a NCP car park is located on Queen`s Road, just opposite the site. The car park, available 24 hours a day, provides 700 parking spaces and eight allocated to disabled users. There are additional town centre car parks located at Garrard Street and Chatham Street as well as additional car parks at the train station.

Personal Injury Accident Data

- 2.35 Personal Injury Accident (PIA) data has been obtained from Reading Borough Council and covers the 36 month period between 31 May 2013 and 31 May 2016. The accident data, including a map of the accidents, is reproduced at **Appendix C**.
- 2.36 As can be seen from the data, a total of nine accidents occurred in the vicinity of the site over the three year period. Of these, seven accidents resulted in slight injuries, with the remaining

- two resulting in serious injuries. Two of the recorded accidents involved cyclists and none of the accidents involved pedestrians.
- 2.37 Of the two accidents which involved cyclists, the first took place in July 2014 during the day, at the junction of London Street and South Street, where a cyclist collided with another cyclist travelling in the wrong direction. This resulted in one serious and one slight injury.
- 2.38 The second cycle related accident took place in September 2014 in the early evening at the junction of London Street and Mill Lane. A bus was travelling too close to the cyclist while overtaking, when a collision occurred. This accident was recorded as slight in nature.
- 2.39 In terms of the accident locations, eight took place within proximity of a junction. Three of these accidents occurred at the junction between London Street and Queen's Road, two were between London Street and South Street, another two at the junction between London Street and Mill Lane, and the final one was at the junction between Queens Road and Duke Street.
- 2.40 Beyond a general lack of care, there were no common or causal links that could be attributable to the layout of the local highway network.
- 2.41 Since 31 May 2016 there have been no further accidents within the vicinity of the site, based on data held on Crashmap.com.

3 PROPOSED DEVELOPMENT

- 3.1 This section of the Transport Statement describes the proposed development and the associated highway accesses to and from the site as well as the provision of parking facilities on the site.

Development Proposals

- 3.2 The proposed redevelopment of the site will consist of the construction of a five storey building (ground plus four) providing up to 135 beds / rooms and associated facilities for student accommodation, replacing the 49 space private car park. Proposed site plans, prepared by GDL Architecture, are reproduced at **Appendix D**.

Access

Pedestrian / Cycle

- 3.3 Pedestrian and cycle access to the site will remain unchanged as to that described in Section 2 of this report.
- 3.4 Access to the building will be from the north-east corner of the site, although access to the secure cycle parking will be from the southern side of the building.

Vehicle

- 3.5 Vehicle access to the site will remain unchanged as to that described in Section 2 of this report, although no car parking will be provided as part of the proposals.

Parking

Cycle Parking

- 3.6 The proposed redevelopment of the site will provide a total of 34 cycle parking spaces, in accordance with Reading Borough Council standards.
- 3.7 The cycle parking spaces will be located inside the building, 30 of which will be double stacked, as shown on the GDL Architecture drawing reproduced in **Appendix D**.

Car Parking

- 3.8 The redevelopment proposals will not provide any car parking spaces, for staff or students, reflecting the sustainable location of the site. It is also proposed that students and staff would not be permitted to apply for a parking permit to ensure that there is no detrimental impact on the local on-street parking.
- 3.9 However, three of the ten car parking along the northern side of East Street will be used for pick up / drop off of students during the start / end of term. Students will not be permitted to use these spaces at any other time of the year and the use of the spaces will be monitored. This is an increase from two spaces which were previously included within the S106 relating to the consented scheme.
- 3.10 In addition, a Management Plan will be put in place with the aim to minimise disruptions to the local area and to avoid unnecessary queues and delays at the site at the start and end of the academic year.

Servicing and Delivery

- 3.11 Current service and delivery arrangements will not be affected by the proposed change of land use and will therefore remain unchanged. Drawing 1809-08 SP01, reproduced at **Appendix E**, shows the swept path analysis of a large refuse vehicle accessing the site's curtilage in forward gear from East Street and then reversing to the refuse store and driving out in forward gear.

4 NATIONAL AND LOCAL PLANNING POLICIES

- 4.1 This section refers to local and national planning policies. The policy context will outline how the transport infrastructure of the proposed development meets governmental requirements.

National Planning Policy Framework (2018)

- 4.2 The Government's *National Planning Policy Framework* (NPPF) was introduced in July 2018. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

- 4.3 A sustainable transport mode is described as;

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport” (annex 2, p. 72).

- 4.4 With regards to promoting sustainable transport, the NPPF states:

Transport issues should be considered from the earliest stages of plan-making and development proposals, 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. (para. 84)

- 4.5 Transport is recognised as having an important role in supporting sustainable development:

“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 so that the likely impacts of the proposal can be assessed.” (para. 111)

- 4.6 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access:

“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.” (para. 109)

- 4.7 Where practical, a new development should;

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles. (para.110)

- 4.8 It can be concluded that the proposed development is in accordance with NPPF requirements as the proposals are located in a sustainable location and will not have a detrimental impact on the local highway network.

Reading Borough Council Core Strategy

- 4.9 The Reading Borough Council Core Strategy was adopted in January 2008, with alterations adopted in January 2015. The document sets out the planning strategy and policies for the Borough up to 2020.

- 4.10 In terms of new developments and transport, Policy CS4, Accessibility and the Intensity of Development, states that:

“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.”

- 4.11 Policy CS24 of the document states that sustainable development will be further enforced by maximum parking standards depending on the location of the development:

“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.”

- 4.12 Given the sites sustainable location, the proposed cycle parking provision and restricted car parking, it is considered that the proposals are in accordance with the Core Strategy.

Parking Standards

- 4.13 Parking standards are set out in the Revised Parking Standards and Design Supplementary Planning Document, which was adopted in October 2011. The document states that the following standards are the maximum levels of provision for student accommodation.

Table 4.1 Maximum Parking Standards

	Zone 1	Zone 2	Zone 3	Zone 4
C4 Halls of Residence*	1 per FTE staff and zero students	1 per FTE staff and zero students	1 per FTE staff and 1 per 15 students	1 per FTE staff and 1 per 10 students

*Where necessary, student parking restrictions will be enforced through tenancy agreements.

- 4.14 In terms of cycle parking, the document sets out the following minimum standards:

Table 4.2 Minimum Cycle Parking Standards

	Zone 1-4
C2 Halls of Residence	1 space per 3 staff & 1 space per 5 students

- 4.15 The proposed development is situated within Zone 2, as shown on the map included at page 9 of the same document. Assuming one member of staff being present at any one time within the building, the proposed car free nature of the proposals and 34 internal cycle spaces (31 for the 135 student rooms and three for staff) therefore exceed these standards.

5 DEVELOPMENT IMPACT

Introduction

- 5.1 As set out in Section 3 of this report, the redevelopment proposals would enable the creation of a five storey 135 room building which will be student accommodation, with no associated car parking.

Trip Generation

Existing

- 5.2 As part of the previously approved planning application trip rates for the existing class use (Office) were agreed by Reading Borough Council. The full TRICS report of these previously agreed trip rates are shown in within **Appendix F**, while Table 5.1 sets out the resulting vehicular trips for the existing 2,536 m² GFA building.

Table 5.1 Multimodal Trip Generation (Office, Existing)

		Arrivals	Departures	Total
AM Peak (08:00 - 09:00)	Vehicles	32	3	35
	Pedestrians	8	1	9
	Cyclists	1	0	1
	Public Transport Users	6	0	7
PM Peak (17:00 – 18:00)	Cars	3	30	33
	Pedestrians	1	8	9
	Cyclists	0	1	1
	Public Transport Users	0	5	5
Daily	Cars	118	116	234
	Pedestrians	94	94	188
	Cyclists	3	3	6
	Public Transport Users	22	21	43

Source: TRICS v. 7.3.3

Note: arithmetical errors due to rounding

Proposed

- 5.3 As previously described within this report, the proposals do not include any on-site car parking for students. Therefore, the number of parking spaces would be reduced as a result of the proposals and, as such, a similar reduction in vehicular trips is anticipated too.
- 5.4 For the proposed development, a selection of edge of town centre and suburban sites, within the regions of West, East, South East and Greater London were used. Given the limited number of sites within the TRICS database for this land use (Student Accommodation), four sites have been identified. Given the proximity of the site to the town centre and its high level of accessibility by all modes of transport (as described in Section 2 of this Transport Statement), it is considered that the four sites would represent a good proxy to estimate the trips generated as a result of the creation of the student accommodation.
- 5.5 The full TRICS report is shown in within **Appendix G**, while Table 5.2 sets out the resulting trips for the proposed 135 bedroom accommodation.

Table 5.2 Multimodal Trip Generation (Student Accommodation, Proposed)

		Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	Vehicles	0	0	0
	Pedestrians	0	15	15
	Cyclists	0	0	0
	Public Transport Users	0	2	2
PM Peak (17:00 – 18:00)	Vehicles	0	1	1
	Pedestrians	16	8	24
	Cyclists	1	1	2
	Public Transport Users	5	4	9
Daily	Vehicles	9	10	19
	Pedestrians	110	104	214
	Cyclists	3	3	6
	Public Transport Users	30	37	67

Source: TRICS v. 7.5.2

Notes: Any arithmetic errors are due to rounding.

- 5.6 The 135-bedroom building would generate a maximum of one vehicular trips during the peak hours and a total of 18 trips during the day. Given the car free nature of the scheme and the local parking restrictions it is highly unlikely that actual number of vehicle trips to the site would be this high and would solely be related to occasional deliveries to the site, or staff / residents being dropped off.

Development Impact

- 5.7 The redevelopment proposals are likely to reduce the number of vehicle movements to and from the site as set out in Table 5.3.

Table 5.3 Development Impact

	AM Peak	PM Peak	Daily
Existing Office	35	33	234
Proposed Student Accommodation	0	1	19
Difference	-35	-32	-215

- 5.8 Therefore, it can be concluded that the redevelopment of the site from a car park would not have any adverse impact on the local highway network, in fact there is likely to be an overall reduction in trips; therefore no junction assessments are proposed.

5.9

Impact on On-Street Parking

- 5.10 As set out in Section 3 of this report, the students residing at the site would not be permitted to apply for parking permits to enable them to park on the local streets. As such there would be no increase in demand for on-street parking generated by the students.

6 SUMMARY AND CONCLUSION

Summary

- 6.1 Transport Planning Associates has been appointed by Studios Development (Reading) Ltd to provide transport consultancy services in relation to the proposed redevelopment of the existing car park to the west of East Street, Reading.
- 6.2 The development proposals consist of the development of a five storey building providing up to 135 beds / rooms and associated facilities. The proposals would provide 34 secure cycle parking spaces inside the building, but no car parking spaces, for staff or students, which accords to local parking standards.
- 6.3 Conveniently located just outside Reading town centre, less than 250m from the Oracle shopping centre, the site is less than 900m from both the Reading railway station and University of Reading's London Road Campus. The local highway network in the vicinity of the site, including the roads leading to the University, benefits from very good pedestrian infrastructure. In addition to the several train services (which include a 26-minute fast service to London Paddington), a number of bus stops are located within 100m from the site and cycle accessibility is also very good.
- 6.4 The analysis of the most recent four year accident data has revealed that no common or causal links could be attributable to the layout of the local highway network.
- 6.5 Given the restrained car parking on site and that students would not be permitted to apply for local parking permits, the redevelopment proposals would not have a noticeable impact on the local highway network. Indeed, given the existing use as a car park the redevelopment proposals would result in a reduction in vehicle movements to and from the site.
- 6.6 A Management Plan will also be put in place with the aim to minimise disruptions to the local area and to avoid unnecessary queues and delays at the site at the start and end of the academic year.
- 6.7 The potential loss of 49 car parking spaces would not result in an increase in on-street parking due to the existing parking restrictions in the area and also the availability of public car parks. There will also be retained car parking along the northern side of East Street which will be used by students at the start / end of the term for drop off / pick up.

Conclusion

- 6.8 It is therefore concluded that the proposed development is located in an area which is accessible to local facilities by walking, cycling and using public transport and will have no significant adverse impact on the local highway network.
- 6.9 It is therefore considered that there are no highways and transport reasons for refusal of the planning application.

FIGURES

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Rev	Date	Details	Drawn by	Checked by

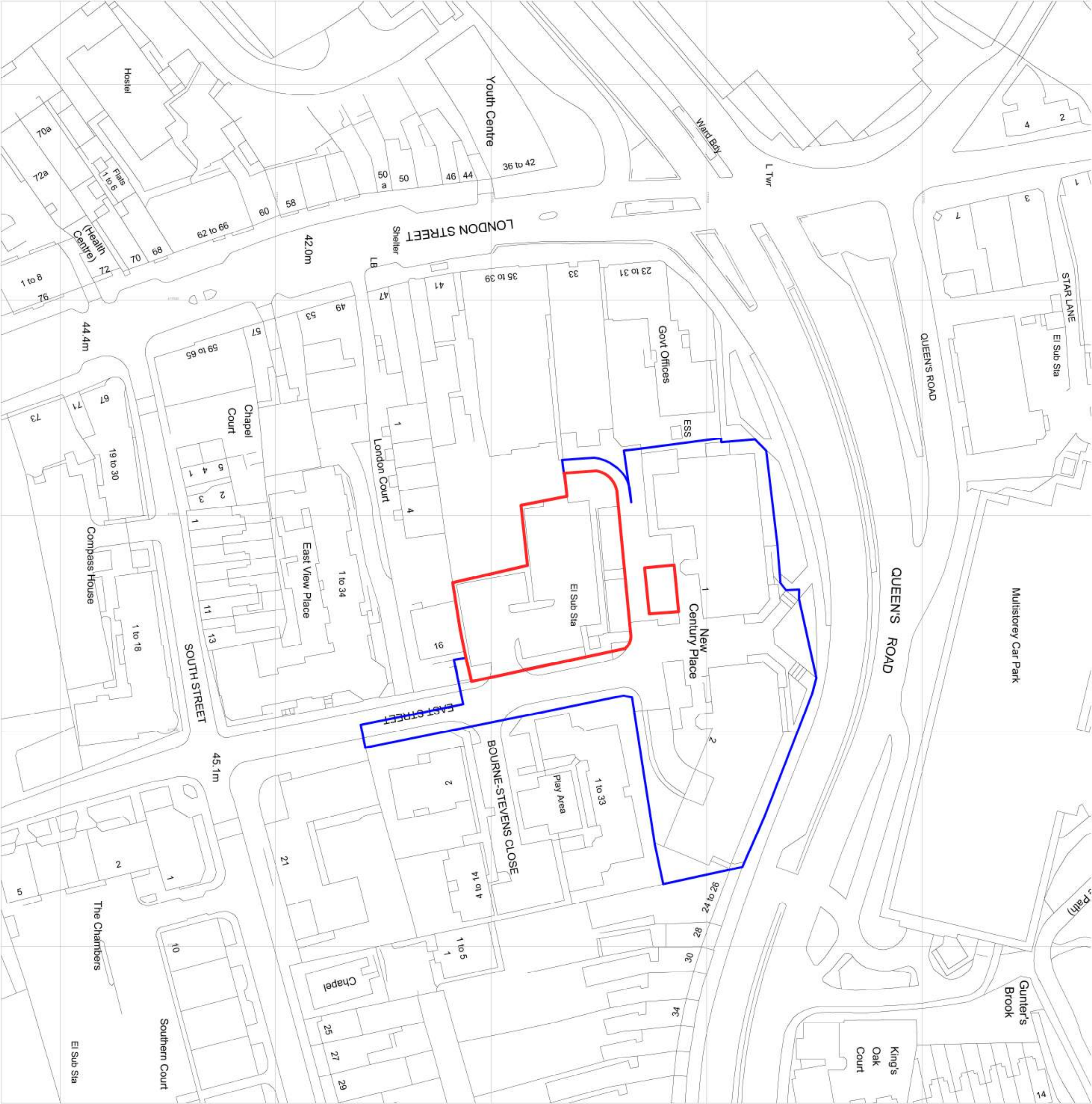


LAND AT EAST STREET,
READING

STATUS:	FOR INFORMATION
---------	-----------------

SCALE: NTS	PREPARED BY: SS	CHECKED BY: DEF	APPROVED BY: DEF
JOB NO: 1809-08	FIGURE NO: 2.1	DATE: 27/09/18	

APPENDIX A



- GENERAL NOTES
1. This drawing is copyright and must not be reproduced without the consent of Greenwell Design Ltd.
 2. All dimensions are in millimetres unless otherwise noted.
 3. Do not scale from this drawing - if in doubt ask.
 4. All dimensions to be checked on site prior to commencement of work or preparation of any other drawings.
 5. The contractor shall report any discrepancies in information in writing to the design team at the earliest opportunity.
 6. This drawing is to be read in conjunction with the following relevant information:
 - i) All architect, structural and services engineer's drawings and specifications.
 - ii) All CDM information including designers risk assessments.



APPLICATION
OTHER LAND WITHIN APPLICANTS OWNERSHIP

revision					
A	Site Boundary updated	P	04/10/2018	MAB MAB	
-	Final Issue	P	25/09/2018	MAB MAB	
revision	scope	status	date	author	checked

gdarchitecture

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Project: EAST STREET, READING

Drawing: Location Plan

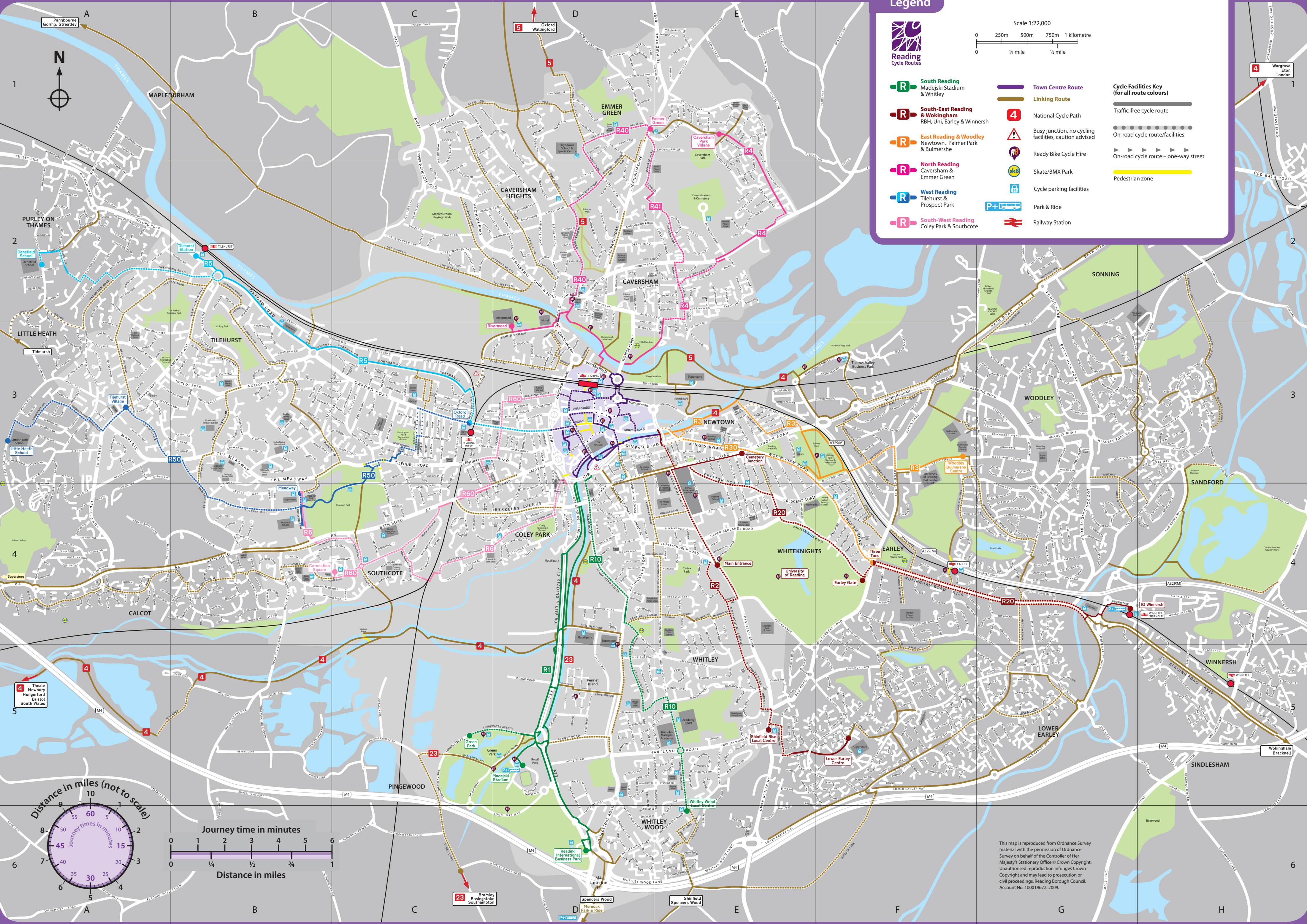
Dwg no:	18053 001	Job no:	18 053	Rev.:	A
Scale:	1:500	Status:	Preliminary		
at size:	A1				

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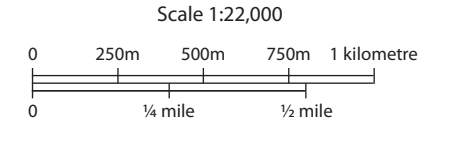
18053 001
Location Plan
1:500



APPENDIX B



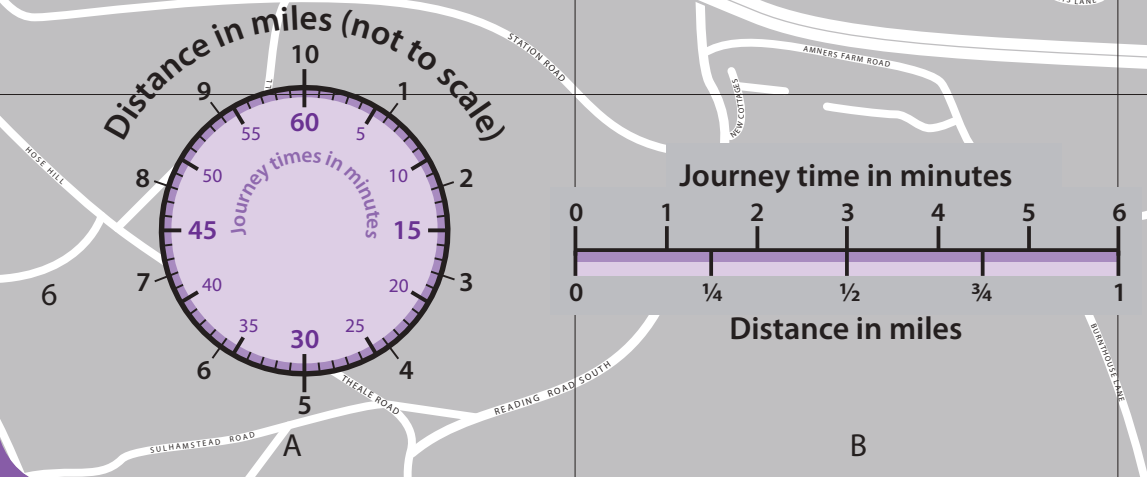
Legend



- South Reading**
Madejski Stadium & Whitley
- South-East Reading & Wokingham**
RBH, Uni, Earley & Winnersh
- East Reading & Woodley**
Newtown, Palmer Park & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South-West Reading**
Coley Park & Southcote

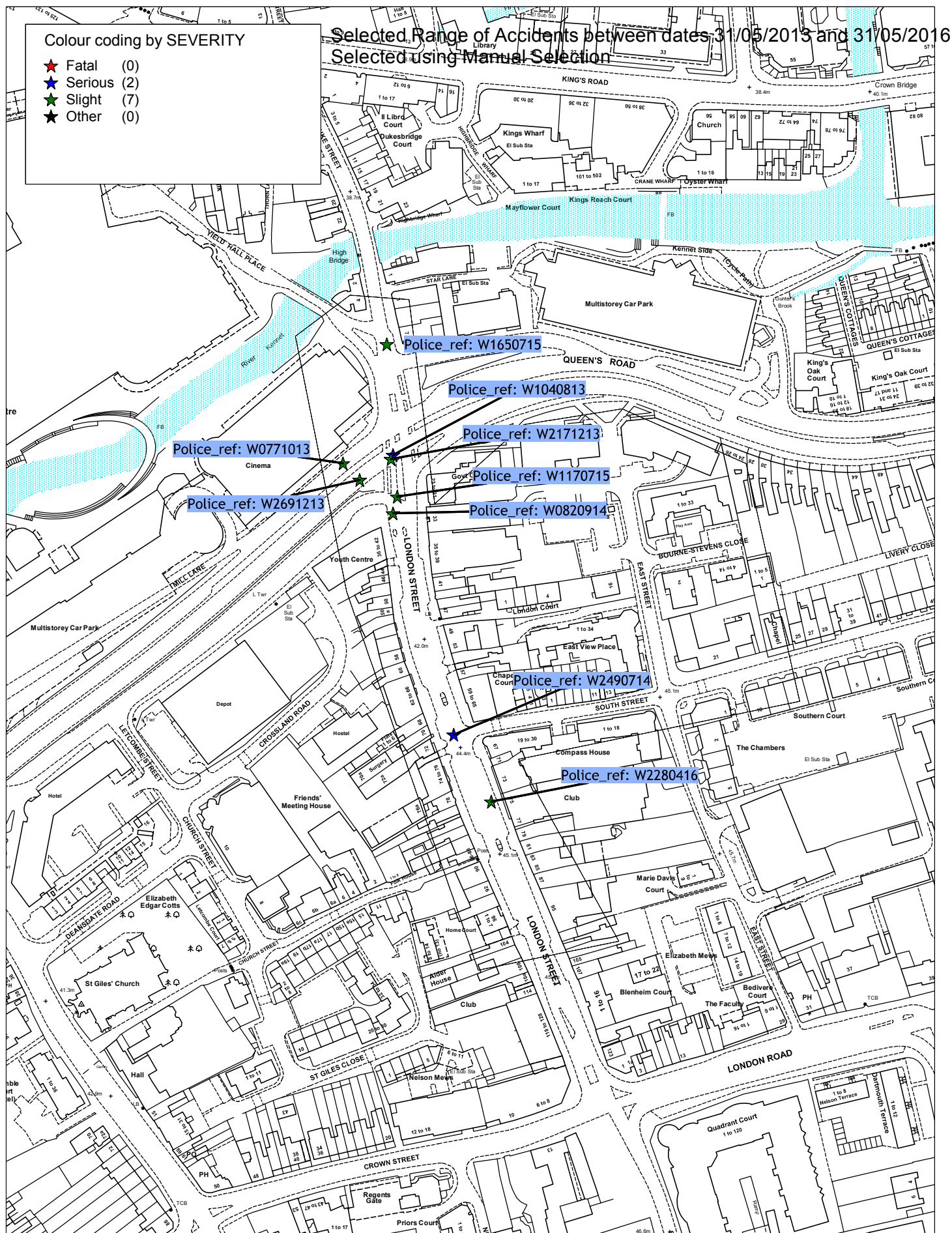
- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route – one-way street
 - Pedestrian zone



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APPENDIX C



Details of Personal Injury Accidents for Period - 31/05/2013 to 31/05/2016 (36) months

Selection: Notes:

Selected using Build Query :

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
Grid Ref.	Time											
	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											

W1040813 Thursday A327 LONDON ST JNC A329 QUEEN'S Veh 2 Bus/coach Going ahead S to N Stand M 63 Slight
A 329 15/08/2013 RD READING Veh 2 Bus/coach Going ahead S to N Seat F 76 Serious
1002hrs Veh 3 Bus/coach Going ahead S to N Seat F 74 Slight
(Pre-2011) Daylight:street lights present Veh 3 Bus/coach Going ahead S to N Seat F 72 Serious
E 471,775 Dry Veh 3 Bus/coach Going ahead S to N Seat F 56 Slight
N 173,200 Fine without high winds Veh 1 Car Going ahead E to W
30 mph

C1 TRAV E TO W FAILD/T STOP AT RED ATS & COLL/D/W PSV2 TRAV S TO N ON GRN ATS. PSV3 TRAV S TO N BHND PSV2 FORCED TO BRK HARD CAUSING INJ TO PSNGRS.

W0771013 Monday UNKNOWN, RECORDED BY HANTS Veh 2 Car Starting W to E Dri M 42 Slight
U 7201 14/10/2013 POL AS SCRUTTON RD READING Veh 1 Car Starting W to E
1900hrs (O/S ORACLE)
Darkness: street lights present and lit
E 471,751 Wet/Damp
N 173,196 Raining without high winds
30 mph

BOTH VEHS MOVING OFF TRAV W TO E, C1 HIT RR C2

W2691213 Tuesday A329 QUEENS RD J/W A327 LONDON Veh 1 Car Going ahead E to W Ped M 65 Slight
A 329 17/12/2013 ST READING
2128hrs
Darkness: street lights present and lit
E 471,759 Wet/Damp
N 173,188 Fine without high winds
40 mph

PED WEARG DARK CLOTHG STEPPD INTO RD TO N & COLL/W C1 TRAV W ON G/ATS

W2171213 Friday A329 QUEENS RD XRDS J/W A327 Veh 2 Bus/coach Going ahead S to N Seat F 39 Slight
A 329 20/12/2013 LONDON ST READING Veh 2 Bus/coach Going ahead S to N Seat F 23 Slight
1316hrs Veh 2 Bus/coach Going ahead S to N Seat F 64 Slight
Daylight Veh 2 Bus/coach Going ahead S to N Dri M 31 Slight
E 471,774 Dry Veh 1 Car Going ahead E to W
N 173,198 Fine without high winds
30 mph

C1 TRAV W CONTRAVEIND R/ATS & COLL/W PSV2 TRAV N

Details of Personal Injury Accidents for Period - 31/05/2013 to 31/05/2016 (36) months

Selection: Notes:

Selected using Build Query :

Police Ref.	Day	Location Description	Vehicles						Casualties		
			Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
Road No.	Date										
Grid Ref.	Time										
	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
W2490714	Tuesday	A327 LONDON ST J/W SOUTH ST	Veh 2	Pedal cycle	Turning right	E	to N	Dri	F	57	Serious
A 327	29/07/2014	READING	Veh 1	Pedal cycle	Going ahead	N	to S	Dri	M	27	Slight
E 471,804	1730hrs										
N 173,066	Daylight										
	Dry										
	Fine without high winds										
	30 mph										
PC2 TRNG RT E TO N MASKED BY STAT TRAFF COLL/W PC1 TRAV N TO S (WRONG WAY) ON NBOUND BUS/CYCLE LANE											
W0820914	Tuesday	A327 LONDON ST J/W A329 MILL LN	Veh 2	Pedal cycle	Going ahead	S	to N	Dri	M	50	Slight
A 327	16/09/2014	READING	Veh 1	Bus/coach	Starting	S	to N				
E 471,775	1730hrs										
N 173,172	Daylight										
	Dry										
	Fine without high winds										
	30 mph										
PSV1 TOO CLOSE TO PC2 WHILE OVTKNG PC2, COLL OCCURRED & RIDER PC2 FELL OFF, PSV1 FTS, ALL VEHS TRAV S TO N											
W1170715	Saturday	A327 LONDON STREET J/W MILL	Veh 1	Car	Going ahead	SW	to NE	Dri	M	22	Slight
A 327	11/07/2015	LANE READING	Veh 1	Car	Going ahead	SW	to NE	RSP	M	21	Slight
E 471,777	0653hrs		Veh 1	Car	Going ahead	SW	to NE	FSP	F	19	Slight
N 173,180	Daylight										
	Dry										
	Fine without high winds										
	30 mph										
C1 INTOX TRAV FROM SW FAILD TO TRN RT AT JN & HIT PED ISL & RAILGS HD ON											
W1650715	Wednesday	A329 QUEENS RD J/W DUKE ST	Veh 2	Car	Wait go ahead held	N	to S	FSP	F	45	Slight
A 329	22/07/2015	READING	Veh 2	Car	Wait go ahead held	N	to S	Dri	F	49	Slight
E 471,772	1230hrs		Veh 1	Car	Stopping	N	to S				
N 173,253	Daylight										
	Dry										
	Fine without high winds										
	30 mph										
C2 TRAV S BUT HELD UP AT ATS HIT IN REAR BY C1											
W2280416	Friday	A327 LONDON STREET APP 35M S	Veh 2	Car	Stopping	N	to S	Dri	F	33	Slight
A 327	29/04/2016	J/W SOUTH STREET READING	Veh 1	Car	Going ahead	N	to S				
E 471,822	1430hrs										
N 173,034	Daylight										
	Dry										
	Unknown										
	30 mph										

Details of Personal Injury Accidents for Period - 31/05/2013 to 31/05/2016 (36) months

Selection: Notes:

Selected using Build Query :

			Vehicles				Casualties	
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev	
Road No.	Date							
	Time							
Grid Ref.	D/L							
	R.S.C							
	Weather							
	Speed							
		Account of Accident						

AFTER A ROAD RAGE INCIDENT, C2 TRAV S HAS BRKD SUDDENLY & IS HIT IN REAR BY C1. C1 FTS