

**PROPOSED HOTEL DEVELOPMENT
18-20 Hosier Street, Reading**

Inception (Reading) Sarl
Transport Statement

15 November 2018

Proposed Hotel
Inception (Reading) Sarl
18-20 Hosier Street, Reading, RG1 7JL

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1.0 INTRODUCTION

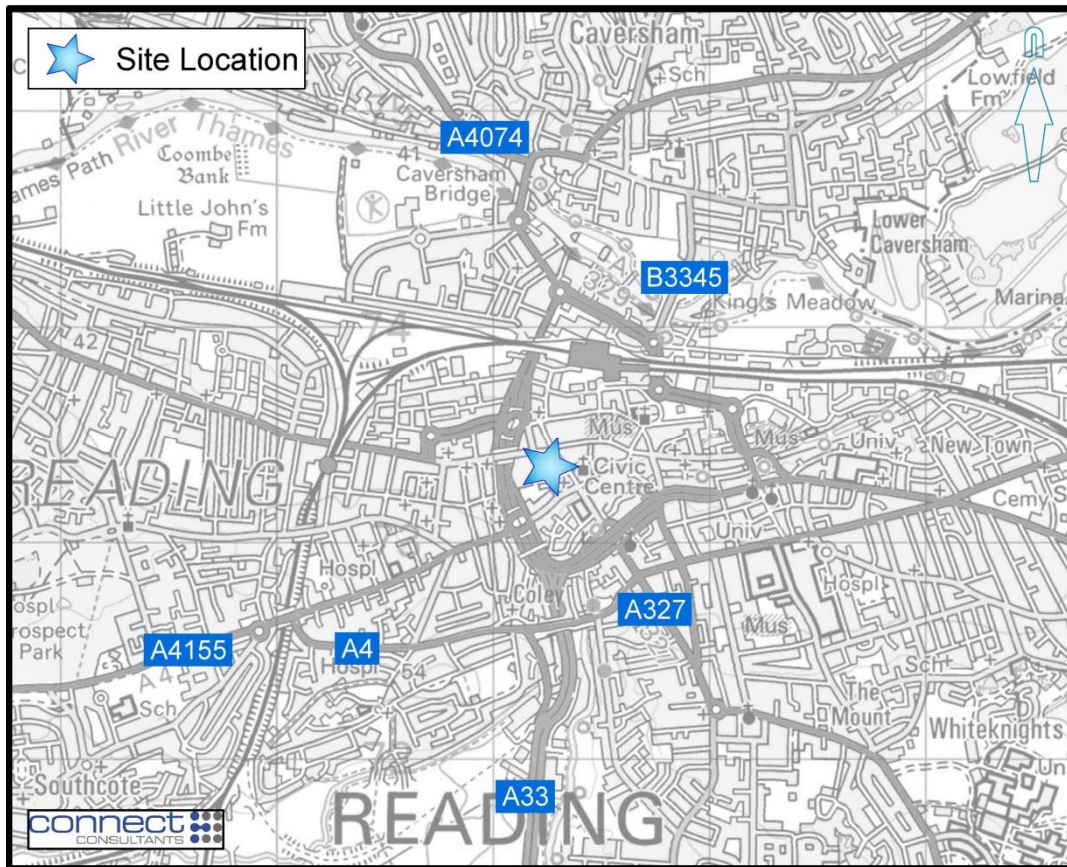
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Inception (Reading) Sarl in relation to their proposed Premier Inn hotel on Hosier Street at the southeast corner of Broad Street Mall in Reading.

1.2 Site Location

- 1.2.1 The Application Site extends to 0.1 ha and is situated within the administrative area of Reading Borough Council. The Site is located west of St. Mary's Butts on the north side of Hosier Street, adjacent to Broad Street Mall which is located to the north and west.
- 1.2.2 The Application Site currently comprises the former Eva's nightclub and a vacant barn/warehouse, the former of which closed down at the end of 2017. The Application Site also includes a small section of the eastern edge of South Court, adjacent to the southern entrance of Broad Street Mall.
- 1.2.3 The surrounding area is typified by a mix of retail, commercial, and leisure uses, including offices, shops, restaurants, pubs, the Hexagon Theatre and Church of St Mary (Grade I listed).
- 1.2.4 In terms of relevant planning designations, the Application Site is located within Central Reading, Major Development Areas in the Centre, Development in the West Side Major Opportunity Area, Central Core, Office Core and Primary Shopping Area, which are appropriate locations for hotel and restaurant/bar. The Site is also within the emerging Hosier Street Framework Area which envisages comprehensive regeneration development.
- 1.2.5 The Application Site is not within a Conservation Area, however is located adjacent to St. Mary's Butts/Castle Street and Russell Street/Castle Hill Conservation Areas. There are also a number of listed buildings and monuments located within close proximity to the Application Site, including: Church of St. Mary (Grade I listed); Queen Victoria Jubilee Fountain (Grade II listed); the Allied Arms Inn (Grade II listed); 55 and 55A, St Mary's Butts (Grade II listed); and Jubilee Cross (Grade II listed).
- 1.2.6 The proposal site is located on Hosier Street at the southeast corner of Broad Street Mall. The site is currently occupied by a night club that will be demolished as part of proposals.
- 1.2.7 The location of the proposal site, in the context of the urban area, is presented at Figure 1-1 below.

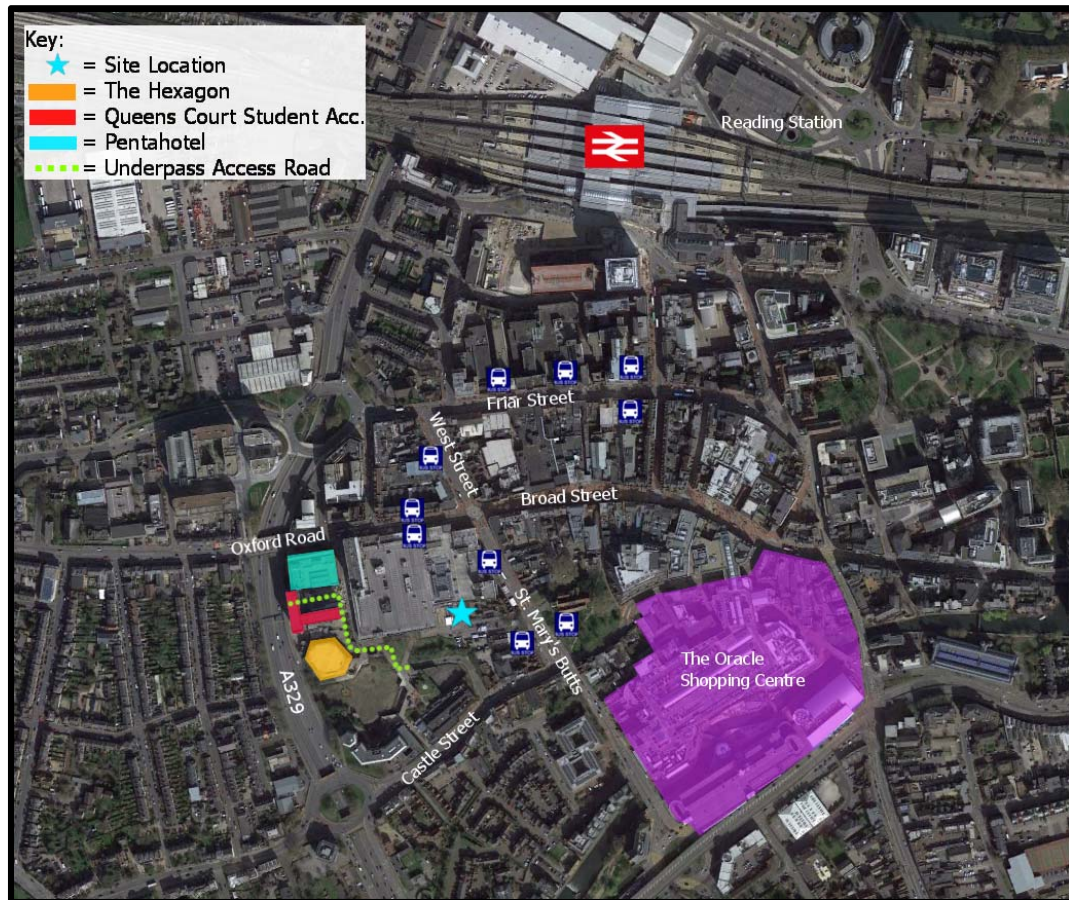
Figure 1-1 – Site Location Plan



Source: Promap

- 1.2.8 The site is located in a largely built up urban area, within the centre of Reading, with a number of destinations for everyday activities in close proximity.
- 1.2.9 A significant number of retail units, bars and restaurants are located within close proximity of the proposal site, particularly concentrated within Broad Street Mall. Additionally, The Oracle Shopping Centre is located southeast of the site.
- 1.2.10 Figure 1-2 below identifies the context of the site in relation to the local area.

Figure 1-2 – Site in its Local Context



Source: Google

1.3 Development Proposals

1.3.1 The development proposals are shown on the plan provided at Appendix 1. The proposals include demolition of all existing structures and erection of a part 7, part 8 storey building for use as a Hotel with associated restaurant/bar with the following quantum:-

- A Hotel with 101 bedrooms (Class C1).
- An associated Bar / Restaurant (Class A3/A4).

1.3.2 The proposed site access arrangements are also shown on the site layout plan at Appendix 1. A brief description of the site access arrangements is set out below:-

- The main pedestrian access of the hotel will be via Hosier Street on the southern side of the site.
- Service vehicles will access the site via Hosier Street.

1.3.3 No car parking will be provided as part of the development, and any customers choosing to travel by private car will utilise the publicly available car parking nearby.

1.4 Planning Policy Overview

- 1.4.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF)

- 1.4.2 The National Planning Policy Framework (NPPF) published in July 2018, sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.4.3 A key objective at paragraph 18 of the NPPF is the commitment to securing economic growth. Paragraph 19 further emphasises the importance of supporting economic growth through the planning system.
- 1.4.4 Paragraph 7 of the NPPF highlights that there are three dimensions to providing sustainable development, which includes economic, social and environmental roles. Socially, the residential requirements of a local community should be met by *"accessible local services"*.
- 1.4.5 Paragraph 29 of the NPPF highlights the needs for a sustainable transport system highlighting that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"*.
- 1.4.6 These objectives are reiterated in paragraph 32 which is provided below:-

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:-

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- Safe and suitable access to the site can be achieved for all people; and*
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

- 1.4.7 Car parking standards are contained in the Reading Borough Local Development Framework Supplementary Planning Document 'Revised Parking Standards and Design', adopted 31st October 2011.
- 1.4.8 The maximum car parking standards for a Hotel in Zone 1 are 0.25 spaces per bedroom. The development does not include any car parking and therefore accords with the standards.

1.5 Report Overview

- 1.5.1 Pre-application advice from Reading Borough Council (RBC) was received during a meeting on the 10th August 2018. This Transport Statement (TS) is based on the discussions held at the meeting.
- 1.5.2 The remainder of this report is divided into five further sections, which are as follows:-

Section 2.0 Site Transport Context

- 1.5.3 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

- 1.5.4 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.5.5 This report section provides an assessment of the vehicular attraction of the proposed development.

Section 5.0 Summary & Conclusions

- 1.5.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes, as well as undertaking an accident analysis, which identifies the road safety context of the highway network local to the proposal site.

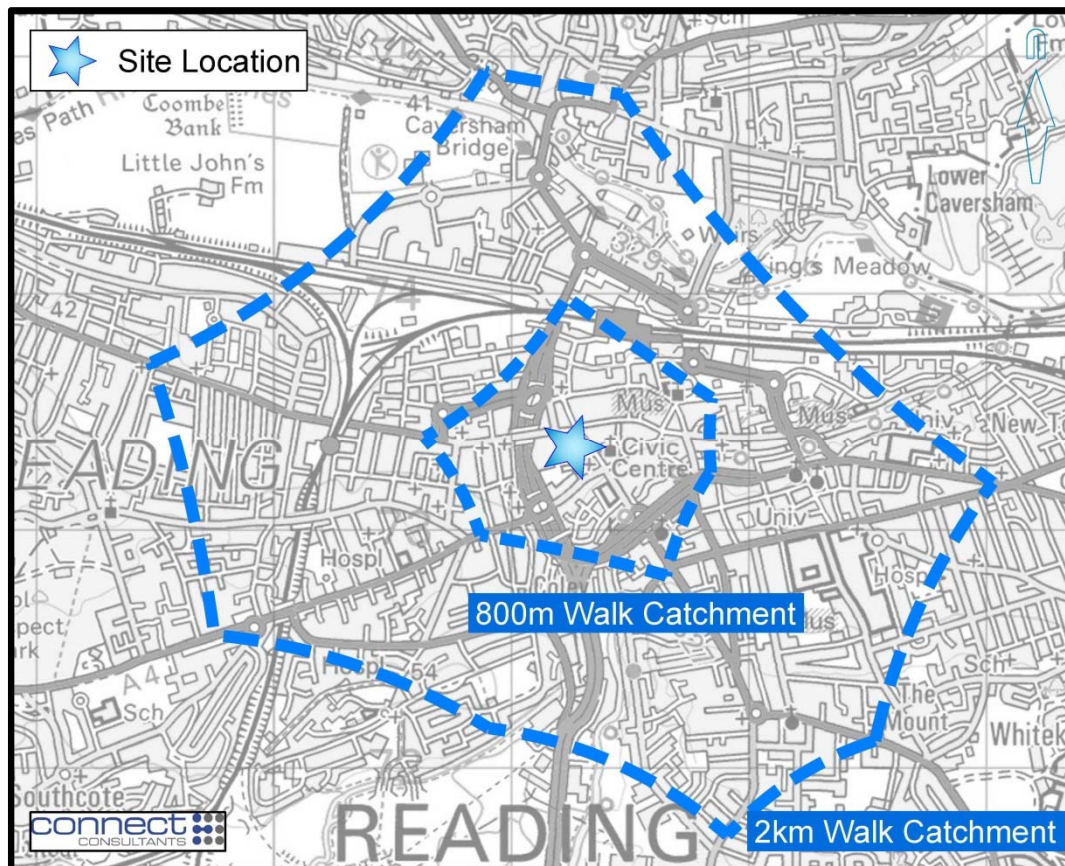
2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.3 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings and terrain.
- 2.2.4 Based on a maximum walk distance of 800m for visitors and 2km for employees, the approximate walk catchments are shown at Figure 2-1 below.

Figure 2-1 – 800m and 2km Walk Catchment



Source: Promap

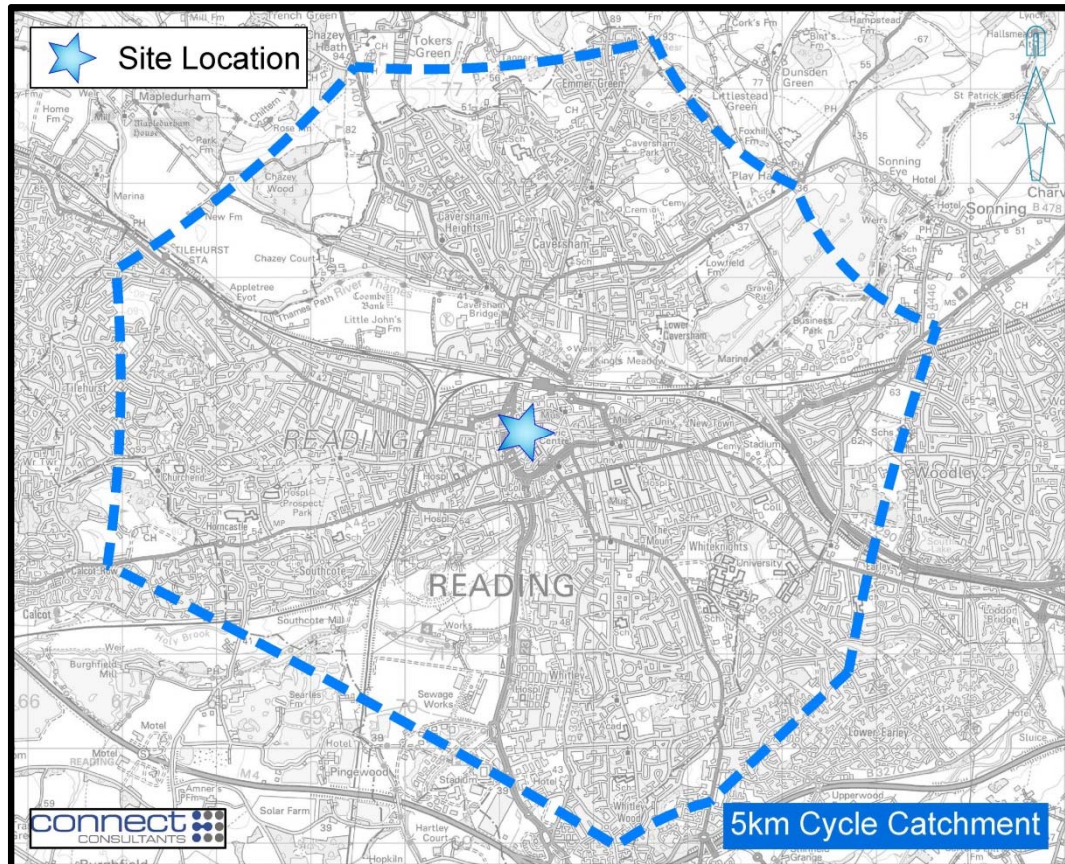
- 2.2.5 The walk catchments above indicate that there is a significant staff pool within the area.
- 2.2.6 Pedestrians are able to access the proposal site via the main entrance on Hosier Street, connecting the site with the pedestrian network of central Reading. On its south and west sides, Broad Street Mall is flanked by the pedestrianised walkways of Dusseldorf Way and Queen's Walk respectively.
- 2.2.7 There is a crossing facility on St. Mary's Butts in the form of a refuge island with dropped kerbs. Crossing facilities are also provided via the shared pedestrian / vehicle space of the Oxford Road / Broad Street / West Street / St. Mary's Butts mini roundabout.
- 2.2.8 Pedestrians are able to cross Oxford Road via dropped kerbs.
- 2.2.9 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with opportunities for visitors to make trips by foot. There are also good opportunities for future staff members to walk to work.

2.3 Cycling

- 2.3.1 Sustrans indicate in their 'Travel Behaviour Research Baseline Survey – 2004' under the subheading 'measuring the potential for change' that cycling offers an alternative to car travel, and particularly for trips of less than 6 kilometres. This research is supported by the 2017 National Travel Survey, which specified average journey lengths, by cycle, of c5.5km.
- 2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length.

2.3.3 Based on a maximum cycle distance of 5km, the approximate cycle catchment is shown at Figure 2-2 below.

Figure 2-2 – Cycle Catchment Area

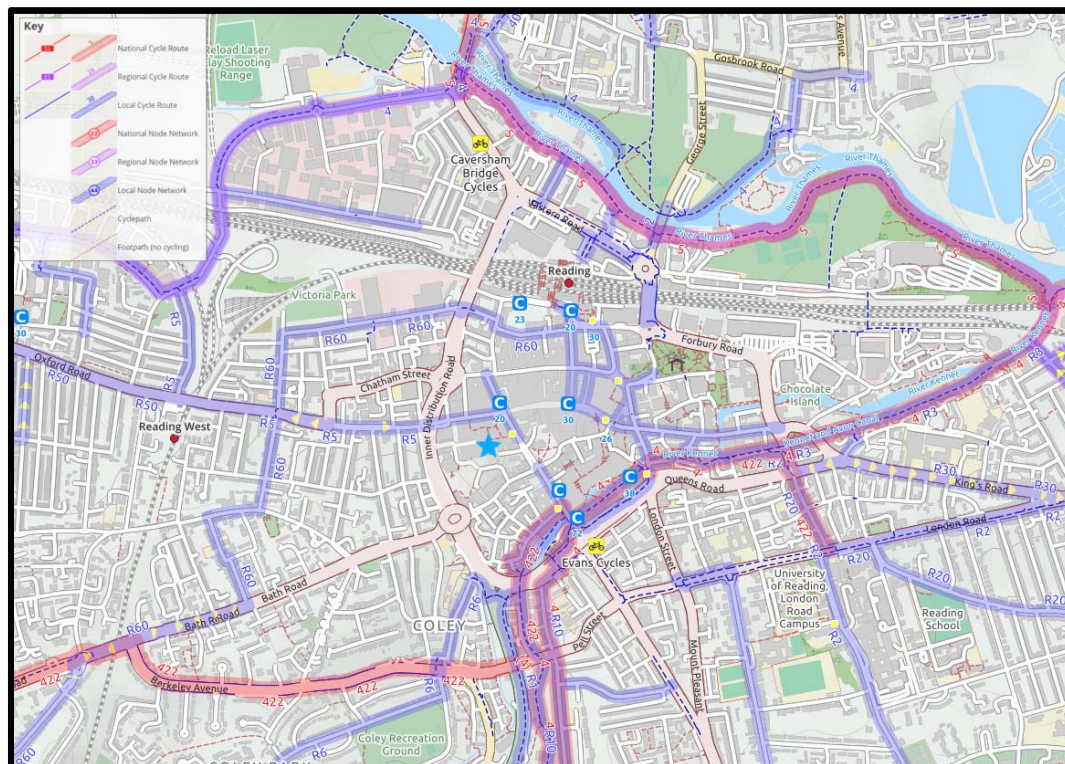


Source: Promap

2.3.4 The 5km cycle catchment includes much of Reading, including the areas of Caversham, Tilehurst, Southcote, Whitley, Whiteknights, and Woodley. This provides a significant local population within cycle distance of the site.

2.3.5 Figure 2-3 below, shows a cycle map for Reading and the surrounding areas taken from OpenCycleMap, showing local and national cycle ways in the area.

Figure 2-3 – Cycle Map



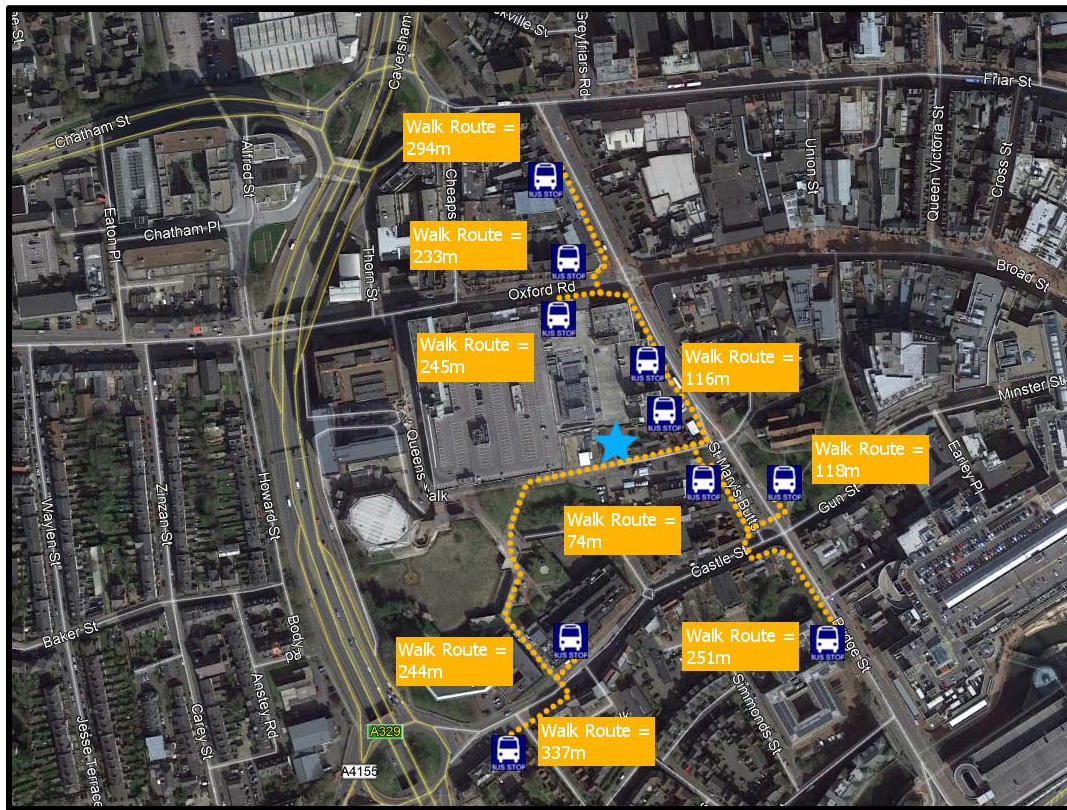
Source: OpenCycleMap. N.B. The proposal site is indicated by a blue star.

- 2.3.6 Local Cycle Route R5 runs along the northern and eastern sides of Broad Street Mall, affording routes into west and south Reading. Other cycle routes surrounding the proposal site include Local Cycle Routes R60 to the north and National Cycle Route 422 to the south.
- 2.3.7 Local cycle routes are also available, allowing for travel within the urban area of Reading.
- 2.3.8 Considering that the roads local to the site are urban in character, and that the local topography is generally gentle, cycling provides an opportunity to access the site by a sustainable mode of transport for potential staff members.

2.4 Bus Access

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest bus stops to the site are located adjacent to the east side of Broad Street Mall on St. Mary's Butts. Both stops are served by poles with timetable information and one has a shelter.
- 2.4.3 Further bus stops are located on Oxford Road, West Street, Bridge Street, and Castle Street, all of which lie within the recommended IHT catchment.
- 2.4.4 The above bus stops and their indicative walk routes are shown at Figure 2-4 below.

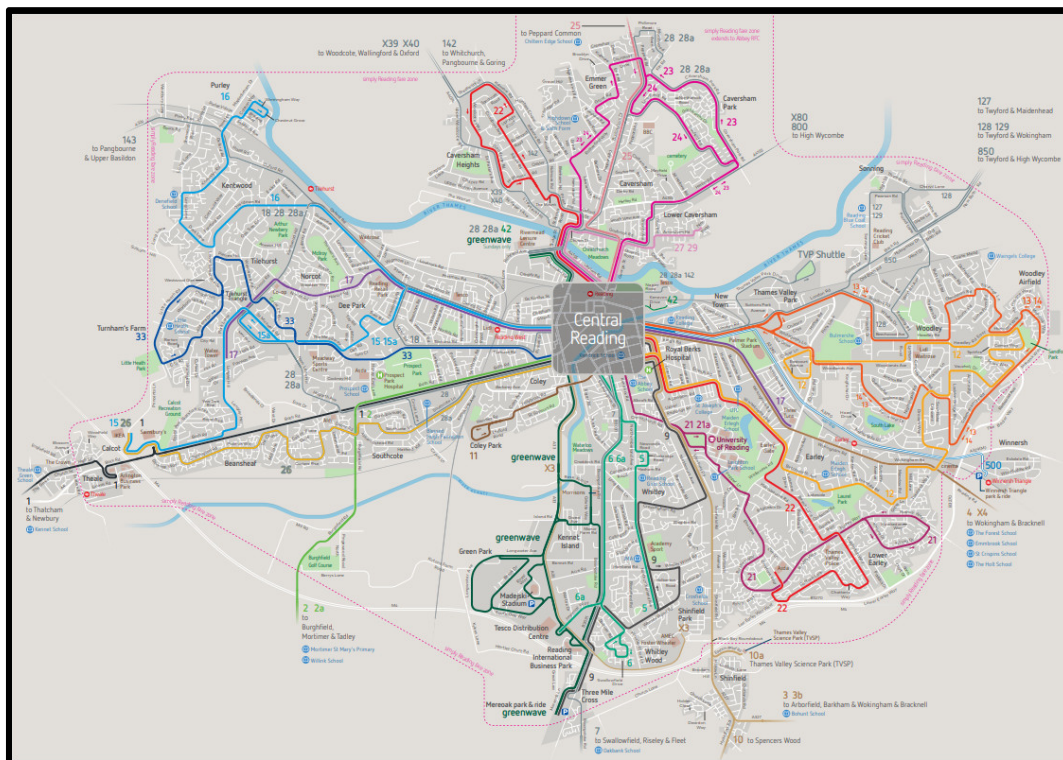
Figure 2-4 – Bus stop locations



Source: Google. N.B. All Distances, Locations and Areas approximate.

2.4.5 Figure 2-5 below illustrates the routes that serve the above bus stops.

Figure 2-5 – Bus Service Map



Source: Reading Bus Network Map

- 2.4.6 The above buses provide access to a wide variety of destinations within the surrounding area, including Theale, Kentwood, Emmer Green, Woodley, Earley and Whitley Wood.
- 2.4.7 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by public transport.

2.5 Access by Rail

- 2.5.1 The advice in the Institution of Highways and Transportation's (IHT) publication titled 'Planning for Public Transport in Developments' suggests that railway stations have a walk catchment of 800m.
- 2.5.2 The closest railway station is Reading station, c750m walk distance from the site which is inside the IHT catchment.
- 2.5.3 The station the main station in Berkshire and links to a host of locations including London, Oxford, Wokingham, Didcot and Swindon, with a high frequency of services.
- 2.5.4 Rail is a realistic method of travel to the development from a variety of locations.
- 2.5.5 On the above basis, the proposal site is accessible by rail.

2.6 Highways Access

- 2.6.1 If arriving by car, visitors and staff will use existing car parking provision nearby, for example the Broad Street Mall car park.

-
- 2.6.2 The Broad Street Mall car park is served from the existing access west of Broad Street Mall on the A329 slip road, which functions as a 'left in, left out' priority junction. Ingress is also afforded south of Broad Street Mall via a mini roundabout on Castle Street. The two access roads converge as an underpass beneath Queen's Walk and into the multi-storey car park of Broad Street Mall.
 - 2.6.3 People arriving and departing via taxi can do so via an appropriate location on the local highway network such as Hosier Street or St Mary's Butts.
 - 2.6.4 Service vehicles will use Hosier Street to access the development.
 - 2.6.5 The A329 is accessible west of the proposal site, providing routes into north and south Reading. The M4 is accessed via the A329 south of the site.
 - 2.6.6 The A329 / Friar Street / Chatham Street roundabout and A329 / A4155 Castle Hill / Castle Street roundabout west of the proposal site provides routes into east and west Reading.
 - 2.6.7 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Section Conclusion

- 2.7.1 The proposal site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance of the site. Reading and the surrounding area is conducive to cycling and the bus stops local to the site are served by frequent bus services, which provide access to / from a wide variety of destinations. The proposal site also has a prominent location relative to the local highway network. Overall, the site has a good level of accessibility by all relevant transport modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 This report is based on a scheme comprising replacement of the nightclub use with a part 7, part 8 storey building for use as a Hotel with associated restaurant/bar with the following quantum:-

- A Hotel with 101 bedrooms (Class C1).
- An associated Bar / Restaurant (Class A3/A4).

3.1.2 The proposed site layout is identified on the plan provided at Appendix 1.

3.2 Proposed Site Access Arrangements

3.2.1 The main pedestrian access of the hotel will be via Hosier Street on the southern side of the site.

3.2.2 In terms of nearby public car parking, several options are available including the Broad Street Mall. Vehicles can access the Broad Street Mall multi-storey car park via an underpass accessible from the A329 slip road via a 'left in, left out' priority junction west of the site or south of the site via a mini roundabout on Castle Street.

3.2.3 Pedestrians will be able to access the hotel directly from Hosier Street.

3.2.4 The site access arrangements are also shown at Appendix 1.

3.3 Servicing

3.3.1 Servicing will be undertaken from Hosier Street, which is the existing arrangement for the nightclub use, and, we understand, historically has been the arrangement for various occupiers of Broad Street Mall.

3.3.2 The principle of this arrangement was agreed with RBC at the pre application meeting.

3.3.3 The drawing at Appendix 2 shows the potential swept path analysis for service vehicles.

3.3.4 Figure 3-1 shows the delivery vehicle information and schedule provided by the operator.

Figure 3-1 – Operator Servicing Information

VEHICLE DETAILS					
VEHICLE TYPE	LENGTH	WIDTH	HEIGHT	COMMENT	
Large articulated	16.5m	2.65m	4.2m	1 st choice	
Small articulated	14.6m	2.65m	4.2m	2 nd choice	
Rigid lorry, 26t & bin lorry	12.00m	2.65m	4.0m	3 rd choice	
Refuse Vehicle					

DELIVERIES					
TYPE	No VISITS	DURATION	TIMINGS	VEHICLE TYPE	ACTIVITY
Linen	7	30 mins	06.30 - 18.00	26t	6 x 1.5 m3 cages on wheels
Refuse	4	20 mins	06.30 - 18.00	26t	4 bins emptied per visit average

Note: no deliveries on Sundays/Bank holidays

Width includes vehicle body width only, not including wing mirrors - allow additional 80cm for the 18t and 26t, so 3.45m wide for the rigid, PLUS a reasonable gap for manoeuvring the vehicle, 4.0m will allow for that, albeit not much room for error

3.4 Section Conclusion

- 3.4.1 Pedestrian and service access to the proposed Hotel will be via Hosier Street. There will be no dedicated car parking, and staff and visitors travelling by car will use existing nearby parking facilities.
- 3.4.2 Swept path analysis has shown that servicing arrangements of the proposed development are suitable for their intended use.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This report considers the peak periods during which the study area is expected to be subject to the highest level of traffic flow. For this TS, the peak periods are as set out below:-

- 1) Weekday AM Peak – 07:30-18:30
- 2) Weekday PM Peak – 16:30-17:30

4.2 Proposed Hotel Traffic Attraction

4.2.1 The TRICS database (version 7.5.3) has been used to calculate the traffic effect using the category 'Hotel' for sites in England, excluding Greater London, surveyed for the default date range. Only 'Town Centre' sites surveyed on a weekday have been used. Vehicle surveys have been used.

4.2.2 The resultant trip attractions, during the peak hours, are set out at Table 4.1 and Full TRICS outputs are provided at Appendix 3.

Table 4.1 – TRICS Data – Hotel

Peak Hour	Average Hotel Trip Rates			Premier Inn Trip Attraction (101 bed)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM	0.064	0.130	0.193	6	13	19
PM	0.100	0.057	0.157	10	6	16

4.2.3 Based on the negligible traffic effects of the development, junction capacity and road collisions have not been analysed.

4.3 Section Conclusions

4.3.1 The potential increase to traffic due to the proposed hotel has been calculated based on data from the TRICS database.

4.3.2 The assessment shows that the potential increase to traffic will be negligible.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Inception (Reading) Sarl in relation to their proposed Hotel on Hosier Street in Reading. The report is summarised as follows:-

- The site is accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The proposed development is suitable in terms of its access arrangements, composition and layout.
- It has been demonstrated that the service arrangements will be able to accommodate delivery vehicles.
- The traffic assessment included in this report is based on a realistic traffic impact scenario and demonstrates the development traffic effects will be negligible.
- Based on the negligible traffic effects of the development, junction capacity and road collisions have not been analysed.

5.2 Conclusions

5.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.