



**29-35 STATION ROAD, READING
RG1 1LG**

**Proposed Change of Use from B1a
Office to C3 Residential**

**Transport Statement
On behalf of Titan Properties**

May 2017

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1 INTRODUCTION

1.1 Crosby Transport Planning Limited is instructed by Titan Properties to prepare this Transport Statement in respect of their Prior Approval Application for a change of use at 29-35 Station Road, Reading RG1 1LG.

1.2 29-35 Station Road comprises 1,550sqm gross internal area (GIA) of B1a office use across part of the ground floor and all of the first to fifth floors. Retail floor space and an undercroft walkway/service area occupy the remainder of the ground floor level. The property is situated within Reading town centre, within the proximity of the main retail and commercial areas and transport interchange.

1.3 The Applicant is seeking a change of use of all floors from B1a office to C3 residential under Class J of the current Permitted Development rights (reference '*Statutory Instruments, 2013 No. 1101, The Town and Country Planning (General Permitted Development) (Amendment) (England) order 2013*').

1.4 This report considers the transport and highways effects of the proposed change of use from B1(a) office use to 33 residential units in terms of accessibility, traffic generation and parking provision, in order to assist Reading Borough Council (RBC) in their determination of whether '*the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site*'.

1.5

This Transport Statement is set out as follows:-

- Section 2 describes the site location and the surrounding highway network;
- Section 3 describes the accessibility of the development site by non-car modes of travel;
- Section 4 provides details of the development proposals and considers the potential traffic generation of the existing and proposed uses; and
- Section 5 provides a summary and conclusion to the report.

- 2.3** The site is situated on the western side of Station Road, which is a one-way, northbound street that routes from Friar Road to the train station. An undercroft area is located at the southern end of the building with dropped kerbs onto Station Road enabling service vehicle access directly into the site.
- 2.4** At the northern side of the site, Garrard Street provides restricted eastbound vehicular access to Station Road for buses, bicycles and wheelchair accessible taxis only. At its western end, Garrard Street forms a three-arm priority junction with Greyfriars Road which in turn provides vehicular access to the A329 via Friar Street or Tudor Road.
- 2.5** Along the eastern frontage of the site, there is one of a number of bus stops which are situated along the western side of the carriageway. Where bus stops are not present, there are double yellow line 'at any time' waiting restrictions along both sides of Station Road.

3 ACCESSIBILITY BY NON-CAR MODES

Walking

- 3.1** The site is located within an established built-up, town centre location surrounded by a variety of retail, commercial and residential properties and therefore benefits from extensive pedestrian infrastructure in the locality. There are few barriers to walking, with footways, cycleway/footways, dropped kerbs, signalised crossings and adequate street lighting along Station Road and Garrard Street.
- 3.2** At the northeastern corner of the site, an at-grade pedestrian crossing with dropped kerbs and tactile paving is provided which connects through to Garrard Street to the west. Pedestrians wishing to walk directly to the train station are able to remain on the western side of Station Road and continue northbound to Station Hill and cross directly at the frontage of the station.
- 3.3** Assuming a standard walking speed of 1.2m/s, most town centre amenities and shops are within a 10 minute walk of the site.

Cycling

- 3.4** There are a number of cycle routes in the surrounding area which form part of a network of cycle routes within Reading town centre. An extract of the Reading cycle route map is provided below at **Figure 2**.



Figure 2: Central Reading Cycle Routes (extract from Travel Reading Live website August 2014)

3.5 It can be seen that Station Road is identified as a one-way, on-road cycle route which leads to the junction with Station Hill and Blagrove Street/Forbury Road at the frontage of the train station and main bus interchange. Blagrove Street/Forbury Road is identified as an on-road cycle route that is traffic-calmed which connects with cycle route facilities to the east, north and south. From the train station, the University of Reading is identified as being within a 10 minute cycle journey, Thames Valley Park a 12 minute journey, Hills Meadow a 3 minute journey and Thames Valley Park a 12 minute journey.

- 3.6** 28 cycle bays will be provided on site in a secure space further to this 'ReadyBike' hire facilities and publicly-available cycle parking stands are provided at the frontage of the train station and at a number of locations within the vicinity of the bus interchange. Notably, a cycle parking area for up to 8 bicycles is provided on-street along the northern boundary of the site.

Bus Services

- 3.7** A number of bus stops and stands are located along the western side of Station Road between Friar Street to the south and the train station to the north, with bus stop 'SB' located directly in front of the application site. Additional stops are located at the frontage of the train station along both sides of Blagrove Street/Forbury Road. All these stops, which presently form the main bus interchange for central Reading, are located within a 80 metre walk distance of the application site.
- 3.8** A map illustrating the locations of the town centre bus stops is contained within **Appendix A**.
- 3.9** It can be seen that due to the proximity of the site to Reading's main bus interchange, there are numerous bus services stopping within the vicinity of the site. Approximately 100 buses per hour serve the main bus interchange facilities during the peak hours.
- 3.10** Bus services include a mix of premier, Park & Ride, community and out of Reading routes serving local destinations within the Reading urban area as well as destinations further afield including Bracknell, Wokingham, Aldershot, Newbury, Henley-on-Thames and High Wycombe. In addition, 'Rail-Air' provides a frequent coach service to and from Heathrow Airport.

Rail Services

- 3.11** The application site is located within an 80 metre walk distance of Reading Train Station, which is recognised as a key regional transport hub. Rail services from Reading station are operated by First Great Western, South West Trains and Cross Country Trains and provide frequent connections to the regional and national rail network.
- 3.12** First Great Western operates services to destinations including London Paddington, Didcot Parkway, Maidenhead, Swindon, Oxford, Banbury, Bristol, Taunton, Exeter and further destinations within the southwest of England.
- 3.13** South West Trains operate services to destinations including London Waterloo, Ascot, Basingstoke, Winchester, Eastleigh, Fareham, Woking, Clapham Junction, Southampton and Portsmouth.
- 3.14** Cross Country Trains operate services to destinations including Guildford, Southampton, Bournemouth, Oxford, Coventry, Birmingham, Manchester, York, the North of England and Scotland.

4 DEVELOPMENT PROPOSALS

- 4.1 The development proposal is to change the use of floors 1-5 of the building plus part of the ground floor from B1(a) Office use to 33 1-bed C3 residential apartments.

Car Parking

- 4.2 The application site contains no parking for cars. Due to its central location, high level of accessibility by non-car modes of travel and availability of public car parking within the vicinity, the site is clearly ideally located for a car-free development.

- 4.3 Recommended car parking standards are contained within the Reading Parking Standards and Design SPD, adopted October 2011. For residential developments located within Zone 1, the recommended parking standard for flats with 1-2 beds is 0.5 spaces per unit. The SPD also states that *“should a developer require fewer spaces than are set out here then there would need to be a demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result.”*

- 4.4 In this case, detriment to highway safety can be considered to be unsafe car parking on the highway network. In this regard, due to the central location, the highway authority has already put measures in place to prevent unsafe parking in the form of double yellow line ‘at any time’ parking and waiting restrictions. Therefore, there are considered to be no unsafe on-street parking opportunities with the town centre.

- 4.5 Furthermore, as the site is located outside of any of the permit zones, no residents would be issued with parking permits. Therefore, it is envisaged that, like the existing users, future occupants of the site would travel by sustainable means and be highly unlikely to need to travel by private car.

Cycle Parking

- 4.6** Presently there are no cycle parking areas in evidence on site. It is proposed to provide 28 secure cycle spaces within a store within the proposed office entrance at ground floor level within the development.

Refuse Collections

- 4.7** As the office use has been vacant for some time, there is no evidence of existing bin storage facilities on site for the office use. However it is evident that the existing undercroft area would have been suitable for refuse storage and this would remain the case for the proposed residential use. Therefore it is proposed to maintain the undercroft area for bin storage, with bin collections able to continue to be made from Station Road.

Development Trip Generation

- 4.8** As the site is car free and within such an accessible location, both the existing and proposed uses would attract very little in the way of vehicular movements as there would be a strong presumption against driving to and from the site.
- 4.9** In order to determine the likely change in the number of vehicle trips, it would be typical to undertake a TRICS analysis of the existing and proposed uses. However in this case, by virtue of the site being car-free, it is evident that there would be no material change in traffic movements.
- 4.10** The existing office use is likely to attract some car trips by visitors, who could park in the town centre off-street car parks, as well as regular deliveries typically associated with office developments. Employees may well also choose to drive to work on occasions and park within the town centre car parks, although this would be costly if undertaken on a regular basis.

- 4.11** For the proposed residential use, some visitors may also choose to drive by car and park within the town centre car parks, although it is considered highly unlikely that residents will choose to own a car given the on-street parking controls that are in place and the lack of resident parking areas. The number of regular deliveries for residential use would not be expected to be greater than for office use.
- 4.12** Therefore, given the central location and on-street parking and waiting restrictions that are in place on the surrounding roads, it is considered that the change of use to a car-free residential development would cause no detriment to the local highway network.

5 SUMMARY AND CONCLUSIONS

- 5.1 Crosby Transport Planning Limited has been instructed by Titan Properties to prepare this Transport Statement in respect of their Prior Approval Application for a change of use at 29-35 Station Road, Reading RG1 1LG.
- 5.2 This report has considered the transport and highways effects of the proposed change of use from B1(a) office use to 33 residential units
- 5.3 Section 2 described the site location as being within the Reading town centre located within the proximity of retail, commercial and residential development.
- 5.4 Section 3 described the accessibility of the development site by non-car modes of travel and advised that there are few barriers to walking and cycling, with extensive pedestrian and cycle infrastructure in the vicinity of the site. The site is within an 80 metre walk from Reading train station and the central bus interchange, providing services to numerous regional and national destinations.
- 5.5 Section 4 provided details of the development proposals from which it was demonstrated that the zero level of car parking would be entirely appropriate for the proposed residential use and would not cause detriment to the local highway network by virtue of the on-street parking and waiting restrictions that are in place on the surrounding roads. The proposals would incorporate a secure cycle store at ground floor level and would maintain refuse collection arrangements largely in keeping with the office use arrangements.
- 5.6 It has therefore been demonstrated that the proposed change of use would be entirely acceptable on transport and highways grounds and would not give rise to a *'material increase or a material change in the character of traffic in the vicinity of the site'*.

APPENDIX A:

Reading Town Centre Bus Stop Map

Readingbuses



buy mobile tickets, plan your journey &
get live bus times on your phone



railair

 Heathrow Airport

see map