



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

**Proposed A1/A3 Retail and
C3 Residential Development**

**Transport Statement
On behalf of Titan Properties**

July 2016

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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 development proposals at 29-35 Station Road, Reading RG1 1LG.
- 1.2** 29-35 Station Road presently comprises 1,368sqm gross internal area (GIA) of B1a office use across part of the ground floor and the entirety of the first to fifth floors. Retail floor space and an undercroft walkway/service area occupy the remainder of the ground floor level. An application (Reading Borough Council planning reference number 141275) for notification of prior approval to convert the office use to 27 residential units under Class J of the permitted development rights was approved in October 2014 by Reading Borough Council.
- 1.3** This report accompanies a detailed planning application for the redevelopment of the site to provide 334sqm GIA of replacement A1/A3 retail space at the ground and first floors, with a total of 107 residential flats across floors two to twenty-two. The development will remain as 'car free' and will incorporate associated refuse and cycle stores at lower ground level.
- 1.4** This report has been prepared with due regard to the National Planning Policy Framework Planning Practice Guidance '*Travel plans, transport assessments and statements in decision-taking*', relevant local planning policy and pre-application advice previously provided by Reading Borough Council (RBC) as both local planning and highway authority.

Pre-Application Consultation

1.5 Pre-application advice had previously been sought by the development team from RBC in relation to a similar application which was subsequently withdrawn in February 2016 (RBC planning reference number 151962). In terms of transport matters, RBC's Transport Development Control Manager had provided scoping advice, the key points of which can be summarised as follows:-

- On the basis that the change in the area of the retail use space is unlikely to have a significant transport effect, the analysis can relate to the residential use only;
- The scheme represents a net level of increase in residential units for which the preparation of a Transport Statement is considered appropriate;
- As the scheme is car free, a standard condition and informative preventing car parking permits will be required in case the area does become a controlled parking zone;
- Parking at the adjacent Garrard House (also owned by Titan Properties) can be used for disabled parking for the application site;
- Given the constrained nature of the site, two-tier cycle parking is considered appropriate;
- The focus of the report will relate to non-car movements generated by the additional residential units, and will be assessed with reference to the TRICS database and the Station Hill Transport Assessment;
- A Residential Travel Plan will be prepared for the scheme; and
- Deliveries will be from Garrard Street at the rear as currently happens. Deliveries from Station Road will not be supported.

1.6 Prior to the withdrawal of the previous application, the Transport Development Control officer had provided a consultation response which was largely supportive, with further clarity requested in relation to refuse and delivery arrangements.

Scope of Assessment

1.7 This Transport Statement therefore considers the transport implications of the development proposals in accordance with the previously agreed scope and is set out as follows:-

- Section 2 describes the site location and use, including 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 including cycle parking and delivery and refuse collection arrangements;
- Section 5 provides an overview of the likely person trip attraction of the proposed development and considers the resulting impact on travel modes; and
- Section 6 provides a summary and conclusions to the report.

2 SITE LOCATION AND SURROUNDING HIGHWAY NETWORK

Site Location and Use

- 2.1 The application site is situated within the town centre of Reading, as illustrated in **Figure 1** below.

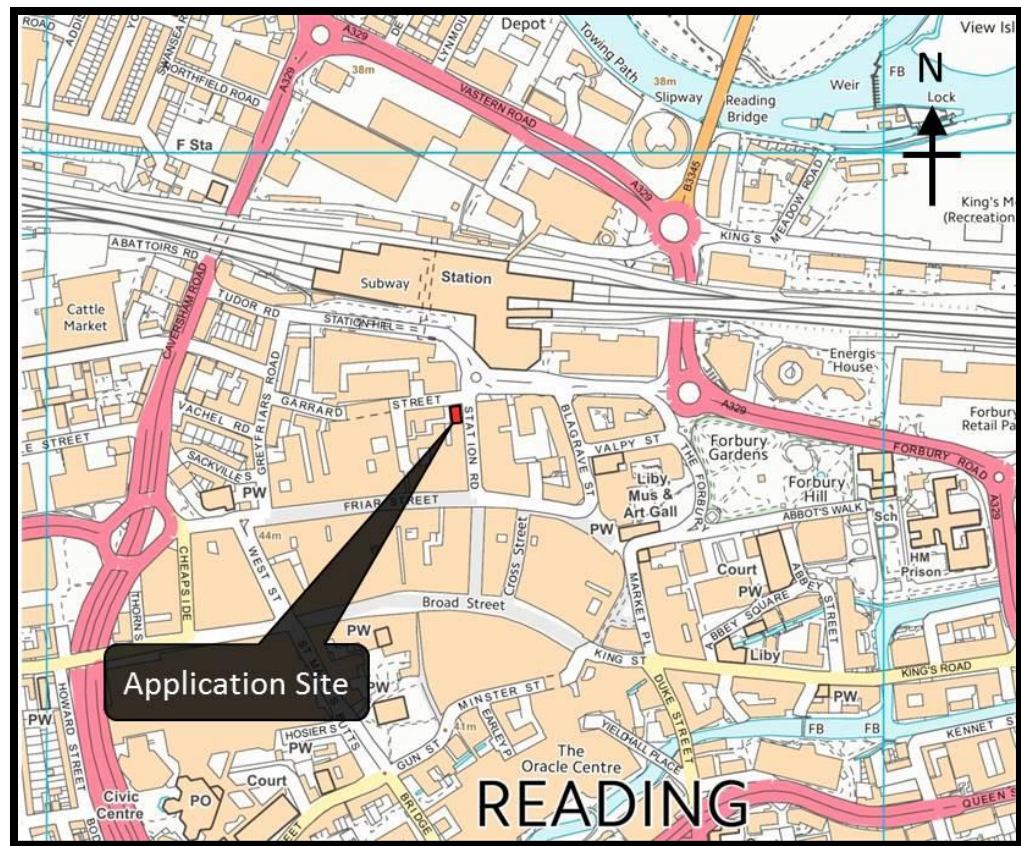


Figure 1: Site Location

- 2.2 The site is located to the south of the main train station and bus interchange for central Reading and is bounded by a similar office/commercial use building known as Brunel House to the south. The junction of Garrard Street with Station Road borders the site to the north, with a private access road (owned by the applicant, Titan Properties) bordering the western boundary at the rear of the development.

- 2.3** The site is situated on the western side of Station Road, which is a one-way, northbound street that routes from Friar Street to the train station.
- 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.
- 2.6** With reference to RBC's Local Development Framework, the site is located within the 'Central Core Area'. This area is defined as lying *"at the very heart of Reading Borough" and 'having the best transport hubs, with both the main railway station and also bus interchanges at the station"*.

Recent Nearby Planning Applications

Station Hill

- 2.7** The application site is located to the south and east of the 'Station Hill' development which received planning consent for an outline scheme (planning application reference 130436) incorporating a mixed use development of office retail and residential uses in December 2013.
- 2.8** The Station Hill development is designed to integrate with wider interchange and public realm proposals being promoted by RBC to provide a series of high quality streets and squares and to help to strengthen the north-south axis linking the River Thames, station area and central Reading.

- 2.9** Where relevant, reference is made to information and assumptions contained within the Station Hill Transport Assessment prepared by Peter Brett Associates, dated March 2013, to help inform matters in relation to the proposals at 29-35 Station Road.

Garrard House

- 2.10** Garrard House is located directly to the west of the application site and rear private access road. As stated earlier, Garrard House is also owned by the applicant, Titan Properties. In October 2014, prior approval for change of use class from office to 83 residential units was granted (RBC application reference 141277). For the prior approval application, it was demonstrated to the satisfaction of the local authority that the change of use would not lead to a material increase or material change in the character of traffic in the vicinity of the site. The conversion to residential use is presently underway.
- 2.11** A further planning application (RBC application reference 160328) was granted in June 2016 for an additional 18 residential units on top of the existing Garrard House building. To promote cycling and improve circulation arrangements behind the building, the development proposals incorporate a reduction in the number of on-site car parking spaces from 12 to 7.
- 2.12** Within their consultation response, the Transport Development Control Officer considered the reduced parking provision and advised that given the town centre location, no highway safety concerns would arise as a result of overspill parking given the tight constraints that surround the site. Additionally, the refuse collection arrangements would not change from the permitted scheme and were deemed to remain acceptable.

Thames Tower

- 2.13** The Thames Tower is an eleven storey B1a office use building located directly north of the application site. In October 2014, full planning permission was granted for an additional 5,380sqm GFA office space on four additional floors on top of the building. The application was accompanied by a Transport Statement prepared by Peter Brett Associates (June 2014) that demonstrated that the impact of the development on all modes of travel would be negligible. The report concluded that *“whilst there could be a small increase in traffic this is not anticipated to have any material impact on the function of the local highway network or surrounding public car parks.”* At the time of writing, the planning consent is in the process of being implemented.

Personal Injury Accident Data

- 2.14** The Station Hill Transport Assessment included a comprehensive review of Personal Injury Accident Data (PIA) between 2007 and 2012. The review concluded that there were no specific accident patterns in the surrounding area which included Station Road and Garrard Street.
- 2.15** A single ‘serious’ PIA was recorded on Station Road approximately 30 metres to the south of 29-35 Station Road (Police Ref W0180212). The collision involved a taxi / private hire car and a pedestrian. The data states the very likely attributing factor in the collision was the pedestrian failing to look properly and being impaired by alcohol and the driver of the vehicle failing to look properly.
- 2.16** No additional review of PIA data has been undertaken within this report given that only a short time has passed since the review and no particular pattern of accidents was identified previously. Additionally, the recent station upgrade works and public realm improvements in the area would mean that any recent records could not be considered representative or reliable.

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** Station Road provides one of the main north-south pedestrian routes from the train station to the pedestrianised commercial and retail area to the south, with the pedestrian footway along the site frontage some 5.0 metres in width.
- 3.3** 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 the recently constructed and enhanced public realm directly at the frontage of the station.
- 3.4** 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

- 3.5** 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 July 2016)

3.6 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. Garrard Street and Blagrove Street/Forbury Road are identified as having on-road cycle route facilities which connect 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.

- 3.7** 'ReadyBike' hire facilities are provided at the frontage of the train station and at a number of nearby locations within the vicinity of the application site. 'ReadyBike' enables members to rent bikes and travel between conveniently located bicycle storage hubs within central Reading. Storage hubs are located as far as Green Park and Thames Valley business parks. Membership is on a casual or annual basis and provides residents and employees within central Reading with an excellent alternative to the use of the car, without necessarily needing to own a bicycle. Notably, for annual members, the first 30 minutes of use are free, meaning that most destinations can easily be reached with no charge.
- 3.8** Publicly-available cycle parking stands are also located within the vicinity of the site and at the train station frontage. Notably, five Sheffield Stands providing cycle parking for up to 10 bicycles are provided on-street along the northern boundary of the application site.

Bus Services

- 3.9** 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 an 80 metre walk distance of the application site.
- 3.10** A map illustrating the locations of the town centre bus stops is contained within **Appendix A**. 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.

- 3.11** Approximately 100 buses per hour serve the main bus interchange facilities during the peak hours. 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

- 3.12** The application site is located within an 80 metre walk distance of Reading train station, which is recognised as a key regional transport hub. The station has recently undergone a major redevelopment, with significant track, platform and concourse works to improve rail capacity and passenger facilities. At the south-eastern corner of the station, the changes in the vicinity of the station entrances have included enhancements to bus stops and facilities and an enhanced public realm.
- 3.13** 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.
- 3.14** 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.
- 3.15** South West Trains operate services to destinations including London Waterloo, Ascot, Basingstoke, Winchester, Eastleigh, Fareham, Woking, Clapham Junction, Southampton and Portsmouth.
- 3.16** 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 proposals comprise 334sqm GIA of A1 retail space at the ground and first floor levels, with 107 residential units across floors two to twenty-two. The proposed schedule of the residential accommodation is:-

- 42 x 1 bedroom flats;
- 59 x 2 bedroom flats; and
- 6 x 3 bedroom flats

4.2 The proposed floor layouts are shown within WCEC Architects' drawings which accompany the application. For ease of reference, the proposed ground floor and lower ground floor plans are contained at **Appendix B** to this report.

4.3 The pedestrian access to the residential use would be along the eastern flank of the building at ground floor level where an internal lobby and concierge area is provided. A secondary access would be provided at lower ground level along the western boundary. The main pedestrian accesses to the retail use would be at the northeastern and southeastern corners of the building at ground floor level, with entrances onto both the Station Road and northern frontages.

Car Parking

4.4 The development proposals are to be car free. Due to its central location, high level of accessibility by non-car modes of travel and comprehensive parking restrictions within the surrounding area, the site is clearly ideally located for a car free development.

- 4.5** Recommended car parking standards are contained within RBC's '*Revised Parking Standards and Design Supplementary Planning Document*' (SPD), adopted in October 2011. For residential developments located within Zone 1, the recommended parking standard for flats is 0.5 spaces per 1-2 bed unit and 1 space per 3+ bed 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."*
- 4.6** In this case, detriment to highway safety can be considered to be unsafe car parking on the highway network. Due 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 no unsafe on-street parking opportunities with the town centre.
- 4.7** Furthermore, the site is not located within a controlled parking zone and therefore residents would not be issued with parking permits. Should the area become a controlled parking zone, then as referenced in paragraph 1.5, RBC has previously requested the imposition of a standard condition and informative to prevent car parking permits being issued to residents. 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.

Disabled Parking

- 4.8** In relation to disabled parking, RBC's Parking Standards and Design SPD states that *'the provision of parking for disabled motorists is a key element of all developments that are open to the public. Typically this excludes residential developments, however where such a development is to be of a significant size, or with large amounts of visitor or communal parking bays then the developer should ideally provide some level of parking which takes account the need of disabled motorists'*.

- 4.9** The SPD also states that *‘when establishing the required level of parking for disabled users it must be remembered that some of these motorists could have the option to switch mode, particularly where they have access to high quality bus corridors and routes which tend to feature low floor access buses and other benefits’*.
- 4.10** In the case of the proposed residential-led development, no standard parking bays are proposed and it has been established that the site is highly accessible by non-car modes of transport, many of which would be suitable for disabled persons. The need for dedicated parking spaces to be provided is therefore not particularly justified and an entirely car free scheme would appear to be supported by local policy.
- 4.11** However, it has been established that the Applicant is also the owner of the adjacent Garrard House residential development which has private parking available for use by residents. The current planning application for Garrard House proposes to reduce the number of car parking spaces from 12 to 7 (six of which can be marked out as disabled bays), primarily to provide attractive and sheltered cycle parking facilities. The residual car parking spaces are deemed to be superfluous by virtue of the site’s previous office use and are not being actively marketed to potential occupants of Garrard House.
- 4.12** Consequently there is the ability for the Applicant to offer disabled parking spaces for the Station Road development. These spaces would be some 25 metres of the rear entrance of the Station Road development. In addition, surface treatment changes are proposed to the private road which would include the removal of the rear kerbs to create a level and step-free route between the rear building entrance and street level. Further details of the illustrative surface treatment works are shown within WCEC’s drawings and the Design and Access Statement which accompany the application.

Cycle Parking

- 4.13** With reference to RBC's Parking Standards and Design SPD, the minimum cycle parking standard for 1 or 2-bed C3 dwelling flats is 0.5spaces/unit and for 3-bed dwelling flats is 1 space/unit. These spaces can be in the form of individual secure facilities or communal cycle parking area. For the overall scheme of 107 units inclusive of six 3-bed units, this equates to a minimum provision of 57 cycle parking spaces.
- 4.14** Presently there are no dedicated cycle parking areas in evidence on site, although as part of the prior approval scheme for 27 residential units, secure cycle parking was proposed within the entrance lobby at ground floor level.
- 4.15** The redevelopment proposals include the provision of a secure, communal cycle parking storage area within the lower ground floor level. The area could accommodate up to 68 cycle parking spaces in the form of two-tier cycle parking, thereby exceeding the minimum cycle parking standards for the total number of units across the site.
- 4.16** Along the northern boundary of the site, there are presently ten public cycle spaces in the form of five Sheffield Stands provided within the public realm. These spaces would be located adjacent to the proposed retail floor space and would continue to complement the development and local town centre uses in the form of convenient short term / visitor parking. During the development of the site whilst the site is hoarded off, it is anticipated that these spaces would be removed. Following redevelopment, they would be repositioned in largely the same location, with the potential to increase the number subject to agreement with the Council.

Refuse Collections

- 4.17** For the permitted prior approval scheme, a bin store was proposed within the ground floor undercroft area, in keeping with the previous office use arrangement. From here, bins were able to be collected from the Station Road frontage.
- 4.18** For the proposed development, a bin store is proposed within the building at lower ground floor level. It is proposed that bins would be wheeled to the rear of the building by the management company in advance of twice weekly private management collections. As mentioned in paragraph 4.12, proposed surface treatment changes would include the removal of the rear kerbs to create a step-free route between the building and street level.
- 4.19** The refuse collection arrangements would therefore represent an improvement over the existing situation by removing refuse collections from the busier Station Road frontage. The proposed arrangement would therefore utilise the private access road by reversing off Garrard Street, collecting the refuse and then departing westbound along Garrard Street in keeping with similar collection arrangements for adjacent developments, including the recently permitted Garrard House development.
- 4.20** As mentioned in paragraph 1.6, within the previous consultation response for the withdrawn scheme, concerns about the parking arrangements on the access road and the potential adverse effects on deliveries and refuse arrangements were raised by the Transport Development Control Officer. It is considered that these issues historically arose as a consequence of the Garrard House and the application site being empty for a number of years, with no management company in place to actively control the area. As stated previously, the access road is owned by the Applicant and now that the adjacent developments are coming back into use, the road is now being controlled by way of suitable enforcement and this will continue to remain the case. Clearly it is equally important to the Applicant as it is to RBC that the adjacent developments are able to be suitably serviced without hindrance or delay.

Residential Travel Plan

- 4.21** A Residential Travel Plan has been prepared which accompanies the planning application as a separate document (also prepared by Crosby Transport Planning). It is intended that this document will be secured by condition.

5 DEVELOPMENT TRIP GENERATION AND IMPACT

Introduction

- 5.1** This section assesses the person trip generation of the approved and proposed developments and considers the resulting net transport impacts.
- 5.2** It has previously been agreed that the analysis should relate to the residential use only given that the area change in retail use would be unlikely to have a significant transport effect. This is particularly the case given the central location of the site and the high propensity for pass-by pedestrian trips.
- 5.3** The remainder of this section therefore considers the potential person trip movements likely to be generated by the residential use.

Person Trip Assessment

- 5.4** In order to calculate the net trip generation of the proposed residential development, the proprietary TRICS (v7.2.3) database was previously interrogated to establish appropriate peak hour and daily person trip generation rates.
- 5.5** It is considered that the car free nature of the development, coupled with the parking restrictions currently in place and the accessibility to public transport facilities and local amenities, means that residents would be highly unlikely to own a car if they do not have a space and are not entitled to a permit. Clearly this is a material consideration for potential residents when deciding to purchase or rent a property.
- 5.6** For the permitted and proposed number of residential units, the derived weekday peak hour and daily person trip rates are summarised in Table 5.1 below. In order to verify the findings of the TRICS analysis, the results are compared with the agreed residential person trip rates derived for the Station Hill application.

5.7 It should be noted that the ‘*mixed private/non-private housing*’ TRICS category was initially interrogated, however due to the insufficient numbers of comparable sites contained within this category, the ‘*flats privately owned*’ category has been utilised. It is considered that this will provide an equally robust analysis of the residential development. It should also be noted that none of the selected sites were car free developments, however the overall number of person trips clearly represents the expected resident’s needs for trip making. The TRICS output file is contained in full in **Appendix C**.

	C3 Residential Use - TRICS 7.2.3			C3 Residential Use – Station Hill Trip Rates		
	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak Hour (08:00-09:00hrs)	0.086	0.479	0.565	0.103	0.556	0.659
PM Peak Hour (17:00-18:00hrs)	0.414	0.196	0.610	0.386	0.223	0.609
Daily (0700-1900hrs)	2.304	2.488	4.792	-	-	5.568

Table 5.1: Summary of TRICS Analysis vs Station Hill Trip Rates (total person movements)

5.8 It can be seen from Table 5.1 that the trips rates agreed for the Station Hill analysis are marginally greater than those derived from the latest version of the TRICS database. Therefore, in the interests of undertaking a robust analysis of the development trip generation, the remainder of this section will be based on the higher trip rates agreed for the Station Hill analysis.

5.9 The resulting person trips for the permitted 27 residential units and proposed increase of 80 residential units are summarised in Table 5.2 below.

	Permitted C3 Residential Use - 27 dwellings			Proposed Additional C3 Residential Use – 80 dwellings		
	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak Hour (08:00-09:00hrs)	3	15	18	8	45	53
PM Peak Hour (17:00-18:00hrs)	10	6	16	31	18	49
Daily (0700-1900hrs)	-	-	150	-	-	445

Table 5.2: Summary of Permitted and Proposed Development person trips (total person movements)

- 5.10** It can be seen from Table 5.2 that the proposed development would result in an additional 53 and 49 person trip movements during the AM and PM peak hours respectively.
- 5.11** In order to provide an indication of the likely modal share of future residents, typical travel modes of the existing working resident population of Abbey ward, within which the site is located, have been derived from the 2011 Census data for ‘Method of Travel to Work’.
- 5.12** It has been established that the proposed development is car free and the likelihood of residents choosing to own a car is considered to be low. Therefore, in order to provide a modal share that is more specific to the net increase of the development itself, the number of car trips estimated to be generated by the development has been redistributed to the remaining non-car driver modes on a pro-rata basis. Clearly the overall number of person trips remains the same as this represents the expected resident’s needs for trip making. The Census modal share analysis is summarised in Table 5.3 along with the resulting total person movements during the typical peak periods and daily time period.

Mode of Travel	Census Modal Split	Adjusted Car-Free Modal Split	Total Person Movements - Net Increase (83 dwellings)		
			AM	PM	Daily
Car Driver	28.4%		-	-	-
Train	20%	28%	15	14	129
On Foot	28.5%	39.8%	21	19	184
Car Passenger	2.6%	3.7%	2	2	17
Bus	11.1%	15.5%	8	8	72
Cycle	3.3%	4.7%	3	2	22
Motorcycle	0.4%	0.5%	0	0	2
Taxi	0.4%	0.6%	0	0	3
Other / Work from Home	5.3%	7.4%	4	4	34
TOTAL	100%	100%	53	49	462

Table 5.3: Modal Share based on 2011 Census Travel to Work Data for Abbey Ward

- 5.13** It can be seen from Table 6.3 that the development would experience the highest proportion of travel to work mode by foot (39.9%), followed by train (28%) then by bus (15.5%).

Transport Impact

Local Highway Network

- 5.14** As the site is car free and within a highly accessible location surrounded by comprehensive on-street parking controls, both the previous and proposed uses would attract very little in the way of vehicular movements. There would be a strong presumption against driving to and from the site and the likelihood of residents choosing to own a car would be extremely low.
- 5.15** In terms of potential service vehicle movements on the local highway network, servicing of the site is already established and the number of regular deliveries would not be expected to be greater than for the previous office use.

Public Transport Network

- 5.16** With reference to Table 5.3, some 23 person movements would be expected to take place on the local public transport network (train and bus) during the morning peak hour, and 22 person movements during the afternoon peak hour.
- 5.17** It has been established that the site is highly accessible to Reading's frequent and regular bus and rail services. An increase of up to 24 public transport users in the peak periods due to the development is therefore considered to be negligible and could easily be accommodated within the current public transport network.

Pedestrian Movements

- 5.18** During peak times, the residential development would generate up to 21 additional pedestrian movements on the local pedestrian network. This is considered to be negligible, particularly as the movements would be quickly dispersed onto routes leading towards the rail station and bus interchange to the north and the town centre commercial and retail uses to the south.
- 5.19** By comparison, the Station Hill Transport Assessment identifies a net increase in primary trips on foot resulting from the Station Hill redevelopment proposals as 434 and 397 pedestrian trips during the AM and PM peak hours respectively. However, Station Road is not identified as being one of the number of main pedestrian access routes to the site. It can therefore be assumed that any increase in pedestrian movements arising from the Station Hill development is likely to be significantly dispersed to a negligible level by the time pedestrians reach Station Road and the application site frontages.
- 5.20** The proposed building respects the existing building line on the Station Road frontage and therefore it is reasonable to conclude that the development would have a negligible effect upon the operation of the local pedestrian network.

Cycling

- 5.21** Based upon the TRICS analysis, some 2-3 cycle trips would be expected to be generated by the residential development during peak hours. It has been established that the development is located amongst a network of cycle routes and on-site cycle parking is proposed in excess of locally adopted minimum standards.
- 5.22** Therefore, measures are in place which would encourage occupants to travel by bicycle to and from the development. Furthermore, the applicant proposes to implement a Residential Travel Plan which would monitor and implement necessary measures to further encourage bicycle use. Therefore, there would appear to be no reason why the proportion of trips by bicycle could not be greater than suggested by the adjusted census data, without causing any adverse impacts on the local network.

Summary

- 5.23** Overall, the net increase in person trips by all modes of travel as a result of the development would lead to a negligible impact on the highway and public transport networks.

6 SUMMARY AND CONCLUSIONS

- 6.1** Crosby Transport Planning Limited has been instructed by Titan Properties to prepare this Transport Statement in respect of development proposals at 29-35 Station Road, Reading RG1 1LG.
- 6.2** This report has considered the transport and highways effects of the proposed redevelopment of the site to provide to provide 334sqm GIA of replacement A1 retail space on the ground and first floor levels, with 107 residential flats across floors two to twenty-two.
- 6.3** Section 2 described the site location as being within the Reading town centre and located within the proximity of retail, commercial and residential development.
- 6.4** 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.
- 6.5** Section 4 provided details of the proposals from which it was advised that the development would remain as car free, with the ability for disabled car parking spaces to be made available some 25 metres of the rear building entrance. It was demonstrated that given the site's high levels of accessibility to non-car modes of travel and local amenities, as well as the surrounding comprehensive parking controls that are in place, a car free scheme would be entirely appropriate. The proposals would incorporate associated refuse and secure cycle stores at lower ground level, with cycle parking provided in excess of RBC's minimum standards.

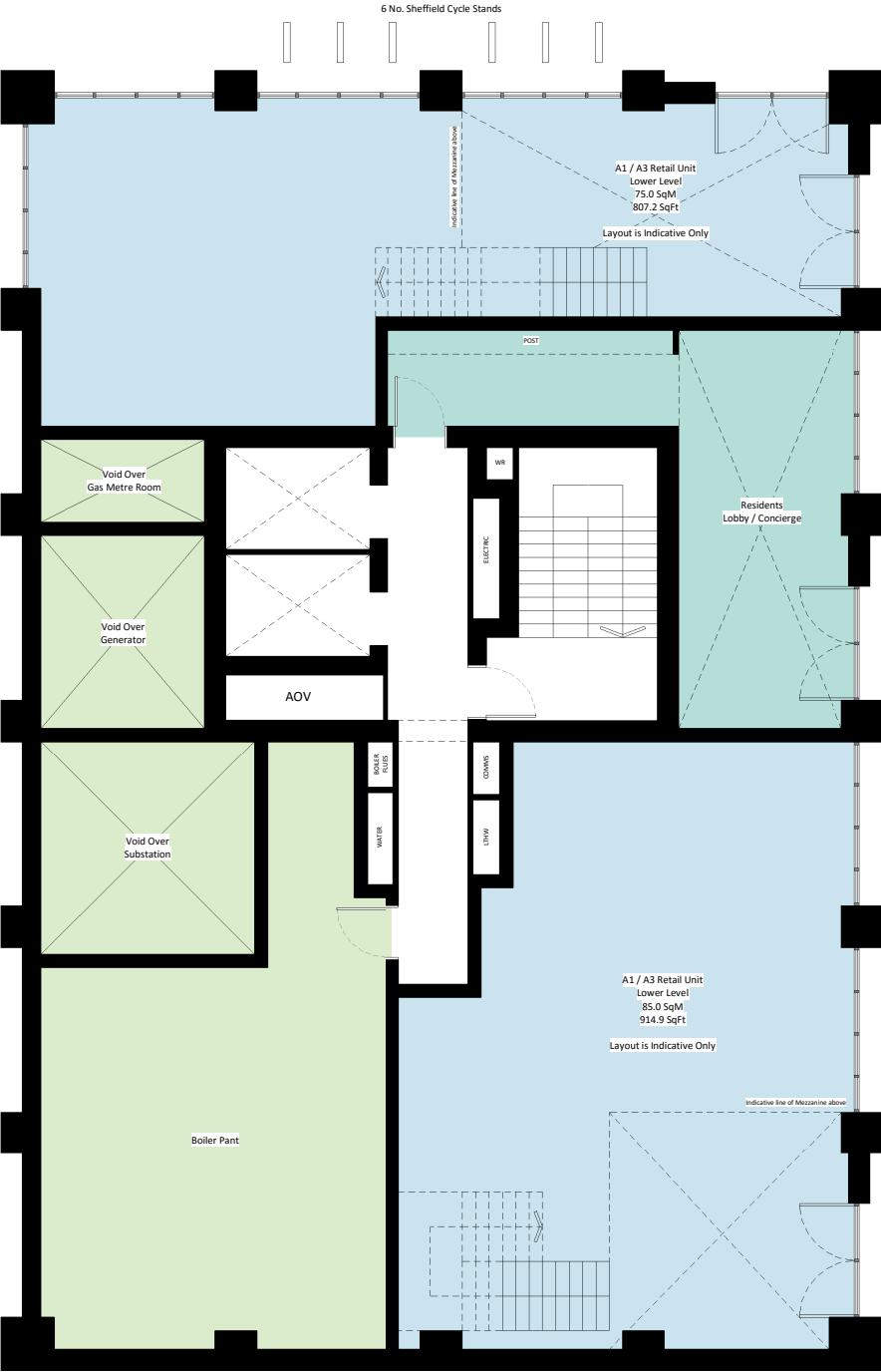
- 6.6** Section 5 considered the likely person trip generation levels of the proposed development and concluded that the net increase in person movements during peak periods would lead to a negligible impact on the highway and public transport networks. In addition, the provision of a Residential Travel Plan would further encourage non-car modes of travel to and from the site.
- 6.7** The development would therefore not give rise to any adverse transport impacts and is considered to be an entirely appropriate form of development in transport and highways terms.

APPENDIX A: Reading Town Centre Bus Stop Map

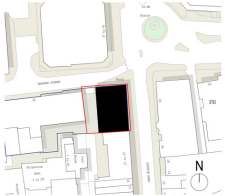
APPENDIX B:

Proposed Layout Plans

PROPOSED GROUND FLOOR PLAN



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Materials known to contain asbestos contaminated materials (ACOM) in the manufacture or installation process have not been specified and must not be used on this project.



KEY PLAN

- KEY
- Ancillary
 - Residential
 - Retail

B	14.07.16	Planning Issue	CHP	
A	08.07.16	Amendments following pre-application scoping meeting	PD	
No.	Date	Description	By	Ckd

CLIENT
TITAN PROPERTIES

PROJECT
29-35 STATION ROAD

TITLE
PROPOSED GROUND FLOOR PLAN

DRAWING STATUS
FOR PLANNING

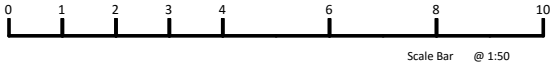
DRAWN	PD	CHECKED	JA
SCALE	As indicated @ A1		
DATE	15/10/15		

WCECarchitects

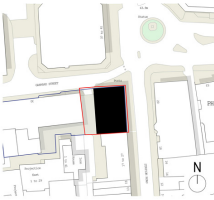
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Carnwood Court, Carnwood Road,
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JOB NO.	DRAWING NO.	REV
15-211	PL118	B



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Materials known to contain asbestos contaminated materials (ACOM) in the manufacture or installation process have not been specified and must not be used on this project



KEY PLAN

KEY

- Ancillary
- Residential

B	14.07.16	Planning Issue	CHP	
A	08.07.16	Amendments following pre-application scoping meeting	PD	
No.	Date	Description	By	Ckd

CLIENT

TITAN PROPERTIES

PROJECT

29-35 STATION ROAD

TITLE

PROPOSED LOWER GROUND FLOOR PLAN

DRAWING STATUS

FOR PLANNING

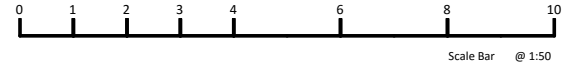
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SCALE	As indicated @ A1		
DATE	26/05/16		

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JOB NO.	DRAWING NO.	REV
15-211	PL117	B

PROPOSED LOWER GROUND FLOOR PLAN



APPENDIX C: TRICS Output – Multi Modal C3 Residential

Calculation Reference: AUDIT-750001-151019-1049

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
	KI KINGSTON	1 days
	KN KENSINGTON AND CHELSEA	1 days
	SK SOUTHWARK	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 53 to 154 (units:)
Range Selected by User: 50 to 200 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 19/09/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	3
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3

9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

2 days

15,001 to 20,000

1 days

25,001 to 50,000

4 days

50,001 to 100,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000

3 days

250,001 to 500,000

2 days

500,001 or More

4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes

1 days

No

8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CH-03-C-01	BLOCKS OF FLATS			CHESHIRE
	NEW CRANE STREET				
	CHESTER				
	Edge of Town Centre				
	Residential Zone				
	Total Number of dwellings:	60			
	Survey date: FRIDAY	17/10/08		Survey Type: MANUAL	
2	EX-03-C-02	BLOCK OF FLATS			ESSEX
	WESTCLIFF PARADE				
	WESTCLIFF				
	SOUTHEND-ON-SEA				
	Edge of Town Centre				
	Residential Zone				
	Total Number of dwellings:	94			
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL	
3	GM-03-C-02	BLOCK OF FLATS			GREATER MANCHESTER
	WHITWORTH STREET W.				
	MANCHESTER				
	Town Centre				
	Built-Up Zone				
	Total Number of dwellings:	154			
	Survey date: THURSDAY	13/10/11		Survey Type: MANUAL	
4	HO-03-C-02	BLOCK OF FLATS			HOUNSLOW
	HIGH STREET				
	BRENTFORD				
	Town Centre				
	Built-Up Zone				
	Total Number of dwellings:	86			
	Survey date: WEDNESDAY	03/09/14		Survey Type: MANUAL	
5	KI-03-C-02	BLOCK OF FLATS			KINGSTON
	SOPWITH WAY				
	KINGSTON UPON THAMES				
	Edge of Town Centre				
	No Sub Category				
	Total Number of dwellings:	132			
	Survey date: MONDAY	14/06/10		Survey Type: MANUAL	
6	KN-03-C-03	BLOCK OF FLATS			KENSINGTON AND CHELSEA
	ALLEN STREET				
	KENSINGTON				
	Edge of Town Centre				
	Residential Zone				
	Total Number of dwellings:	72			
	Survey date: FRIDAY	11/05/12		Survey Type: MANUAL	
7	SC-03-C-01	FLATS			SURREY
	HEATHCOTE ROAD				
	CAMBERLEY				
	Edge of Town Centre				
	Residential Zone				
	Total Number of dwellings:	140			
	Survey date: MONDAY	21/07/08		Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	SK-03-C-01	BLOCK OF FLATS	SOUTHWARK
	PARK STREET		
	SOUTHWARK		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	53	
	Survey date: FRIDAY	19/09/14	Survey Type: MANUAL
9	WM-03-C-03	FLATS	WEST MIDLANDS
	LODE LANE		
	SOLIHULL		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	60	
	Survey date: FRIDAY	21/09/07	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	95	0.040	9	95	0.262	9	95	0.302
08:00 - 09:00	9	95	0.086	9	95	0.479	9	95	0.565
09:00 - 10:00	9	95	0.103	9	95	0.248	9	95	0.351
10:00 - 11:00	9	95	0.136	9	95	0.143	9	95	0.279
11:00 - 12:00	9	95	0.127	9	95	0.162	9	95	0.289
12:00 - 13:00	9	95	0.182	9	95	0.195	9	95	0.377
13:00 - 14:00	9	95	0.199	9	95	0.190	9	95	0.389
14:00 - 15:00	9	95	0.176	9	95	0.161	9	95	0.337
15:00 - 16:00	9	95	0.263	9	95	0.152	9	95	0.415
16:00 - 17:00	9	95	0.274	9	95	0.195	9	95	0.469
17:00 - 18:00	9	95	0.414	9	95	0.196	9	95	0.610
18:00 - 19:00	9	95	0.304	9	95	0.105	9	95	0.409
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.304			2.488			4.792

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	53 - 154 (units:)
Survey date range:	01/01/07 - 19/09/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.