

NAPIER COURT, READING

TRANSPORT ASSESSMENT

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Revision: P15

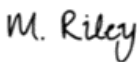
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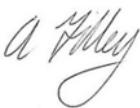
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Author	Signature	Date
Matt Riley BA (Hons) MSc GradCIHT MTPS Graduate Transport Planner		27 June 2024

Reviewed	Signature	Date
Aaron Tilley CMILT FCIHT Associate		27 June 2024

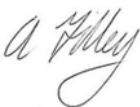
Authorised	Signature	Date
Aaron Tilley CMILT FCIHT Associate		27 June 2024

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Peveril Securities Ltd. to provide traffic and transport advice in relation to a proposed residential development located at Napier Court, Napier Road, Reading. The site is within the jurisdiction of Reading Borough Council (RBC).

1.1.2 The Development Proposals consist of a *“Full planning application for demolition of the existing three office buildings, and construction of new 11 storey buildings, with amenity space at roof level (part indoor and set back), to provide 576 residential dwellings consisting of 1, 2 and 3-bedroom apartments. The development will include ancillary facilities for residents, such as a residents’ lounge, gym and communal workspace. The buildings will be set in landscaping to the front and between the buildings together with roof terraces.*

Parking is proposed for 39 cars and 6 motorbikes. Three internal storage spaces are proposed at ground floor for 289 bicycles and an additional 20 cycle spaces are provided externally for visitors.

The site is 1.26 ha in size and stretches east to west along Napier Road, bound by the railway line to the south, Napier Road and Kings Meadow to the north, Thames Quarter to the west and a Network Rail site to the east. The site is located within the administrative boundary of Reading Borough Council and is very well connected to the train station, bus services and town centre facilities.”

1.1.3 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

1.2.1 This Transport Assessment (TA) has been prepared to inform Highway Officers at RBC as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.2.2 The TA is supported by a range of appendices, with access drawings showing swept path assessments. Additionally, the TA is supported by a Framework Travel Plan (Document Reference: **080908-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.

1.3.2 On this basis, the TA contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Details of proposed parking arrangements and justification for the provision;
- Information regarding traffic generation, distribution, growth, committed development and assignment; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.
- 1.4.6 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is bound to the north by Napier Road, to the east by a Network Rail site, to the south by the railway line, and to the west by a relatively new development known as Thames Quarter.
- 2.1.2 The site is situated in a highly accessible central location that is located within circa 400m of Reading railway station, as the crow flies, and within 500m in terms of actual walking distance. The existing infrastructure that links the site to the station is also of a good quality consisting of well lit, wide footways and controlled crossing points.
- 2.1.3 In terms of local amenities for residents, the site is well located in central Reading ensuring there is good access to employment, health, retail, education, leisure facilities, and transport infrastructure.
- 2.1.4 **Figure 2.1** illustrates the site in relation to the local highway network.

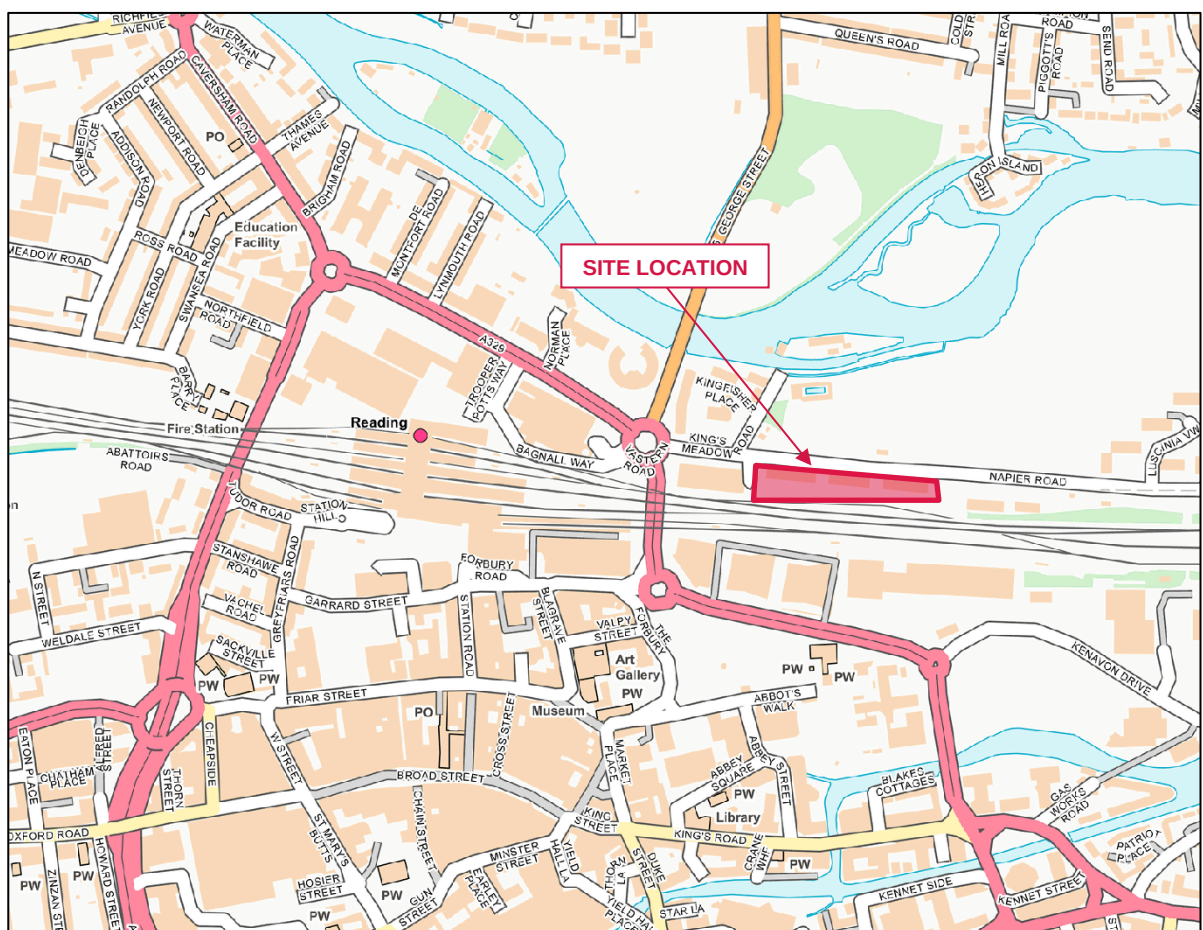


Figure 2.1 – Site Location
(Source: OS Maps, 2024)

2.2 Existing Use and Access

- 2.2.1 The site is currently occupied by three two-storey office buildings known as Napier Court. There are currently 230 car parking spaces on the site. These spaces are accessed via Napier Road with a one-way ingress towards the western boundary and a one-way egress towards the eastern boundary of the site.
- 2.2.2 Pedestrian access into the site is located at an area adjacent to the entrance barriers, where the main entrances of the respective office buildings can be accessed. Although the rear of the existing buildings is fronting onto Napier Road, there is no access into the buildings directly off the footway along Napier Road, except for fire escape routes.

2.3 Surrounding Highway Network

Napier Road / Kings Meadow Road

- 2.3.1 Forming the northern boundary of the site, Napier Road provides access only and not a through traffic route, towards the existing Luscinia View residential development and the Tesco Extra superstore to the east. The road comprises an average width of c. 6.5m with a 2m-wide footway along the southern side of the carriageway and is well-lit with street lighting at regular intervals.
- 2.3.2 Kings Meadow Road and Napier Road are subject to a speed limit of 30mph. Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions (no waiting at any time) can be observed along the road, as such no on-street parking is observed.
- 2.3.3 Kings Meadow Road connects with the local strategic network at the roundabout junction with the A329 Vastern Road, Bagnall Way, and B3345 George Street, which lead towards the A329 Caversham Road and A329 Forbury Road (forming a loop around Reading town centre), the Reading Station Multi-Storey Car Park (MSCP), and Caversham respectively.

A329 Vastern Road

- 2.3.4 Further to the north-west and south-west of the site, the A329 commences at the aforementioned roundabout junction and forms part of an inner ring road around Reading town centre. The A329 takes the form of a dual carriageway on both north-western and southern approaches to the roundabout and is subject to a 30mph speed limit.
- 2.3.5 The A329 continues to the north-west of the site as Vastern Road, providing direct access to the A33 which links to Junction 11 of the M4, which provides access to Newbury, Swindon, Maidenhead, and Slough.
- 2.3.6 In the vicinity of the site, the A329 comprises wide footways of up to c. 5m, with dropped kerbs, tactile paving, some guard rail fencing, and controlled Toucan crossing facilities along certain lengths of the

road. The road is also well-lit with bus lanes at certain points, and there are also dropped kerbs with tactile paving where smaller junctions stem off the A329.

- 2.3.7 The A329 comprises TROs in the form of double yellow parking restrictions, however there are some sections where designated on-street parking is available for some residential dwellings that are adjacent to the road. These parking spaces are available to permit holders only.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 The site benefits from its town centre location within Reading and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.
- 2.4.2 Dropped kerbs, tactile paving and colour coded crossings are present at the signalised pedestrian crossing point along Vastern Road to the west. This crossing point provides access for mobility and visually impaired to move between the site and the key transport hub at Reading Railway Station.

2.5 Highway Safety

- 2.5.1 Collision data for the highway network adjacent to the site has been obtained from the Crash Map reported road incidents database for the most recent five years (2017 – 2021 inclusive). The details of the search are contained in **Figure 2.2** and a breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
Napier Road/ Site Access	0	0	0	0
Napier Road/ Napier Road Underpass	1	0	0	1
Napier Road/ Kings Meadow Road	0	0	0	0
B3345 George Street/ Roundabout entry	5	1	0	6
B3345 George Street/ Roundabout exit	0	1	0	1
Napier Road/ Roundabout entry	3	1	0	4
Napier Road/ Roundabout exit	0	0	0	0
Vastern Road (W)/ Roundabout entry	11	4	0	15
Vastern Road (W)/ Roundabout exit	1	0	0	1
Vastern Road (S)/ Roundabout entry	0	1	0	1
Vastern Road (S)/ Roundabout exit	0	0	0	0
Bagnal Way/ Roundabout exit	0	0	0	0
Reading Station Car Park/ Roundabout entry	1	0	0	1

Junction/Link	Slight	Serious	Fatal	Totals
Total	22	8	0	30

Table 2.1 – Collision Data Summary

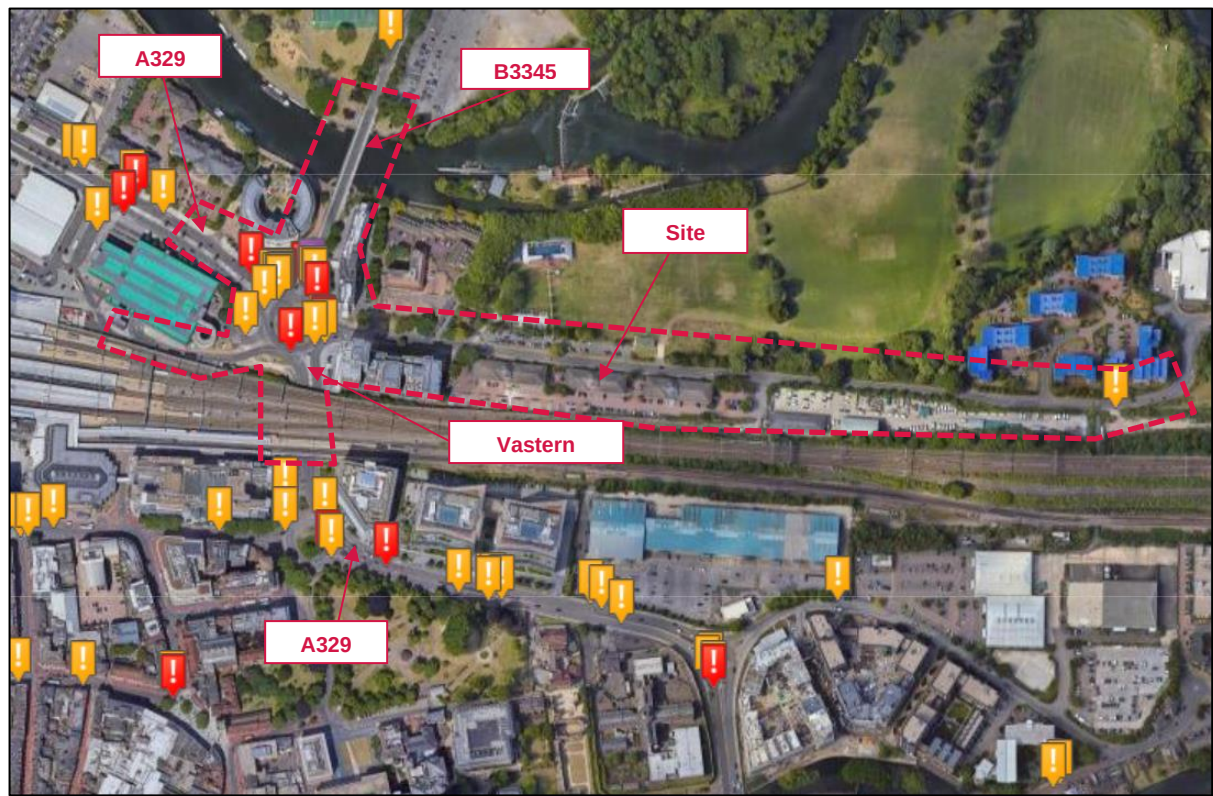


Figure 2.2 – Area Assessed for Collision Data (5 years)
(Source: Crash Map, 2023)

- 2.5.2 There has been a total of 30 collisions in the latest five-year period available, 22 of which were ‘slight’ severity incidents and eight of which were ‘serious’ severity incidents. No fatal incidents have been recorded in the study area and period.
- 2.5.3 The 15 incidents at Vastern Road (W)/ Roundabout entry are spread out evenly among the most recent five-year period. There were four ‘slight’ incidents in 2017, three in 2018, two in 2019, two in 2021, and two ‘serious’ incidents in 2017, and two in 2018. Considering these findings and the temporal nature of the study, it can be concluded that the collisions are not related to the features of the highway at this junction.
- 2.5.4 **Table 2.2** details the serious collisions that have occurred at the Vastern Road (W)/ Roundabout entry in the last 5 years. The full collision records are available in **Appendix B**.

Vastern Road (W)/ Roundabout entry	
Date	Description
4 th January 2017	A serious collision occurred during daylight with wet or damp conditions when a bus or coach collided with a pedestrian who was in the carriageway, crossing at a signalised pedestrian crossing. Crash Map does not state whether the collision occurred during a pedestrian phase or not. The result of the collision seriously injured the pedestrian.
10 th January 2017	A serious collision occurred during darkness, with streetlights present and lit, and during dry conditions without high winds. A car, in the act of turning right, collided with a cyclist who was proceeding normally along the carriageway. The collision resulted in the rider of the bicycle to be seriously injured.
26 th January 2018	A serious collision occurred during darkness, with streetlights present and lit, and during dry conditions without high winds. A car, in the act of turning right, collided with a cyclist who was proceeding normally along the carriageway. The collision resulted in the rider of the bicycle to be seriously injured.
22 nd September 2018	A serious collision occurred during daylight with wet or damp conditions when a car proceeding normally along the carriageway collided with a cyclist who was in the act of turning right. The result of the collision seriously injured the rider of the bicycle.

Table 2.2 – Collision Reports
(Source: Crash Map, 2023).

- 2.5.5 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 A full planning application for demolition of the existing three office buildings, and construction of new 11 storey buildings, with amenity space at roof level (part indoor and set back), to provide 576 residential dwellings consisting of 1, 2 and 3-bedroom apartments. The development will include ancillary facilities for residents, such as a residents' lounge, gym and communal workspace. The buildings will be set in landscaping to the front and between the buildings together with roof terraces.
- 3.1.2 Parking is proposed for 39 cars and 6 motorbikes. Three internal storage spaces are proposed at ground floor for 289 bicycles and an additional 20 cycle spaces are provided externally for visitors.
- 3.1.3 The site is 1.26 ha in size and stretches east to west along Napier Road, bound by the railway line to the south, Napier Road and Kings Meadow to the north, Thames Quarter to the west and a Network Rail site to the east. The site is located within the administrative boundary of Reading Borough Council and is very well connected to the train station, bus services and town centre facilities.
- 3.1.4 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

Vehicular Access

- 3.2.1 The proposed access and egress strategy for the redevelopment proposals would change the direction of travel for vehicles entering and exiting the site compared to the existing office access arrangements.
- 3.2.2 Under the development proposals, vehicles would access the site via the eastern access point, travel through the site in a one-way arrangement and egress at the western junction, adjacent to the Thames Quarter development.
- 3.2.3 **Drawing 080908-CUR-00-XX-DR-TP-05001** at the rear of this report shows that a panel van can ingress and egress from the site in forward gear. **Drawing 080908-CUR-00-XX-DR-TP-05003** shows that a large car can ingress and egress the car park in a forward gear. This access arrangement is shown in **Drawing 080908-CUR-XX-00-D-TP-75001** at the rear of this report.
- 3.2.4 The access arrangement drawing shows the location of a raised table at the western access junction. This feature would reduce the speeds of vehicles within the boundary of the site. The impact of the raised table would not have an impact on the traffic flow on Napier Road.

Pedestrian and Cycle Access

- 3.2.5 Pedestrian and cycle access into the site would be from Napier Road in a broadly comparable manner to the existing situation.
- 3.2.6 Cyclists can access the 3no cycle stores on the ground floor. These stores are sized to suit the 50% provision.
- 3.2.7 Provision for 289 cycle spaces is created with detailed design to accommodate space for charging, accessible cycle storage and repair. An additional 20 cycle spaces are provided externally for visitors.

3.3 Proposed Parking

Proposed Car Parking & Standards

- 3.3.1 The proposals include dedicated car parking provision for 39 vehicles, the provision represents an overall parking of c.6.7% which is considered commensurate with the site's location and access to key facilities by sustainable modes of travel.
- 3.3.2 Reading Borough is recognised as an urban area with great diversity in transport provision and need. As with the majority of core urban areas, the centre of Reading is well served by public transport, cycle and walking facilities and public car parking. The main railway station provides direct links to a number of local towns and villages as well as regional and nationally important centres throughout the UK.
- 3.3.3 The urban nature of Reading, coupled with good alternatives to the private car provide an ideal base to create a zonal system for parking standards. The principle is that developments located close to public transport and local centres will require less parking than equivalent developments in less sustainable areas of the Borough.
- 3.3.4 The parking standards for Reading are set out in the Reading Borough Council Revised Parking Standards and Design Supplementary Planning Document (SPD) dated October 2011. This is available in full in **Appendix C**.
- 3.3.5 Curtins notes that the RBC SPD and Parking Standard documents were published in 2011, a decade prior to the National Planning Policy Framework (NPPF). The NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. The RBC SPD and Parking Standard guidance is therefore unlikely to be up to date in regard to the latest travel trends.
- 3.3.6 The four zones are displayed in **Figure 3.1**, and can be defined as:

- Zone 1, Central Core Area
- Zone 2, Primary Core Area
- Zone 3, Secondary Core Area
- Zone 4, Wider Urban Area

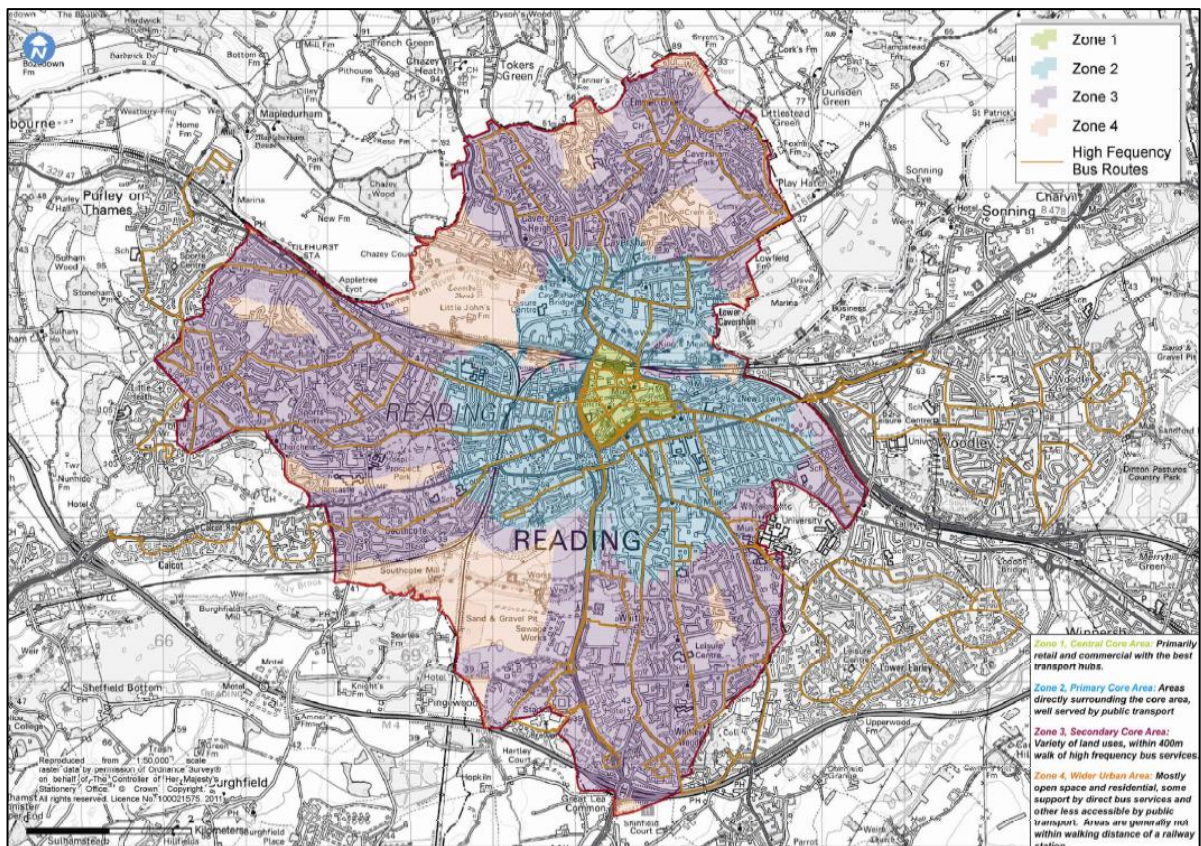


Figure 3.1 – RBC Zonal Scheme
(Source: Revised Parking Standards and Design, 2011)

- 3.3.7 The SPD adopts a zonal system to parking, and the site is understood to be located in Zone 2 which is the 'Primary Core Area'. This is defined as:

"This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically, this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space."

3.3.8 For flats with one or two bedrooms the SPD suggests one space per dwelling and for flats with three bedrooms the SPD suggests one-and-a-half-spaces. This would equate to a minimum of 604 spaces, which in Curtins opinion is excessive and not in line with national policy.

3.3.9 The SPD does go onto state that:

“Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result. Under exceptional circumstances the Local Authority will give consideration to a higher level of car parking provision than that which is set out above. This requirement would need to be supported by robust evidence.”

Similar Parking Provision at Other Schemes

3.3.10 The adjacent Thames Quarter development proposed 49 parking spaces and 4 car club spaces at the time of its planning approval.

3.3.11 This represents a provision of circa 14% which is similar to the 6.7% for the Proposed Development.

3.3.12 The level of provision at Thames Quarter was accepted by Reading Borough Council for the reasons set out in the 2019 committee report. This stated that:

“The site is located on the boundary of Zone 1 and Zone 2 of the parking SPD and given the close proximity to the Town Centre and Railway Station the requirements of Zone 1 have been used. The required parking provision is 0.5 spaces per unit equating to 167 parking spaces and a provision of 49 spaces at 0.14 spaces per unit has been provided. A lower provision is acceptable if the site is within a sustainable location and providing a lower provision of parking will not lead to Highway Safety Issues.

Kings Meadow Road and the surrounding road network all have parking restrictions preventing on-street parking, therefore, any overflow in parking would not affect follow of traffic on the classified road network.

Kings Meadow Road does not fall within a Resident’s Permit Zone and the residents will not be eligible to apply for a Residents Parking Permit. Given the location of public car parks in the vicinity and parking restrictions on the adjacent roads, it is considered that the reduction in the residential provision on site will not lead to on street parking being detrimental to road safety and is acceptable.”

3.3.13 Whilst it is acknowledged that sites are considered on a case-by-case basis, this comparison indicates that the development proposals at Napier Court are in-keeping with other existing developments with similar multi-modal accessibility and characteristics.

Modal Split Profile of the Area

3.3.14 The 2011 Census dataset for the Abbey Ward or the Middle Super Output Area (MSOA) 'Reading 011' was assessed as part of Thames Quarter Transport Assessment to obtain the 2011 'Method of Journey to Work' census data. This data is reproduced in the below image:

Table 2.2: 2011 Census Data – Method of Journey to Work

	Abbey	Reading	South East	England
	Ward	Unitary Authority	Region	Country
All Usual Residents Aged 16 to 74	7589	76131	3981067	23813153
Underground, Metro, Light Rail, Tram	0%	0%	0%	4%
Train	21%	10%	8%	6%
Bus, Minibus or Coach	12%	12%	5%	8%
Taxi	0%	0%	0%	1%
Motorcycle, Scooter or Moped	0%	1%	1%	1%
Driving a Car or Van	30%	49%	65%	60%
Passenger in a Car or Van	3%	5%	5%	5%
Bicycle	3%	4%	3%	3%
On Foot	30%	18%	12%	11%
Other Method of Travel to Work	1%	1%	1%	1%

Figure 3.2 – 2011 Census Data – Method of Journey to Work

3.3.15 That TA goes onto state that:

“Data indicates that the predominant mode of travel in the ward is by car, with a mode share of 30% driving. This is significantly lower than the regional or country mode share for driving of 65% and 60% respectively. Travel by rail services (21%) and trips on foot (30%) are significantly higher for the ward than the comparative datasets presented in Table 2.2.”

3.3.16 The 2011 data is still the most recent available and Curtins is of the view that this demonstrates unusually low levels of car ownership and usage, that negates the requirement to provide significant amounts of parking.

Profile of Occupiers

3.3.17 As prospective occupiers come forward, they would be fully aware of the parking availability at the site and would decide on whether to rent such a property. The proposed level of parking on-site would therefore serve as a demand management measure and attract residents with low car ownership and encourage alternative modes of transport.

Hybrid Working

3.3.18 It is commonly reported that an increasing number of people are working from home, for at least a proportion of their week, as a result of the COVID-19 pandemic. The adoption of these hybrid working

patterns may reduce car ownership and the number of car trips people make and will not have been reflected in the 2011 SPD policy in any way.

Demand Management

- 3.3.19 Demand for car parking spaces would be managed from the outset by encouraging residents and visitors to travel by sustainable modes. This would be implemented via a robust Travel Plan at the proposed development. The Travel Plan would highlight the health, environmental, financial, and social benefits of travelling by active and sustainable modes of transport and include measures and initiatives to increase travel to the site on foot, by cycle, and by public transport.

Electric Vehicle (EV) Parking

- 3.3.20 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation¹.
- 3.3.21 Ownership of ULEVs and ZEVs is rapidly increasing – 14% of all new car registrations in 2021 were ULEVs, up from 8% in 2020, and 9% were ZEVs (a subset of ULEVs)². The Office for Budget Responsibility has forecasted that the share of EVs in new car sales will reach 59% in 2026-27, although they note sales thus far have consistently exceeded projections³. Therefore, there is an urgent need to rapidly increase provision of electric vehicle chargers (EVC).
- 3.3.22 The proposed development includes a 100% Electric Vehicle Charge (EVC) provision including 3 accessible EV spaces.
- 3.3.23 The Reading Borough Local Plan states that a “*development should make the following provision for electric vehicle charging points. Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point*”.
- 3.3.24 The cost per mile of running an electric car is generally half that of a similar diesel vehicle while electric cars are more reliable which can save users up to a quarter on maintenance costs⁴. Furthermore, most EVs are zero-rated for Vehicle Excise Duty.

¹ Carbon Brief (2019). Factcheck: How electric vehicles help to tackle climate change [Online]. Available at:

<https://www.carbonbrief.org/factcheck-how-electric-vehicles-help-to-tackle-climate-change/>

² Department for Transport and Driver and Vehicle Licensing Agency (2022). Vehicle Licensing Statistics: 2021 [Online]. Available at: <https://www.gov.uk/government/statistics/vehicle-licensing-statistics-2021>

³ Office for Budget Responsibility (2022). What does faster take-up of electric cars mean for tax receipts? [Online] Available at: <https://obr.uk/box/what-does-faster-take-up-of-electric-cars-mean-for-tax-receipts/>

⁴ Transport for Greater Manchester (undated). Is EV for me? Cars [Online]. Available at: <https://electrictravel.tfgm.com/is-ev-for-me-cars/>

Proposed Cycle Parking

- 3.3.25 Cycle parking for the proposed development is envisaged at c.50% which equates to 289 spaces and an additional 20 cycle spaces are provided externally for visitors.
- 3.3.26 This is in accordance with the parking SPD, where 0.5 spaces are required per flat with one or two bedrooms. If three-bedroom flats are to be provided the SPD suggests 1 space per dwelling. Under the current proposals, the scheme would be required to provide 316 cycle parking spaces to comply with the parking SPD.
- 3.3.27 **Figure 3.2** above, shows that within Abbey Ward and the 'Reading 011' MSOA, the proportion of residents that travel to work via bicycle is very low, only 3% and 4% respectively. This coupled with the low uptake of car usage shows that residents in the local area are likely to take advantage of the short commuting distances to Reading town centre and train station.
- 3.3.28 It is considered that 289 cycle spaces and the additional 20 visitor spaces is sufficient cycle parking for the proposed development when considering current modal split and the proximity to local amenities.
- 3.3.29 Monitoring and future demand for cycle parking will be undertaken as part of the accompanying Framework Travel Plan (Document Reference: **080908-CUR-XX-XX-T-TP-00002**).

3.4 Proposed Servicing Arrangements

- 3.4.1 It is envisaged that the refuse and servicing would predominantly take place along the internal access road, away from Napier Road.
- 3.4.2 The on-site management team would coordinate the waste collection to reduce the number of individual vehicles accessing the site. The management company/staff on-site would be responsible for moving the bins to the collection point on collection day.
- 3.4.3 The waste operators will collect the bins and load them into the refuse vehicle. Once the bins have been emptied, containers would be wheeled immediately back to the bin stores by the management team.
- 3.4.4 It is proposed that service and refuse vehicles would enter the site from Napier Road. **Drawing 080908-CUR-XX-00-D-TP-05002** at the rear of this report shows the swept path analysis of a large refuse vehicle manoeuvring from the carriageway and along the internal road layout.
- 3.4.5 In the event of an emergency, a fire tender would be able to enter the site from Napier Road, as shown in **Drawing 080908-CUR-XX-00-D-TP-05006** at the rear of this report. The raised table located at the western junction of the site would not impede emergency vehicles from accessing the site.

- 3.4.6 For small deliveries by courier / post, it is envisaged that vehicles would utilise the visitor spaces. Visitors would be able to alert each apartment from the base of each building complex. Given the infrequent deliveries, this is not considered to result in any highway impact or disruption.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

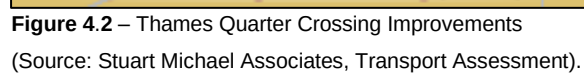
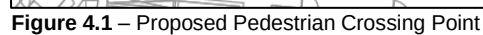
- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 To assist in summarising the accessibility of the school by foot, distances of 500m, 1,000m and 2,000m have been considered. These are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for pedestrian trips associated with the development.
- 4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

- 4.2.4 Local amenities that can be accessed within a 2km walking distance of the site include Kings Meadow, Tesco Extra, Thames Lido, Forbury Gardens, Caversham to the north and Reading town centre to the south which comprise schools, offices, supermarkets, shopping centres, convenience stores, places of worship, public houses, restaurants and hot food takeaways, medical practices and medical centres, Post Offices, and parks.
- 4.2.5 Directly to the north of the site, Napier Road (and subsequently Kings Meadow Road) comprises a 2m-wide footway along the southern side of the carriageway, and an off-road footpath located alongside the northern boundary of the recently constructed Thames Quarter development. This leads to step-free access under the railway bridge towards the Vastern Road / Forbury Road roundabout, where there are dropped kerbs, tactile paving, and controlled crossing facilities across each arm of the roundabout.
- 4.2.6 Towards the north of the railway bridge, there are also wide footways and ample crossing points located across Bagnall Way and the A329 Vastern Road which provide access to the Vastern Court Retail Park and Station North Bus Interchange. All of the above facilitates pedestrian access to the rail station, bus interchange, and the town centre.
- 4.2.7 It is also noted that the adjacent Thames Quarter development has committed, through a S106 agreement, to fund a new signalised pedestrian/cycle crossing on Kings Meadow Road, which will be provided as part of the MRT scheme. The design has been agreed with officers at RBC and will reduce severance and provide a safe crossing point over Kings Meadow Road in the future.
- 4.2.8 As part of the development proposals at Napier Court, the vision of this project is to create a new pedestrian and cycle crossing of Napier Road from Napier Court to Kings Meadow, adjacent to the site. This crossing, which has been discussed and agreed with RBC in pre-application meetings, will be additional to the existing Thames Quarter crossing.



- 4.2.9 As shown in **Figures 4.1 and 4.2** the surrounding roads benefit from pedestrian footways, and the carriageways are well lit by street lighting. The proposed new crossing point complements the desire lines for new residents from Napier Court and others wishing to access Kings Meadow.
- 4.2.10 Additionally, signalised crossing points, pedestrian refuge islands, dropped kerbs and tactile paving are provided to aid pedestrians at all major junctions in the vicinity. There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist. The site is, therefore, considered accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document '*Integrating Cycling into Development Proposals*' (2009), which states: "*most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)*".
- 4.3.2 Within an 8km cycling distance lies additional areas such as Emmer Green to the north, Tilehurst and Calcot to the west, Three Mile Cross to the south, and Woodley and Earley to the east.
- 4.3.3 A combination of on and off-road local cycle routes form an interconnected network within Reading town centre and beyond, shown in **Figure 4.3** overleaf.



Figure 4.3 – Local Cycle Network

(Source: Travel Reading Live by Reading Borough Council, 2016).

4.3.4 The cycle network shown in **Figure 4.3** above connects all the town's major public facilities, employment, and leisure areas. The site is located on the town centre circular route which provides access to each of the 7 arterial routes. To the east of the site, Napier Road connects to Route 5 along the Thames Path on the National Cycle Network (NCN) which continues north to Oxford and Wallingford via Caversham, and further east towards Route 4, which links the site to Thames Valley Business Park and Newtown.

4.3.5 NCN 422 is a new national cycle route between Newbury and Windsor, including a section within Reading. The scheme has been developed by Reading Borough Council, Wokingham Borough Council,

West Berkshire District Council, Bracknell Forest Council and the Royal Borough of Windsor and Maidenhead. The NCN 422 connects Reading town centre with Bracknell, Wokingham, Earley, Beansheaf, and Thatcham.

4.3.6 This accessibility review demonstrates that key destinations and local amenities are within a short cycling distance of the site, including health (Royal Berkshire Hospital), retail (Forbury Retail Park and Reading Town Centre), leisure and employment facilities and services, together with major public transport interchanges at Reading Railway Station.

4.3.7 It should be noted that whilst cycles are permitted on National Rail trains, Transport for London (TfL) only permit non-folded cycles on some services at specific times. Reading Railway Station is connected to London by Network Rail services and the new Elizabeth Line, which accepts passengers with non-folding bikes from approximately 0930 to 1600 with no additional fare. Folded cycles are permitted anywhere, at any time on all underground rail services.

4.4 Public Transport Accessibility

4.4.1 Accessibility by bus and rail are considered further below, with a local public transport network map included in **Figure 4.4** overleaf.

080908 Napier Court, Reading

Transport Assessment

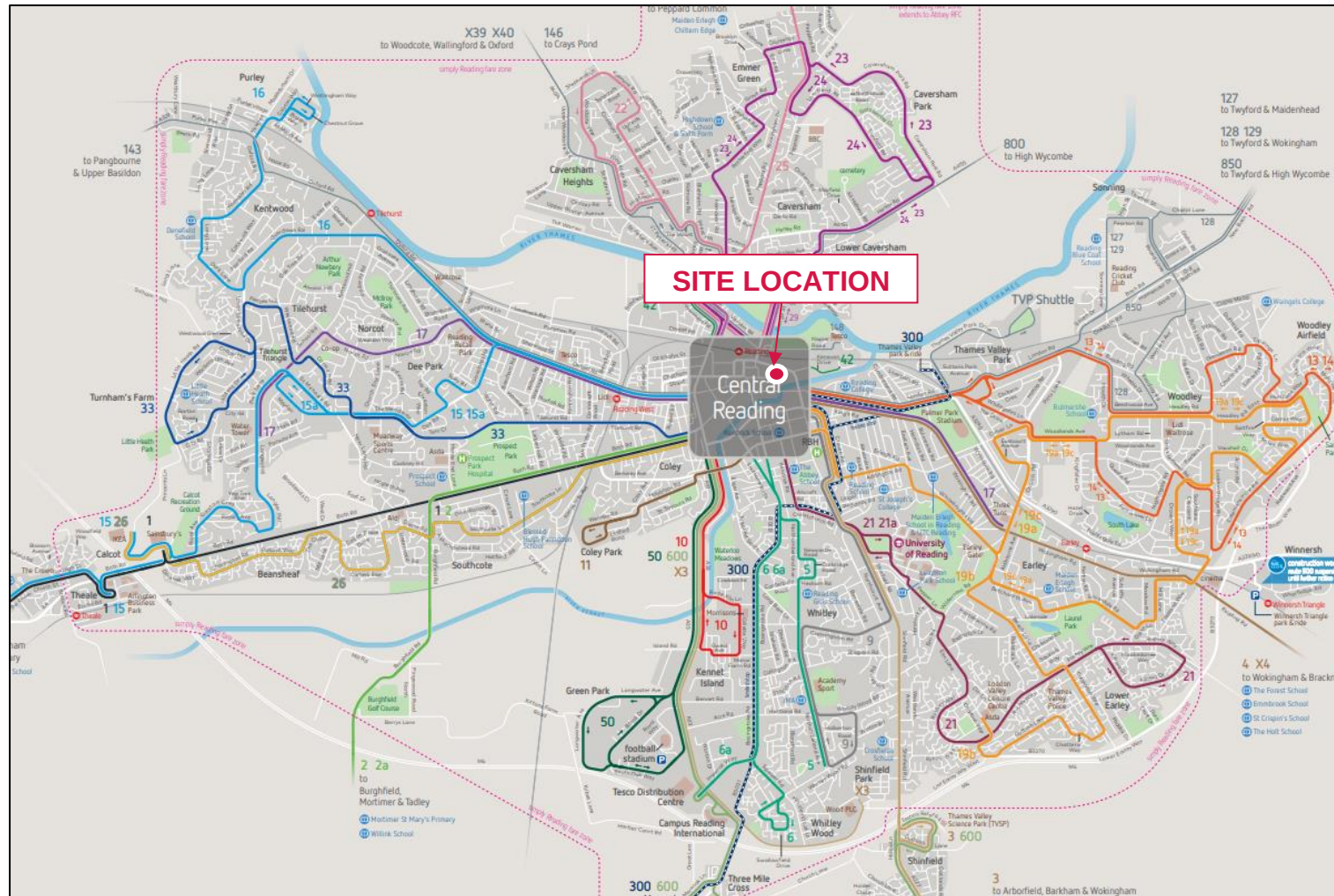


Figure 4.4 – Local Bus Network in the Vicinity of the Site
(Source: Reading Buses, 2023)

Bus Accessibility

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘Buses in Urban Developments’ (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town / city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.3 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.4 Reading has a comprehensive bus network, in which services have been extensively upgraded with main routes re-branded as Premier Routes. New, low-floor vehicles have been introduced and bus stop infrastructure has been improved. These measures offer a high quality, inclusive service, with frequent, colour-coded buses that are tracked by satellite technology.
- 4.4.5 The nearest bus stops to the site are located to the west of the site along Forbury Rod (near Reading train station), off the A329 Vastern Road (near the Station North Interchange), and along Blagrove Street, all of which are within waking distances of c. 450 – 600m respectively. This equates to a walking time of c. 8 minutes, assuming an average walking speed of 1.2m/s.
- 4.4.6 Table 4.3 below details the services that call at the nearest stop (Forbury Road), and their associated frequencies:

Bus No.	Route	Mon – Fri First Bus	Mon – Fri Last Bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From Forbury Road:						
22	Central Reading – Caversham Heights via Caversham Bridge	05:30	20:41	30 mins	Hourly	No Service
23	Central Reading – Caversham Park via Reading Bridge, Henley Road	05:31	23:31	30 mins	30 mins	Hourly
24	Central Reading – Emmer Green via Caversham Bridge, Hemdean Road	05:11	23:11	30 mins	30 mins	Hourly

Bus No.	Route	Mon – Fri First Bus	Mon – Fri Last Bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
25	Central Reading – Peppard Common via Reading Bridge, Prospect Street, Emmer Green, Sonning Common	05:26	20:16	Hourly	Hourly	Every 2 hours
29	Central Reading – Lower Caversham via Reading Bridge	06:59	23:02	30 mins	30 mins	Hourly
84	Central Reading – Maiden Erlegh Chiltern Edge School via Reading Bridge, Prospect Street, Emmer Green, Sonning Common (school bus)	07:57	N/A	1 in the AM	No Service	No Service
146	Blagrove Street – Goffs Hill Top	09:40	14:53	4 a day, Tue only	No Service	No Service
148	Blagrove Street – Tesco Kings Meadow	10:31	11:53	2 a day, Tue only	No Service	No Service
800	Reading – High Wycombe	06:16	20:16	Hourly	Hourly	Hourly
	High Wycombe – Reading	06:52	20:02	Hourly	Hourly	Hourly
850	Reading – High Wycombe	06:46	19:46	Hourly	Hourly	Hourly
	High Wycombe – Reading	07:28	19:33	Hourly	Hourly	No Service
X39	Reading Town Centre, Station Road – Oxford City Centre, Westgate	06:08	16:30	Hourly	Hourly	No Service
X40	Reading Town Centre, Station Road – Oxford City Centre, Westgate	06:25	23:30	Hourly	Hourly	Hourly

Table 4.3 – Summary of Bus Services

- 4.4.7 **Table 4.3** above demonstrates that the site is well connected to the bus network within Central Reading and beyond, providing access to areas such as Caversham, Oxford, High Wycombe, Woodley, the University of Reading, Green Park, Thatcham, and Newbury.
- 4.4.8 In summary, there are many bus services within walking distance of the site that provide regular access to a variety of destinations throughout the week and during weekends. These services provide high-frequency buses in each direction that would be available to future users of the site, which is an excellent level of bus service provision.
- 4.4.9 It is noted that the provision of bus services will change over time in response to current circumstances and during different seasons of the year. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on the bus operators' websites, such as Reading Buses, Oxford Bus Company, and Thames Valley Buses: <https://www.reading-buses.co.uk/>, <https://www.oxfordbus.co.uk/>, and <https://www.thamesvalleybuses.com/> respectively.

Rail Accessibility

- 4.4.10 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.11 Reading Station is the second busiest interchange outside of London, with over 60,000 people using the station daily and approximately 6,000 passengers either arriving or departing in the weekday peak hour. Reading is also the only station where as many people arrive as leave in the peak hours, demonstrating its importance to local employers and residents. The station and its immediate area therefore act as a key hub of the local, regional, and national transport network.
- 4.4.12 Reading Station is located c. 500m (or a 7-minute walk) to the south-west of the site. Reading train station is mainly served by Great Western Railway, CrossCountry, and South Western Railway trains, along with the newly opened Elizabeth Line on the Crossrail (operated by Transport for London). The below table shows the following routes which are the most popular to / from Reading:

Route	Fastest Journey	Train Company
London to Reading	21m	Great Western Railway, South Western Railway, TfL Rail
Oxford to Reading	21m	CrossCountry, Great Western Railway
Bristol Temple Meads to Reading	56m	Great Western Railway, South Western Railway
Birmingham to Reading	1h 27m	CrossCountry
Bath to Reading	52m	Great Western Railway, South Western Railway
Slough to Reading	10m	Great Western Railway, TfL Rail
Basingstoke to Reading	15m	CrossCountry, Great Western Railway, South Western Railway
Maidenhead to Reading	9m	Great Western Railway, TfL Rail

Table 4.4 – Summary of Rail Services
(Source: Trainline, 2023)

- 4.4.13 It is noted that the provision of rail services will change over time in response to current circumstances and during different seasons of the year. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on the rail operators' websites at:
- Great Western Railway: <https://www.gwr.com/travel-information/train-times>;
 - CrossCountry: <https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables>;
 - South Western Railway: <https://www.southwesternrailway.com/plan-my-journey/timetables>; and
 - Crossrail: <https://www.crossrail.co.uk/>.

- 4.4.14 Overall, it is concluded that the site is accessible by public transport that would offer realistic and viable alternatives to travel by the private car.

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site. This would provide residents with practical alternatives to car travel.

5.0 Traffic Forecasting

5.1 Existing Trip Generation

5.1.1 The trip generation figures utilised to existing volume of traffic associated with the existing office of the site. TRICS is the industry recognised tool for calculating the trip demand of a development. The existing commercial properties is c.5,006 sqm of B1 class office use.

5.1.2 Curtins has calculated trip rates for these uses using the TRICS database and the following criteria:

- Employment;
- Office;
- Sites ranging from 178 sqm to 175,000 sqm;
- Sites in England excluding London;
- Sites that were surveyed after 2013; and
- Sites located in edge of town locations.

5.1.3 These search criteria resulted in surveys from 23 different sites located indifferent regions across England. The full search criteria can be found in **Appendix D**.

5.1.4 Based on the above criteria, the trip rates (per 100sqm) from the TRICS database are summarised as follows:

Peak	Arrive	Depart	Total
AM (08:00 – 09:00)	1.336	0.154	1.49
PM (17:00 – 18:00)	0.122	1.298	1.42

Table 5.1 – Existing TRICS Trip Rates

5.1.5 Using the above trip rates, the resultant traffic generation is shown below.

Use Class	Total Floorspace (m ²)	AM Peak			PM Peak		
		Arrive	Depart	Total	Arrive	Depart	Total
B1	5,006	67	8	75	6	65	71

Table 5.2 – Existing Trip Generation

5.1.6 The results demonstrate that the existing site has potential to generate circa 75 two-way trips in the AM peak period and circa 71 two-way trips in the PM peak period.

5.1.7 This is a useful guide of existing movements, but on the basis that there are c.230 parking spaces it is acknowledged that there could be a significantly higher number of trips associated with the consented use.

5.2 Forecasted Trip Generation

- 5.2.1 The trip generation figures utilised to predict the anticipated level of demand associated with the proposed residential uses on site have been informed by TRICS trip rates. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential land uses.
- 5.2.2 Instead of undertaking a trip generation exercise using new trip rates, Curtins has reviewed the rates that were used for the Thames Quarter application. These are set out in the 2016 and 2018 Transport Assessments and were fully agreed with Highways Officers.
- 5.2.3 The rates are reproduced below and have been used to determine the generation associated with 576 apartments.

Time Period	Vehicular Trip Rates (per dwelling)			Vehicular Trip Generation (576 apartments)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 09:00)	0.045	0.107	0.152	26	62	88
PM (17:00 – 18:00)	0.069	0.047	0.116	40	27	67

Table 5.3 – Proposed Trip Rates and Trip Generation

- 5.2.4 The results demonstrate that the number of vehicle trips that could be generated by the development equates to 88 and 67 two-way movements during AM and PM peaks respectively.
- 5.2.5 The proposals include dedicated car parking provision for 39 vehicles, trip generation will ultimately be less than that set out above. Even if all residents departed in the AM peak hour and returned in the PM peak hour, the trip generation would be circa 39 movements during each peak period.

5.3 Net Impact

- 5.3.1 The net impact when compared to the existing use is set out in **Figure 5.4** overleaf.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing	67	8	75	6	65	71
Proposed	26	62	88	40	27	67
Net Impact	-41	54	13	34	-38	-4

Table 5.4 – Trip Generation Net Impact

- 5.3.2 The analysis demonstrates that there would be an overall increase of 13 two-way trips during the AM peak hour and reduction of 4 two-way trips during the PM peak hour when considering the proposed development with the existing B1 usage.
- 5.3.3 The proposed car park is outlined to be 39 spaces, which would limit the trip generation. It is therefore anticipated that the trip demand associated with the proposed development is likely to be less during the AM and PM peak hour periods as users would make use of nearby sustainable modes of transport. The resultant impact could therefore be neutral or net benefit in terms of vehicle movements on the local highway network.
- 5.3.4 The impact of the proposed development on the highway network is therefore negligible and is unlikely to cause any changes to the current operation of highway network. As these trips are already on the network, the proposed redevelopment of the site will not result in a severe residual impact and there is no requirement to model the surrounding junctions.

5.4 Traffic Forecasting Summary

- 5.4.1 In summary, the impact of the proposed development on the highway network is therefore negligible and is unlikely to cause any changes to the current highway network. As these trips are already on the network, there is no requirement to model the surrounding junctions.
- 5.4.2 On the basis that the traffic generation is negligible, it is concluded that the traffic impacts of the proposed development would not be significant or severe in the context of the National Planning Policy Framework (NPPF).

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.2 National Planning Policy Framework (NPPF) (2023)

- 6.2.1 The National Planning Policy Framework sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the Site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

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

6.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 of the NPPF states that:

"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."

6.2.9 TRICS data has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation. It is considered the proposed development is likely to result in a minimal increase of the number of vehicles on the adjacent highway network.

6.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *"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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *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;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

6.2.11 The proposed development is situated in a highly accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking distance.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Policy Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2019. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TA.

6.3.3 As outlined above, this TA demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development.

6.4 Reading Borough Local Plan (2019)

6.4.1 In November 2019 RBC adopted the Reading Borough Local Plan which provides guidelines for development in Reading up to 2036. The Local Plan has several objectives in order to address key issues facing Reading, including the Climate Emergency and achieving carbon neutral by 2030.

6.4.2 The objectives for the Local Plan are as follows:

“1. Strengthen the role of Reading, including central Reading, as the hub for the Thames Valley, providing an accessible focus for the development of employment, housing, services and facilities, meeting the needs of residents, workers, visitors, those who study in Reading Borough, and the wider area;

2. Make the most efficient use of Reading's limited land, particularly previously developed land, to ensure that as many new homes as possible are delivered to meet identified needs, particularly needs for affordable housing;

3. Improve the quality of life for those living, working, studying in and visiting the Borough, creating inclusive, sustainable communities with good access to employment, open space and waterspace, transport, education, services and facilities (such as sustainable water supplies and wastewater treatment, healthcare services, social and community facilities, sport and recreation, etc.) to meet identified needs;

4. Form the basis for co-operation with neighbouring authorities to consider the wider West of Berkshire area as a whole;

5. Ensure new development and existing areas are accessible and sustainable, in accordance with the sustainability appraisal objectives, including reducing its effects on, and adapting to, climate change;

6. Maintain and enhance the historic, built and natural environment of the Borough through investment and high quality design, and capitalise on these assets to contribute to quality of life and economic success;

7. Improve and develop excellent transport systems to improve accessibility within Reading and for the wider area by sustainable modes of transport, including walking and cycling;

8. Offer outstanding cultural opportunities, which are based on multiculturalism, local heritage and high quality, modern arts, leisure and visitor facilities;

9. Ensure that Reading is a healthy, clean, safe and socially-inclusive community where the needs of all its citizens are met by high quality, cost effective services and outstanding levels of community involvement."

6.4.3 The scale of development envisaged in Reading up to 2036 would have significant impacts on the transport system, in addition to the general forecast growth in trips arising from the existing population. The predicted growth in trips can only be accommodated through major investment in transport, particularly sustainable modes. New development should make appropriate provision for works that contribute to the programmes developed as part of the strategy, either directly or through making appropriate contributions.

6.4.4 Major developments (10 dwellings or 1,000 sqm of non-residential floorspace or more) can make a particular contribution to achieving the strategy. In these cases, it is important that users of, and visitors to the development can make sustainable travel choices using non-car modes of transport. This should

include provision that enables and supports walking, cycling and the use of public transport including from the development.

6.4.5 The current Local Transport Plan covers the period 2011-2026, but this policy applies to any subsequent plans that may be published. A new version of the Local Transport Plan (LTP4) is in production in 2019, and this will need to consider both additional capacity and demand management measures.

6.4.6 **Figure 6.1** displays the major transport schemes that were identified in the 2019 Local Plan.

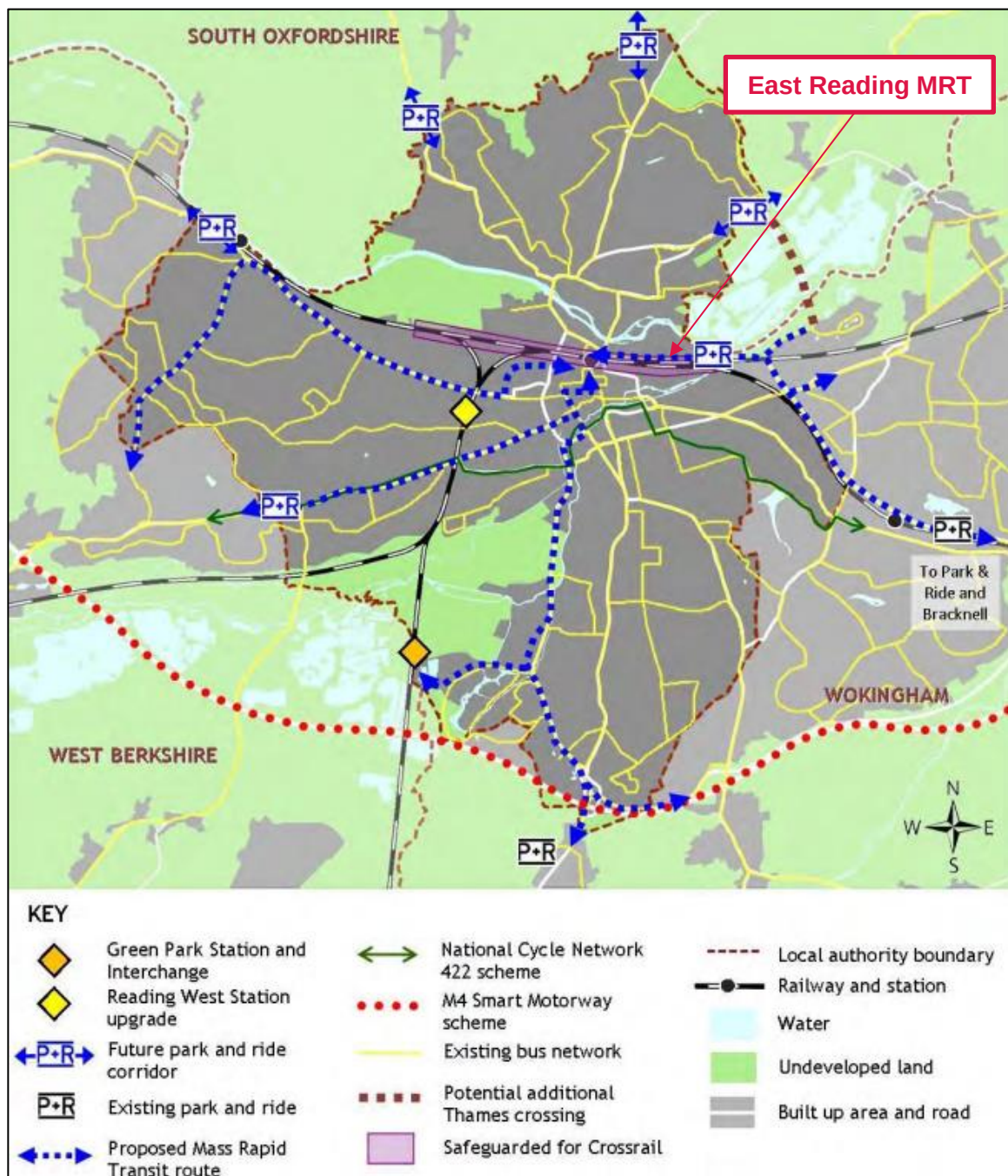


Figure 6.1 – Major Transport Schemes in Reading
(Source: Reading Borough Local Plan, 2019)

East Reading Mass Rapid Transit (MRT)

- 6.4.7 To the east of the site, plans for a mass rapid transit system have been proposed which would connect the Thames Valley Park and Ride site with Reading town centre via Napier Road. The proposed development stretches between Reading Borough Council and Wokingham Borough Council. The full planning description is as follows:

‘Construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising concrete bridge structure supported by concrete columns, steel beams and reinforced soil embankment, together with new footway links and existing footway alterations, junction improvements and landscaping.’

- 6.4.8 As part of the Reading Borough Local Plan, specific transport policies include:

*“Land to be safeguarded for the following projects is shown on the Proposals Map (**Figure 6.1**): southern and eastern Mass Rapid Transit route (TR2a), Green Park Station and Interchange (TR2b), Reading West Station (TR2c), Cow Lane Bridges (TR2d) and National Cycle Network Phases 1 and 2 (TR2e).”*

- 6.4.9 Further, planning policy for the ‘Station/River Major Opportunity Area’ (CR11), which include Napier Road, stipulate that development proposals must adhere to the following:

‘CR11h, NAPIER ROAD JUNCTION:

A landmark building, containing residential and/or offices is appropriate for this site, which may contain an active commercial use on the ground floor. Land on the Napier Road frontage will be safeguarded for Mass Rapid Transit. Development should take account of mitigation required as a result of a Flood Risk Assessment.

CR11i, NAPIER COURT:

This area will be developed for residential. The design must avoid detrimental effects on the adjacent Thames Valley Major Landscape Feature, and building heights should reduce from west to east across the site. Land on the Napier Road frontage will be safeguarded for Mass Rapid Transit. Development of the Network Rail depot will be dependent on an alternative location at the railway triangle to the west of the centre becoming available. Development should take account of mitigation required as a result of a Flood Risk Assessment.’

Summary

- 6.4.10 The above planning policies are reflected within the proposed development which seeks to promote active travel and sustainable development. Further, design considerations have been implemented to preserve the land on Napier Road frontage for Mass Rapid Transit.

6.5 Conclusions

- 6.5.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking distance.

7.0 Summary and Conclusions

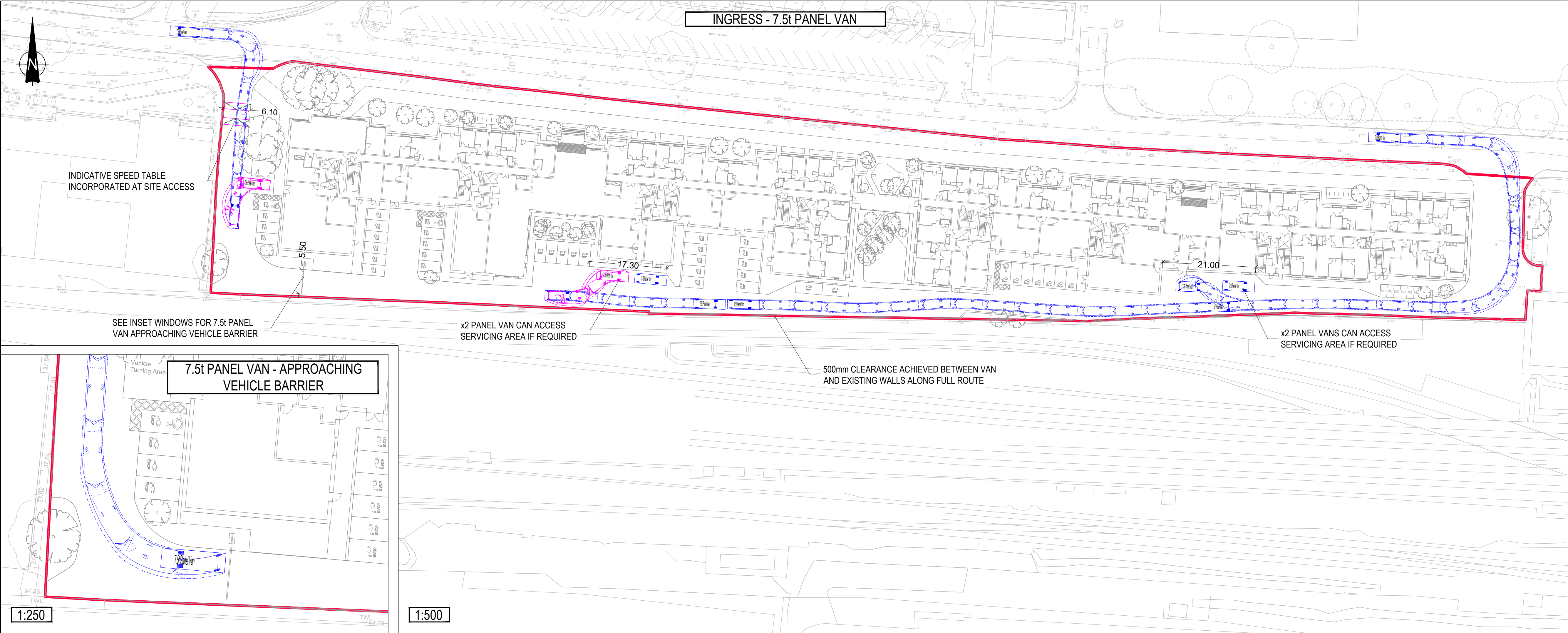
7.1 Summary

- 7.1.1 Curtins has been appointed by Peveril Securities Ltd. to provide traffic and transport advice in relation to a proposed residential development located on Land at Napier Road, Reading.
- 7.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.3 Relevant details of the proposed site layout, access, and servicing arrangements have been provided. There is no concern with the development proposals as SPA drawings show that a van or large car can access and egress the site. The development proposals have outlined 39 car parking spaces, which based on the central location and high-quality public transport connections is deemed to be appropriate.
- 7.1.4 The analysis demonstrates that there would be an overall increase of 13 two-way trips during the AM peak hour and reduction of 4 two-way trips during the PM peak hour when considering the proposed development with the existing B1 usage.
- 7.1.5 The impact of the proposed development on the highway network is therefore negligible and is unlikely to cause any changes to the current highway network. As these trips are already on the network, there is no requirement to model the surrounding junctions.
- 7.1.6 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 7.1.7 Additionally, measures are proposed in the accompanying Framework Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 7.1.8 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

- 7.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings

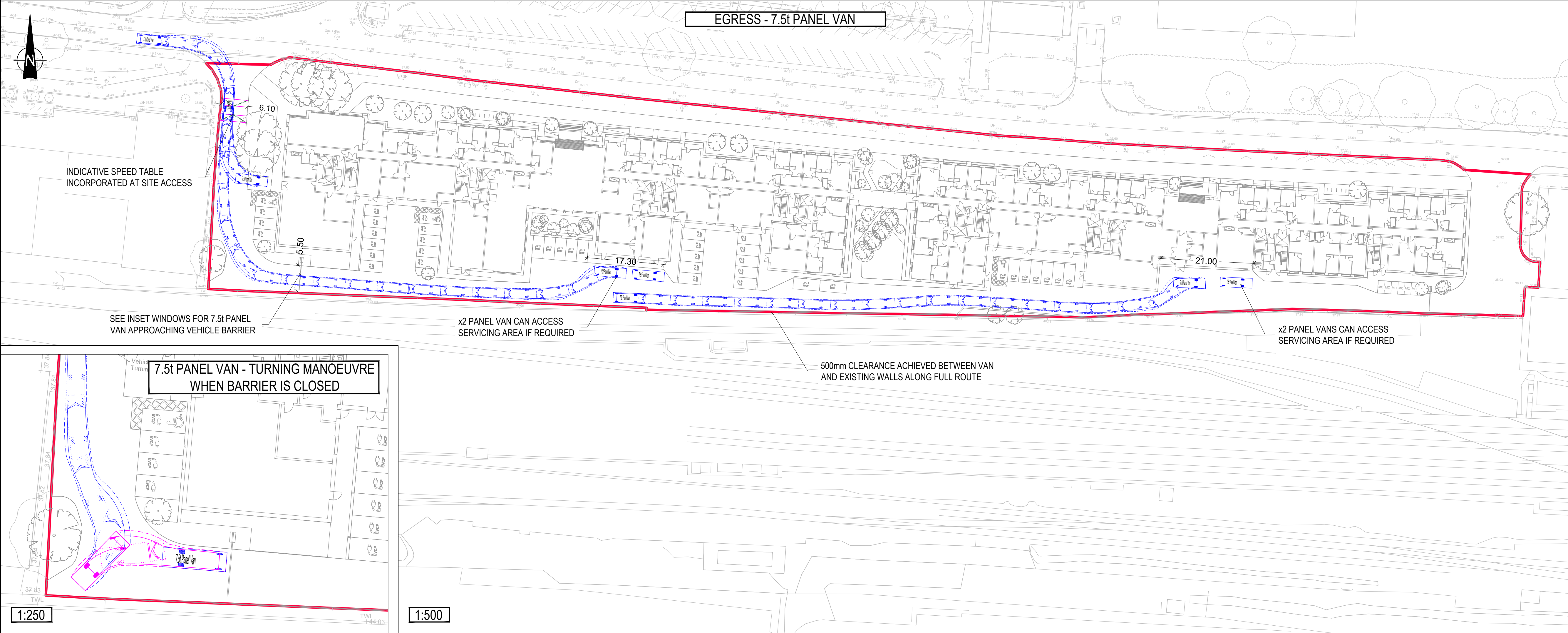


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 - BASED ON SPLUS ARCHITECTS' LAYOUT.
DRAWING REF: READ-SPA-ZZ-00-DR-A-022200-Ground Floor Plan - Masterplan

KEY: — EXTENTS OF RED LINE (as supplied by splus)

VEHICLE PROFILE:

7.5t Panel Van
Overall Length: 7.210m
Overall Width: 2.150m
Overall Body Height: 2.640m
Max Body Ground Clearance: 0.310m
Track Width: 1.850m
Lock to Gate Line: 1.8m
Kerb to Kerb Turning Radius: 7.000m



P15	Indicative speed table incorporated at site access	27/06/24	JM	KG
P14	Layout updated	04/06/24	MQ	AT
P13	Layout updated	23/05/24	JM	AT
P12	Layout updated	15/05/24	JM	AT
P11	Layout & redline updated	02/05/24	JM	KOB
P10	Layout updated	22/03/24	JM	KOB
P09	Layout & redline updated	07/02/24	JM	KOB
P08	Layout updated & additional manoeuvres shown	10/01/24	JM	KOB
P07	Layout updated	27/10/23	JM	KOB
P06	Layout updated	29/09/23	JM	KOB
P05	Layout updated	19/09/23	JM	KOB
P04	Layout updated	14/09/23	JM	BT
P03	Layout and routes updated	28/06/23	JM	KOB
P02	Layout updated	27/03/23	MQ	DD
Rev:	Description:	Date:	By:	Chkd:

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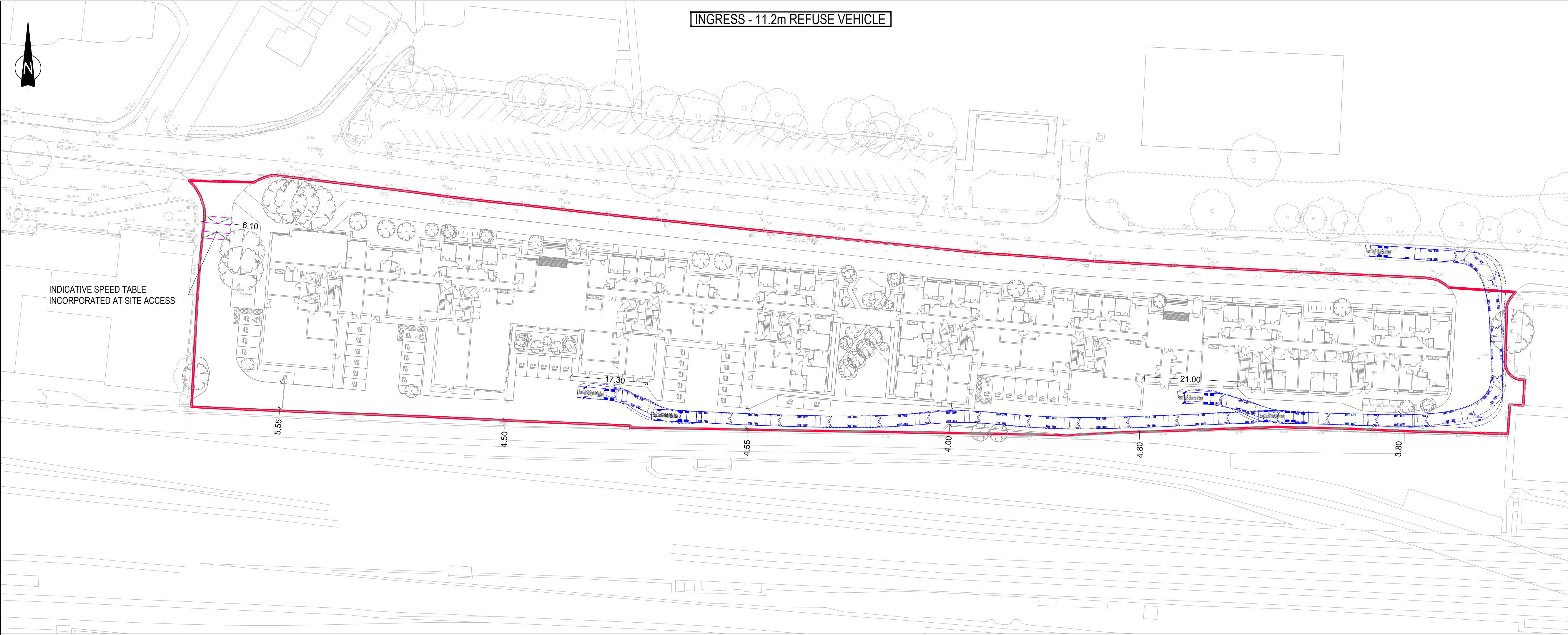
FOR PLANNING

Project: **NAPIER COURT, READING**

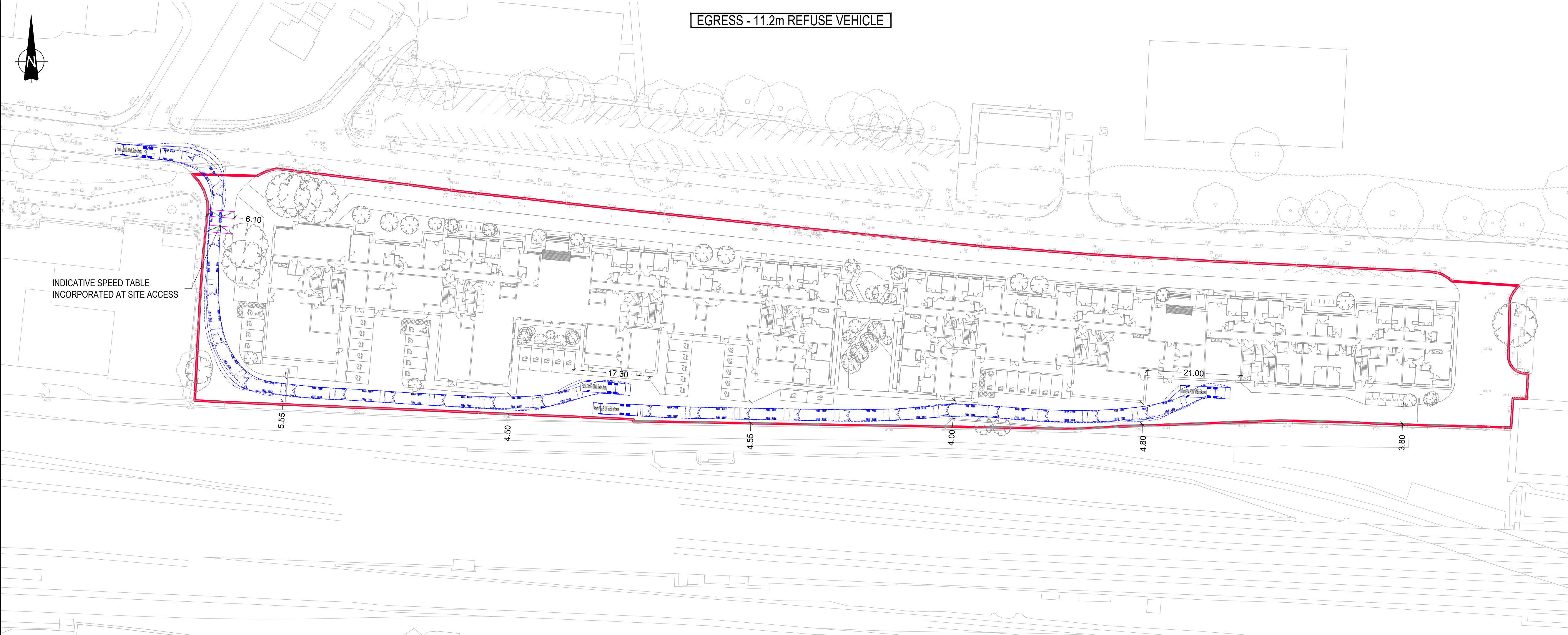
Orig Title: **SWEPT PATH ANALYSIS
7.5t PANEL VAN**

Drawn By LL	Designed By LL	Checked By AV
Date 26/09/22		Scales @ A1 AS SHOWN
Project No - Originator - Function - Spatial - Form - Discipline - Number		
80908 - CUR - XX - 00 - D -TP- 05001		
Revision		P15

I:\ms & Projects\809001 - 08100080808 - Napier Road Reading\QA-Production\A4-Models Drawings\TPC\A0405



INGRESS - 11.2m REFUSE VEHICLE



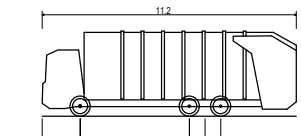
EGRESS - 11.2m REFUSE VEHICLE

GENERAL NOTES:

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DRAWING REF: READ-SPA-ZZ-00-DR-A-022200-Ground Floor Plan - Masterplan

KEY: — EXTENTS OF RED LINE (as supplied by Splus)

VEHICLE PROFILE:



Phoenix 2 Dig (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Height 3.170m
Min Body Height 0.340m
Min Body Ground Clearance 2.500m
Track Width 4.000m
Lock to lock time 4.000m
Wheel to Wheel Turning Radius 6.500m

P17	Indicative speed table incorporated at site access	27/06/24	JM	KG
P16	Layout updated	04/06/24	MQ	AT
P15	Layout updated	23/05/24	JM	AT
P14	Layout updated	15/05/24	JM	AT
P13	Layout & redline updated	02/05/24	JM	KO'B
P12	Layout updated	22/03/24	JM	KO'B
P11	Layout & redline updated	07/02/24	JM	KO'B
P10	Layout updated	27/10/23	JM	KO'B
P09	Layout updated	29/09/23	JM	KO'B
P08	Layout updated	19/09/23	JM	KO'B
P07	Layout updated	14/09/23	JM	BT
P06	Text removed	30/06/23	JM	BT
P05	Layout updated	28/06/23	JM	KO'B
P04	Layout updated	27/03/23	MQ	DD
P03	Layout updated	16/03/23	JM	JM
P02	Layout updated	06/02/23	JM	JM
Rev:	Description:	Date:	By:	Chkd:

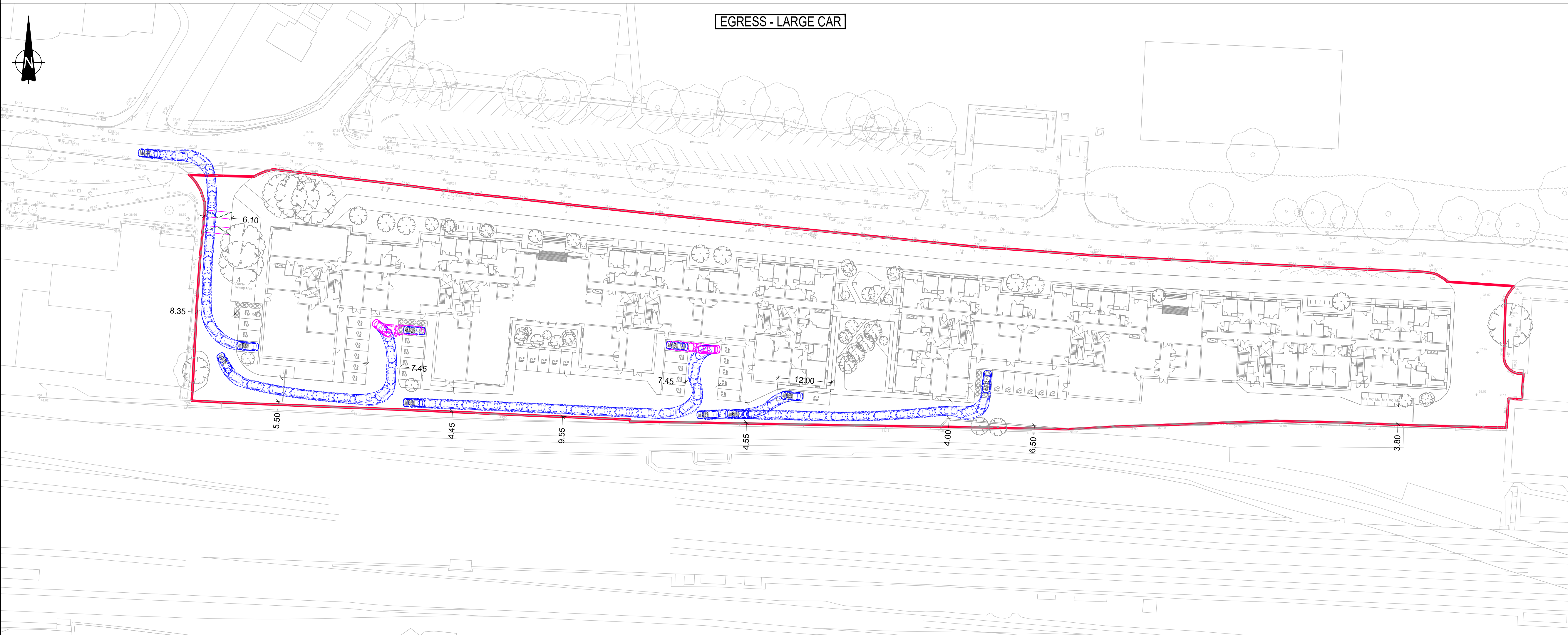
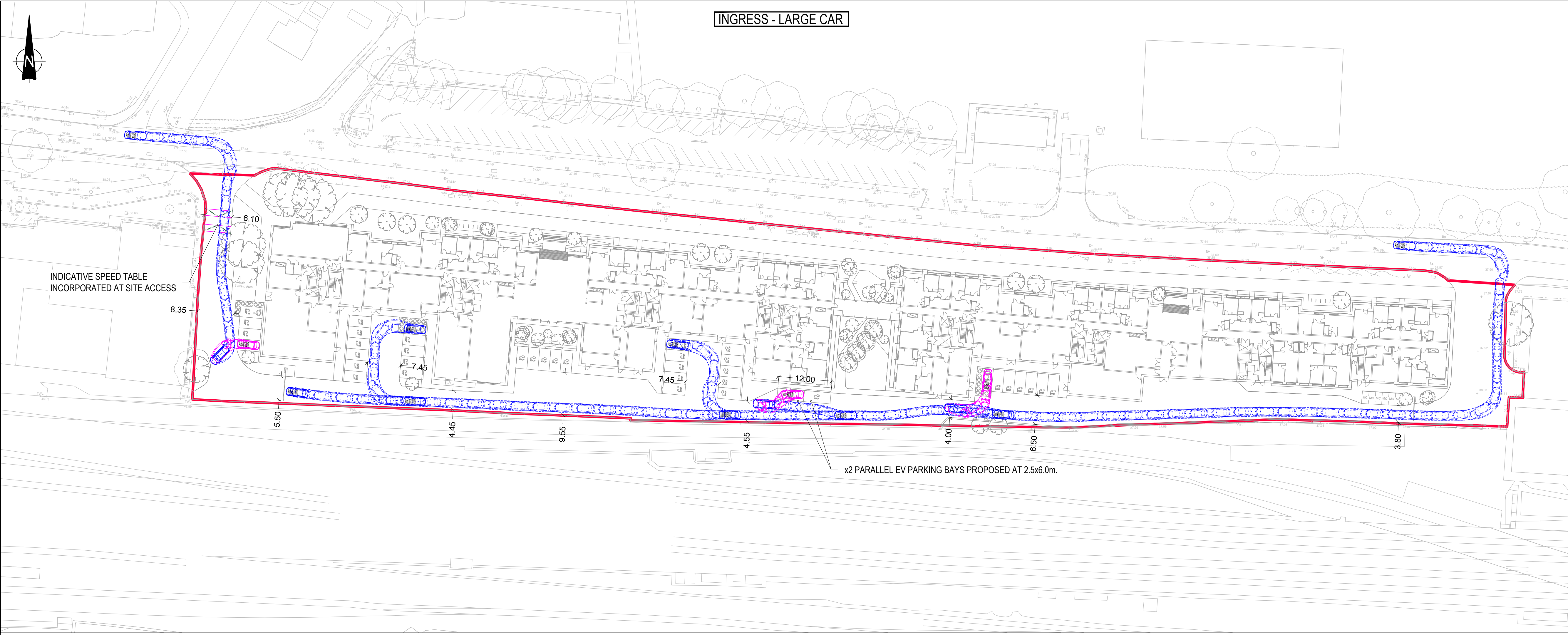
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Status:	FOR PLANNING				
Project:	NAPIER COURT, READING				
Orig Title:	SWEPT PATH ANALYSIS 11.2m REFUSE VEHICLE				
Drawn By	LL	Designed By	LL	Checked By	AV
		Date	26/09/22	Scales @ A1	1:500
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
80908 - CUR - XX - 00 - D -TP- 05002					P17

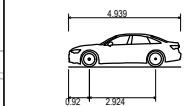
\\ms-b-1\Projects\809001 - 081000\809008 - Napier Road Reading\QA-Production\A4-Models Drawings\TPCA0405



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DRAWING REF: 'READ-SPA-ZZ-00-DR-A-022200-Ground Floor Plan - Masterplan'

KEY: — EXTENTS OF RED LINE (as supplied by Splus)

VEHICLE PROFILE:



Aut A1 (2019)
Overall Length
Overall Width
Overall Height
Max Body Height
Max Body Clearance
Max Body Width
Lock to Lock Time
Wheel to Wheel Turning Radius

4.88m
1.85m
1.45m
1.45m
1.45m
1.45m
1.45m
1.45m
1.45m

P14	Indicative speed table incorporated at site access	27/06/24	JM	KG
P13	Layout updated	04/06/24	MQ	AT
P12	Layout updated	23/05/24	JM	AT
P11	Layout updated	15/05/24	JM	AT
P10	Layout & redline updated	02/05/24	JM	KOB
P09	Layout updated	22/03/24	JM	KOB
P08	Layout & redline updated	07/02/24	JM	KOB
P07	Layout updated	27/10/23	JM	KOB
P06	Layout updated	29/09/23	JM	KOB
P05	Layout updated	19/09/23	JM	KOB
P04	Layout updated	15/09/23	JM	BT
P03	Layout updated	27/03/23	MQ	DD
P02	Layout updated	16/03/23	JM	JM
Rev:	Description:	Date:	By:	Chkd:

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Status:

FOR PLANNING

Project:

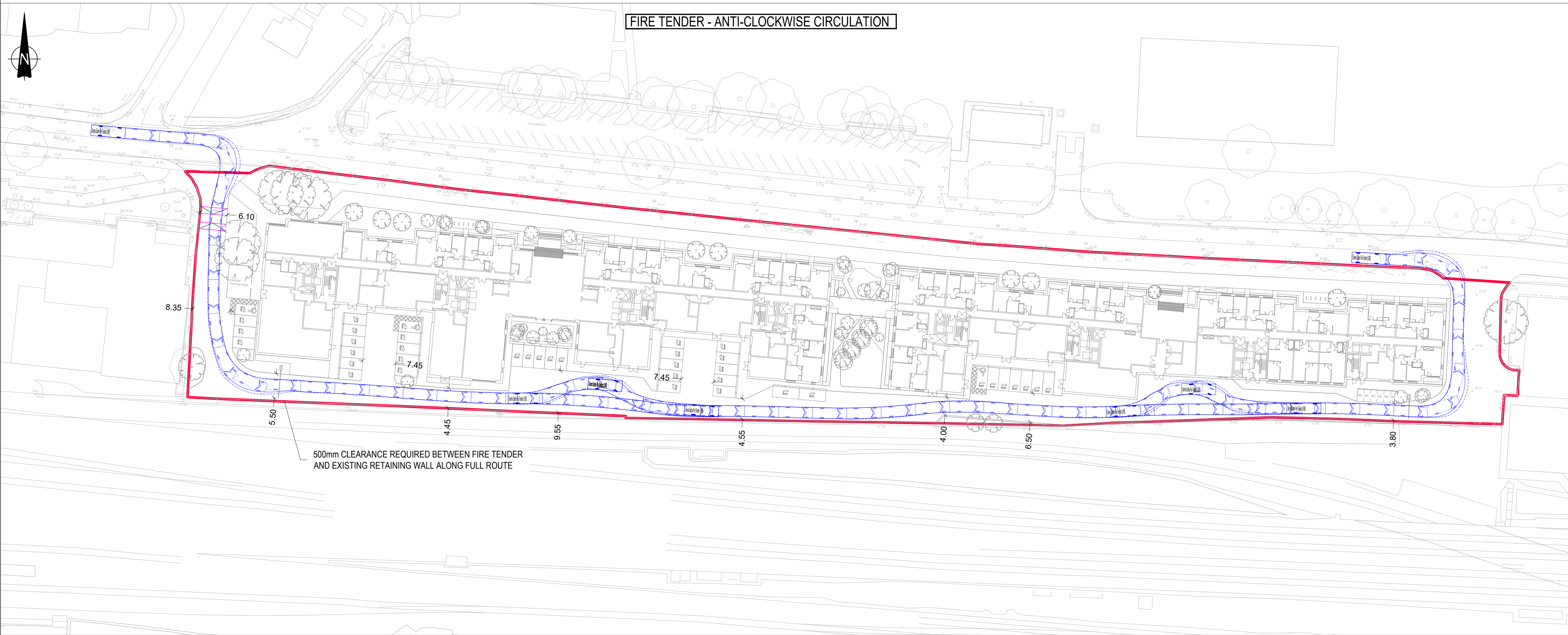
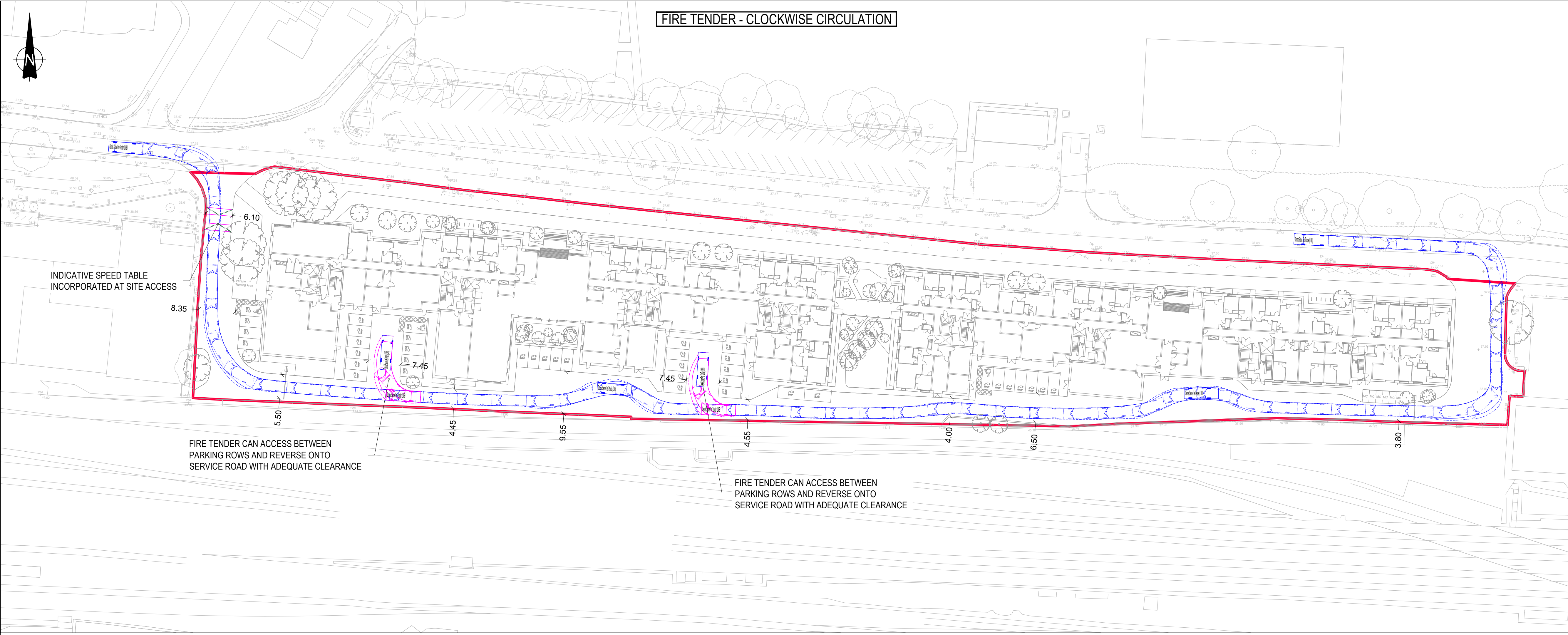
NAPIER COURT, READING

Orig Title:

SWEPT PATH ANALYSIS
LARGE CAR
GROUND FLOOR

Drawn By	LL	Designed By	LL	Checked By	AV
		Date	26/09/22	Scales @ A1	1:500
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
80908 - CUR - XX - 00 - D - TP- 05003					P14

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6. BASED ON SPLUS ARCHITECTS' LAYOUT.
DRAWING REF: 'READ-5PA-ZZ-00-DR-A-022200-Ground Floor Plan - Masterplan'

KEY:

EXTENTS OF RED LINE (as supplied by Splus)

VEHICLE PROFILE:

Dennis Sabre Fire Tender (LWB)

Overall Length

Overall Width

Overall Body Height

Wheel-to-wheel Clearance

Wheel-to-kerb

Look to Lock time

Kerb to Kerb Turning Radius

7.700m

2.500m

2.500m

2.500m

2.500m

5.00s

7.400m

P11	Indicative speed table incorporated at site access	27/06/24	JM	KG
P10	Layout updated	04/06/24	MQ	AT
P09	Layout updated	23/05/24	JM	AT
P08	Layout updated	15/05/24	JM	AT
P07	Layout & redline updated	02/05/24	JM	KOB
P06	Layout updated	22/03/24	JM	KOB
P05	Layout & redline updated	07/02/24	JM	KOB
P04	Layout updated	27/10/23	JM	KOB
P03	Layout updated	29/09/23	JM	KOB
P02	Layout updated	19/09/23	JM	KOB
Rev:	Description:	Date:	By:	Chkd:

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Status:

FOR PLANNING

Project:

NAPIER COURT, READING

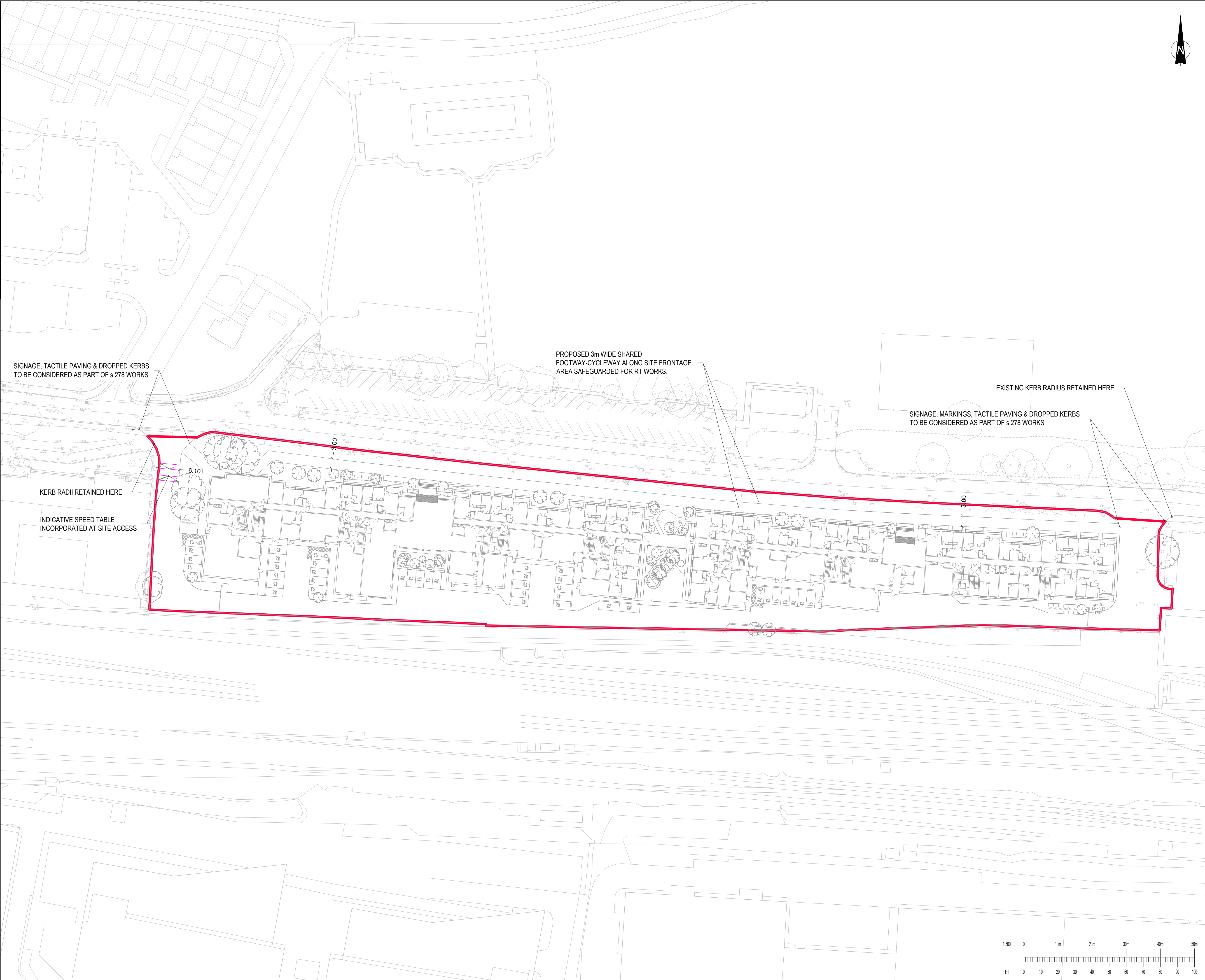
Orig Title:

SWEPT PATH ANALYSIS
7.7m FIRE TENDER

Drawn By	JM	Designed By	JM	Checked By	BT
		Date	15/09/23	Scales @ A1	1:500

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
80908 - CUR - XX - 00 - D - TP- 05006	P11

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 - BASED ON SPLUS ARCHITECTS' LAYOUT.
DRAWING REF: 'READ-SPA-ZZ-00-DR-A-022200-Ground Floor Plan - Masterplan'

KEY: — EXTENTS OF RED LINE (as supplied by Splus)

P08	Layout updated	26/06/24	JM	AT
P07	Layout updated	04/06/24	MQ	AT
P06	Redline updated	24/05/24	JM	AT
P05	Layout updated	23/05/24	JM	AT
P04	Notes updated	26/03/24	JM	AT
P03	Layout updated	22/03/24	JM	KOB
P02	Layout & redline updated	07/02/24	JM	KOB
Rev:	Description:	Date:	By:	Chkd:

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Status:

FOR PLANNING

Project:

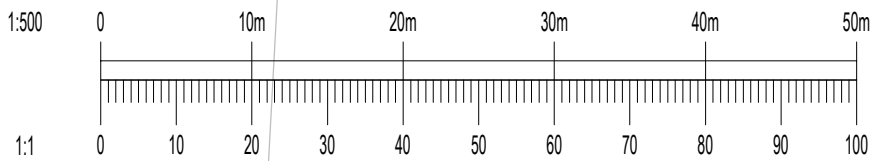
NAPIER COURT, READING

Orig Title:

ACCESS ARRANGEMENT

Drawn By	JM	Designed By	JM	Checked By	KOB
Date			27/10/23		
Scales @ A1			1:500		

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
80908 - CUR - XX - 00 - D -TP- 75001	P08



\\ms-b-1\Projects\809001 - 081000\809008 - Napier Road Reading\QA-Production\A4-Models Drawings\TPCA\0715

Appendix A – Proposed Site Layout



01-ZZ-P-GF-Masterplan
1 : 500

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Electronic data change sheets should be used only and should not be interpreted for measurement. All dimensions and levels should be read only from their values stated on the drawings.

CONSTRUCTION: It is considered that the proposed works are within the scope of a competent Contractor and as such no ground conditions have been identified, refer to relevant Key Symbol Schedule (Designers Note Assessment).

0 10 20 30.0m

Block A Block B Block C Block D

All Internal Layouts Shown Indicatively. All Amenity Roof Layouts Shown Indicatively.

To be Read and Printed in Colour:
To be Read in Conjunction with Drawing Series:
010000: Existing Site
010100: Demolition
010200: Proposed Masterplan
022200: Proposed Plans
042200: Proposed Elevations
043200: Proposed Elevation Details
052200: Proposed Sections

To be Read in Conjunction with Landscape Drawing Pack. All Landscape Proposals shown outside of Red Line Boundary are Indicative

Existing Site Information is taken from 3D Survey Data provided by Greenhatch Group from a survey dated June 2023. Drawing Number: 41656_01-08_PE

All Mechanical and Electrical Equipment shown Indicatively

- One Bedroom Apartment Type
- One Bedroom Accessible Apartment Type
- Two Bedroom Apartment Type
- Two Bedroom Accessible Apartment Type
- Three Bedroom Apartment Type
- Amenity
- Plant / Back of House

P21	31/05/24	Updates for Planning
P20	29/05/24	Updates to Kitchens and Apartment Layouts
P19	20/05/24	General Updates
P18	17/05/24	Updates for Planning
P17	16/05/24	Updates for Planning
P16	10/05/24	Updates for Planning
P15	07/05/24	Amended Layout of Rear Access Road, Landscape and Parking
P14	03/05/24	Updates for Stage 2 Development
P13	29/04/24	Updates for Stage 2 Coordination
P12	27/03/24	Updates for Planning

PEVERIL
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Manchester, M1 1FN

London: 0207 253 7844
The Leather Market, Weston Street,
London, SE1 3ER

5plusarchitects.com

PROJECT:
Napier Road Reading

TITLE:
Ground Floor Plan - Masterplan

SCALE:
As indicated @ A1

ORIGIN DATE:
21/11/23

DRAWN:
AC

CHECKED:
JB

STATUS:
S2 - Planning

DRAWING NO:
READ-5PA-ZZ-00-DR-A-022200

REV:
P21

CLASSIFICATION:

Appendix B – Crash Map Data

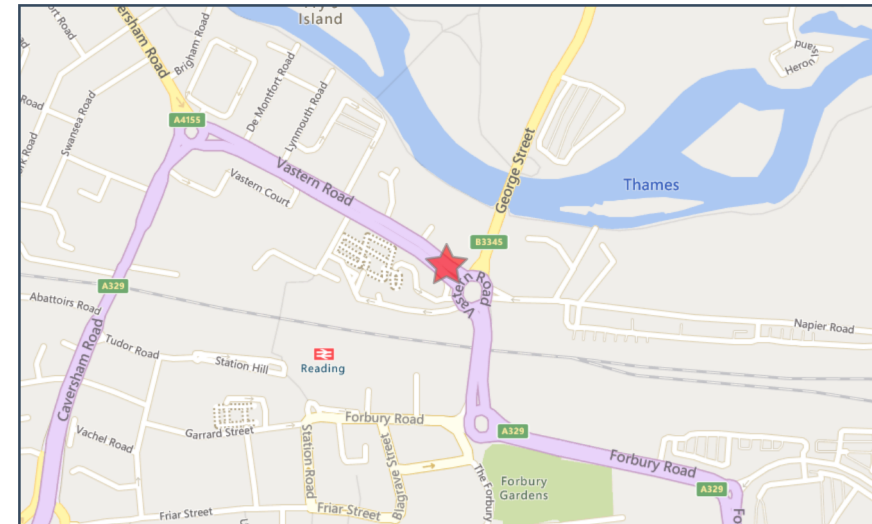


crashmap.co.uk

Validated Data

Crash Date: Wednesday, January 04, 2017 **Time of Crash:** 10:55:00 AM **Crash Reference:** 2017430015445

Highest Injury Severity:	Serious	Road Number:	A329	Number of Casualties:	1
Highway Authority:	Reading	Number of Vehicles:	1	OS Grid Reference:	471709 173953
Local Authority:	Reading Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	66 - 75	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Tuesday, January 10, 2017 **Time of Crash:** 10:08:00 PM **Crash Reference:** 2017430021481

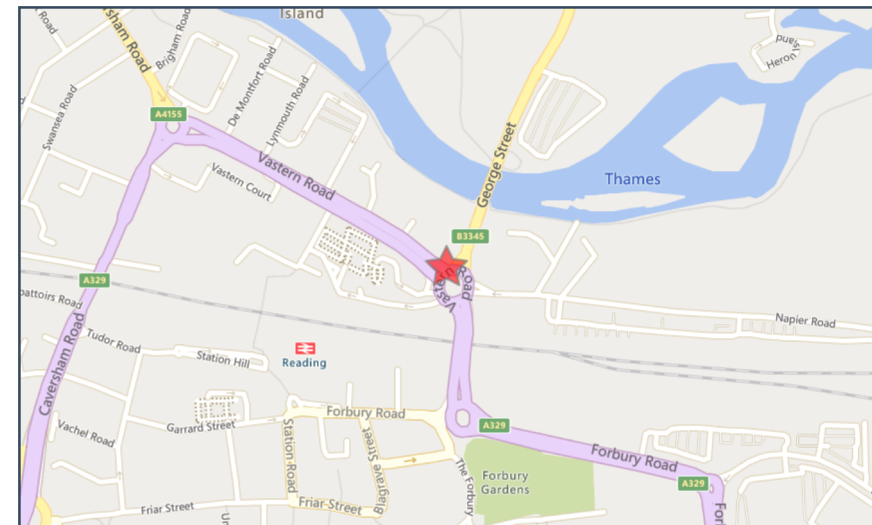
Highest Injury Severity: Serious
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 471736 173935



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Friday, January 26, 2018 **Time of Crash:** 6:52:00 PM **Crash Reference:** 2018430046228

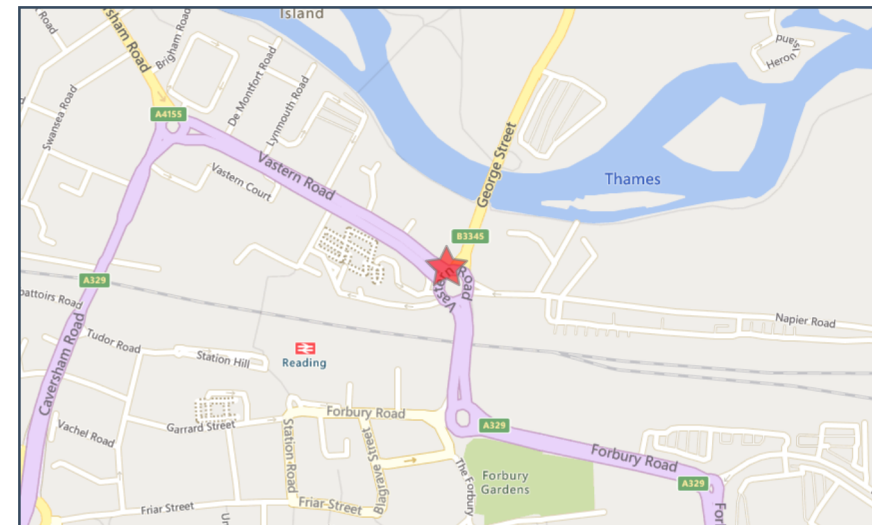
Highest Injury Severity: Serious
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 471736 173937



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	56 - 65	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Pedal cycle	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Saturday, September 22, 2018 **Time of Crash:** 4:30:00 PM **Crash Reference:** 2018430301340

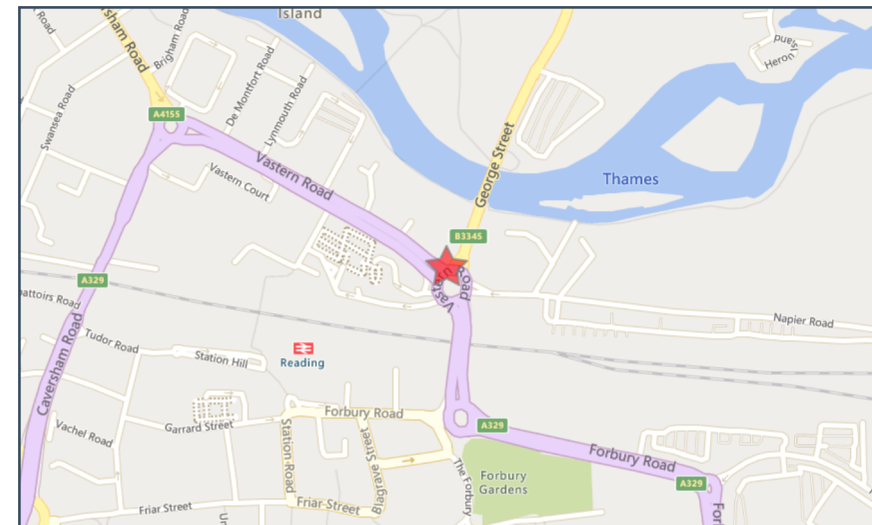
Highest Injury Severity: Serious
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 471739 173939



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

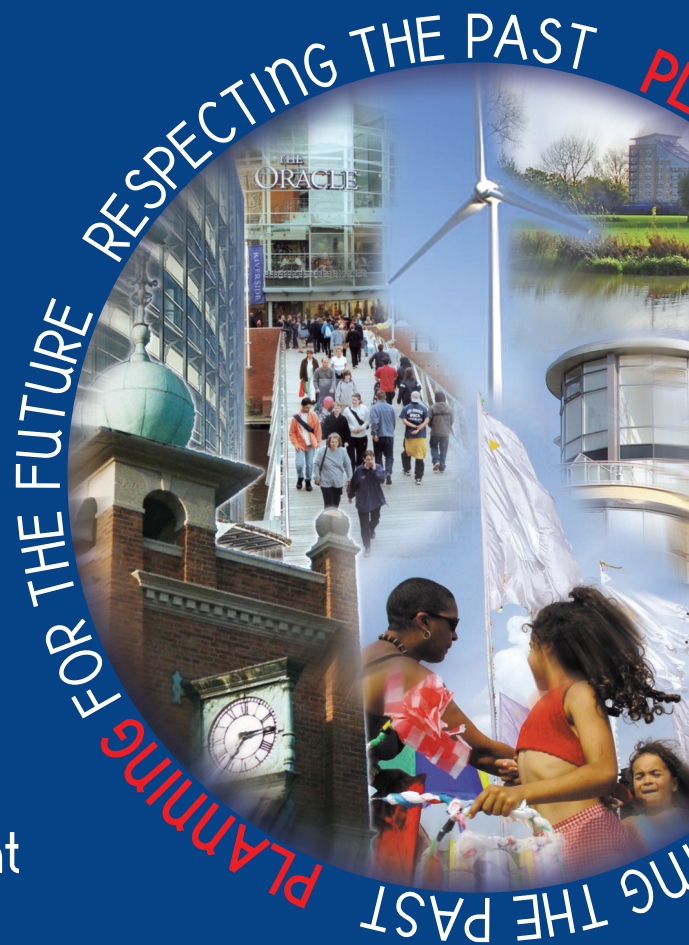
Appendix C – RBC Parking Standards

Revised Parking Standards and Design

Final

Planning Section
Reading Borough Council
Civic Centre
Reading RG1 7AE
Tel: 0118 937 3797

Email: ldf@reading.gov.uk
www.reading.gov.uk



Produced by Reading Borough Council and Peter Brett Associates
Pictures and diagrams from Peter Brett Associates

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1.0 Introduction

Car parking has always been a major element of land use planning and development. In the last 10 years, there has been a change in Government Policy and development is no longer assessed on a 'predict and provide basis' for the private car. PPS3: Housing requires Local Authorities to develop parking plans for residential areas, promoting good design and efficient use of land. PPG13: Transport (Jan 2011) states that Local Authorities should set levels of parking for broad classes of development and for non-residential development this should be based on maximum standards. For non-residential parking standards this is detailed further in PPS4: Planning for Sustainable Economic Growth, which supersedes PPG13 in this regard. These parking and design standards are reflected in some of the Council's Core Strategy Policies:

CS4: Accessibility and the Intensity of Development - requires development within the Borough to be close to services and facilities by walking, cycling and public transport.

CS7: Design and the Public Realm – encourages design that provides safe and accessible environments.

CS20: Implementation of the Reading Transport Strategy (Local Transport Plan 2006 – 2011) – including provision of measures that will make alternatives to private cars (such as walking, cycling and public transport) more attractive.

CS23: Sustainable Travel and Travel Plans – major development proposals will not be granted permission unless there is a commitment towards sustainable transport facilities and travel plans.

CS24: Car and Cycle Parking – 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.

As there are different land uses and densities in Reading, a zonal approach has been adopted. This considers accessibility to sustainable forms of transportation and in the case of residential parking, the distance to local facilities and services.

Parking is identified by the Government as being a major contributor to rising levels of car usage, and in turn congestion and environmental damage. The switch of transport policy away from building roads to cope with demand has forced the government to review ways of reducing car usage growth and therefore congestion.

The provision of parking can be controlled in two ways, namely parking provision at home and parking provision at destinations for journeys (for example a workplace or retail development). The Government has identified that parking restrictions at both ends of a journey can alter travel patterns and prompt travellers to seek alternative modes. This clearly has to be implemented in conjunction with improvements in public transport provision, and walking and cycling routes. PPG13 states that local authorities should ensure that as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices.

The density of land use is extremely important and low-density development surrounding the core transport infrastructure will serve to limit the take-up of public transport as an alternative mode as fewer developments can be accommodated close to the main transport nodes.

This document is to be read in conjunction with the Central Reading Parking Strategy 2004. This document was produced to provide guidance for public and private car parking within the town centre. It does not set parking standards, and therefore can be used alongside the standards set out in this document.



2.0 RBC Zonal Scheme

Zonal Scheme

Reading Borough is recognised as an urban area with great diversity in transport provision and need. As with the majority of core urban areas, the centre of Reading is well served by public transport, cycle and walking facilities and public car parking. The main railway station provides direct links to a number of local towns and villages as well as regional and nationally important centres throughout the UK.

Adjacent to the railway station and within the town centre there are a number of public bus stops and interchange facilities, serving the wider Reading area and further a field within Berkshire and South Oxfordshire. A direct coach link to London Heathrow provides a viable alternative to driving.

Bus priority schemes and Premier Bus Routes are in operation throughout Reading with distinct corridors such as Oxford Road/Tilehurst Road, the A4 Bath Road and selected routes into Caversham, Whitley and to the East of the town centre along Kings Road. Buses are generally high frequency, and the provision of the NightTrack bus scheme provides a continued alternative to car use late into the evening.

Reading is served by park and ride sites, which offer a viable alternative to town centre parking for long and medium stay parking needs. Further park and ride sites are indicated within the Reading Local Transport Plan including within the eastern and southern parts of the Borough.

The urban nature of Reading, coupled with good alternatives to the private car provide an ideal base to create a zonal system for parking standards. The principle is that developments located close to public transport and local centres will require less parking than equivalent developments in less sustainable areas of the Borough.

An analysis of the urban environment and transport links suggests a 4-zone system, and the proposed zones can be seen in Figure 1 of this report. The 4 zones can be defined as:

Zone 1, Central Core Area

This area lies at the very heart of Reading Borough, consisting primarily of retail and commercial office developments, with limited residential. The area is defined as having the best transport hubs, with both the main railway station and also bus interchanges at the station and within Friar Street and other streets surrounding the town centre. This area also contains the largest proportion of public car parking spaces. Further development in this area is anticipated to be of a similar nature to the existing provision, but will include some high-density residential. Typically retail units generate shorter term parking and in core areas commercial office facilities can be served well by rail and bus links.

Zone 2, Primary Core Area

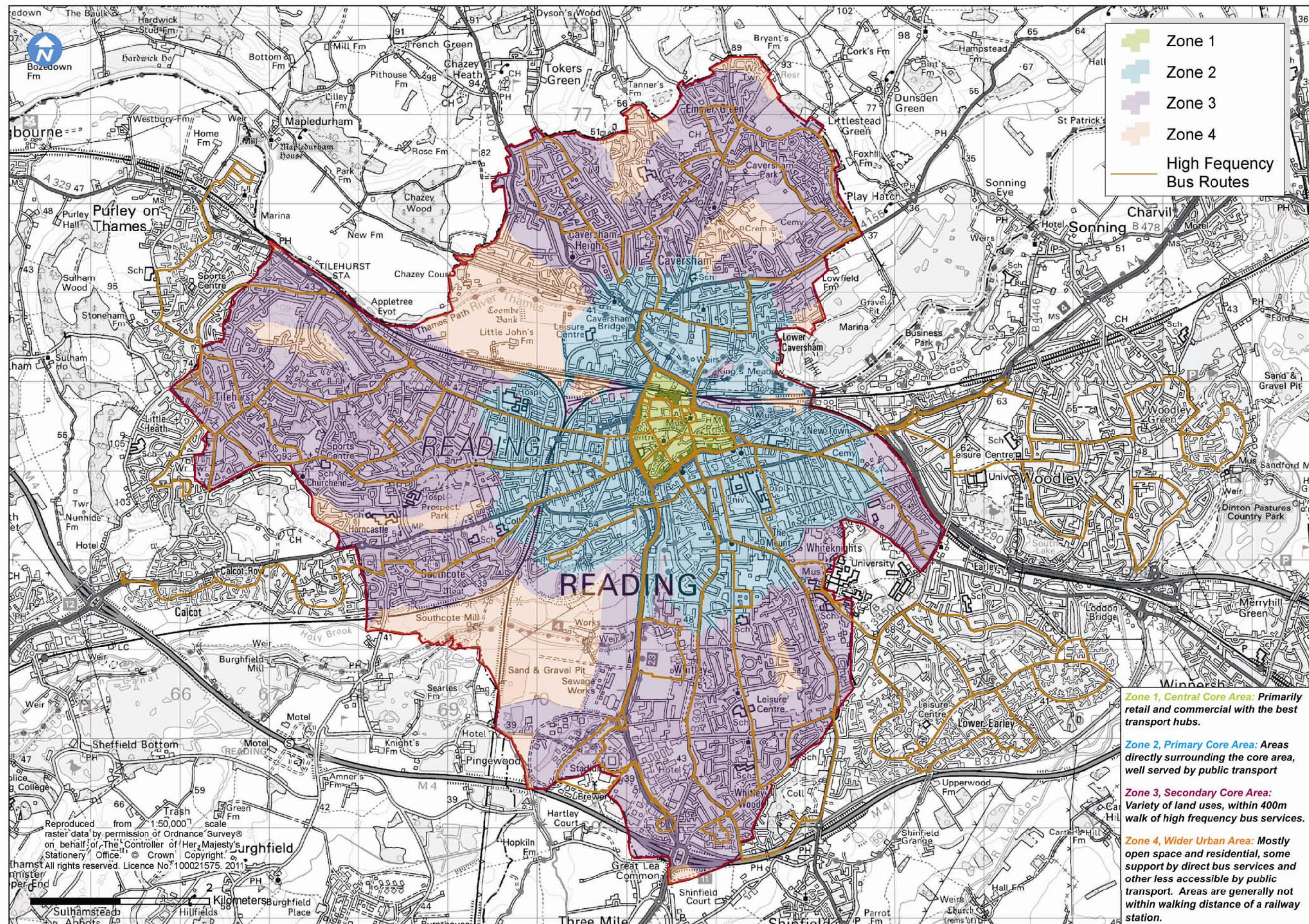
This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station, or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space.

Zone 3, Secondary Core Area

Areas within this zone feature a variety of land uses and densities and include some local centres for day-to-day needs. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes. These buses link not only to the Central Core Area, but also zone 2 areas and beyond to major supermarket and local centre facilities. Walking and cycling can play an important role in these areas.

Zone 4, Wider Urban Area

As Reading is well served by public transport and has tightly constrained settlement boundaries, only a small portion of the Borough is zone 4. This is mostly residential and protected open space areas that are located within the functional flood plain. Most of the residential units are outside a comfortable walking distance from a train station. Any future development must be carefully considered for the individual characteristics surrounding the site as there will be more variation in sustainability than in each of the other zones.



3.0 RBC Car Parking Standards

Background

When formulating parking standards it is important to recognise that if parking standards are set too high or too low then this could lead to competition for development within an urban area. This is particularly important when setting parking standards based on a zonal system within a constrained and dense urban area, such as Reading. It should be recognised that development must be commercially viable and that in many cases this does lead to some level of parking being required. Parking must be determined in a way that does not push development into peripheral urban areas as developers seek higher parking levels for commercial reasons. For this reason the setting of parking standards on a zonal basis must reflect the availability of alternatives to the private car and the likelihood of travellers being willing to use the alternatives.

The economic viability of Reading also depends on not forcing developers to look outside of the Reading Urban Area to other Local or Regional centres where they feel that parking standards will make their developments more commercially attractive. In response to this, it is necessary to review the parking standards imposed by Councils in Berkshire and the South-East generally whilst compiling standards for Reading Borough. PPG13 advises that Local Authorities should set out appropriate levels of parking which do not undermine the vitality of town centres.

The levels set in each zone reflect access to alternative modes and are partially influenced by the variants set out in PPS3: Housing Paragraph 51, e.g. promoting good design and the need to use land efficiently. For residential developments car parking levels are based on access to alternative modes, but are also influenced by factors such as expected levels of car ownership¹. Such ownership does not necessarily need to relate directly to modal choice for some journeys, and the provision of parking at the workplace or other destinations may be more influential than the inability to park at home. What must be avoided are standards that force car owners to seek alternative parking locations for additional vehicles, such as on the street or in private car parks. Shifts in car ownership may only come about as travellers find that they can make journeys by alternative modes.

The car parking standards set, except for those relating to residential (C3), are to be imposed as maximums, unless a developer can prove that their development requires parking at a higher level for exceptional circumstances. In accordance with Policy EC8 of Planning Policy Statement 4: Planning for Sustainable Economic Growth Local Planning Authorities should set maximum parking standards for non-residential development which takes into account a range of matters. These include, the need to: promote sustainable transport choices; reduce carbon emissions; take into account levels of public transport accessibility; reduce the amount of land needed for development; and tackle congestion. With respect to commercial development this

¹ Census data from 2001, updated March 2007 has been used to inform the residential (C3) standards.

means a set maximum based upon Gross Floor Area (GFA), The parking standards provision identified for residential are based upon spaces per dwelling. . PPG13 goes on to state that only in exceptional circumstances such as where a development may have a detrimental impact on public parking facilities or on-street parking should the Planning Authority impose a requirement for additional parking.

Where comprehensive and mixed-use development schemes are likely, developers are encouraged to provide shared parking for facilities which are likely to generate peak parking levels during different periods of the day.

In addition the introduction of Electric Vehicle charging points will be encouraged, where appropriate. It is intended that these will become permitted development².

The parking requirements for disabled users are set out in Section 6.0.

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Retail 1 space per m²				
A1 Food Retail	*	40m ²	30m ²	**
A1 Non-Food Retail Up to 1,000m ²	*	50m ²	40m ²	**
A1 Non-Food Retail Over 1,000m ²	*	40m ²	30m ²	**
A2 Financial & Professional Services	*	40m ²	30m ²	**
A3 Restaurants & Cafes	*	7.5m ²	5m ²	**
A4 Eating Establishment	*	7.5m ²	5m ²	**
A5 Hot Food Take-Away	*	50m ²	40m ²	**

* Public parking will be provided in line with RBC's current parking strategy.

** Dealt with on a case-by-case basis, as long as the use is considered acceptable in this area, in accordance with Core Strategy Policies.

- For A1 Food Retail, consideration should be given for vehicle parking associated with an internet/ home delivery service. This will be agreed on individual application basis.
- For A1 Food and Non-Food Retail, Parent and Toddler parking is to be provided based on the standards outlined in section 6.

² CLG letter to Chief Planning Officers 3rd Jan 2011

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Commercial 1 space per m²				
B1(a) Office	250m ²	100m ²	50m ²	*
B1(b) Research & High Tech	250m ²	100m ²	50m ²	*
B1(c) Light Industrial	250m ²	125m ²	100m ²	*
B2 – B7 General & Specific Industrial	250m ²	125m ²	100m ²	*
B8 Storage & Distribution	250m ²	200m ²	150m ²	*

* Dealt with on a case-by-case basis, as long as the use is considered acceptable in this area, in accordance with Core Strategy Policies.

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential				
C1 Hotels	0.25* per bedroom	0.5* per bedroom	0.75* per bedroom	1* per bedroom
	* Ancillary facilities such as restaurants, bars and conference areas will be treated as A3/ D2 uses when available to non residents. Major hotel developments where multiple facilities are provides will be considered on their merits			
C1 Guest House and B&B	0.5 per bedroom & 1 for proprietor	1 per bedroom, 1 for proprietor & 0.5 per FTE Staff	1 per bedroom, 1 for proprietor & 0.75 per FTE Staff	1 per bedroom, 1 for proprietor & 1 per FTE Staff
C2 Halls of Residence*	1 per FTE staff & zero for students	1 per FTE staff & zero students	1 per FTE staff & 1 per 15 students	1 per FTE staff & 1 per 10 students
C2 Hospital (In Patients)	1 per 6 FTE staff & 1 per 5 beds	1 per 6 FTE staff & 1 per 4 beds	1 per 4 FTE & and 1 per 3 beds	1 per 4 FTE staff & 1 per 3 beds
C2 Hospital (Out Patients)	1 per 6 FTE staff & 1 per consulting room	1 per 6 FTE staff & 1 per consulting room	1 per 4 FTE staff & 1 per consulting room	1 per 4 FTE staff & 1 per consulting room
C2 Nursing Home	0.5 per FTE staff & 1 per 4 residents	1 per FTE staff & 1 per 4 residents	1 per FTE staff & 1 per 4 residents	1 per FTE staff & 1 per 4 residents

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

	Residential Parking Provision			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential				
C3 Retirement Home with Warden (spaces per individual units)	0.5 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff
C3 Dwelling Flat 1-2 bed	0.5	1	1.5	1.5
C3 Dwelling Flat 3+ bed	1	1.5	2	2
C3 Dwelling House 1 bed	0.5	1	1	1
C3 Dwelling House 2 bed	1	1	1.5	2
C3 Dwelling House 3 bed	1	2	2	2
C3 Dwelling House 4+ bed	2	2	2	3
Visitor Parking	0	1 space per 10 dwellings (Flats only)	1 space per 4 dwellings (Flats only)	1 space per 4 dwellings (Flats only)
Houses in Multiple Occupation (HMOs)	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**

- For a retirement village, parking requirements will be determined separately.
 - Adopted Core Strategy Policy CS18 on residential conversions refers to the need for the provision and location of adequate on-site car parking
- ** Occupiers will not be entitled to on-street car parking permits. Where planning permission is required for small HMOs falling within the C4 Use Class, this standard will apply to both C4 HMOs and Sui Generis HMOs.

The above standards for C3 are the required standards. Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result. Under exceptional circumstances the Local Authority will give consideration to a higher level of car parking provision than that which is set out above. This requirement would need to be supported by robust evidence.

This table has been informed by Census data (April 2001, updated March 2007) and will be amended in the light of new data which emerges from the 2011 Census.

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Places of Public Assembly & Leisure Facilities 1 per m² unless indicated				
D1 Clinic/ Health Centre	1 per consulting room + 0.5 per FTE staff	2.5 per consulting room + 1 per FTE staff	3.0 per consulting room + 1 per FTE staff	3 per consulting room + 1 per FTE staff
D1 Doctors, Dentist & Veterinary Surgery	1 per consulting room	1.5 per consulting room	2 per consulting room	2 per consulting room
	Plus 1 space per General Practitioner			
D1 Libraries/ Museums	*	*	35 m ²	30 m ²
D1 Places of Worship (including crematoria chapels)/ Church Hall/ Community Hall	*	1 per 10 fixed seats and/or 1 per 20m ² open hall	1 per 8 fixed seats and/or 1 per 16m ² open hall	1 per 6 fixed seats and/or 1 per 12m ² open hall
D1 Day Nurseries with fixed pick up and drop off times	1 per 4 FTE staff, 1 drop off space per 5 pupils	1 per 3 FTE staff, 1 drop off space per 5 pupils	1 per 2 FTE staff, 1 drop off space per 5 pupils	1 per 2 FTE staff, 1 drop off space per 5 pupils
D1 Day Nurseries with flexible pick up and drop off times	1 per 4 FTE staff, 1 drop off space per 10 pupils	1 per 3 FTE staff, 1 drop off space per 10 pupils	1 per 2 FTE staff, 1 drop off space per 10 pupils	1 per 2 FTE staff, 1 drop off space per 10 pupils
D1 Primary Education	1 per 3 FTE staff, 1 drop off space per 10 pupils	1 per 2 FTE staff, 1 drop off space per 10 pupils	1 per 1 FTE staff, 1 drop off space per 10 pupils	1 per 1 FTE staff, 1 drop off space per 10 pupils
D1 Secondary Education	1 per 3 FTE staff	1 per 2 FTE staff	1 per 1 FTE staff	1 per 1 FTE staff
D1 Further/ Higher Education	1 per 3 FTE teaching staff & 1 per 6 non FTE teaching staff***	1 per 2 FTE teaching staff, 1 per 4 non FTE teaching staff & 1 per 30 students** ***	1 per 1.5 FTE teaching staff, 1 per 3 non FTE teaching staff & 1 per 20 students** ***	1 per 1 FTE teaching staff, 1 per 2 non FTE teaching staff & 1 per 15 students** ***

- A requirement for a bus/coach loading area, provided either on-site or off-site, for D1 Primary Education and above, will be required unless otherwise justified.
- * Public parking will be provided in line with RBC's current parking strategy
- ** Where FTE students live within Halls of Residence on site, D1 student parking provision will be deducted from requirement.
- *** Provision will be based on the maximum capacity of a building (at any one time)

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Places of Public Assembly & Leisure Facilities 1 per m² unless indicated				
D2 Bowling Alley	*	*	1.5 per lane	**
D2 Cinema/ Conference Facilities	*	*	1 per 7.5 seats	**
D2 Golf Courses	N/A	N/A	N/A	4 Spaces per hole
D2 Golf Driving Range	N/A	Determined with Travel Plan	1.5 Spaces per tee/ bay	1.5 Spaces per tee/ bay
D2 Playing Fields (Including associated changing facilities)	N/A	12 spaces per Ha of pitch area	12 spaces per Ha of pitch area	12 spaces per Ha of pitch area
D2 Indoor/ Outdoor Sports complexes (General)	See Below	See Below	See Below	See Below
D2 Sports Halls	1 space per 10 fixed seats & 1 space per 50 m ²	1 space per 7.5 fixed seats & 1 space per 40 m ²	1 space per 5 fixed seats & 1 space per 35 m ²	1 space per 5 fixed seats & 1 space per 30 m ²
D2 Swimming Pools	1 space per 7.5 fixed seats & 1 space per 15 m ² pool area	1 space per 7.5 fixed seats & 1 space per 15 m ² pool area	1 space per 5 fixed seats & 1 space per 10 m ² pool area	**
D2 Health Clubs/ Gymnasiums	-	1 space per 35 m ²	1 space per 30 m ²	**
D2 Squash Courts	1 space per court	1 space per court	1 space per court	1 space per court
D2 Tennis Courts	1 space per court	1 space per court	1 space per court	1 space per court
Stadia	Considered on individual merit	Considered on individual merit	Considered on individual merit	Considered on individual merit

* Public parking will be provided in line with the Central Reading Parking Strategy 2004.

** Dealt with on a case by case basis, as long as the use is considered acceptable in this area, in accordance with Core Strategy Policies.

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Other Land Uses 1 per m²				
Vehicle Sales	1 space per 3 FTE staff 1 space per 15 display cars**	1 space per 2 FTE staff 1 space per 10 display cars**	1 space per 1 FTE staff 1 space per 10 display cars**	1 space per 1 FTE staff 1 space per 10 display cars**
Vehicle Servicing	1 space per 3 FTE staff & 3 per service bay	1 space per 2 FTE staff & 3 per service bay	1 space per 1 FTE staff & 3 per service bay	1 space per 1 FTE staff & 3 per service bay
Vehicle Parts	1 space per 3 FTE staff	1 space per 2 FTE staff & 1 space per 50m ²	1 space per 1 FTE staff & 1 space per 40m ²	1 space per 1 FTE staff & 1 space per 30m ²
Filling Station *	-	1 space per 2 FTE staff*	1 space per 2 FTE staff*	1 space per 2 FTE staff*
Theatres	***	***	1 per 7.5 seats	****

* If retail GFA within Filling Station exceeds 50m², refer to A1 standards for additional requirement.

** This refers to parking for customers, display vehicles are not included in this provision, and would fall under sales space.

It should be noted that where provision is based on spaces per display cars, parking provision will be based on the total spaces at the site (including all display vehicles) i.e. the applicant should indicate the maximum number of display vehicles that could be accommodated on the site at any one time, whilst ensuring sufficient provision for parking spaces, cycle parking etc. (evidence should be provided to justify the figure given).

*** Public parking will be provided in line with the Central Reading Parking Strategy

**** Dealt with on a case by case basis, as long as the use is considered acceptable in this area, in accordance with Core Strategy policies

For theatres the provision of loading facilities for coach/ lorry parking will be negotiated on a site by site basis.

4.0 Delivery and Servicing

Parking standards

Lorry parking provision has been identified for the following Land Uses within Reading with all other Land Uses considered on a site-by-site basis to allow a flexible approach to development, which reflects the differing Land Use profiles and highway characteristics throughout the authority. This approach will also be considered together with supporting information contained within either a Design and Access Statement or Transport Assessment, which should accompany any planning application.

Lorry Parking/Loading Bays

Guidance provided by the Freight Transport Association (FTA) recommends that where loading bays are arranged at right angles to the loading dock, a bay 3500mm wide is normally sufficient as this will provide a 1000mm clearance between vehicles. It states that this should be increased to 3600mm for vehicles with insulated bodies having an overall vehicle body width of 2600mm.

Depending on the available area to the front of 90 degree loading and parking bays , these would require widening from 3500mm for a 16,400mm frontal clearance to 5500mm based on a frontal clearance of 9600mm. The length of spaces may be relaxed where it can be demonstrated that smaller operational, servicing and delivery vehicles would be used. Consideration should also be given to the requirement for turning and manoeuvring.

Further guidance is contained within the FTA publication, Designing for Deliveries.

	Maximum Standards
	Zone 2 – 4*
Land Use	
A1 Food Retail/ Non-Food Retail	Up to 500 m ² : 1 loading bay 501-1,500 m ² : 2 loading bays 1,500 + : 3 loading bays
A3 Restaurants & Cafes	
A4 Eating Establishment	
B1(b) Research & High Tech	
B1(c) Light Industrial	
B2 – B7 General & Specific Industrial	
B8 Storage & Distribution	

* Zone 1 will be based on the merits of the application.

5.0 Cycle & Motorcycle/ Moped Parking

Cycle Parking

The provision of cycle parking must be considered essential for most developments. The quality of any cycle parking should reflect the likely usage, either with Sheffield type stands for short term parking or more secure systems for longer term storage, such as at the workplace or residential developments. The levels of cycle parking required by Reading for developments have previously been based upon the number of car parking spaces. New cycle parking standards should be independent and reflect a desire for more cycle parking to support the reduction in vehicular parking.

Cycle parking should be based upon the land use, zonal area, and floor space of developments. This will better reflect the importance of cycling as a modal choice within an urban area. Standards for cycle parking should be applied as minimum standards, and must be reflective of the potential for cycling to each land use type. It may be appropriate for mixed use developments to share parking provision between uses, and this will be considered on a case-by-case basis. The minimum cycling standards should not be prescriptive about the mix of long and short stay parking, and should be dealt with on a case-by-case basis. This will allow developers to provide the mix that they themselves feel appropriate and a justification for this may be required. The provision of short term cycle parking is easier than long term and so the Planning Authority will ensure that the proposed mix is accurate, and not simply a provision for the sake of meeting the standards. Where necessary a developer will be advised of a more appropriate mix.

The Planning Authority will also require that sufficient additional facilities within a development have been provided to support the level of cycle parking provision. Such facilities include changing rooms, showers, clothing lockers, and where appropriate CCTV coverage.

Cycle parking and storage facilities for all developments should be designed with consideration for the following objectives:

- Conveniently located in relation to the trip origin and destination. It is considered that cycle activity is encouraged when parking is provided in more convenient locations to car parking, i.e. parking entrances;
- Easy to use; Where the cycle can be secured easily and quickly to the parking device;

- Secure; Where parking is overlooked by development nearby, located close to well used areas or is within the coverage of a local security camera system. After dark lighting is required to ensure personal safety for bike users; and
- Covered; Particularly important for overnight and all day parking at places of employment and transport interchanges.

Information and design guidance on cycle parking can be found at:

- Sustrans: www.sustrans.org.uk
- London Cycling Campaign: www.lcc.org.uk

Motorcycle/ Moped Parking

Provision should be made for the parking of motorcycles/ mopeds at all non-residential developments. Like cycle parking, motorcycle parking provision should be visible, well lit and located close to pedestrian access points. It is recommended that each motorcycle bay should be 1500mm wide x 2800mm deep. For increased security it is advised that one of the following types of anchor points is provided to allow motorcycles/ mopeds to be secured to reduce the risk of theft.

Ground Level: The anchor point remains below the surface when not in use, often hidden by a steel plate set, level with the road surface. Once raised by the user, a loop is lifted to allow the rider to pass their own lock through the anchor. Consideration of this design option must be given with respect to impact of the anchor left upstanding by the user and the potential for obstruction of the highway.

Raised: The use of a horizontal bar approximately 400mm – 600mm high, generally at the edge of the carriageway. Preferably this design should be integrated with pedestrian railings or by other means to prevent a trip hazard to pedestrians.

Motorcycle/ Moped Parking Standards

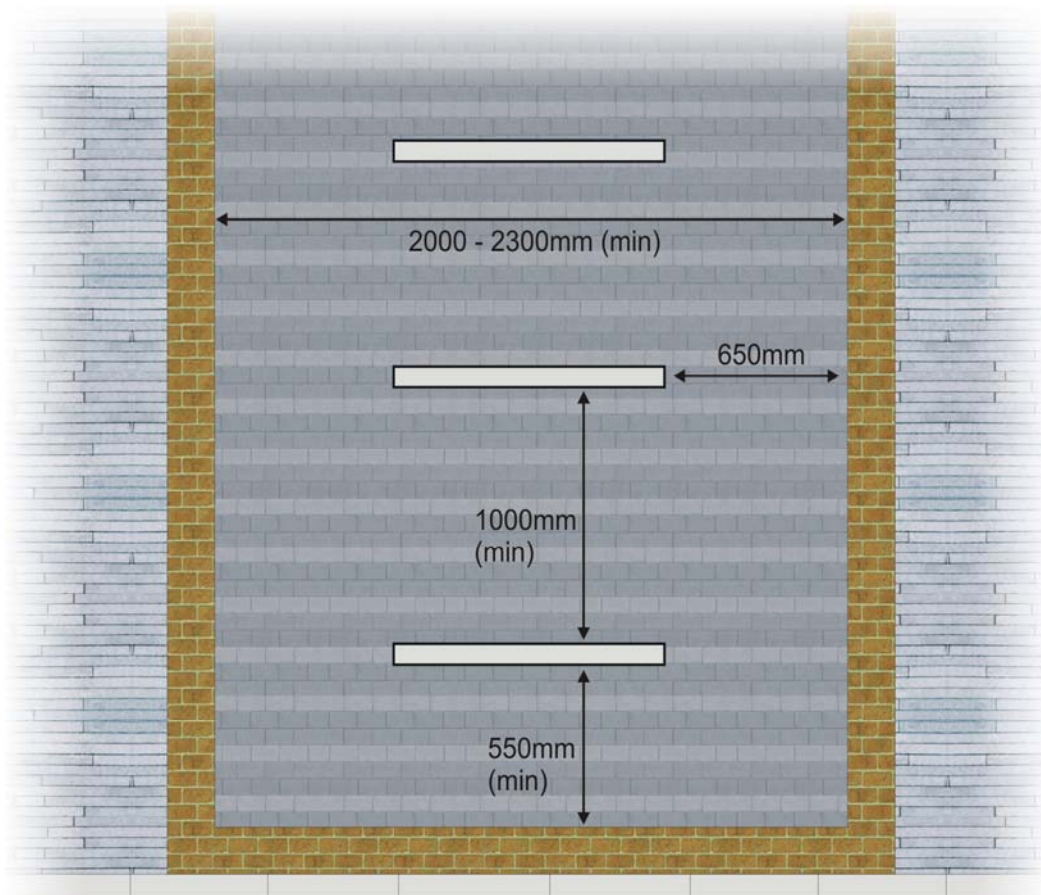
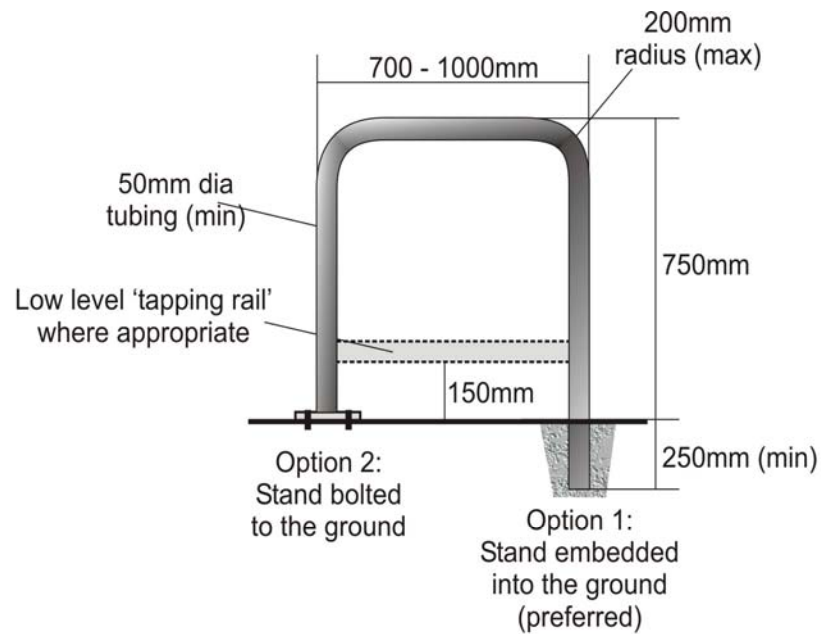
Motorcycle and moped parking provision for Major* developments will be provided based on at least 2% of the maximum total car parking provision identified for each zone highlighted in Section 3.0. For Minor** developments, motorcycle parking will be required and will be considered on a case-by-case basis.

* Developments of 10 or more units, or 1000m² or more

** Developments of less than 10 units or 1000m²

Cycle parking Standards by Zone

Typical Cycle Stand Dimensions and Cycle Parking Layout:



Minimum cycle parking standards	
	Zone 1 - 4
Retail 1 per m²	
A1 Food Retail	1 space per 6 staff and 1 space per 300m ²
A1 Non-Food Retail Up to 1,000m ²	1 space per 6 staff and 1 space per 250m ²
A1 Non-Food Retail Over 1,000m ²	1 space per 6 staff and 1 space per 300m ²
A2 Financial & Professional services	1 space per 6 staff
A3 Restaurants & Cafes	1 space per 6 staff and 1 space per 300m ²
A4 Eating Establishment	1 space per 6 staff and 1 space per 300m ²
A5 Hot Food Take-Away	1 space per 6 staff and 1 space per 300m ²

Minimum cycle parking standards	
	Zone 1 - 4
Commercial 1 per m²	
B1(a) Office	200m ²
B1(b) Research & High Tech	250m ²
B1(c) Light Industrial	250m ²
B2 – B7 General & Specific Industrial	350m ²
B8 Storage & Distribution	450m ²

Minimum cycle parking standards	
	Zone 1 - 4
Residential	
C1 Hotels	1 space per 6 staff
C1 Guest House and B&B	1 space per 6 staff
C2 Halls of Residence	1 space per 3 staff & 1 space per 5 students
C2 Hospitals (In Patients)	1 per 3 staff plus 1 space per 5 beds
C2 Hospitals (Out Patients)	1 per 3 staff plus 1 space per 3 consulting room
C2 Nursing Home	1 per 3 staff
C3 Retirement Home (Spaces per individual unit)	1 per 3 staff / 1 space minimum
C3 Dwelling Flat 1/2-bed	0.5*
C3 Dwelling Flat 3+-bed	1*
C3 Dwelling House 1-bed	1
C3 Dwelling House 2/3-bed	2
C3 Dwelling House 4-bed +	2

* If no individual secure facility e.g. store or garage associated with property, dedicated parking required. This can be in the form of communal cycle parking.

Minimum cycle parking standards	
	Zone 1 - 4
Places of Public Assembly & Leisure Facilities 1 per m² unless indicated	
D1 Clinic/ Health Centre	1 space per 2 staff & 1 stand per consulting room
D1 Doctors, Dentist & Veterinary Surgery	1 space per 2 staff & 1 stand per consulting room
D1 Libraries/ Museums	1 space per 6 staff and 1 space per 300 m ²
D1 Places of Worship/ Church Hall	1 space per 50 m ²
D1 Day Nurseries	1 space per 2 FTE staff
D1 Primary Education	1 space per 5 FTE staff & 1 space per 15 pupils (years 1-3) and 1 space per 10 pupils (years 4-6)
D1 Secondary Education	10% of building users (FTE staff and students) up to 500 Plus 7% for building users in the range 501-1000 Plus 5% for building users over 1000
D1 Further/ Higher Education	10% of building users (FTE staff and students) up to 500 Plus 7% for building users in the range 501-1000 Plus 5% for building users over 1000
D2 Bowling Alley	1 space per 6 staff and 1 space per 40 m ²
D2 Cinema/ Conference Facilities	1 space per 6 staff and 1 space per 40 m ²
D2 Golf Courses	No standards – Considered individually
D2 Golf Driving Range	No standards – Considered individually
D2 Playing Fields (Including associated changing facilities)	2 spaces per 2 Ha of pitch area
D2 Indoor/ Outdoor Sports Facilities (General)	See Below
D2 Sports Halls	1 space per 6 staff or 1 per equivalent badminton court
D2 Swimming Pools	1 space per 6 staff & 1 space per 40 m ²

D2 Health Clubs/ Gymnasiums	1 space per 6 staff & 1 space per 40 m ²
D2 Squash Courts	1 space per 6 staff & 1 space per equivalent squash court
D2 Tennis Courts	1 space per 6 staff & 1 space per equivalent tennis court

Minimum cycle parking standards	
	Zone 1 - 4
Other Land Uses 1 per m ²	
Vehicle Sales	1 space per 6 FTE staff & 1 space per 20 display cars*
Vehicle Services/ Workshops	1 space per 4 FTE staff
Stadia	Considered on individual merit

* It should be noted that where provision is based on spaces per display cars, cycle provision will be based on the total sales space at the site (including all display vehicles) i.e. the applicant should indicate the maximum number of display vehicles that could be accommodated on the site at any one time, whilst ensuring sufficient provision for parking spaces, cycle parking etc. (evidence should be provided to justify the figure given).



6.0 Accessibility Parking

Disabled Parking

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 into account the need of disabled motorists.

When determining the level of provision, guidelines should be taken from Advisory Leaflet 5/95 Parking for Disabled People (Department for Transport, 1995). This document establishes the number of disabled parking bays required by working on the number of standard bays to be provided. However, this does not take into account the zonal basis of car parking. In this situation the developments within the inner zones will require a higher percentage of disabled parking in order to provide an appropriate number of bays for the likely generation of disabled motorists. Notwithstanding this, 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.

Therefore it is suggested that a staggered level of provision be made, and that these bays be additional to the standard bays required. The suggested levels for all zones are as follows:

- Up to 200 spaces – All developments: 3 disabled spaces or 5% of total capacity, whichever is greater.
- Over 200 spaces –
 - Retail: 3 disabled spaces plus 4% of total capacity
 - Commercial: 6 disabled spaces plus 2% of total capacity
 - Residential/Hotel: 4 disabled spaces plus 4% of total capacity
 - Residential/Hospitals: To be determined through Transport Assessment
 - Places of public assembly and leisure facilities: 4 disabled spaces plus 5% of total capacity
 - Residential: Where centrally located flats/ apartments do not contain parking for able bodied residents, disabled spaces must be provided based on level of units proposed for disabled persons.

These standards will be reviewed on an annual basis to ensure that sufficient parking for disabled persons is provided.

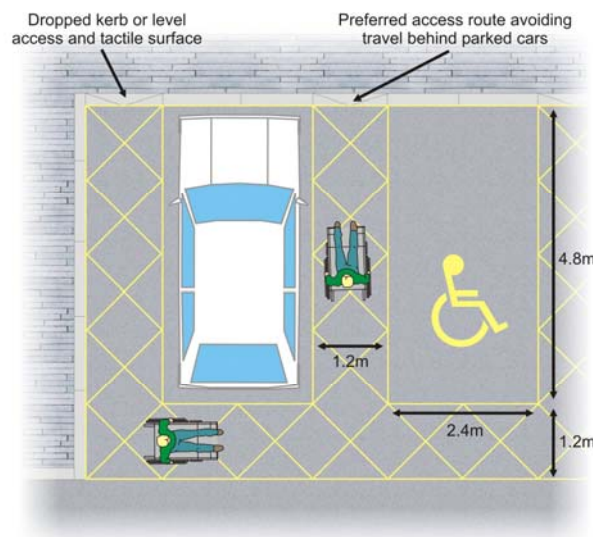
Disabled Car Parking Design and Location

'Buildings for all to use 2 – improving the accessibility of public buildings and environments' 2004 was produced by CIRIA in line with the Disability Discrimination Act. The guidance includes dimensions, location, and associated requirements for disabled parking to ensure that the facilities are convenient and usable.

The document summarises that disabled car parking should:

- be easily identifiable with clear and consistent directional signage;
- should, if appropriate, be available both for employees and visitors;
- have designated accessible parking bays as close to the entrance as possible;
- meet the dimensions as recommended in BS 8300: 2009;
- be level and next to firm, even and slip-resistant pedestrian surfaces;
- have dropped kerbs to give access to adjacent pavements be well lit;
- have entry controls that are easy to use by everyone.

It is recommended that parking for disabled people should not be more than 50m from the entrance to the building (100m if the route is covered). Disabled car parking spaces should be 2.4m x 4.8m plus 1.2m clearance or a footway to the side and to the rear of the space. This is in accordance with 'The Building Regulations 2000: Approved Document M - Access to and Use of Buildings' (2006) and is shown below.



Parent/ Toddler Parking

The provision of parent/ toddler parking seen as a key element of all A1 developments.

When establishing the required level of parking required for parent/ toddler 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.

Therefore it is suggested that a staggered level of provision be made. The suggested levels for all zones are as follows:

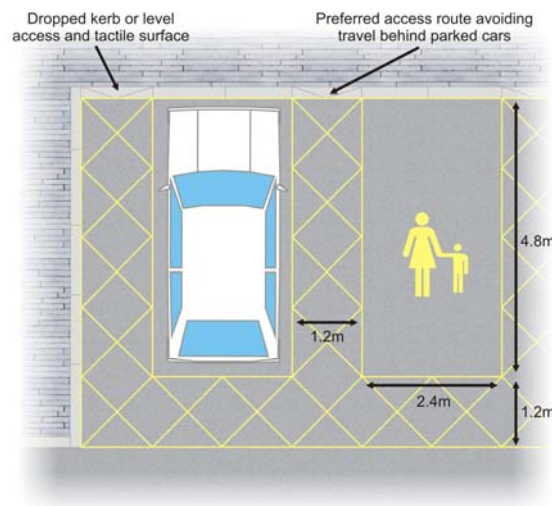
- Up to 200 spaces – 2 spaces or 4% of total capacity, whichever is greater.
- Over 200 spaces – 3 spaces plus 3% of total capacity.

Parent/ Toddler Car Parking Design and Location

There are no national guidelines with respect to the design and location of parent/ toddler parking however; it is recommended that many of the principles that are set out for disabled parking can also apply for this user group. Therefore, the following RBC guidance for parent/ toddler spaces is that they should:

- Be easily identifiable with clear and consistent directional signage;
- Have designated accessible parking bays as close to the entrance as possible;
- Be level and next to firm, even and slip-resistant pedestrian surfaces;
- Have dropped kerbs to give access to adjacent pavements and be well lit.

It is recommended that parking for parent/ toddlers should not be more than 75m from the entrance to the building. Parent/ toddler car parking spaces should be 2.4m x 4.8m plus 1.2m clearance or a footway to the side and to the rear of the space, as shown below.



7.0 General Parking Design and Layout

Introduction

New provision for on and off-street car parking must be designed to current design standards and guidance to enable vehicles to circulate efficiently and provide adequate space for manoeuvring into and out of spaces.

Current design standards and guidance includes:

- Department for Transport (2007): Manual For Streets
- English Partnerships: Car Parking - What Works Where
- BS 8300:2001: Design of buildings and their approaches to meet the needs of disabled people — Code of practice
- The Building Regulations 2000: Access and facilities for disabled people Part M, 2004 edition
- CIRIA (2004): Buildings for all to use 2 – improving the accessibility of public buildings and environments'

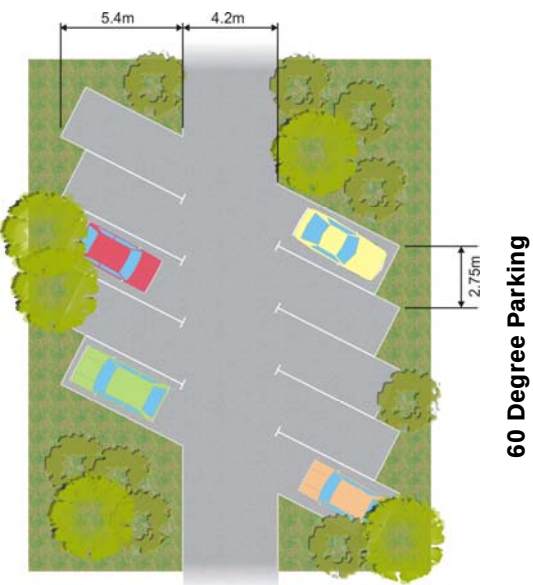
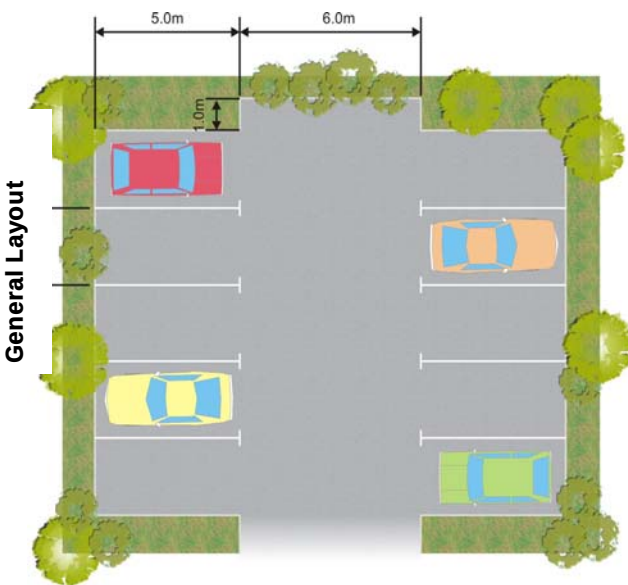
Car Parking Layout and Dimensions

Parking spaces are recommended to be designed at 5000mm long x 2500mm wide, however guidance set out within 'Manual For Streets' will be considered on merit.

Where car parking is proposed in the front garden, the following design features shall be incorporated:

- In line with the Permitted Development rights, permeable paving or border gardens should be part of the parking area.
- The parking area shall keep existing trees and hedges where possible.
- Retain existing built features such as walls, pavements and gates.
- Ensure that clear sight lines are maintained for cars reversing out of car parks onto the highway.
- The parking space in front of the house must meet the minimum dimensions and no part of a vehicle should overhang the footway, thereby obstructing pedestrians.

Parking Layout Options



8.0 Garages and Carport

Layout and Design

Car Port

It is recommended that the internal dimensions are 5000mm long x 3000mm wide to allow easy access to/from the vehicle.

Single Garage

It is recommended that the internal dimensions are 7000mm long x 3000mm wide to allow easy access to/from the vehicle and sufficient storage to the rear to accommodate a bicycle.

Double Garage

It is recommended that the internal dimensions are 7000mm long x 5500mm wide to allow easy access to/from each vehicle and sufficient storage to the rear to accommodate a bicycle.

Where a garage driveway is provided for the parking of cars and to prevent obstruction to the highway when accessing a garage the distance from the face of the garage to:

- the highway boundary - shall be at least 6000mm.
- the carriageway edge on access ways - shall be at least 7000mm.

This is to allow garage doors to be opened/ closed with a vehicle positioned in the driveway.

However in very quiet residential streets shorter driveways may be acceptable in accordance with the requirements of Manual for Streets.

Garage Parking

New Garages

All new garages with internal dimensions as set out above will be included in the parking provision for residential properties. Additional parking, where standards permit, can be provided on driveways. Conditions will be imposed to limit the amount of parking space on property frontages.

Where there is the potential to provide the number of spaces for the dwelling either in the garage; or in the garage and on the driveway, conditions may be imposed to restrict further paving of the garden for additional spaces.

Existing Garages and Car Parking Spaces

Where the result of a proposed conversion or existing single or double garage originally designed for the purpose of parking a car would lead to the creation of additional

parking within a property frontage in addition to any existing driveway, the Council is likely to restrict additional permanent parking. This is also applicable where non-covered parking spaces (such as the driveway) will be built on to extend existing dwellings, resulting in a loss of car parking on the site. This is to ensure that the site is not overly developed or has an unacceptable amount of paving.

Conversion of an existing residential dwelling to multiple dwellings or redevelopment of a dwelling and creation of multiple units will not entitle the additional dwellings or units to additional parking permits.

9.0 Car Clubs

Car Clubs are car sharing schemes that allow members access to cars without having to incur the costs of running, owning and maintaining a car themselves. Cars are parked in designated locations around the town, within the town centre, at shopping destinations, office areas and also within residential areas. Members of car clubs can book cars through the internet or phone and use the cars for determined periods of time.

Each car from a Car Club is estimated to remove 6 cars from the road, as members often resist buying a second car or even sell their first car when they start using the Car Club services. Car Clubs are suitable for Reading as there is a high level of public transport and many of the central area facilities are within walking distance of each other. Car Clubs will also help to achieve the policies of the Local Transport Strategy and the Core Strategy.

The following standards for Car Clubs will apply in Reading:

Residential:

For developments of more than 10 residential units in Zones 1 and 2, developers will be required to:

- Provide or support a car club on the site, or demonstrate that the development will have access to and the use of a car club on a nearby site.
- Create dedicated car parking spaces on the site for the car club.

For developments of more than 50 residential units in Zones 3 and 4, developers will be required to:

- Provide or support a car club on the site, or demonstrate that the development will have access to and the use of a car club on a nearby site.
 - Create dedicated car parking spaces on the site for the car club.
- Car clubs must provide a minimum of 2 cars. Spaces will be required to be provided on site, easily accessible for all residents.
 - To encourage the use of car clubs, residents who buy their unit or who move into the development within the first 6 months of opening should be offered free or discounted memberships.
 - Car Club standards and requirements will be detailed in the Section 106 agreement attached to the planning permission.
 - Developers should include the provision of the car club in their Travel Plan as required by the Core Strategy Policy CS23.

- Car Clubs will be required to operate at least five (5) years once the development has been completed.
- Where possible, the car club shall provide extra spaces in the town centre or shopping centres to improve the accessibility and ease of use for residents.

Office development and shopping centres:

- Where possible, the developer should investigate and support a car club.

Car clubs will be encouraged to discuss the placement of car club parking on public streets within the Borough with the Council's Transport Department.

10.0 Travel Plans

A travel plan is a package of measures produced by developers to encourage future staff/ residents to use alternatives to single-occupancy car-use. Such a plan could include: car sharing schemes; a commitment to improve cycling facilities; a dedicated bus service or restricted car parking allocations. It might also promote flexible-working practices such as remote access and video conferencing.

Travel plans can offer real benefits not only organisations and their employees, but also the community that surrounds it. It may help to relieve local parking or congestion problems or improve public transport connections across the area. It may also relieve stress on employees through reducing delays or providing the opportunity to cut their travel commitments by working from home on occasion.

Reading Borough Council will expect all applications for major developments to include a travel plan as part of their submission. The Travel Plan should comply with the latest Department for Transport requirements which can be found on the DfT website at the following location:

<http://dft.gov.uk/pgr/sustainable/travelplans/>

11.0 Residents Parking Scheme

Residents parking schemes operate in many streets within the Borough. The parking permit zones are classified as either SHARED USE zones or NON SHARED USE zones.

A shared use zone enables people who do not have a permit for that zone to park at certain times of the day, as indicated on the signposts within the zone.

A non shared use zone is reserved exclusively for vehicles displaying a valid parking permit (including visitor permits) for the specific zone.

The Reading Borough website provides further information on the streets involved, fees and application forms.

www.reading.gov.uk/transportandstreets/parking/residentsparkingscheme/



If you need help to fill in or understand this planning document or planning application form, please call 0118 937 3337 or visit Customer Services on the Ground Floor of the Civic Offices.

Osoby, które nie rozumieją treści dokumentu lub potrzebują pomocy w wypełnieniu formularza wniosku o pozwolenie na budowę (planning application) proszone są o kontakt telefoniczny pod numerem 0118 937 3337 lub zgłoszenie się do recepcji (Customer Services) na parterze budynku administracji rady miejskiej (Civic Centre).

Polish

Se você precisar de ajuda para preencher ou entender este documento de planejamento ou formulário de alvará de construção, por favor telefone para 0118 937 3337 ou visite o Serviço de Atendimento ao Cliente no andar térreo do Centro Cívico (Civic Centre).

Portuguese

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਯੋਜਨਾਪੱਤਰ ਨੂੰ ਸਮਝਣ ਜਾਂ ਯੋਜਨਾਬੰਦੀ ਦੀ ਅਰਜ਼ੀ ਭਰਣ ਲਈ ਸਹਾਇਤਾ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 0118 937 3337 ਤੇ ਫੋਨ ਕਰੋ ਜਾਂ ਸਿਵਿਕ ਸੈਂਟਰ ਵਿਚ ਹੇਠਲੀ ਮੰਜ਼ਿਲ ਤੇ ਗ੍ਰਾਹਕ ਸੇਵਾ ਨੂੰ ਮਿਲੋ।

Punjabi

اگر آپ کو پلاننگ کی اس دستاویز یا پلاننگ کیلئے درخواست کے فارم پُر کرنے یا سمجھنے کیلئے مدد درکار ہو تو براہ مہربانی 0118 937 3337 پر ٹیلیفون کریں یا سوک سنٹر کے گراؤنڈ فلور پر واقع کسٹمر سروسز پر تشریف لائیں۔

Urdu

This document is also available in large print or audio format.

For general information about planning call us on **0118 937 3337**.



LDF Team, Reading Borough Council, Civic Offices, Reading RG1 2LU 0118 937 3337

www.reading.gov.uk

October 2011



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Appendix D – TRICS Output

Calculation Reference: AUDIT-148301-221012-1046

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DA DARLINGTON	1 days

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

Primary Filtering 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: Gross floor area
 Actual Range: 178 to 11250 (units: sqm)
 Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 06/05/22

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	3 days
Tuesday	6 days
Wednesday	4 days
Thursday	8 days
Friday	2 days

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

Selected survey types:

Manual count	23 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:

Edge of Town Centre	14
Edge of Town	9

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:

Industrial Zone	3
Commercial Zone	6
Development Zone	1
Residential Zone	2
Built-Up Zone	7
No Sub Category	4

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.

Secondary Filtering selection:

Use Class:

Not Known	23 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	6 days

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

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	2 days
500,001 or More	2 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	14 days
1.1 to 1.5	7 days
1.6 to 2.0	2 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	2 days
No	21 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.

PTAL Rating:

No PTAL Present	23 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
2	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL	
3	DA-02-A-02 ALDERMAN BEST WAY DARLINGTON	ENGINEERING COMPANY		DARLINGTON
	Edge of Town No Sub Category			
	Total Gross floor area:	3530 sqm		
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL	
4	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	594 sqm		
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL	
5	EC-02-A-04 WINTERTON WAY MACCLESFIELD LYME GREEN BUSINESS PK	OFFICES		CHESHIRE EAST
	Edge of Town Commercial Zone			
	Total Gross floor area:	3000 sqm		
	Survey date: TUESDAY	04/05/21	Survey Type: MANUAL	
6	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	3640 sqm		
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL	
7	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-02-A-04 STATION WAY ST ALBANS	OFFICES		HERTFORDSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	5000 sqm		
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL	
9	LE-02-A-04 BURTON STREET MELTON MOWBRAY	COUNCIL OFFICES		LEICESTERSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	3981 sqm		
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL	
10	MS-02-A-02 MOUNT PLEASANT LIVERPOOL	SCIENCE PARK OFFICES		MERSEYSIDE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	11250 sqm		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
11	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL	
12	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	5500 sqm		
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL	
13	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT		NORFOLK
	Edge of Town Commercial Zone Total Gross floor area:	500 sqm		
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL	
14	NM-02-A-01 THE LAKES NORTHAMPTON	OFFICES		WEST NORTHAMPTONSHIRE
	Edge of Town Commercial Zone Total Gross floor area:	9225 sqm		
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL	
15	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	178 sqm		
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

16	NY-02-A-03 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1590 sqm	
	Survey date: FRIDAY		06/05/22	Survey Type: MANUAL
17	PB-02-A-04 LYNCH WOOD PETERBOROUGH	OFFICES		PETERBOROUGH
	Edge of Town Commercial Zone Total Gross floor area:		4040 sqm	
	Survey date: WEDNESDAY		19/10/16	Survey Type: MANUAL
18	SF-02-A-03 WHITE HOUSE ROAD IPSWICH	OFFICES		SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:		2800 sqm	
	Survey date: THURSDAY		24/09/20	Survey Type: MANUAL
19	SO-02-A-02 BATH ROAD SLOUGH	COUNCIL OFFICES		SLOUGH
	Edge of Town Centre Built-Up Zone Total Gross floor area:		5050 sqm	
	Survey date: THURSDAY		27/02/14	Survey Type: MANUAL
20	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY	PET INSURANCE COMPANY		WILTSHIRE
	Edge of Town Development Zone Total Gross floor area:		2500 sqm	
	Survey date: TUESDAY		18/09/18	Survey Type: MANUAL
21	WO-02-A-02 MOOR STREET WORCESTER	OFFICE		WORCESTERSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2000 sqm	
	Survey date: MONDAY		14/11/16	Survey Type: MANUAL
22	WO-02-A-03 STOURPORT ROAD KIDDERMINSTER	IT SERVICES		WORCESTERSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		5945 sqm	
	Survey date: TUESDAY		13/10/20	Survey Type: MANUAL
23	WY-02-A-05 PIONEER WAY CASTLEFORD WHITWOOD	OFFICES		WEST YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area:		1230 sqm	
	Survey date: TUESDAY		23/05/17	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 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	21	2991	0.514	21	2991	0.061	21	2991	0.575
08:00 - 09:00	23	2997	1.336	23	2997	0.154	23	2997	1.490
09:00 - 10:00	23	2997	1.030	23	2997	0.267	23	2997	1.297
10:00 - 11:00	23	2997	0.348	23	2997	0.215	23	2997	0.563
11:00 - 12:00	23	2997	0.207	23	2997	0.206	23	2997	0.413
12:00 - 13:00	23	2997	0.309	23	2997	0.469	23	2997	0.778
13:00 - 14:00	23	2997	0.454	23	2997	0.363	23	2997	0.817
14:00 - 15:00	23	2997	0.281	23	2997	0.331	23	2997	0.612
15:00 - 16:00	23	2997	0.215	23	2997	0.403	23	2997	0.618
16:00 - 17:00	23	2997	0.181	23	2997	0.785	23	2997	0.966
17:00 - 18:00	23	2997	0.122	23	2997	1.298	23	2997	1.420
18:00 - 19:00	21	3215	0.053	21	3215	0.425	21	3215	0.478
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.050			4.977			10.027

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.

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Parameter summary

Trip rate parameter range selected:	178 - 11250 (units: sqm)
Survey date range:	01/01/14 - 06/05/22
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

OUR LOCATIONS

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com

