

Reading Borough Council

Hexagon Studio Theatre

Transport Statement

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1 INTRODUCTION

- 1.1 Caneparo Associates have been appointed by Reading Borough Council ('the Applicant') to provide traffic and transport advice in relation to the proposed extension to the Hexagon Theatre ('the site') where the local authority is Reading Borough Council ('RBC').
- 1.2 The proposed planning application seeks the extension of the existing Hexagon Theatre to provide a new studio auditorium, flexible rehearsal space, community studio with workshop space and back of house space. This will provide an addition to the existing Hexagon Theatre site. The application also seeks to improve the public realm by providing a new podium connection between the new proposed extension and Queen's Walk.
- 1.3 The proposed layout plans are included at **Appendix A**.
- 1.4 This Transport Statement is accompanied by a draft Travel Plan for staff and visitors of the site. The Transport Statement examines the effects of the proposals on the local highway network. It considers practical issues such as the servicing arrangements associated with the development, trip generation, accessibility and parking matters.
- 1.5 The remainder of this report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 sets out the site's accessibility;
 - Section 4 describes the development proposals;
 - Section 5 reviews the relevant transport planning policy;
 - Section 6 considers the effects of the development;
 - Section 7 outlines mitigation measures; and
 - Section 8 presents a summary and conclusion.

2 EXISTING SITUATION

Site Location

- 2.1 The Hexagon Theatre is situated within the centre of Reading, located approximately 1km (13-minute walk) south of Reading Rail Station. The site is located within a predominantly commercial area, surrounded by offices to the north and Broad Street Mall Car Park to the east.
- 2.2 The site's location with respect to the local highway network and public transport services is shown at **Figure 2.1** below.

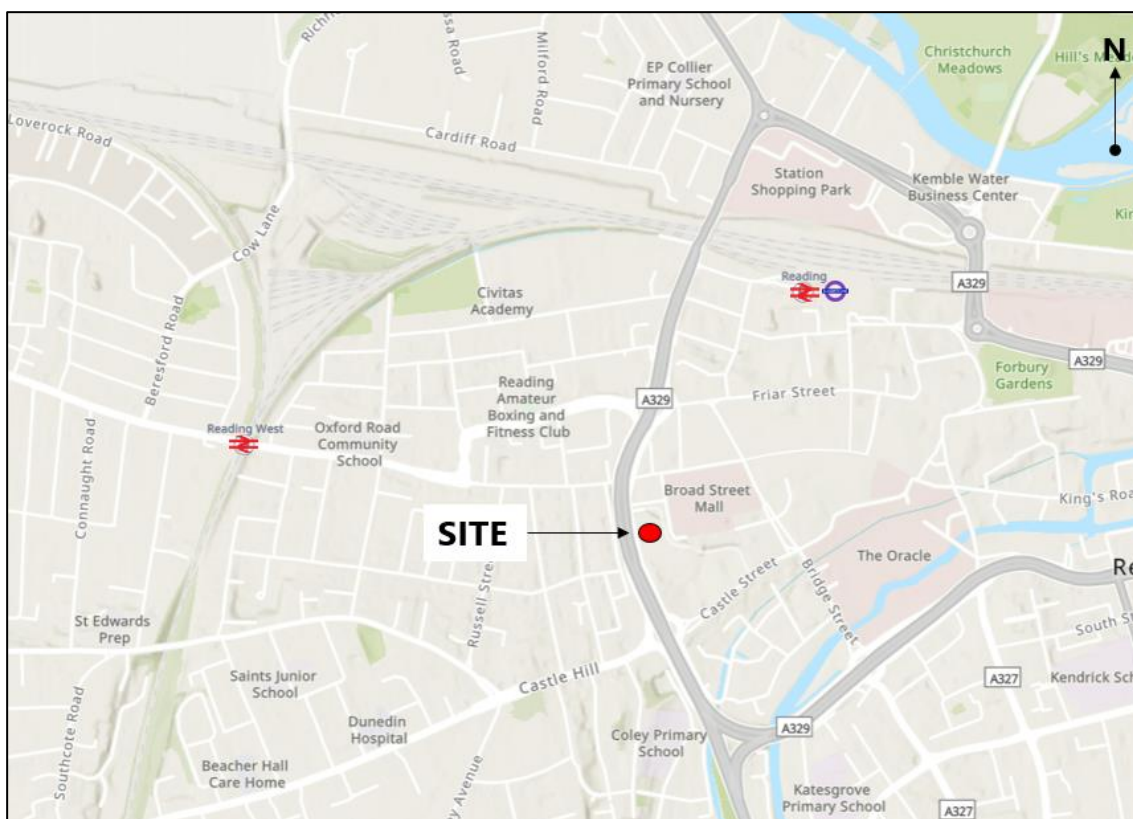


Figure 2.1: Site Location Plan

Source: ArcGIS Pro 2024

The Hexagon Theatre

- 2.3 The Hexagon Theatre is the largest cultural venue in Reading, with a maximum capacity of 1,686 people for a standing events. With the exception of a limited number of car parking spaces which are reserved for staff, performers and blue badge holders, other parking for guests takes place within the town centre car parks. The Hexagon Theatre hosts a range of different performances across the year including music events, drama performances, school events, dance performances and comedy events.

Local Highway Network

- 2.4 The A329 operates to the west of the site, providing two-way traffic flow connecting with the roundabout junction with Caversham Road / Vastern Road in the north and the A33 in the south. The A329 offers three lanes of traffic operating in each direction adjacent to the site subject to a speed limit of 40 mph. An additional slip road which operates between the site and the A329 provides direct vehicle access to the west side of the Theatre for southbound traffic with road markings indicating Mall Deliveries and Car Park, giving access to what will be the main servicing area for the Theatre, linking one-way access southbound towards the roundabout junction to the south. The slip road is controlled by double yellow lines preventing parking on-street.
- 2.5 To the south-east vehicular access is also available via Castle Street, which gives access to the Civic B car park, the Mall Car Park and the disabled and staff parking to the eastern side of the Hexagon Theatre.

3 ACCESSIBILITY

- 3.1 The site is accessible by all modes with a good network of footways, cycle facilities and public transport services in the immediate vicinity.

Active Modes

Walking

- 3.2 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.
- 3.3 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace a private car. This is set out in The Chartered Institution of Highways and Transportation Guidelines ('Providing for Journeys on Foot, CIHT'), which suggests a maximum 'acceptable' walking distance, for pedestrians without mobility impairment, of 2km.
- 3.4 **Table 3.1** below sets out details of approximate distances between the site and local amenities. Assuming an average walk speed of 80 metres per minute, the table below identifies a number of local amenities located within a reasonable walk distance of the site.

Table 3.1: Approximate Distances to Local Amenities			
Amenity	Location	Distance (m/km)	Approx. Walking Time (minutes)
Public Transport Opportunities			
Bus Stops	Castle Street (Stop CP)	280m	4 minutes
	Castle Street (Stop CQ)	400m	5 minutes
	Cheapside (Stop CX)	600m	8 minutes
	Cheapside (Stop CY)	600m	8 minutes
	Cheapside (Stop CV)	600m	8 minutes
	Cheapside (Stop CW)	600m	8 minutes
Rail Station	Reading Station	1km	13 minutes
Facilities and Amenities			
Broad Street Mall	Broad Street	500m	7 minutes
Post Office	Broad Street Mall	550m	8 minutes

ATM	Oxford Road	650m	9 minutes
Iceland Supermarket	Broad Street Mall	650m	9 minutes
Medical Centre	Russell Street	1km	13 minutes

3.5 **Figure 3.1** below details a 2km walking distance from the site which includes most of Reading Town Centre, including bus stops and Rail Stations.

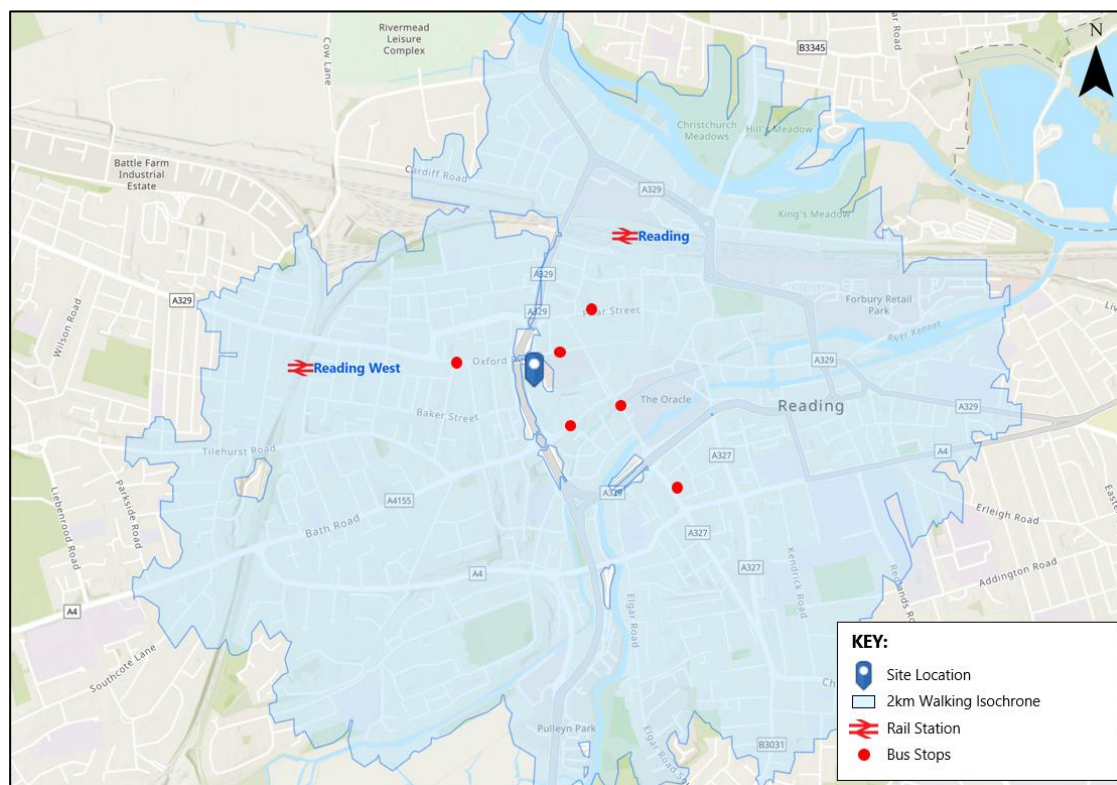


Figure 3.1: 2km-minute Walking Isochrone

Source: ArcGIS Pro 2023

Cycling

3.6 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are by car. Reading Town Centre and the surrounding conurbations, including Purley on Thames, Emmer Green, Lower Earley and Winnersh are located within a 5-mile cycling distance of the site which is demonstrates in **Figure 3.2**.

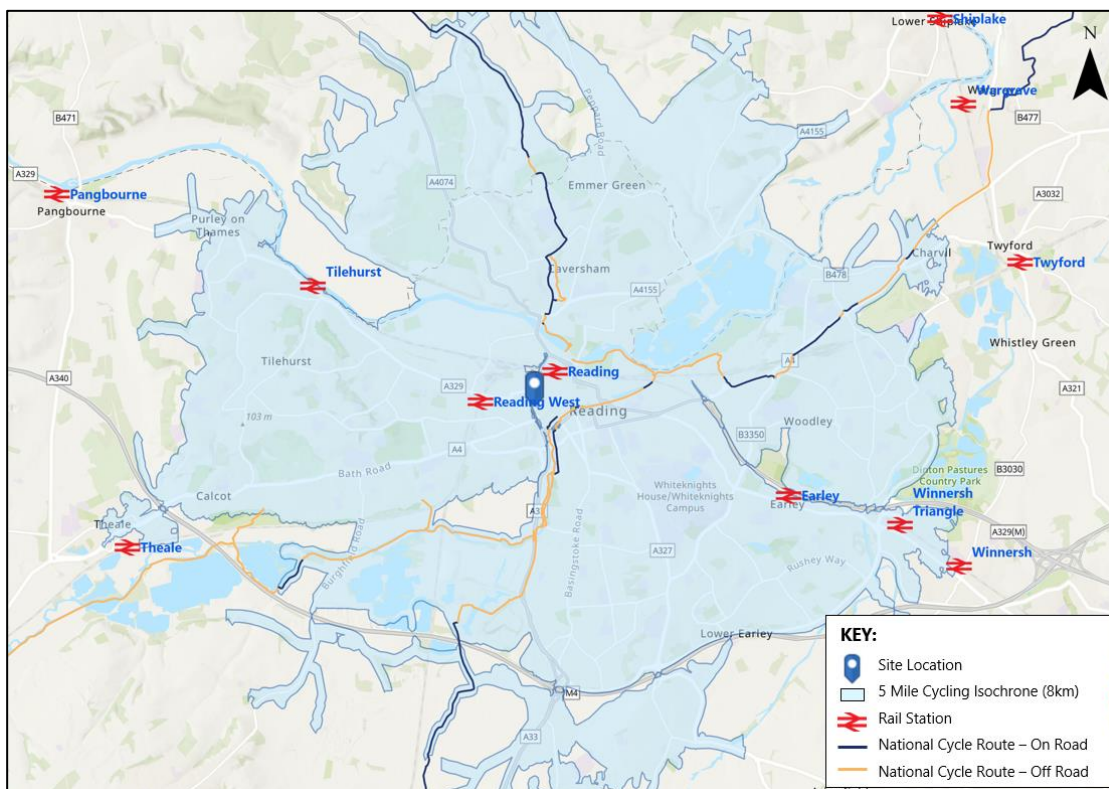


Figure 3.2: 5-mile Cycle Isochrone

Source: ArcGIS Pro 2023

- 3.7 The site is well served by existing National Cycle Routes which operate within Reading. To the south of the site there is the National Cycle Route 4 which operates along Katesgrove Lane providing access northeast towards Maidenhead and southwest towards Hungerford.
- 3.8 The site is also served by a number of local cycle routes which operate within the centre of Reading, recommended by RBC. There is a Town Centre route which operates along Queens Walk which connects with an on-road cycle route operating along Oxford Road. **Figure 3.3** details the local cycle routes within the immediate vicinity of the site.

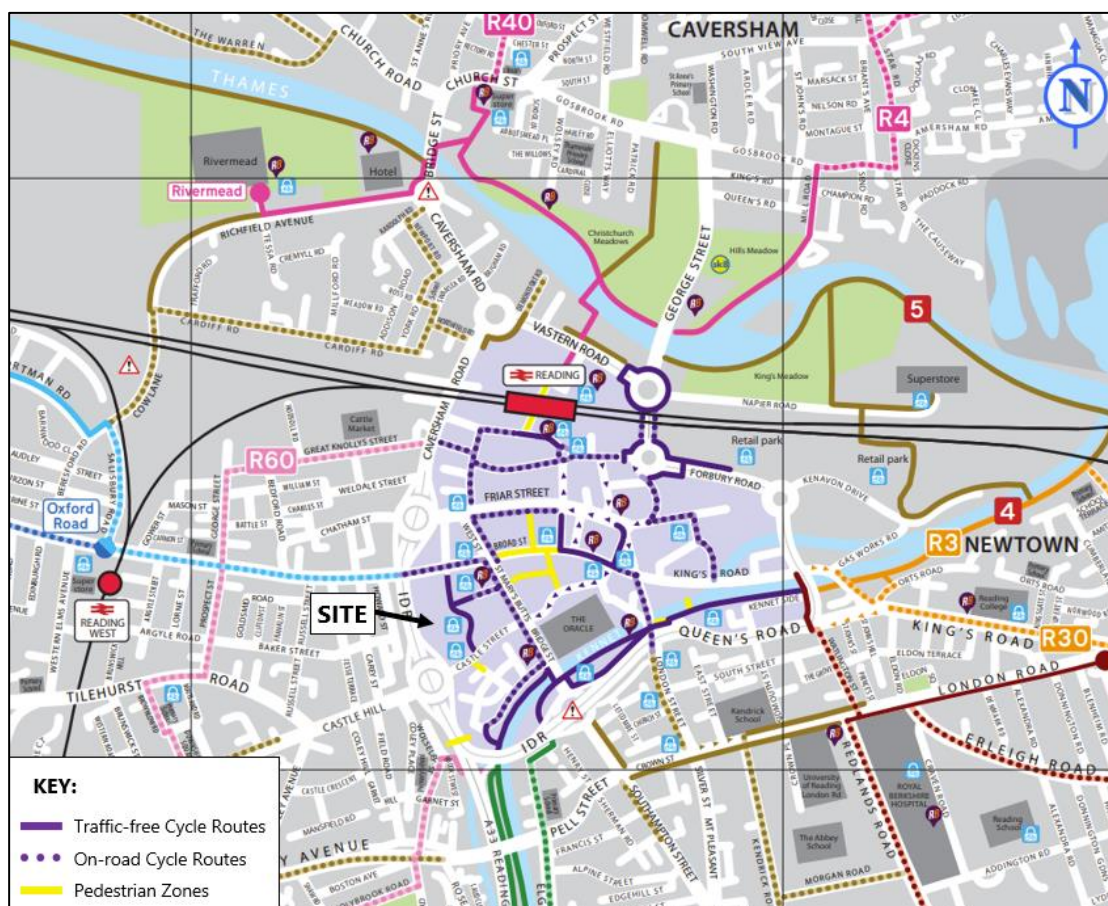


Figure 3.3: Reading Cycling Map

Source: RBC

3.9 The site is located within close proximity to a number of on-street cycle parking facilities. **Table 3.2** below highlights the location, type of cycle parking facility, number of spaces and approximate walking distance and time to the cycle parking to / from the site.

Location	Type of Cycle Parking	Number of Cycle Spaces	Walking Distance (metres)	Approximate Walking Time (minutes)
Dusseldorf Way	Sheffield Stands	8	70m	1
San Francisco Libre Walk	Sheffield Stands	10	90m	1
St Mary's Butts	Sheffield Stands	4	210m	3
Oxford Road	Sheffield Stands	10	220m	3
Oxford Road / Broad Street Roundabout	Sheffield Stands	18	310m	4

Public Transport

Accessibility Index Score

3.10 The Accessibility Index for the site has been determined to be 31.79.

Bus Services

3.11 The nearest bus stops to the site (Castle Street Stop CP/CQ) are located 280-400m from the site with bus stop CQ providing a bus shelter and seating. There are additional bus stops located to the north of the site on Oxford Road (Cheapside CW, CX, CY, CV) approximately 600m / 8-minute walk from the site.

3.12 **Table 3.3** below details the variety of bus services within walking distance of the site.

Table 3.3: Bus Services Accessible from the Site				
Service No.	Route	Frequency (minutes)		
		Mon-Fri	Saturday	Sunday
1	Newbury – Thatcham – Midgham – Theale – Calcot – Reading	30	30	60
2	Reading – Southcote – Burghfield – Mortimer	60	60	120
2a	Reading – Southcote – Burghfield – Mortimer	60	60	120
3	Reading – Royal Berkshire Hospital – Lower Earley – Shinfield – Arberfield – Wokingham	20	20	30
4	Reading – Earley – Winnersh – Emmbrook – Wokingham – Great Hollands – Bracknell	30	30	60
X4	Reading – Earley – Winnersh – Emmbrook – Wokingham – Bracknell	60	60	60
5	Reading – Whitley – Whitley Wood	12	12	20
6	Reading – Whitley – Whitley Wood	12	12	20
9	Reading – Royal Berkshire Hospital – University of Reading – Whitley – Whitley Wood	60	N/A	N/A
10	Reading – Coley – Kennet Island	30	30	30
11	Reading – Coley – Coley Park	20	20	30
15	Reading – Reading West – Dee Park – Tilehurst – Calcot – IKEA Reading – Theale	60	60	30
15a	Reading – Reading West – Dee Park – Tilehurst	30	30	N/A
16	Reading – Reading West – Tilehurst Station – Purley on Thames	20	20	30

17	Tilehurst – Norcot – Reading West – Reading – Earley	10	10	12
19a	Reading – Royal Berkshire Hospital – Earley – Winnersh Triangle – Woodley – Reading	60	60	N/A
19b	Reading – Royal Berkshire Hospital – Earley – Lower Earley – Reading	60	60	N/A
19c	Reading – Royal Berkshire Hospital – Earley – Woodley – Winnersh Triangle – Reading	60	60	N/A
21	Reading – University of Reading – Lower Earley	20	20	20
21a	Reading – University of Reading (Term time)	15	20	20
22	Reading – Caversham – Caversham Heights – Reading	30	60	N/A
23	Reading – Caversham Park – Emmer Green – Reading	30	30	60
24	Reading – Emmer Green – Caversham Park – Reading	30	30	60
25	Reading – Caversham – Emmer Green – Sonning Common – Peppard Common	60	60	120
26	Reading – Southcote – Fords Farm – Calcot – IKEA Reading	15	15	30
29	Reading – Caversham – Lower Caversham – Reading	60	60	60
33	Reading – Reading West – Churchend – Tilehurst – Little Heath	20	20	30
42	Reading – Rivermead Leisure Centre	30	30	N/A
50	Reading – Coley – Green Park – Costco Reading – Reading FC Stadium	10	40	N/A
143	Reading – Tilehurst Station – Purley on Thames – Pangbourne – Streatley / Upper Basildon	4/day	120	N/A
600	Reading – Whitley – MereOak Park & Ride – Spencers Wood – Shinfield / Wiseley	30	15	N/A
603	Reading – Whitley – MereOak Park & Ride	30	N/A	N/A

3.13 In total there are approximately 75 bus services passing close to the site per hour, or approximately 1 departure every 50 seconds in each direction from the bus stops within Reading town centre located within 600m of the site.

3.14 All Reading Buses journeys (all services listed except the 143 route) are operated by low-floor wheelchair accessible buses which feature an entrance ramp.

Rail Services

- 3.15 Reading Rail Station is located approximately 1km (13-minute walk) from the site and provides access to Great Western Railway, CrossCountry and Elizabeth Line services. Reading Station also features 344 cycle parking spaces which can be found across several covered stores.
- **Great Western** – 26 services per hour to destinations such as; Swansea, Didcot Parkway, Plymouth, London Paddington, Heathrow Central, Basingstoke, Newbury, Cardiff Central, Oxford, Bristol Temple Meads, Cheltenham Spa, Gatwick Airport, Carmarthen, Hereford, Redhill, Penzance and Western-super-Mare.
 - **CrossCountry** – 3 services per hour to destinations such as; York, Manchester Piccadilly and Bournemouth.
 - **Elizabeth Line** – 4 services per hour to Abbey Wood.

Public Car Parks

- 3.16 The site is surrounded by a number of public car parks which serve the site. The nearest car parks to the site are detailed in **Table 3.4**, along with their total number of parking spaces.

Table 3.4: Public Car Parks			
Location	Number of Spaces	Walking Distance (metres)	Approximate Walking Time (minutes)
Broad Street Mall Car Park	750	240m	3 minutes
Civic Centre B Car Park	170	400m	6 minutes
Q-Park Chatham Place	586	400m	6 minutes

4 DEVELOPMENT PROPOSAL

- 4.1 The proposal seeks to provide an extension to the existing Hexagon Theatre to offer a new performance / audience space to accommodate up to 300 visitors standing and 200 seated, revised servicing arrangements and improved facilities for staff and performers.
- 4.2 A copy of the architect's layout plans are included at **Appendix A**.

Access

- 4.3 Pedestrian access into the existing Hexagon Theatre is achieved from the podium level which connects with Queens Walk. A new access will be provided from Queens Walk at podium level to the extension to the theatre.
- 4.4 Vehicular access will be achieved from the existing slip road to the west of the site, offering space on-site for two articulated lorries to be parked up. To the east of the site, access will be provided to the reconfigured car parking spaces which serve the development, best accessed from Castle Street.

Parking

Vehicle Parking

- 4.5 To comply with Reading Borough Council's guidance, the site falls into Zone 1 and therefore would not warrant the need for car parking due to the site's location being in the centre of Reading, surrounded by a variety of transport services.
- 4.6 The proposal seeks to reduce the existing parking numbers associated with the Hexagon Theatre, due to the new bridge structure taking up space at street level to connect with Queens Walk. The proposal would see 18 staff bays reducing to 14, whilst retaining the existing 8 accessible parking bays.
- 4.7 The proposed parking arrangement is indicated at **Appendix A**.

Cycle Parking

- 4.8 A new external cycle store will be provided adjacent to the accessible parking bays at street level for both staff and visitors.

- 4.9 End of trip facilities including a single accessible shower, a female shower and a male shower will be provided for staff of the development and will be located internally within the building, accessible from ground floor level. This is an improvement to the existing situation which does not currently offer staff cycle parking or end of trip facilities.

Coach Parking

- 4.10 In December and early January each year the pantomime season is a particularly busy period for the Theatre and coaches drop off and are parked, just to the east of the Theatre. Parked coaches currently take up one of the three northbound traffic lanes, with the two other lanes allowing for other traffic to pass the parked coaches. This is proposed to continue in a similar manner in the future.
- 4.11 This is indicated in the proposed coach swept path drawings at **Appendix B**.

Deliveries, Servicing & Waste

- 4.12 As part of the proposals the location of the main loading area is to be switched from the eastern side of the Theatre to the western side. Swept paths of this arrangement for 16.5m HGVs are at **Appendix B**, allowing for two 16.5m HGVs to be accommodated on-site at the same time. In order to reduce the potential for conflict with other traffic movements members of staff will act as traffic marshals when vehicles are reversing onto the slip road.
- 4.13 Deliveries will be associated with set design, costumes, lighting equipment which will mostly be undertaken by transit vans, and infrequent articulated lorries for full set-design rechanging when productions change over. This procedure already occurs at the site for the existing Hexagon Theatre, and therefore will be maintained for the proposal. A strategy is already being developed for how temporary servicing and staff/performer facilities will be provided for during the construction period.
- 4.14 The new studio theatre space will use the same centralised bin store as the Hexagon Theatre and collection will occur as per the existing situation.

5 POLICY CONTEXT

- 5.1 This section summarises the relevant transport policies at national, regional and local level. It outlines policy directions that should be followed and summarises how the proposed development aligns with these policies.

National Guidance

National Planning Policy Framework (December 2023)

- 5.2 The National Planning Policy Framework (NPPF) was published in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied.

- 5.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy, with Paragraph 108 setting out that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) The potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

- 5.4 A summary of the pertinent proposed policy directions taken from Chapter 9 (Promoting Sustainable Transport) is summarised below.

"114. In assessing sites that may be allocated for development in plans, or specific applications for 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 Mode 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 on the road network would be severe.*

115. *Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.*

116. *Within this context, applications for development should:*

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

5.5 Paragraph 117 concludes that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Local Guidance

Reading Borough Local Plan (2019)

- 5.6 Reading's Local Plan was adopted in November 2019 and sets out Reading's guide to development in the Borough up to 2036.

- 5.7 TR1: Achieving the Transport Strategy

"Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application."

- 5.8 TR3: Access, Traffic and Highway-Related Matters

In determining proposals involving new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Developments will only be permitted where:

- I. Accesses and works to the highway comply with the adopted standards of the Transport Authority*
- II. The development would not have a material detrimental impact on the functioning of the transport network;*

- III. *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- IV. *The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsustainable roads, or on roads within easy access to the Classified Highway Network; and*
- V. *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

5.9 TR4: Cycle Routes and Facilities

"Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be accepted.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and / or cycling facilities will be sought within developments or through planning contributions."

5.10 TR5: Car and Cycle Parking and Electric Vehicle Charging

"Development should provide car parking and cycle parking that is appropriate for the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Development should make the following provisions for electric vehicle charging points:

- *All new houses with dedicated off-street parking should provide 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."*

Reading Borough Local Development Framework (2011)

- 5.11 This SPD sets out the Borough's parking standards and was adopted in October 2011. Reading is categorised into Zones based on parking standards, the site falls within Zone 1 – Central Core Area which is defined as;

"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 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."

- 5.12 According to Reading's maximum parking standards for D2 theatre use, the site would not require any car parking provision. The minimum cycle parking standards for D2 use are 1 space per 6 staff and 1 space per 40sqm associated with staff and visitor cycle parking. For accessible parking, the guidance states "up to 200 spaces – all developments: 3 spaces per 5% of total capacity, whichever is greater".

Summary

- 5.13 The proposal accords with all National, Regional and Local Planning Policy. The proposal complies with Reading's Local Plan by not providing any additional parking and maintaining the current provision for staff and accessible users. This is supported by the site's excellent accessibility to public transport including rail and bus services. Additionally, the site is also located within an accessible area for active travellers supporting the use of walking and cycling to / from the development.
- 5.14 New cycle parking will be provided internally within the site for staff which is an improvement to the existing Hexagon Theatre which offers no cycle parking. Visitor cycle parking numbers will be maintained.
- 5.15 The servicing strategy will be improved with servicing being relocated to the west of the site, undertaken off-street using the available loading bays able to accommodate two articulated lorries, minimising the interaction of servicing traffic with coach and staff and disabled parking.

6 EFFECTS OF DEVELOPMENT

- 6.1 This section considers the potential effects of the planning application proposals in relation to trip generation.

Theatre Use Trip Generation

- 6.2 The trip generation assessment below has been based on information provided by the Hexagon Theatre, including travel surveys which were conducted by the theatre for visitors of the existing site. Due to the lack of appropriate sites within the TRICS database, the trip generation assessment has been based on a first principles approach, using data and information provided by the Hexagon Theatre.
- 6.3 The proposal is expected to be operational on average 5 days a week which will vary across the week, dependant on seasonality and the type of shows. Performances are expected to be split between seating shows (70%) and standing shows (30%). The maximum capacity for seating performances is 200 attendees, with a maximum of 300 attendees for standing performances. Based on this a worst-case scenario of 300 visitors attending a single weekday performance at the site has been assessed in the following paragraphs.
- 6.4 Staff trips have not been reviewed within the assessment as the number of staff on-site is expected to be unchanged for the development proposal. Therefore, existing staffs travel patterns will remain the same and are already occurring on the network. Furthermore, staff travel is expected to fluctuate across the day depending on employees working hours with the majority of these trips being undertaken outside of traditional peak commuting hours (08:00-09:00 and 17:00-18:00).

Visitor Trip Generation

- 6.5 Travel surveys were conducted for visitors of the Hexagon Theatre when attending performances to determine the mode visitors use to travel to / from the site. A total of 1,917 responses were received. The modal split data from the travel surveys for visitors is detailed in **Table 6.1**.

Table 6.1: Surveyed Visitor Modal Split	
Mode	Percentage (%)
Walk	8.6%
Cycle	0.5%
Bus	11.7%
Rail	10.5%
Car Driver	43.4%
Car Share (Driver)	11.9%
Car Share (Passenger)	12.1%
Taxi	1.1%
Motorcycle	0.1%
Total	100.0%

6.6 Though many uses sustainable modes of transport, the modal split identifies that the majority of visitors travel by vehicle to the existing Hexagon Theatre (55.3%) associated with car driver and car share (driver).

6.7 The existing Hexagon Theatre provides shows on Wednesday – Saturday with most performances commencing at around 19:00 and ending at 22:00, aside from seasonal family focussed productions such as pantomimes. Based on this it can be expected that the peak arrival hour on a typical week will be between 18:00-19:00 and peak departure hour from 22:00-23:00. Based on this, a trip generation assessment for the peak arrival and departure hours are demonstrated in **Table 6.2** taken for a typical week-day show.

Table 6.2: Visitor Trip Generation – Proposed 321 standing			
Mode	Modal Split (%)	Arrival 18:00-19:00	Departure 22:00-23:00
Walk	8.6%	26	26
Cycle	0.5%	2	2
Bus	11.7%	35	35
Rail	10.5%	32	32
Car Driver	43.4%	130	130
Car Share (Driver)	11.9%	36	36
Car Share (Passenger)	12.1%	36	36
Taxi	1.1%	3	3
Motorcycle	0.1%	0	0
Total	100.0%	300	300
<i>*Discrepancies relate to rounding</i>			

- 6.8 The data above demonstrates that a total of 130 car driver trips are expected respectively between 18:00-19:00 and 22:00-23:00, associated with visitors attending and departing performances at the new performance space. Due to the lack of on-site parking for visitors, other than accessible parking, it can be expected that visitors will make use of the surrounding existing public car parks.
- 6.9 These trips associated with visitors will be made outside of peak commuting hours, therefore it can be expected that trips to / from the site will not impact existing peak hour commuter vehicle traffic flows on the network.
- 6.10 Additionally, given the sites excellent location being located within Reading town centre, a significant proportion of trips will also be undertaken by sustainable modes, amounting to 133 trips across both peak hours being undertaken by bus and rail and 55 trips undertaken by walking and cycling.
- 6.11 The proposal is only expected to receive a small number of taxi trips, equating to 3 taxi trips across the arrival and departure hours. Taxis will continue to drop-off as per the existing situation, using the split road to the west of the site, which already occurs for the Hexagon theatre and therefore will not impact the local highway network.
- 6.12 Overall, the proposal will generate an increase in trips associated with new performances occurring at the site, however the trips are expected to fluctuate depending on the type of performances operating (standing or seated show capacities). Therefore, the above trip generation presents a worst-case scenario of the site operating at its maximum standing capacity when in reality shows will not always be expected to reach this full capacity.

7 MITIGATION MEASURES

Travel Plan

- 7.1 Staff and users of the proposed development will be further encouraged to travel to the site by sustainable modes through the implementation of a Travel Plan. A draft Travel Plan has been prepared by Caneparo Associates and is included as a separate document as part of the planning application.
- 7.2 The Travel Plan has been produced in accordance with BREEAM (Building Research Establishment Environmental Assessment Method) guidance.

Aims and Objectives

- 7.3 The primary objective of the Travel Plan will be to set out a long term strategy to facilitate and encourage modes of travel to the site by means other than the private car, which reflects current central Government policy. It will also seek to promote a shift from travel by public transport to active modes such as walking and cycling.
- 7.4 The strategy needs to be long term as changing travel habits takes time and will only occur through a combination of incentives, improved facilities, Government initiatives and changes in individual's attitudes.

Measures and Initiatives

- 7.5 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures.
- 7.6 The 'hard' measures include the provision of facilities such as safe and secure cycle parking.
- 7.7 The 'soft' measures include initiatives such as cycle training courses and providing information on public transport services.
- 7.8 The Travel Plan would be finalised and agreed prior to the occupation of the proposed development.

8 SUMMARY AND CONCLUSION

Summary

- 8.1 Caneparo Associates have been appointed by Reading Borough Council ('the Applicant') to provide traffic and transport advice in relation to the proposed extension to the Hexagon Theatre ('the site') where the local authority is Reading Borough Council ('RBC').
- 8.2 The proposed planning application seeks for the extension to the existing Hexagon Theatre to provide a new studio auditorium, flexible rehearsal space, community studio with workshop space and back of house space. This will provide an addition to the existing Hexagon Theatre site. The application also seeks to improve the public realm by providing a new podium connection between the new proposed extension and Queen's Walk.
- 8.3 In summary:
- The site is located within Reading town centre and is highly accessible to public transport services. The site is also surrounded by a number of cycle routes which operate across Reading encouraging the use of active modes by visitors.
 - The proposal seeks to offer public realm improvements by offering a new podium level link to connect to Queens Way offering an attractive open frontage to the new performance space and provide an improved pedestrian access route into the site.
 - The proposal seeks to reduce the existing parking numbers associated with the Hexagon Theatre, to provide 14 staff parking bays and maintaining the existing 8 accessible bays. No visitor parking will be provided, other than accessible parking, therefore visitors driving to the theatre will be required to make use of the available public car parks which surround the site.
 - New and improved cycle parking will be provided for staff and visitors, located within an external cycle store along with end of trip facilities. This is an improvement in comparison to the existing use which does not offer staff cycle parking.
 - All delivery and servicing activity will be undertaken on-site where a dedicated loading area will be provided to the west of the site. Daily deliveries are expected to remain at per the existing situation and therefore will not impact the existing highway network.

- The trip generation of the proposed extension is expected to generate an increase in guest trips, however these vehicle trips and public transport movement associated with the development proposals will occur outside of traditional peak commuting hours and therefore will not impact movement on the surrounding road and public transport networks.
- The proposals include a BREEAM Travel Plan which will encourage trips to be undertaken by sustainable modes of travel, with targets included to promote a shift to active travel modes.
- The development would be in accordance with relevant policy guidance and the proposed leisure use is appropriate for this site, and can be successfully accommodated by the local transport network and existing public transport facilities.

Conclusion

8.4 In conclusion, the proposed development is well-positioned in a location which facilitates both sustainable travel and therefore will not have a detrimental impact on the highway or local transport network, and is in accordance with relevant adopted national, regional and local policy guidance. It therefore meets the test of the NPPF and paragraph 115, which 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.”

8.5 In light of this, the proposed development is considered to be acceptable and should not be prevented or refused on transport grounds.

APPENDIX A



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Do not scale from this drawing. Any discrepancies or queries should be brought to the attention of the authors. Dimensions are to be verified on site prior to construction.

To be read in conjunction with all relevant Architects', Services and Structural Engineers' drawings.

All existing site, tree and building information has been compiled from different sources.

Refer to current revisions of all referenced files.

Notes:

- Refer to Architect's details for new balustrades at podium level.
- Information related to external wayfinding is not included within current package - Contractor to include a cost allowance for further development as part of general wayfinding signage package.
- All hard landscaping layout subject to further development during stage 4 setting out.

- Key:
- Project red line boundary
 - Proposed permeable clay paving
 - Proposed light permeable block paving
 - Proposed asphalt
 - Proposed anthracite permeable paving
 - Proposed concrete
 - Proposed gravel
 - Proposed sand
 - Proposed salvaged paving stones
 - Proposed drainage channels
 - Planting area
 - Existing tree
 - Tree Root Protection Area (RPA)
 - Existing concrete
 - Existing sand or gravel
 - Existing concrete paving stones
 - Existing grasscrete

Rev	Date	Description
P01	12.01.2024	Issued for planning approval
P02	26.01.2024	Revised issue
P03	23.02.2024	Adjusted red Line Boundary
P04	09.10.2024	Issued for planning approval

JCLA

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3A Iliffe Yard
LONDON SE17 3QA
Tel +44 (0)207 703 3270
www.jcla.co.uk

Client
Reading Borough Council

Project
HX201 Hexagon Studio Theatre

Drawing Title
Overview Landscape Plan

Drawing Status
Planning

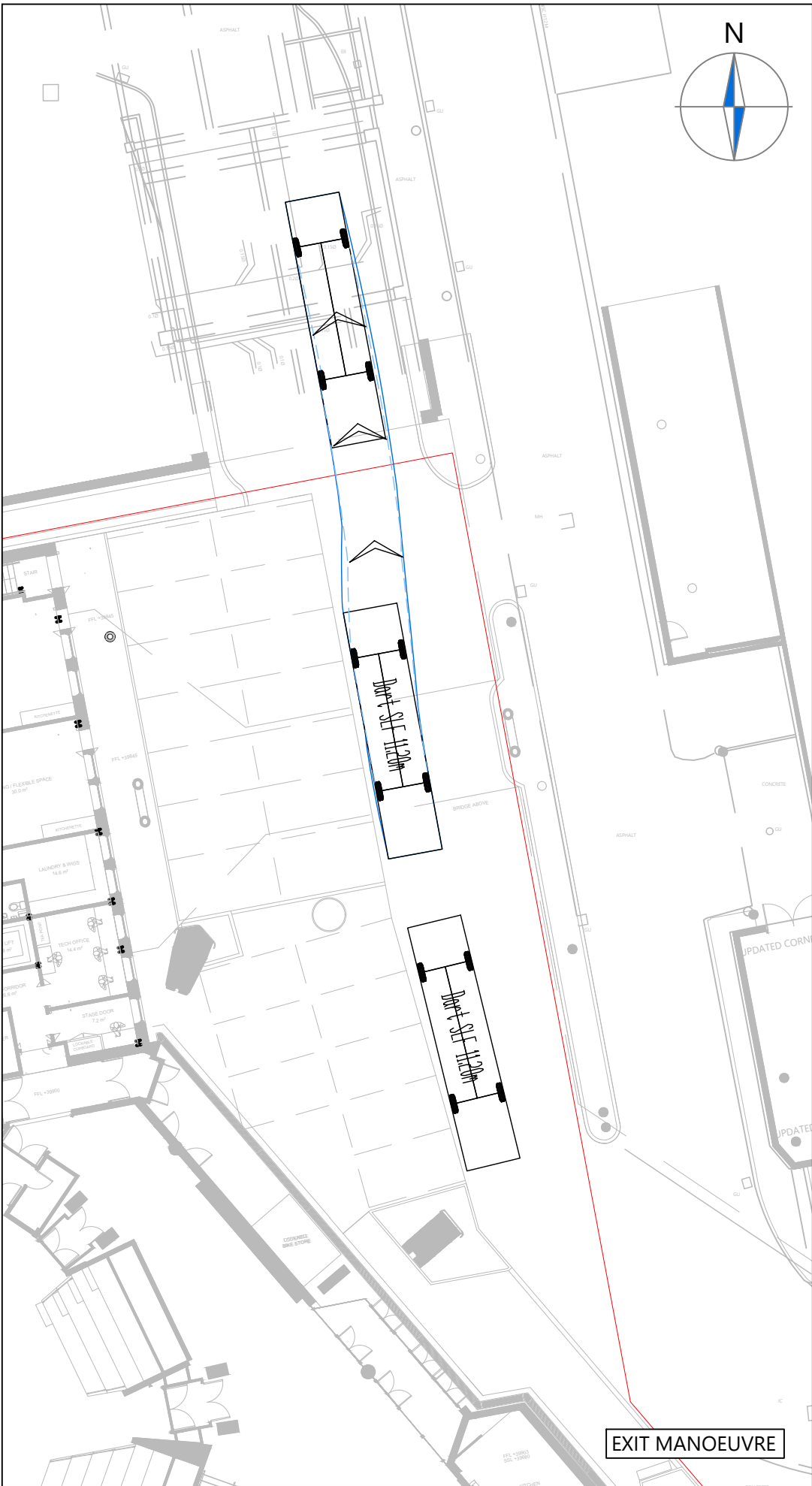
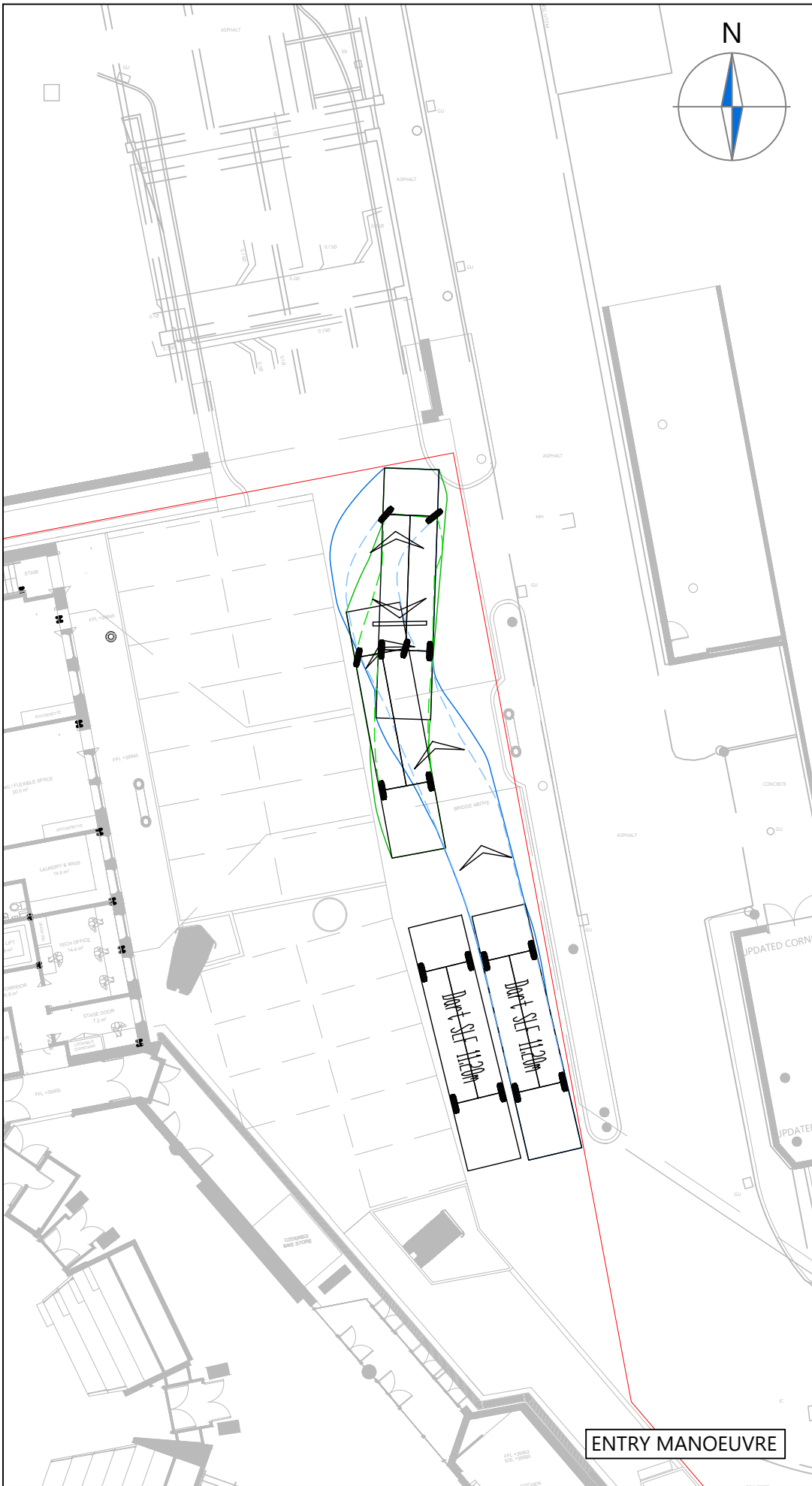
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Drawing Number
HX201-JCLA-DR-L-0001

Revision
P04

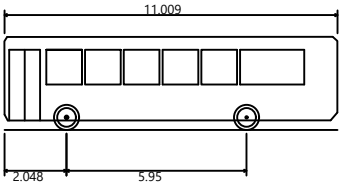
APPENDIX B



NOTES

- 1. This drawing to be read & printed in colour.
- 2. This drawing is for illustrative purposes only.
- 3. Design speed for all vehicle swept paths is 5kph.
- 4. Stationary steering has not been used on this drawing.

Passenger Coach



Dart SLF 11.20m	11.009m
Overall Length	2.401m
Overall Width	3.077m
Overall Body Height	0.312m
Min Body Ground Clearance	2.360m
Track Width	4.00s
Lock to lock time	9.518m
Kerb to Kerb Turning Radius	



Forward Gear



Reverse Gear

D	Updated layout	RLM	NB	16.10.2024
C	Updated layout	RLM	NB	14.10.2024
B	Updated layout	RLM	NB	04.03.2024
A	Updated layout	RLM	NB	17.01.2024

Rev	Details	Drawn	Checked	Date
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REVISION HISTORY

Status: ☒ Preliminary ☐ Detailed ☐ As Built

Client:

Hexagon Theatre

Project:

Hexbox
Reading

Drawing Title:

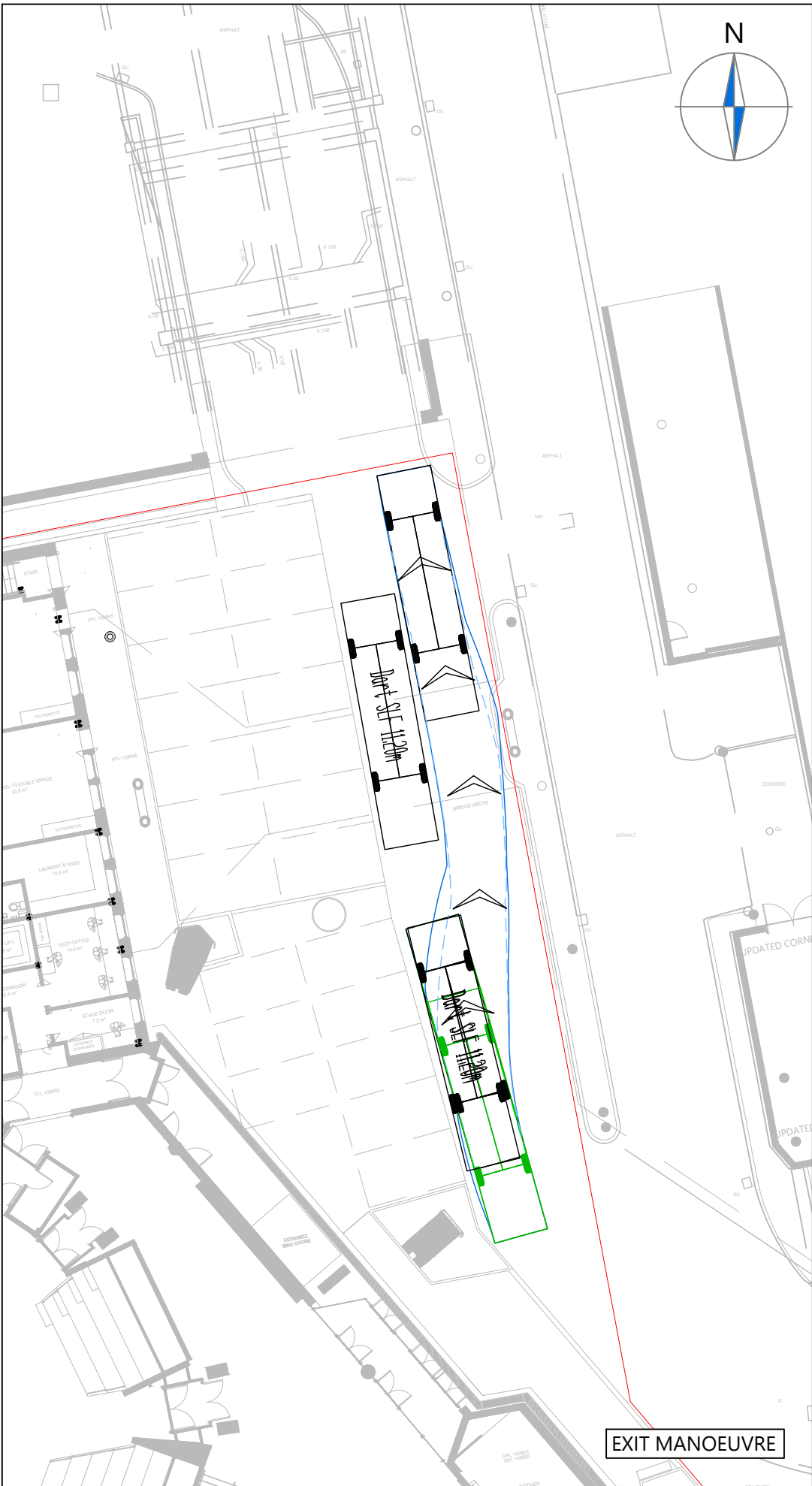
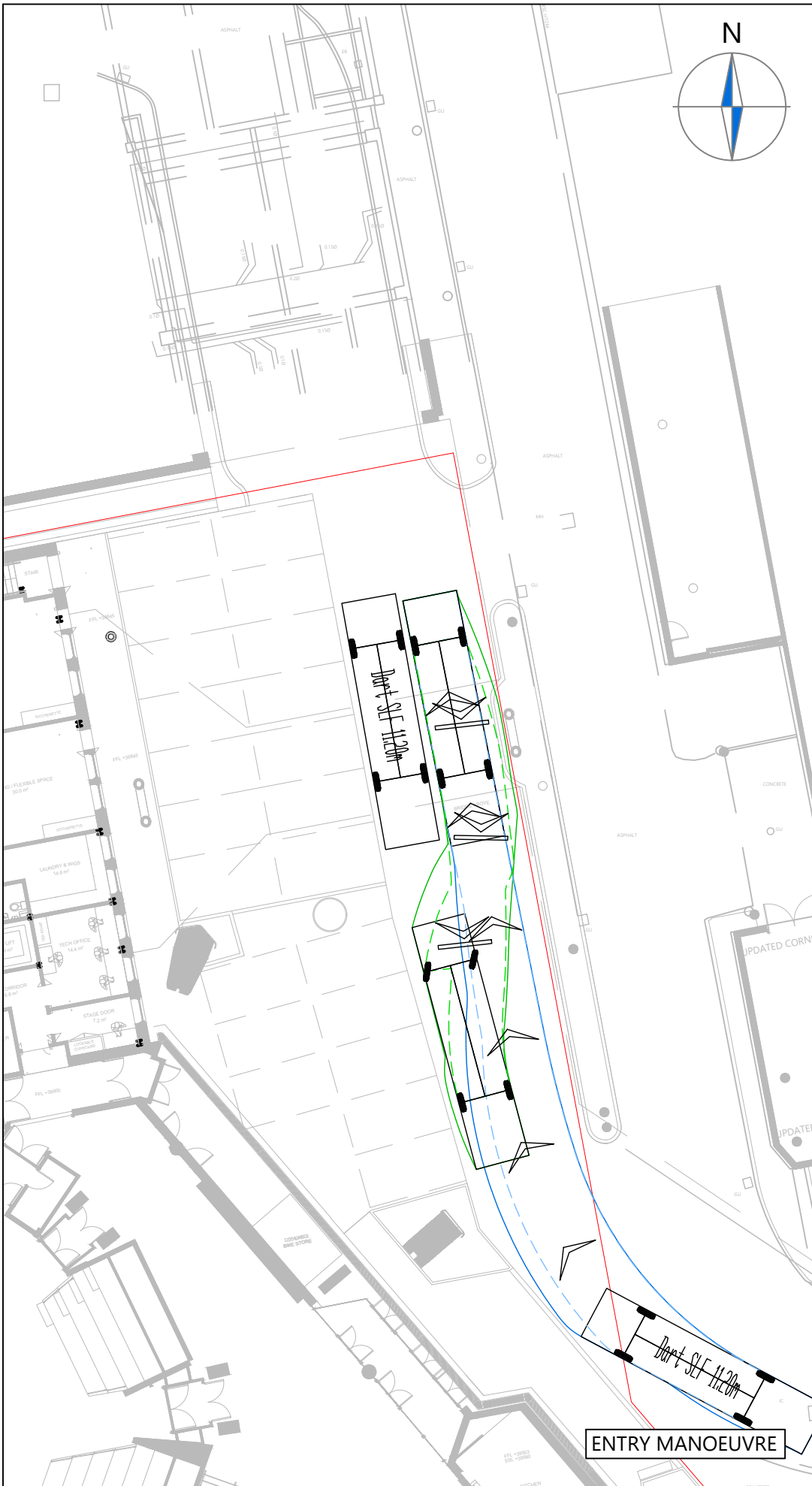
Vehicle Swept Path Analysis
Passenger Coach

Scale: 1:250 Size: A3

Drawn by: RLM Checked by: NB Approved by: NB Date: 12.01.2024

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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

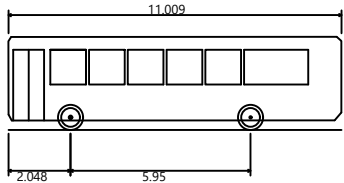
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5201	TR005	1 of 2	D



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Passenger Coach



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Kerb to Kerb Turning Radius	



Forward Gear



Reverse Gear

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B	Updated layout	RLM	NB	04.03.2024
A	Updated layout	RLM	NB	17.01.2024

Rev	Details	Drawn	Checked	Date
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REVISION HISTORY

Status: ☒ Preliminary ☐ Detailed ☐ As Built

Client: Hexagon Theatre

Project: Hexbox Reading

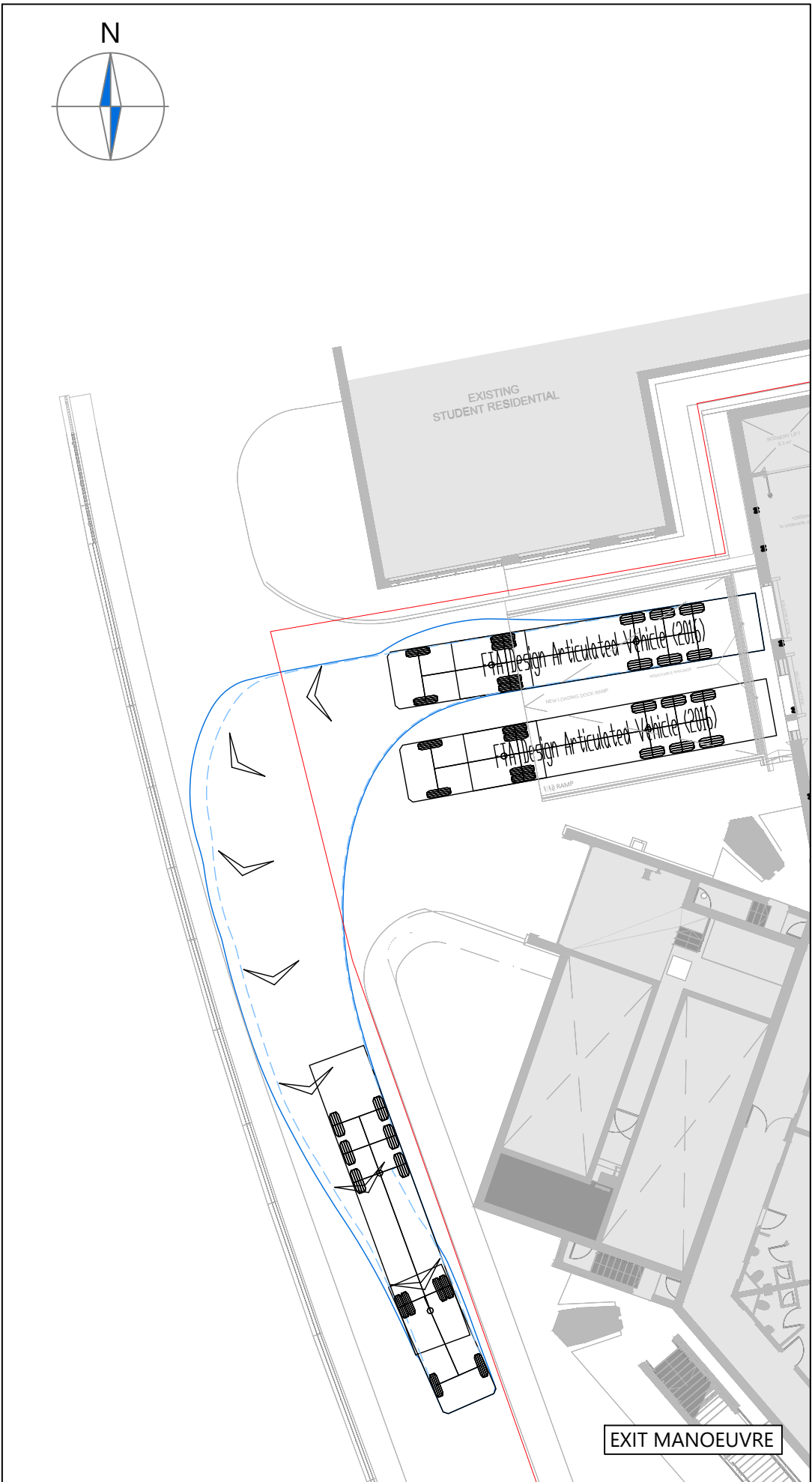
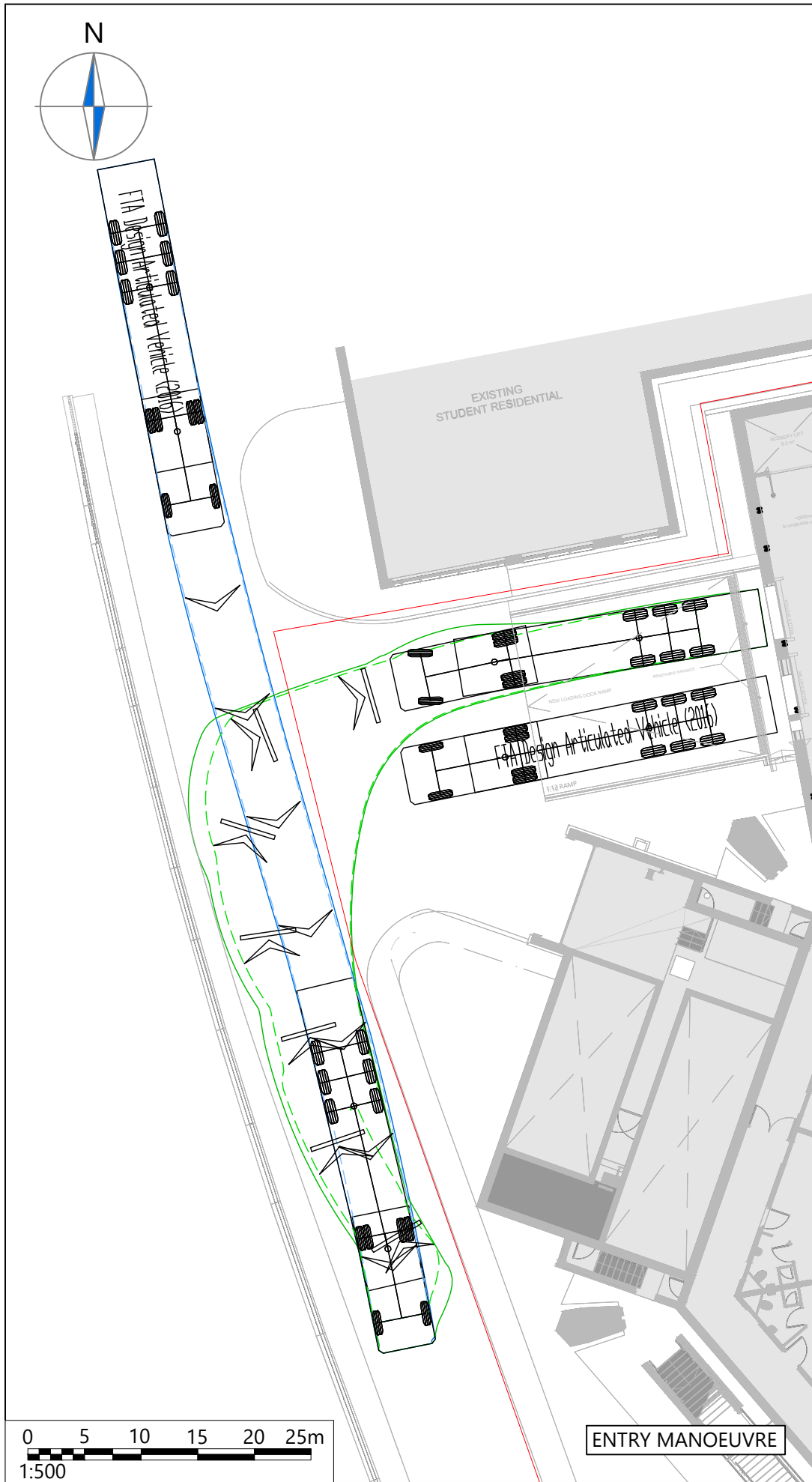
Drawing Title: Vehicle Swept Path Analysis Passenger Coach

Scale: 1:250 Size: A3

Drawn by: RLM Checked by: NB Approved by: NB Date: 12.01.2024

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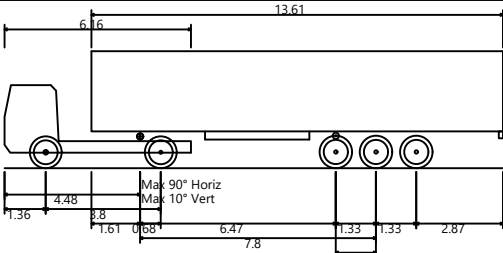
Scheme Ref: 5201 Drawing No: TR005 Sheet: 2 of 2 Rev: D



NOTES

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3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

Articulated Vehicle



FTA Design Articulated Vehicle (2016)	16.480m
Overall Length	2.550m
Overall Width	3.870m
Overall Body Height	0.515m
Min Body Ground Clearance	2.470m
Max Track Width	3.00s
Lock to lock time	6.600m
Kerb to Kerb Turning Radius	

Forward Gear Reverse Gear

D	Updated layout	RLM	NB	16.10.2024
C	Updated layout	RLM	NB	14.10.2024
B	Updated layout	RLM	NB	19.09.2024
A	Updated layout	RLM	NB	07.12.2023

Rev Details REVISION HISTORY Drawn Checked Date

Status: ☒ Preliminary ☐ Detailed ☐ As Built

Client:

Hexagon Theatre

Project:

Hexbox, Reading

Drawing Title:

Swept Path Analysis
Articulated Vehicle

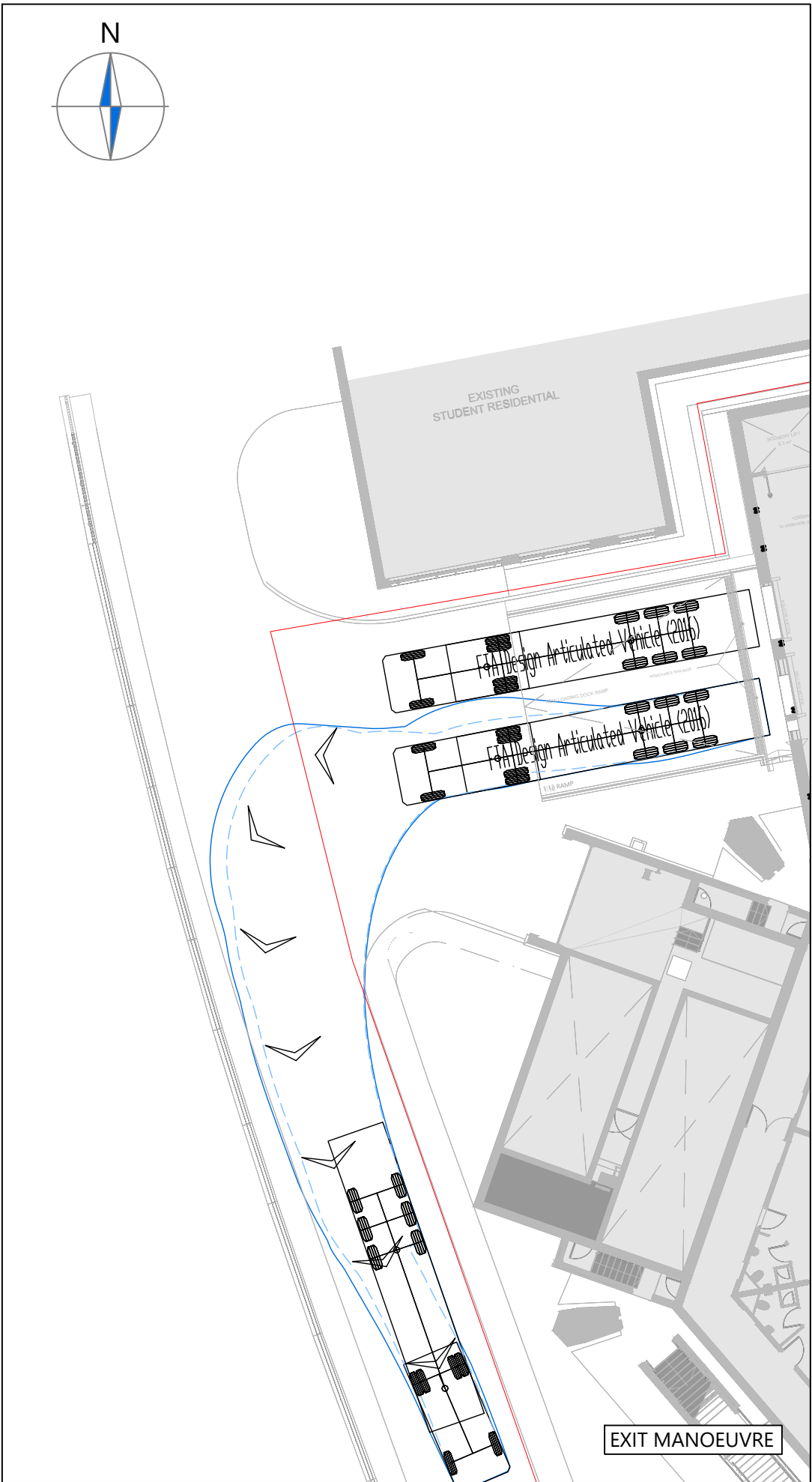
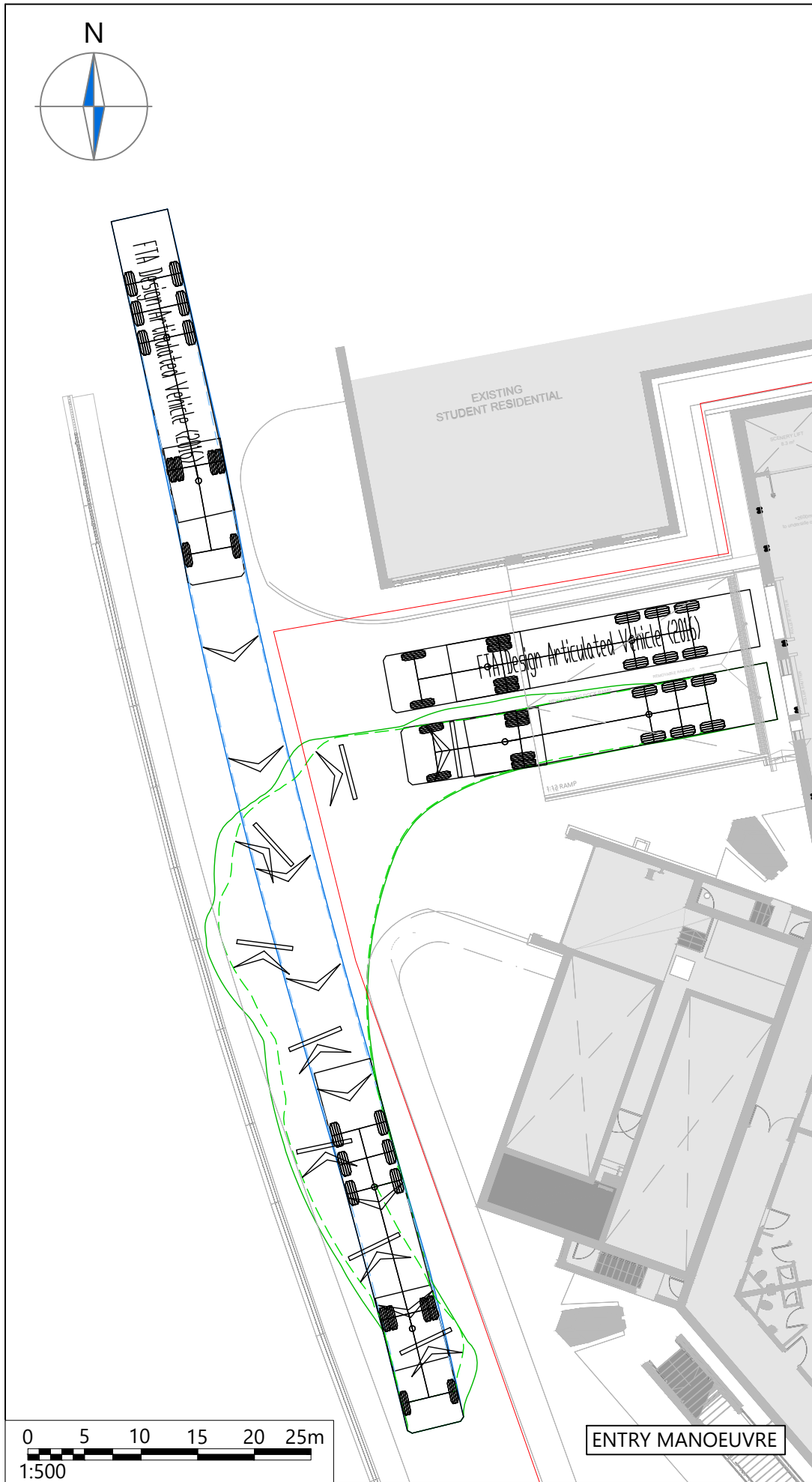
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Drawn by: COS Checked by: NB Approved by: NB Date: 28.07.2023

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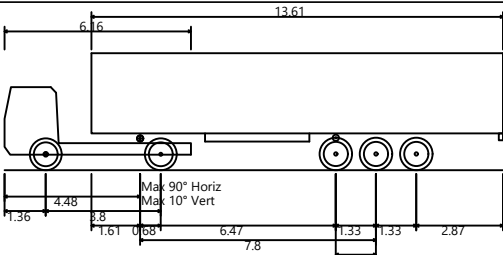
Scheme Ref: 5201 Drawing No: TR001 Sheet: 1 of 2 Rev: D



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A	Updated layout	RLM	NB	07.12.2023

Rev	Details	Revision History	Drawn	Checked	Date
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Status: ☒ Preliminary ☐ Detailed ☐ As Built

Client:

Hexagon Theatre

Project:

Hexbox, Reading

Drawing Title:

Swept Path Analysis
Articulated Vehicle

Scale: 1:500 Size: A3

Drawn by: COS Checked by: NB Approved by: NB Date: 28.07.2023

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Scheme Ref: 5201 Drawing No: TR001 Sheet: 2 of 2 Rev: D