



Permitted Development Rights Application for
Class C3 Residential
Central Point, London Street, Reading RG1
4PS

Transport Statement

For

Karter Estates Ltd

Document Control Sheet

Permitted Development Rights Application for Class C3 Residential
 Central Point, London Street, Reading RG1 4PS
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1.0 Introduction

Overview

- 1.1 This Transport Statement (TS) has been prepared on behalf of Karter Estates Ltd to consider the highways and transport implications relating to the proposed change of use, under Permitted Development, from Class E(g) Office to Class C3 Residential at Central Point, London Street, Reading.
- 1.2 The location of the site in the context of the surrounding highway and transport network is illustrated in Figure 1.1.

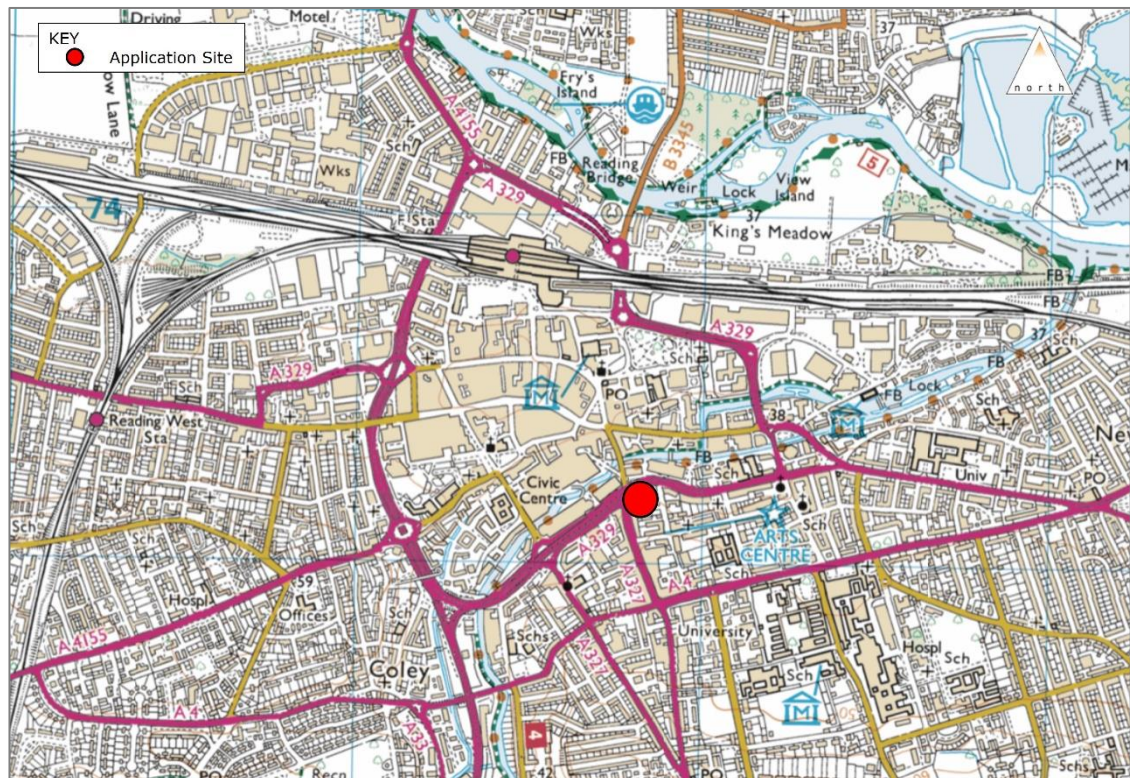


Figure 1.1 – Site Location

Document Purpose

- 1.3 The purpose of the TS is to assess the implications of development-related travel on the surrounding highway and transport networks. The TS will demonstrate that in terms of sustainable access and traffic impact, the application site is capable of accommodating the scale of development proposed.
- 1.4 The TS has been prepared in the context of the National Planning Policy Framework (NPPF) (2023) and the Reading Borough Council (RBC) Local Plan (2019).

Report Structure

- 1.5 The remainder of the TS is structured as follows:
 - ▶ Section 2 details the baseline conditions relevant to the application site, including the site's accessibility characteristics by foot, cycle and public transport, along with the operational and safety characteristics of the surrounding highway network.
 - ▶ Section 3 provides a detailed overview of the development proposal and examines the movement and access strategy as well as proposed parking and servicing arrangements.

- ▶ Section 4 considers the trip generational characteristics of the existing office use and the proposed education in addition to assessing the net change in trips between existing and proposed uses.
- ▶ Section 5 provides a summary and conclusion for information presented in the TS.

Accessibility by Bus

- 2.7 The nearest bus stops are located on London Street circa 70m south of the site. both northbound and southbound bus stops are provided with pole, flag and timetable information and the southbound bus stop also offers shelter and seating. Further services are provided from the Kings Road and Market Street bus stops circa 250 metres north of the site. The bus services operating from these stops are summarised in Table 2.1.

Route Number	Frequency (no. buses per hour)			Route
	Mon – Fri	Saturday	Sunday	
Leopard 3	4	4	2	Royal Berkshire Hospital, Shinfield, Arborfield, Wokingham
4, X4 Lion	3	3	2	Winnersh, Wokingham, Bracknell
5 Emerald	5	5	3	Reading Station – Whitley Wood via Basingstoke Road
6 Emerald	5	5	3	Reading Station - Northumberland Avenue Terminus via Whitley Street
9 Buzz	1	1	0	Royal Berkshire Hospital, Whitley Wood, Green Park
11 Bronze	3	3	2	Reading Central – Coley Park
13/14 Orange	4	4	2	Reading – Woodley Circular
17 Purple	7	7	6	Early, Reading, Tilehurst
19a,19b,19C	3	3	0	Royal Berkshire Hospital, Earley, Woodley
21/21A Claret	7	3	3	Reading Station - Lower Earley via University,

Table 2.1 – Local Bus Routes

- 2.8 Further bus stops are located a short walk distance north from the site on Friar Street, Minster Street and at Reading station where regular services serving Caversham, Emmer Green, Newbury, Oxford, Henley, Marlow and High Wycombe are available .
- 2.9 Therefore, the site is very well connected to frequent bus services providing access to various destinations within the Great Reading area as well as the Thames Valley region.

Accessibility by Rail

- 2.10 Reading railway station is located circa. 650m to the north of the application site, accessible in an average walk time of 9 minutes and an average cycle time of 3 minutes. Typical frequencies and journey times to a range of destinations are outlined in Table 2.2.

Destination	Frequency	Journey Time
Earley	2 per hour	5 minutes
Tilehurst	2 per hour	5 minutes
Wokingham	4 per hour	9 – 14 minutes
Winnersh	2 per hour	10 minutes
Basingstoke	2 per hour	17 – 27 minutes
Slough	4 per hour	20 minutes
Bracknell	2 per hour	20 minutes
Oxford	3 per hour	25 minutes
London Paddington	7 fast Non Stop	25 minutes

Table 2.2 – Direct Rail Services from Reading Station

- 2.11 As well as the local destinations detailed within Table 2.2, Reading Station is the second busiest interchange station in England after Birmingham New Street and is located at the crossing point between the Great Western Main Line and the north/south Cross Country Lines. Therefore there are regular trains to region destinations as the South Coast, the South West, Wales, The Midlands and the North.

Summary

- 2.12 The location of the site reflects requirements of the NPPF and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. The location of the site provides a realistic choice in travel modes to cater for daily journeys which would act to reduce students and staff reliance on the private car.

Local Highway Network

- 2.13 The A327 London Street is subject to a one-way traffic circulation southbound with the exception of buses where designated bus lanes are provided northbound and southbound. London Street also offers some paid on-street parking which are subject to a maximum stay of 2 hours between 8am and 8pm with no return within 2 hours. Side streets from London Street such as South Street and East Street also offer on-street parking but for permit holders only.
- 2.14 The A329 Queen's Road / Mill Lane run east-west along the site frontage and is a key route linking to the A329 dual carriageway to the west and Cemetery Junction offering onwards connections to Winnersh and the M4.
- 2.15 North of the site, London Street becomes Duke Street which connects with Kings Road within Reading town centre connecting to pedestrianised routes within the town.

Personal Injury Collision (PIC) Analysis

- 2.16 To enable a review of the road safety record on the highway network in the vicinity of the application site, Personal Injury Collision (PIC) data has been obtained from Crashmap over the latest 5-year period available. Analysis has been undertaken to determine if there are any trends in the type or location of collisions on the local highway network within the vicinity of the application site.
- 2.17 The data identifies that 4 PICs have been recorded at the Lond Street / A329 crossroad junction adjacent to the site, of which all were classified as 'slight'. One of these PIC involved a pedestrian, and no other vulnerable road users were involved in the other incidents.
- 2.18 From this review, no significant pattern or trend has been observed and it is considered that the proposed development will have no adverse impact on highway safety.

3.0 Development Proposals

Existing Development

- 3.1 The existing development consists of office provision on all floors with the existing floor areas detailed within Table 3.1.

Floor	Area (Metres ²)
Ground	391.33
First	397.58
Second	397.58
Third	397.58
Fourth	397.58
Total	1981.65

Table 3.1 – Existing Accommodation Schedule

Proposed Development Details

- 3.2 The development proposals comprise the change of use from office to residential apartments for floors one to four with the existing ground floor office use remaining.
- 3.3 The proposed accommodation is for floors one to four is detailed within Table 3.1.

Floor	Quantum	
	One Bed	Two Bed
First	4	2
Second	4	2
Third	4	2
Fourth	4	2
Total	16	8

Table 3.2 – Residential Accommodation Schedule

Access Arrangements

- 3.4 Access to the site will be retained as per existing arrangements with the main entrance located on the northern façade of the building.
- 3.5 Access to the rear of the site, where the existing car and cycle parking is located, will also be retained as per the existing arrangements for servicing and deliveries only, retaining the gated entrance from East Street.

Proposed Parking Provision

- 3.6 Under existing arrangements, the site provides a total of five car parking spaces which are located to the rear of the building, accessed via the gated entrance from East Street. It is proposed that these spaces will be removed and the site will become car free.
- 3.7 Given the central location of the site and access to comprehensive pedestrian and cycle infrastructure as well as frequent bus and rail services within a short walk distance of the site (as detailed within Section 2), it is considered acceptable for the proposed development to operate with minimal car parking.
- 3.1 The relevant parking standards are included within RBC's document 'Revised Parking Standards and Design SPD' which divides the town in zones depending on the accessibility of an area to sustainable transport modes. Zone one is the Central Core Area within the Inner Distribution Road, with zone 2 being the area surrounding the central core. The site is therefore being situated on Queens Road is located on the border between zones 1 and 2.
- 3.2 The SPD requires 0.5 spaces per flat within Zone 1 and 1 space per flat within Zone 2. Notwithstanding this, the SPD states:

"should a developer require fewer spaces than are set out here then there would need to be a demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result".

- 3.3 As set out in Section 2, the site is located within one of the most accessible areas of Reading which benefits from excellent access to:
- ▶ a high frequency local bus network that is located within 70 metres of the site;
 - ▶ Within 10 minutes walk of the second busiest interchange railway station in the country that provides direct connections to Central London, other principal Thames Valley towns and the regions;
 - ▶ The Reading Cycle Network, which connects the site with the town centre and key local employment areas located to the east and south of Reading (incl. Thames Valley Park); and,
 - ▶ A range of employment; leisure; retail; education; and, health facilities within recognised walk/cycle distances.
- 3.4 In addition to this, it has also been shown at Section 2 that the local highway network is subject to a number of waiting restrictions that preclude the ability of vehicles to park on-street without the necessary permit. Similarly, there are public car parks located within a short walk of the site, within the Oracle and on Queens Road, that have the ability to cater for shorter term parking to take place off the public highway.
- 3.5 Given the sustainability credentials of the site; its access to an extensive range of local amenities and services; the presence of waiting restrictions that preclude on-street parking on the roads surrounding the site; and the location of public car parks that can cater for visitor parking, it is considered that the provision of no car parking spaces is consistent with RBC's Parking Standards, Local Plan and the NPPF.
- 3.6 Notwithstanding this, the Applicant is willing to accept a suitably worded planning condition that would prevent future residents from applying for (i) residents and (ii) visitor parking permits to minimise any potential for parking to take place on surrounding roads. With this measure included, it is clear that the Applicant and RBC will have made suitable provision to prevent the overspill of parking onto surrounding streets occurring. There can thus be no suggestion that the scheme would thus introduce a highway safety issue and accordingly it is clear that the proposed development accords with Local Plan Policy TR5.

Cycle Parking

- 3.7 The existing cycle parking shelter to the west of the building will be retained to ensure cycle parking is provided.

Servicing Arrangements

- 3.8 Servicing arrangements will continue to take place as per existing arrangements. It is expected that the demand for deliveries / servicing will be very similar to the existing office use with no notable change in vehicle demand.

4.0 Development-Related Trip Generation

Overview

- 4.1 This section details the implications of the change of use of floors one to four from office use to residential with regards person trip generation during the peak hours and across a typical 12 hour daytime.

Existing Use – Class E Office

- 4.2 The TRICS database (version 7.11.3) has been interrogated to find comparable sites in order to obtain person trip rate information for the existing 1590m² of office use provided on floors one to four. The subsequent TRICS Output files are attached at [Appendix A](#).
- 4.3 The person trip rates for the existing office use are summarised in Table 4.1.

Time Period	Trip Rates (Per 100m ²)			Trip Generation (1590m ²)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	2.657	0.127	2.784	42	2	44
PM Peak (17:00-18:00)	0.162	2.444	2.606	3	39	41
Daily (07:00-19:00)	10.482	10.517	20.999	167	167	334

Table 4.1 – Person Trips, Existing Offices

- 4.4 Table 4.1 shows that the existing office use generates approximately 44 person movements during the AM peak period, 41 person movements in the PM peak period and 334 person movements across a typical day.

Proposed Use – Class C3 Residential

- 4.5 The TRICS database has been interrogated to find comparable sites in order to obtain trip rate information for the proposed 24 apartments at the site. The subsequent TRICS Output files are attached at [Appendix B](#).

Time period	Trip Rate (Per Dwelling)			Trip Generation (24 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.159	0.621	0.780	4	15	19
PM Peak (17:00-18:00)	0.470	0.287	0.757	11	7	18
Daily (07:00-19:00)	3.262	3.450	6.712	78	83	161

Table 4.2 – Person Trips, 27 Residential Dwellings

- 4.6 Table 4.2 shows that the proposed flats would generate approximately 19 person movements during the AM peak period, 18 person movements during the PM peak period and 161 person movements across a typical day.

Net Change Analysis

- 4.7 A comparative assessment has been undertaken between the total person trips generated by the existing use and the proposed development. The net change in total trips is summarised in Table 4.3.

Use	AM Peak	PM Peak	Total
Existing Office	44	41	334
Proposed Development	19	18	161
Net Change	-25	-23	-173

Table 4.4– Net Change Assessment

- 4.8 Table 4.4 identifies that the proposed development will generate a reduction of up to 25 person trips during the AM peak, 23 person trips during the PM peak and 173 person trips across a typical day.
- 4.9 Given the central location of the site and access to frequent bus and rail services, staff and residents also have realistic opportunities to travel to the site by sustainable modes of transport. Therefore, it is considered that the majority of the trips generated by the proposed development would be undertaken by sustainable modes of transport, especially as residents will not be provided with car parking or will be entitled to parking permits.
- 4.10 Therefore as there is a significant reduction in trips from the site as a result of the proposals it is considered that the number of trips predicted to be generated by the proposed development, is considered to be minimal and would have an imperceptible impact on the operation of the local network.

5.0 Summary and Conclusion

Summary

- 5.1 This Transport Statement (TS) has been prepared on behalf of Karter Estates Ltd to consider the highways and transport implications relating to the proposed change of use from Class E(g) Office to Class C3 residential at Central Point, London Street, Reading.
- 5.2 A summary of the findings in this report are as follows:
- ▶ The site is well located in terms of proximity to frequency public transport services and established pedestrian and cycle routes which provide the opportunity for residents to travel to and from the site by means other than the private car.
 - ▶ PIC analysis identified that no significant patterns or trends have been observed demonstrated that there are no significant safety issues on the local highway network. It is therefore considered that the proposed development will have no adverse impact on highway safety.
 - ▶ Access to the site will be retained as per existing arrangements with the main entrance located on the northern façade of the building.
 - ▶ The development will be car free.
 - ▶ Servicing arrangements will continue to take places as per existing conditions and the number of servicing movements will remain largely unchanged from existing conditions.
 - ▶ The proposed development will result in a significant fall in trips to and from the site, of which the majority of trips would be undertaken by sustainable modes of transport.
 - ▶ Overall, it considered that the number of trips predicted to be generated by the proposed development would have an imperceptible impact on the operation of the local highway and transport network.

Conclusion

- 5.3 In view of the findings within this TS, it is considered that the development proposals are acceptable in transport terms and meets the local and national policy objectives. The TS demonstrates that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport networks and therefore planning permission should not be withheld on transport grounds.

Appendix A

TRICS Output-Office

LIST OF SITES relevant to selection parameters

1	BC-02-A-08 HOLDENHURST ROAD BOURNEMOUTH	OFFICES		BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2600 sqm	
2	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
3	CU-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBERLAND
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
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	
5	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:		3960 sqm	
6	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	
7	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
8	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		178 sqm	
9	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	
10	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:		2090 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

11	WK-02-A-02	OFFICES	WARWICKSHIRE
	WHITEHALL ROAD		
	RUGBY		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	540 sqm	
12	WS-02-A-05	SOCIAL HOUSING COMPANY	WEST SUSSEX
	NORTH STREET		
	WORTHING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	830 sqm	
13	WS-02-A-07	BUSINESS TECHNOLOGY	WEST SUSSEX
	HAM ROAD		
	SHOREHAM-BY-SEA		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2780 sqm	

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
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.27

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	12	1632	0.562	12	1632	0.026	12	1632	0.588
08:00 - 09:00	13	1520	2.657	13	1520	0.127	13	1520	2.784
09:00 - 10:00	13	1520	1.832	13	1520	0.547	13	1520	2.379
10:00 - 11:00	13	1520	0.886	13	1520	0.572	13	1520	1.458
11:00 - 12:00	13	1520	0.567	13	1520	0.577	13	1520	1.144
12:00 - 13:00	13	1520	0.769	13	1520	1.533	13	1520	2.302
13:00 - 14:00	13	1520	1.331	13	1520	1.285	13	1520	2.616
14:00 - 15:00	13	1520	0.855	13	1520	0.683	13	1520	1.538
15:00 - 16:00	13	1520	0.410	13	1520	0.607	13	1520	1.017
16:00 - 17:00	13	1520	0.410	13	1520	0.967	13	1520	1.377
17:00 - 18:00	13	1520	0.162	13	1520	2.444	13	1520	2.606
18:00 - 19:00	12	1632	0.041	12	1632	1.149	12	1632	1.190
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.482			10.517			20.999

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.

Appendix B

TRICS Output - Residential

LIST OF SITES relevant to selection parameters

1	BC-02-A-08 HOLDENHURST ROAD BOURNEMOUTH	OFFICES		BOURNEMOUTH CHRISTCHURCH & POOLE
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Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
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Total Rates:			10.482			10.517			20.999

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.*