

Transport Statement

Change of Use from F1 to C3 and 2 Proposed Residential Buildings
Following Demolition of Existing Religious Building

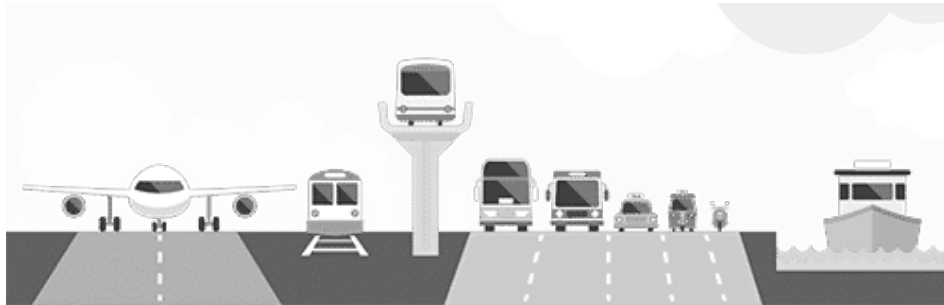
at

30a Cumberland Road

Reading

Berkshire

RG1 3LB



17th August 2024

Revision B



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1. Introduction

This Transport Statement Note has been prepared by JE Architecture in respect to a planning application for Change of Use from F1 to C3 and 2 Proposed Residential Buildings Following Demolition of Existing Religious Building at 30a Cumberland Road, Reading, Berkshire, RG1 3LB. The proposal will result in 14 residential units.

This Transport Technical Note has been prepared to examine the traffic and transport impact of the proposed development and to outline the proposed pedestrian and vehicular access arrangements to the site in addition to the car and cycle parking provision. The fundamental purpose of this Transport Technical Note is to assist Reading Borough Council Highways in providing a positive highways recommendation for the respective planning application, and to demonstrate that in line with the National Planning Policy Framework, the development would not have an unacceptable impact on highway safety and that the residual cumulative impact on the road network would not be severe.

For context purposes, the location of the site in relation to the immediate surroundings of New Town, Reading is provided in Figure 1.



Figure 1: Existing Aerial Photo

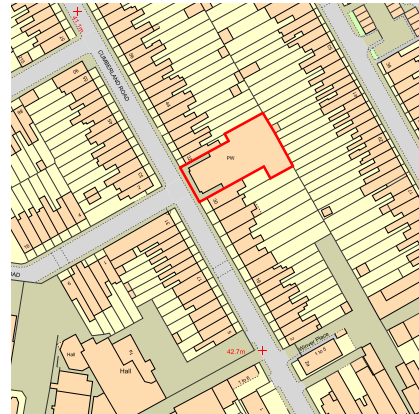


Figure 2: Site Location Plan

2. Existing Situation

The site comprises of a religious building that measures 524sqm gross floor area and, as a site, is largely rectangular in shape. It is understood that the site was formerly occupied by dwellings which were replaced in the early 1960's and is now used as a place of worship for the Sikh community. Figure 2 includes images of the site as existing, demonstrating the permit parking already present along the road. Cycle parking is provided to the side of the existing building.

The site currently takes access from Cumberland Road. There is no vehicular parking like all of the properties along Cumberland Road.

Cumberland Road is a one way road with permit parking and double yellow lines where parking is not indicated. The road measures circa 6.5 meters in width and to the south of the site provides connections via the A3290 onto the motorway network of the M4. London Road, to the south of the site, proceeds to form onto Kings Road and then Queens Road towards the centre of the town of Reading, and can also be used to connect onto the strategic road network facilitated by the A33 that can be used to take further access onto both the A4 and also south towards Basingstoke.



Figure 2: Existing Access Arrangement

3. Accessibility

With the site being located in close proximity to Reading Town Centre to the west, within 50m of Cemetery Junction District Centre to the east and on a main route through Reading, the development proposals are to benefit from being situated in an area with many facilities nearby and excellent accessibility levels.

Adjacent to the site, King's Road spans in an east to west alignment and benefits from pedestrian footways that are in good condition and measures a minimum 3 metres in width with accompanying street lighting and public facilities including bins. Adjacent to the site, there is a signalised staggered pedestrian crossing that will assist prospective site users in crossing the highway and taking access to both the east and westbound public bus services on King's Road.

King's Road is designated as a Local Cycle Route (R30) which can be used to take safe access (east) utilising the eastbound bus lane towards Earley, connecting onto National Cycle Route Network 422 to provide access towards Wokingham. To the west of the site, the westbound bus lane can be used by cyclists to take access to the inner town centre cycle routes that are largely traffic free, providing convenient access to local amenities and facilities.

As part of both local and national policy, it is generally accepted that walking and cycling provide important alternatives to the private car, and should be encouraged to form part of longer journeys via public transport. The Institute of Highways and Transportation (IHT) has prepared a series of guidance documents that provide explicit advice in respect to the provision of sustainable travel in conjunction with new developments. Within these documents, the following is suggested:

- Most people will walk to a destination that is less than one mile / 2km (Planning for Walking, 2015);
- The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015) and;
- Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (planning for Walking, 2015).

In light of guidance as above, Table 1 demonstrates the wide variety of local amenities and facilities from the site and associated walking and cycling distances.

As demonstrated in Table 1, the site is situated in a sustainable location, with significant opportunities for a number of trips (for both leisure and commuting purposes) to be made by both walking and cycling, when travelling towards and away from the site. It is to be noted that there are a number of local amenities and facilities including convenience stores close by in the Cemetery Junction District Centre.

			Journey Time (mins)	
Facility	Distance		Walk	Cycle
Health Facilities				
Dentist	Alexandra Dental	350m	5	2
	Reading Health and Dental Centre	450m	6	2
	Harper Louise Catherine Dental Care	600m	8	2
Pharmacy	Lloyds Pharmacy	30m	1	1
	Orange Pharmacy	350m	5	1
Doctors	Bupa Health Centre	500m	6	2
	Pembroke Surgery	650m	8	3
Community Facilities				
Restaurants	Reading Town Centre (King's Road)	1.6km	14	5
Post Office	London Road Post Office	120m	2	1
Place of Worship	Wycliffe Baptist Church	30m	1	1
	St Luke's C of E Church	600m	7	2
Library	Palmer Park Library	650m	8	3
	Reading Central Library	1.3km	16	6
Leisure	Buzz Gym Reading	1.0km	13	5
	David Lloyd Reading	2.2km	28	8
Education Facilities				
Primary School	St John's C of E Primary School	350m	4	2
	New Town Primary School	650m	8	2
Secondary School	Reading School	1.1km	14	4
Shopping / Retail Facilities				
Large Supermarket	Aldi	1.5km	19	5
	Co - Op Food (London Road)	95m	1	1

Small Supermarket	Tesco Express	95m	1	1
Employment Facilities	Reading - Forbury Retail Park	1.4km	17	5
	Reading Town Centre	1.6km	14	5
	Suttons Business Park	1.2km	15	4

Table 1: Local Amenities and Facilities

On King's Road there are two eastbound bus stops 3 minutes walk away, which are serviced by a number of frequent public bus services, providing access to the areas of Bracknell, Whiteknights, High Wycombe, Woodley and Thames Valley Park, Reading Town Centre and Tilehurst.

The westbound public bus stop is located circa 50 metres to the west of the eastbound bus stops and can be accessed safely by using the staggered pedestrian crossing. Table 2 demonstrates the public bus services and frequencies that are available from the site.

Service	Route	One Way Frequency (Bus's per House)					
		AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
17	Wokingham Road - Central Road - Tilehurst (Purple)	2	2	2	2	2	2
850	High Wycombe - Marlow - Henley - Wargrave - Reading	1	1	1	1	1	0
X4	Reading - Wokingham - Bracknell (Lion)	1	1	1	1	1	1
128	Reading - Twyford - Wokingham	1	1	1	0	0	0
TVP	Reading Station - Thames Valley Park	9	4	9	0	0	0
13	Central Reading - Colemans Moor (Circular - Orange)	1	1	1	1	1	0.5
14	Central Reading - Colemans Moor (Circular - Orange)	1	1	1	1	1	0.5
Total		16	11	16	6	6	4

Table 2: Bus Services

Based on the excellent levels of public transport accessibility and the proximity of bus stops to the site, it is to be considered that the site is situated in a location whereby sustainable travel opportunities can be maximised upon future occupiers of the residential dwellings.

4. Proposed Development and Access

The Applicant proposes to construct a total of 14 residential flats on the site. All of the flats will be 1 bedrooms with different sizes and occupancy levels.

It is proposed that there will be internal cycle storage for Building 1 on the ground floor and Building 2 will have external cycle storage. There will be a total of 14 cycle standards to meet the requirements of the residents. There will be vehicular access via Cumberland Road with a new dropped kerb proposed circa 4.8m in width and is shown on plan JEA-LOC-010b. This is to provide access for bin collection and also large deliveries to Building 2.

Currently the site is being utilised for a place of worship with circa 200 people attend a service at the site. Within the new flats it is proposed that there will be 17 occupants following the guidance in the Technical Housing Standards and means that traffic will be reduced by the proposed scheme.

Due to the central location of the site in Reading Town Centre and as detailed above with great transport links as well as car hire facilities parking has not been provided. Should residents require a car there is permit parking available on the road and other areas around the site.

5. Delivery and Servicing Arrangements

Adjacent to the site Cumberland Road is a one way street with parking both side or double yellow lines. With the limited space and congestion possible given the width of Cumberland Road and it being one way, it is proposed for both deliveries and refuse to take place in a proposed loading and unloading area, as is similarly being undertaken by adjacent commercial and residential premises to the site. The bin store for building 1 is located immediately adjacent to Cumberland Road boundary for ease of collection by refuse workers. For building 2, deliveries and refuse are proposed to take place from the proposed loading area accessed via Cumberland Road under building 1 with bin stores being situated in proximity (within 20 metres) to the highway boundary for collection by refuse workers.

6. Summary and Conclusion

In summary, the following points are to be considered:

- The proposal relates to Change of Use from F1 to C3 and 2 Proposed Residential Buildings Following Demolition of Existing Religious Building at 30a Cumberland Road, Reading. The proposal will result in 14 residential units.
- The accessibility of the site highlights that the development is located in close proximity to a number of amenities and facilities in Reading Town Centre and Cemetery Junction District Centre, with good condition footways (that are of a suitable width) adjacent to the site. The site is located close to public bus stops on King's Road, which can provide convenient access to the amenities and facilities within Reading Town Centre and also Bracknell.
- South of the site, King's Road benefits from controlled pedestrian crossings and also bus lanes in both an eastbound and westbound direction. The bus lanes can be used by cyclists to travel on the on-road local signed cycle route of R30, with connections onto the National Cycle Route Network.
- The development proposes to utilise the existing permit parking access arrangement, with a new vehicle cross over proposed to prevent congestion during refuse collection and delivery's.
- Due to the excellent accessibility levels of the site by sustainable modes of transport, the site is justified to be car restricted. The site will have access to a car club that is within convenient walking distance of the development, whilst on-site cycle parking provision has been provided in excess of guidance.

This Transport Technical Note has demonstrated that the site is situated in a sustainable location with

established pedestrian, cycling and public transport infrastructure which prospective residents will be able to use on a daily basis for both leisure and commuting purposes. Based on this and also taking into account the design of the site from a transport perspective, JE Architecture considers that the proposed development is in line with the National Planning Policy Framework and local development policies, and therefore should be acceptable to the highway authority.