



Peter Evans Partnership
**Transport Planning
& Highway Consultants**

Proposed Serviced Apartment (Apart Hotel) Redevelopment St Mary's House, Reading

Vfund

Transport Statement

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1.0 INTRODUCTION

1.1 Aim of Statement

- 1.1.1 This Transport Statement accompanies a planning application submitted to Reading Borough Council (RBC) on behalf of Vfund for redevelopment of part of St Mary's House, 66-68 St Mary's Butts, Reading to provide 36 serviced apartments with limited parking provision and a new fourth floor.
- 1.1.2 The Statement provides an assessment of the transportation and highway related matters associated with the serviced apartment scheme which includes considering the accessibility of the site by all modes of transport, access and servicing provision and identifying the transport implications of the proposals on existing traffic and safety conditions.
- 1.1.3 Serviced apartment are also known as an Apart-Hotels as residents can book them from 1 to 2 days up to 3 months with similarities to both apartments and hotels in day to day operation.

1.2 Contents

- 1.2.1 The Statement continues:
- in Section 2 with a description of the existing transport context including a review of existing accessibility for all road users.
 - in Section 3 with a review of relevant national and local transport policy;
 - in Section 4 with a description of transport elements of the application including details of access, layout and traffic generation;
 - in Section 5 with an appraisal of the proposals from a transport perspective; and
 - in Section 6 with a summary of our conclusions.

2.0 TRANSPORT CONTEXT

2.1 Site Location and Local Roads

- 2.1.1 The site is east of St Mary's Butts in the Reading Central Area(town centre) as identified in policies CR-10 of the Reading Local Plan. Henley-On-Thames is some 12km to the north of the site, Wokingham some 13km to the south east and Slough some 31km to the east. The site is shown in Appendix 1.
- 2.1.2 The site is bounded by St Mary's Butts to the west, retail properties and Broad Street to the north and east. Properties in the area have ground floor retail units and residential or office units on upper floors. There is a service courtyard and rear access from St Mary's Butts to the south which serves properties on St Mary's Butts and Broad Street. Reading Minster Church is south of the service area.
- 2.1.3 St Mary's Butts is a two way road along the western frontage of the site meeting Oxford Road, West Street and Broad Street northeast of the site. Oxford Road heads west towards West Reading and Tilehurst, West Street continues north some 120m where it meets Friar Street which provides a link west to the A329 Caversham Road and West towards Town Hall Square and the centre of Reading and Broad Street heads west and is a pedestrianised shopping route which continues for some 400m.
- 2.1.4 St Mary's Butts continues south some 160m where it meets Castle Street, Gun Street and Bridge Street at a signalised junction. Castle Street heads west to the A329 some 300m to the west before continuing towards West Reading and Tilehurst, Gun Street continues some 300m to the east to Butter Market at the eastern end of Broad Street and Bridge Street continues south

2.2 Car Parking & Servicing

- 2.2.1 The nearest parking to the site is on Hosier Street some 100m to the south which has a maximum of 2 hours stay with no return within 2 hours Monday – Sunday. This parking costs £1 for every 20 minutes to the maximum of £6 for 2 hours. Similar 2 hour no returns parking is also available on West Street some 120m to the north, Cheapside some 200m to the west and Castle Street some 200m to the south. This parking is available 24 hours a day 7 days a week.
- 2.2.2 Long and short term up 24 hour/7 day parking is available locally at the Reading Civic B car park, Broad Street Mall car park, Holy Brook car park and The Riverside Car Park. Reading Civic B and Broad Street Mall car park with access via Castle Street some 270m southwest of the site and Holy Brook and The Riverside Car Parking some 270m and 450m southeast on Bridge Street respectively.

- 2.2.3 Reading Civic B offers a maximum of 24 hours for £16 on a week day with discounts available between certain times and on weekends. Holy Brook is open from 0700-1930 daily with tickets costs £7.90. Both Broad Street Mall and The Riverside car parks offer long term stay with discounted monthly tickets for £177 and £130 respectively.
- 2.2.4 St Mary's Butts is on a Reading Red Route which is no stopping between 2000 – 0500 except for buses and taxis with parking for 4 hours no return within 2 hours for disabled badge holders between 0500 – 2000.
- 2.2.5 A loading bay is provided adjacent to the site on St Mary's Butts with a no-stopping restriction except for goods vehicle loading or unloading at any time with a maximum stay of 20 minutes.

2.3 Car Club Vehicles

- 2.3.1 Co Wheels Car Club is a national car sharing club that has a number of locations in Reading where cars are available to hire including:
- The Printworks, Cardiff Road 850m north;
 - Filbert Street 1km east;
 - Rectory Road 1.5km north;
 - Oxford Road 1.6km west;
 - Cemetery Junction 1.7km east;
 - University Whiteknights Campus 2km southeast; and
 - Sherfield Hall Reception 2.2km southeast.
- 2.3.2 Vehicles are available to hire on a pay as you go basis for members only, with monthly memberships available. Membership costs include a £25 joining fee and subsequent monthly payments of £25 for drivers aged 19-25 and £5 a month for drivers aged 26 and over. The cost of hiring a car includes an hourly or daily rate and a mileage rate. The rates for this location are:

Per hour	Per day	Per mile	Per EV mile
£5.95	£47.60	£0.22	£0.12

- 2.3.3 A map showing car parking and car club locations near the site is shown in Appendix 2.
- 2.3.4 For short term residents/guests the availability of the car club is not relevant however for longer term residents/guests and existing members the availability of the Co Wheels Car Club is a convenient way to travel to where public transport is not available.

2.4 Local Facilities

- 2.4.1 A map of the local area and facilities is provided in Appendix 3.

Retail and Leisure

- 2.4.2 Opposite the site on St Mary's Butts there is a Polish and Asian supermarket, premier corner shop, a hairdressers, Savers health and beauty shop, The Gym Group, multiple fast food restaurants, a Halifax, TSB and Metro bank, a fresh fruit and veg market and multiple coffee shops and pubs.
- 2.4.3 There are also extensive shops and leisure facilities in Reading town centre including The Oracle and Broad Street Mall shopping centres, a Sainsbury's on Broad Street, a Tesco and Iceland on Oxford Road, multiple cinemas, theatres and music venues.
- 2.4.4 Select Car Leasing Stadium, the home of Reading FC, and Palmer Park Leisure Centre & Stadium are some 4km and 3km to the south and east respectively.

Healthcare

- 2.4.5 The Broad Street Health Centre doctor's surgery is opposite the site within the Broad Street Mall.
- 2.4.6 The nearest dentists are Vesta Dental some 200m northwest of the site on Cheapside.
- 2.4.7 Royal Berkshire Hospital (RBH) is on Craven Road some 1.8km south of the site.

Employment

- 2.4.8 There is a wide range of retail and services related employment opportunities provided in Reading town centre.
- 2.4.9 Milford Road Trading Estate and the Portman Road industrial area are some 1.4km north of the site by foot or 2.2km by car.
- 2.4.10 Thames Valley Park is a business park on Thames Valley Park Drive some 5km east of the site.
- 2.4.11 Reading Green Park is a business park on Longwater Avenue some 4km south of the site.

2.5 Footways and Cycleways

- 2.5.1 Reading town centre has extensive pedestrian areas and footways are provided adjacent to all local roads with a minimum of dropped kerbs and tactile paving provided at side road junctions and crossing points.
- 2.5.2 Puffin crossings are provided on Oxford Road some 70m northwest of the site and on St Mary's Butts some 90m south of the site. Due to the pedestrianised nature of the area there are minimal controlled pedestrians crossings within the vicinity of the site.

- 2.5.3 Broad Street to the north and the roads to the north and east of Reading Minster are for pedestrians only.
- 2.5.4 Reading has an extensive local cycle network and is linked to the National Cycle Network (NCN) as shown in Appendix 4.
- 2.5.5 The 'Town Centre Route' is a cycle network that covers the majority of streets in the town centre and passes the site to the west along St Mary's Butts. From the site the route head north on West Street, south on St Mary's Butts and west on Oxford Road.
- 2.5.6 The Town Centre Route links to NCR 4 and NCR 422 on Bridge Street some 650 south of the site. NCR 4 (422) is a combination of segregated cycle ways and shared foot/cycleways along the south bank of the River Kennet and it links to NCR 5 via a footbridge at the confluence of the rivers Kennet and Thames some 1.9km to the east of Bridge Street. From Bridge Street the 4 heads south through reading the 422 heads west.
- 2.5.7 The NCR 4 is an east west cycle route between London and Bristol via Newbury. The NCR 5 provides a link to Oxford.

2.6 Public Transport

Bus Services

- 2.6.1 Bus stops CA, CB, CN, CR, CS and CT are on St Mary's Butts with additional stops CX, CW, CV, CY on Oxford Road some 80m northwest of the site. Most of the bus stops within the central Reading area are within a 500m walk of the site. The bus stops on St Mary's Butts and Oxford Road are provided with a shelter, raised kerbs, flag, timetables and real time passenger information however some of these facilities are shared between the stops. The bus stops serve a number of routes with destinations throughout Reading and beyond including UoR, Wokingham, Green Park and Thames Valley Park. The services operating on St Mary's Butts and Oxford Road include:

Services from St Mary's Butts and Oxford Road		Service Frequency (minutes)					
Service	Route	Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
1	Newbury – Thatcham – Theale – Reading	30	60	30	60	60	60
2	Mortimer – Central Reading	30	60	30	60	60	60
3	Wokingham – Central Reading	20	60	20	60	30	60
4/X4	Bracknell – Wokingham – Winnersh – Reading	20	60	20	30	30	30
5	Northumberland Avenue – Central Reading	12	20	12	20	20	60

6/6A	Whitley Wood – Central Reading	12	20	12	30	20	30
9/9A/9B	Green Park – Central Reading	60	60	60	60	-	-
10	Kennet Island – Central Reading	30	60	30	60	30	60
11	Coley Park – Centrak Reading	20	60	20	60	30	60
15/15A	Calcost IKEA – Tilehurst – Dee Park – Central Reading	20	30	20	60	30	60
16	Purley – Tilehurst – Oxford Road – Central Reading	20	60	20	60	30	60
17	Wokingham Road – Reading – Oxford Road – Tilehurst	8	15	9	15	10	20
18A	Kenavon Drive – Central Reading – Tilehurst Triangle	6*	8*	-	-	-	-
19A	Silverdale Road – Woodley – Reading	60	-	60	-	-	-
19B	Beech Lane – Lower Earley Asda – Reading	60	-	60	-	-	-
19C	Woodley – Silverdale Road – Reading	60	-	60	-	-	-
21	Lower Earley – Central Reading	20	30	20	30	20	60
26	Calcot IKEA – Sainsburys – Reading Station	15	30	15	30	30	60
33	Turnham's Farm – Tilehurst – Central Reading	20	30	20	30	30	60
50	Green Park – Central Reading	15	30	30	30	-	-
87	Central Reading – Little Heath School	1*	-	-	-	-	-
90	Central Reading – Theale Green School	1*	-	-	-	-	-
500	Winnersh Triangle Park&Ride – Central Reading	20	-	20	-	-	-
600	Riseley – Spencers Wood – Central Reading	30	60	30	60	60	-

*School bus

2.6.2 Services in Reading generally run from 0500-0600 until 2300-0100 with some services including the emerald 5, emerald 6, purple 17, claret 21 and yellow 26 running 24 hours a day.

2.6.3 The bus route maps are shown at Appendix 5.

- 2.6.4 Coach services provided by Megabus, National Express and FlixBus offer services nationally and internationally from Reading.

Train Services

- 2.6.5 Reading train station is on Station Hill some 600m northeast of the site which is about a eight minute walk and serves trains departing every five minutes operated by Great Western Railway, South Western Railway, Cross Country and Transport for London (TfL) to destinations including London, Heathrow Airport, Slough, Oxford, Birmingham, Bristol, and Cardiff.
- 2.6.6 Reading train station is served by national coach services from the bus stops on Blagrove Street.
- 2.6.7 The Elizabeth Line operated by TfL provides a direct link to destinations across London including Bond Street, Liverpool Street and Canary Wharf every 30 minutes.

2.7 Existing Site Use

- 2.7.1 The existing office building is currently some 1000m² offices with pedestrian access from St Mary's Butts. The ground floor is occupied by a Caffé Nero coffee shop and a Cancer Research UK charity shop. Rear access to a service courtyard shared with adjacent buildings and businesses on the ground floor can be accessed from St Mary's Butts via an access road to the south.
- 2.7.2 Access to the service courtyard is provided via a controlled gate/barrier on the private road set back some 13m from the wider servicing area shared with businesses and residential uses on St Mary's Butts and Broad Street. Caffé Nero and Cancer Research UK are currently serviced from St Mary's Butts.
- 2.7.3 The existing service courtyard has some 16 car parking spaces and a small bin store. Of the existing 16 parking spaces 2 are allocated to Caffé Nero, 4 are allocated to Reed and 3 are allocated to Agility with the remaining unallocated. The remaining parking spaces are generally vacant.

2.8 2011 and 2021 Census

- 2.8.1 The 2021 Census has been reviewed to identify the level of car and van ownership in the Reading lower layer super output area Reading 019B within which the site is located. The car/van ownership levels are:

Number of Cars or Vans (2021)	%
No cars or vans in households	70%
1 car or van	26%
2 cars or vans	4%
3 or more cars or vans	0%

- 2.8.2 The 2011 Census has been reviewed to identify the average modal split for method of travel to work by people residing in the Reading lower super output area Reading 011F in which the site is located. The 2021 Census data was not used for this search due to the disruption in methods of travel caused by the Covid-19 pandemic. The data excludes those who do not work:

Method of Travel to Work (2011)	%
Work mainly at or from home	9%
Underground, metro light rail, tram	1%
Train	27%
Bus, minibus or coach	11%
Driving a car or van	18%
Passenger in a car or van	1%
Bicycle	3%
On foot	29%
Other	1%

2.9 Discussions with Highway Officers

- 2.9.1 A Pre Application Planning Statement was submitted to RBC for comments on the residential use scheme proposals, including transport related matters. The Highway Officer's comments dated 6th June 2024 confirmed:

- No objection to the principle of the car free development;
- Cycle parking should be provided considered for future users in accordance with RBC's current Parking Standards and Design SPD; and
- No information has been provided relating to waste and recycling storage and collection facilities and should be given at the application stage.

3.0 PLANNING POLICY

3.1 National Planning Policy

3.1.1 The latest update of the National Planning Policy Framework (NPPF) was published in December 2023.

3.1.2 NPPF 2023 retains *‘at the heart of the Framework is a presumption in favour of sustainable development’* (para 10 and 11).

3.1.3 In terms of transport it states that planning should actively manage patterns of growth in support of the opportunities to promote walking, cycling and public transport use. (paras 108 and 109). In assessing applications for development paragraph 114 notes assessments should ensure:

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

3.1.4 The NPPF states specifically at paragraph 115 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.’*

3.1.5 Applications should also:

- give priority to pedestrian and cycle movements, and public transport access;
- address the needs of people with disabilities;
- create safe, secure and attractive places;
- allow for efficient delivery of goods, and access by emergency vehicles; and
- enable charging of plug-in and ultra-low emission vehicles. (para 116).

3.1.6 Local parking standards should also take into account site accessibility, availability and opportunity for public transport, mix of development and car ownership levels (para 111).

3.2 Reading Borough Local Plan November 2019

- 3.2.1 Policy TR1 of the Local Plan sets out the requirement for new development to contribute to fulfilling the objectives of the Local Transport Plan and for development to contain measures to promote walking, cycling and the use of public transport.
- 3.2.2 Policy TR3 sets out the requirement for new development to not have any detrimental impact on the functioning of the transport network including the safety of road users, cyclists and pedestrians.
- 3.2.3 Policy TR4 sets out the requirement for new development to be integrated into the cycling network by being accessible to and from the network by cyclists and to provide adequate cycle infrastructure, such as cycle parking as per the local Parking Standards.
- 3.2.4 Policy TR5 sets the requirement for development to provide car and cycle parking appropriate to the accessibility of the locations to places of education, work and public transport options.

3.3 Pre-Submission Draft Local Plan Partial Update November 2024

- 3.3.1 The Pre-Submission Draft Local Plan Partial Update November 2024 was made available Tuesday 15th October 2024. This draft includes minor changes to Policies TR1, TR4 and TR5 as below:
 - TR1 updated to focus on active travel and bus service improvements;
 - TR4 updated to provide additional details on cycle connections that are expected at developments; and
 - TR5 updated to increase EV provision from 10% to 20% for non-residential developments with more than 10 off-road parking spaces.
- 3.3.2 The local plan update is not yet adopted.

3.4 Reading Local Transport Plan 3: Strategy 2011-2026

- 3.4.1 Relevant objectives in the LTP 3 include:
 - to increase the availability of travel choices that are accessible to everyone;
 - to encourage the uptake of walking and cycling and public transport;
 - to reduce the congestion on the road network; and
 - to improve air quality and reduce transport related emissions within Reading.

3.5 Reading Borough Revised Parking Standards and Design 2011

- 3.5.1 For Class C1 Hotels the maximum car parking standard is 0.25 per bedroom.
- 3.5.2 The adopted Parking Standards sets the minimum car parking requirement at residential developments within the Reading Central Core Area as:
- 0.5 spaces per 1 – 2 bed flat
 - 1 space per 3+ bed flat
- 3.5.3 The SPD accepts the principle of development with less parking provided if it is justified to the Highway Authority's satisfaction and demonstrates that this would not lead to on-street parking by residents/guests/visitors or any detriment to the highway.
- 3.5.4 For Class C1 Hotels the minimum cycle parking standard is one space per six staff.
- 3.5.5 The minimum standard for residential cycle parking is set as:
- 0.5 spaces per 1-2 bed flat; and
 - 1 space per 3+ bed flat.
- 3.5.6 Cycle parking standards require that cycle parking is conveniently located, easy to use and is covered and secure.
- 3.5.7 The proposed serviced apartment/apart hotel is a hybrid of these two uses but in reality would be closer in operation to a hotel.

3.6 CIHT Guidance

- 3.6.1 The Chartered Institution of Highways and Transportation (CIHT) published 'Guidelines for Providing for Journeys on Foot' in 2000. This document indicates that the average length of a walking journey is 1 km. The report also provides advice on acceptable walking distances to various facilities.
- 3.6.2 The suggested distances are provided in Table 3.2 of the document as set out below:

	Suggested Acceptable Walking Distance (metres)		
	Town centres	Commuting/School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.6.3 For new developments it is also important to anticipate desire lines and associated crossing locations. The attractiveness of walking would be affected by ease of pedestrian access to the site and the location of buildings and access arrangements within the site.

3.6.4 The CIHT guidance 'Buses in Urban Developments' 2018, sets out the following recommended maximum walk distances to bus stops:

- Core bus corridors with two or more high frequency services – 500m;
- Single high-frequency routes (every 12 minutes or better) – 400m;
- Less frequent routes – 300m. DfT Guidance

3.7 Department for Transport

3.7.1 The Department for Transport suggest in Local Transport Note 1/20: Cycle Infrastructure Design 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.' (para 2.2.2).

4.0 DEVELOPMENT PROPOSALS

4.1 Scheme Proposals

- 4.1.1 The proposed redevelopment consists of retaining the ground floor retail/café uses currently a coffee shop and charity shop and conversion of the first, second and third floors from offices to 31 serviced apartments. An additional 6 serviced apartments would be provided on a new fourth floor.

4.2 Site Access

- 4.2.1 Pedestrian access including for staff and deliveries to the ground floor commercial spaces would be the same as existing from the front of the building off St Mary's Butts/Broad Street as well as from the rear via the existing private access off St Mary's Butts.
- 4.2.2 Access to the residential units would be from the existing ground floor offices entrance from St Marys Butts.

4.3 Parking

Car Parking

- 4.3.1 Of the existing 16 parking spaces 10 will be retained with 2 already allocated for use by Caffé Nero, 2 for the existing retail use and six for the operational needs and residents/guests of the serviced apartments. In practice due to the rear access not being attractive to users especially at night these spaces would not be used by residents/guests.
- 4.3.2 Six parking spaces have been removed to facilitate movement within the courtyard and to provide a cycle store and bin store.
- 4.3.3 The site is within the town centre and the proposed development provides no new parking with spaces retained for operational and maintenance staff for the building. Visitors/guests to the site travelling by car would have the option to rent a parking space for an additional fee. Similarly spaces would be available in nearby car parks which would be the same as other nearby accommodation.
- 4.3.4 If parking is required visitors/guests would be advised to use on-street parking on Hosier Street for short term parking and either Reading Civic B, Broad Steet Mall, Holy Brook or the Riverside car parks for longer stays.

Cycle Parking

- 4.3.5 Cycling parking will be provided for the serviced apartments in the rear car park for some 8 cycles in the form of 4 Sheffield stands. There would be an internal link to the spaces from the building to St Mary's Butts. The cycle parking would replace an existing parking space. Staff cycling parking for the commercial units would continue to take place at St Mary's Butts/Broad Street.

4.4 Servicing

- 4.4.1 The proposals would not affect the existing commercial refuse or servicing arrangements which would continue to be collected by a private contractor from rear and the front of the building. This rear servicing would be used by the serviced apartments with a bin storage area provided in the parking area. For deliveries and pickups the loading bay on St Mary's Butts opposite the site would also be used for individual apartments within the permitted timescales.
- 4.4.2 The proposals would not affect the existing arrangement for access to the site by the fire service.

4.5 Sustainable Travel Measures

- 4.5.1 To promote sustainable travel to guests of each apartment and potential short term resident will be provided with a pack containing promotional and informative materials on:
- Local pedestrian and cycle routes;
 - On site cycle parking;
 - Local cycle hire;
 - Details of local bus services including the Reading Buses app, fare information, timetables and the nearest stops;
 - Details of train and Coach timetables to and from Reading from further afield;
 - Details of the nearest local facilities; and
 - Details of Co Wheels car share scheme.

5.0 TRANSPORT APPRAISAL

5.1 Approach

5.1.1 Our appraisal of the proposed development assesses:

- accessibility by means of transport other than the car;
- suitability of the site access, layout and servicing arrangements;
- suitability of the cycle parking provision;
- consistency with policy; and
- response to Highway Officer's comments.

5.1.2 The serviced accommodation includes kitchen facilities and communal laundry facilities and could be used for one to two nights, work related longer stay trips and leisure trips with stays up to three months permitted. In practice it would function closer to a hotel than a traditional residential use.

5.2 Accessibility by Non-Car Means of Transport

5.2.1 The national and local policy approach to sustainable development is to ensure that new schemes are accessible by alternative means to the private car. The site's location in Reading town centre and accessibility by non-car means to facilities within Reading and other settlements justify the low parking principle of the development.

Pedestrians

5.2.2 The site is surrounded by an extensive pedestrianised area and pedestrian facilities and is within suitable walking distance to employment, leisure facilities and public transport options as set in CIHT guidance. Therefore staff, visitors and guests would be able to visit the area, live and work without needing to rely on a car.

5.2.3 The ground floor commercial unit would remain accessible by foot for both customers and staff.

Cyclists

5.2.4 The development would be provided with secure cycle parking spaces for staff, visitors and guests in line with Reading parking standards. Visitors and guests to the site by bike would use the new covered parking in the rear courtyard.

5.2.5 For cycle journeys, a cycle route runs on St Mary's Butts adjacent to the site and is part of the town centre and wider local cycle network with links to NCR 4 and 5 to nearby towns. All of the facilities, educational establishments and employment opportunities in Reading are within a 5 mile (8km) cycle distance, indicated as 'achievable' for the majority of people in DfT cycling guidance.

Public Transport

- 5.2.6 The bus stops on St Mary's Butts are served by a number of 10-20 minute, operating up to 24 hours a day, frequency bus services to leisure, education and employment destinations within Reading including the University of Reading, Thames Valley Park and Reading Green Park.
- 5.2.7 Reading train station is within an 8 minute walk from the site and is served by frequent services to major national destinations. The Elizabeth Line operated by TfL provides a direct link to destinations across London including Bond Street, Liverpool Street and Canary Wharf every 30 minutes. Trains start from 0530 and run until 0000 from Reading train station. Reading station is also served by national and international coach services from the bus various stops within the centre of Reading.

5.3 Site Access and Layout Review

- 5.3.1 The existing access for the ground floor retail units would be retained.
- 5.3.2 Access for the serviced apartments units in the redeveloped building to the front would be via the existing pedestrian entrance to 66 – 68 St Mary's Butts.
- 5.3.3 This would also allow access for cycles, rear and front servicing.

5.4 Car Parking Review

- 5.4.1 The existing 16 parking spaces would be rationalised to provide 10 higher quality spaces which would allow for better movement within the car park for all vehicles.
- 5.4.2 The 6 spaces proposed for use by the serviced apartments development is consistent with local parking policy which indicates a maximum of 9 parking spaces for hotel use.
- 5.4.3 In any event, RBC offered no objection to the principle of a car free development prior to application and the proposed car parking would improve the existing provision for all current and future users.

5.5 Cycle Parking Review

- 5.5.1 The proposed cycle parking provision complies with the local Reading parking standards for when the site is considered a hotel but is under the requirement of 19 spaces for residential units. The cycle parking required at the site would operate more like a hotel than residential and is unlikely to require further cycle parking. In any event, this would be monitored and if required additional cycle parking could be provided in one of the car parking spaces.

- 5.5.2 Cycle parking is also available on at the junction of St Mary's Butts/Oxford Road/ Broad Street/West Street for customers and visitors to the site.

5.6 Servicing

- 5.6.1 The existing system for refuse collection and deliveries to the commercial units from the service area to the east of the site would be retained for the serviced apartments and would continue to be undertaken by private contractors.
- 5.6.2 Deliveries and pickups to individual apartments would use the loading bay on St Mary's Butts.
- 5.6.3 Servicing of the existing rear refuse area is shown at Appendix 7.

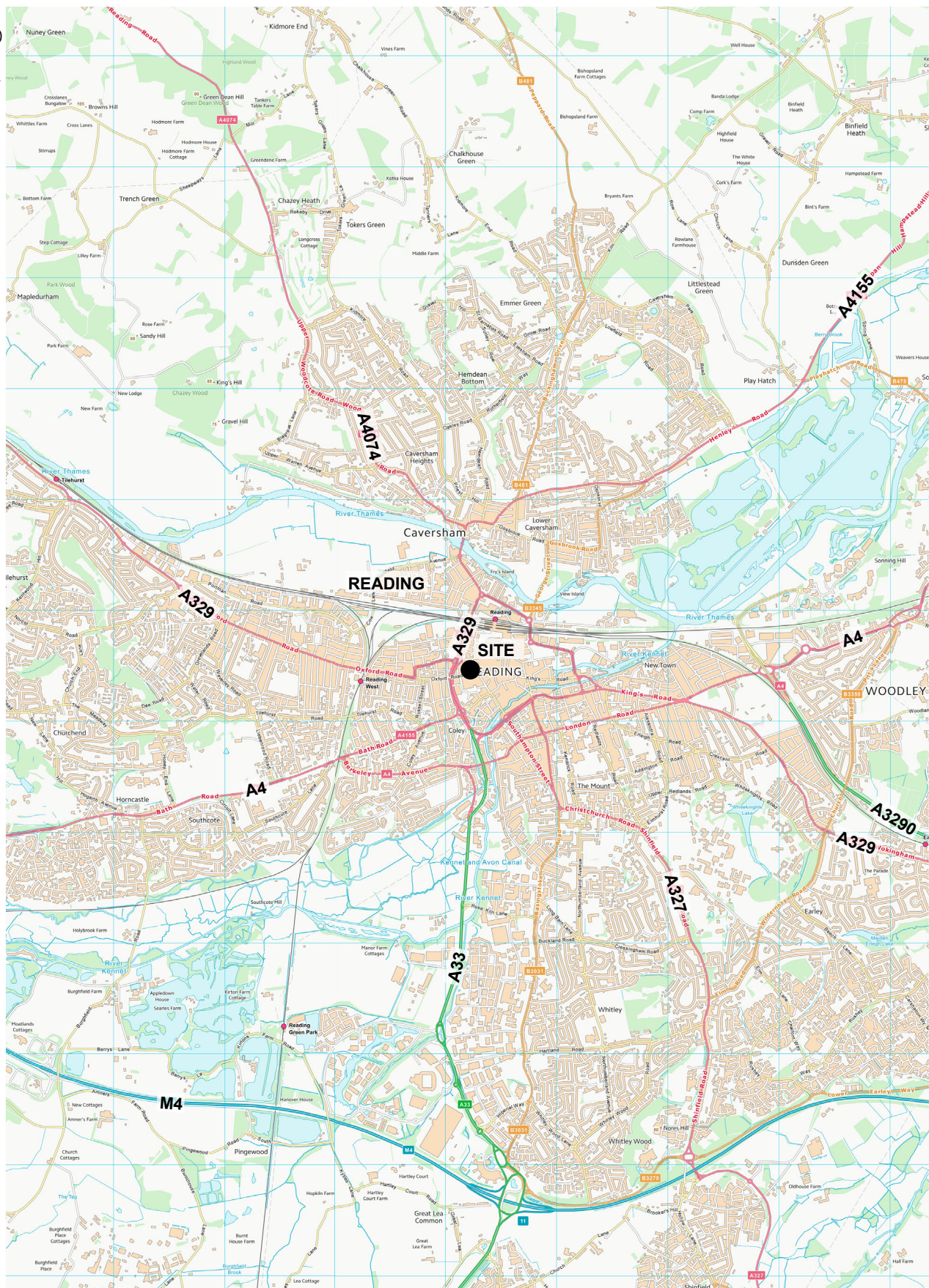
5.7 Responses to Highway Officer Comments

- 5.7.1 The pre-app proposals were car free however as the development proposals have evolved and the ownership and use of the existing car parking spaces has been confirmed there will be now a limited number of spaces available for guests, visitors and operational requirements. Two spaces would be provided for operational needs, six for guests and visitors, two retained for Caffé Nero. Six spaces would be lost to provide refuse storage, cycle parking and improve movement through the car park.
- 5.7.2 Cycle parking is proposed in accordance with RBC parking standards for hotels.
- 5.7.3 Servicing of the new serviced apartments and commercial units could be undertaken from the rear via the existing service courtyard as per the existing arrangement. Drop off and pickup of deliveries could be undertaken as existing using the on-street loading bay.

6.0 CONCLUSIONS

- 6.1 The proposed scheme would generate less traffic than existing and therefore would not affect air quality.
- 6.2 The site is in the town centre and is accessible by foot and cycle to the majority of facilities in Reading with bus stops provided adjacent to the site and Reading train station a 5 minute walk away.
- 6.3 The site is within walking distance to good public transport facilities to major educational, employment and leisure destinations.
- 6.4 Visitors and guests at the site would be able to live, work and travel without the need of a car for virtually all journeys. For any journey requiring a car residents could join the Co-Wheels car club and use any of the available cars in the town.
- 6.5 Reuse of the existing private access and loading bay off St Mary's Butts is satisfactory to serve the development for servicing requirements.
- 6.6 The proposed car parking would rationalise existing parking provision and facilitate movements within the car park.
- 6.7 The proposed cycle parking is in line with RBC parking standards.
- 6.8 Satisfactory servicing facilities are proposed within the site and the adjacent service courtyard off St Mary's Butts and would enable refuse collection and commercial delivery vehicles to enter, turn around within the site and leave again in a forward gear.
- 6.9 The proposals accord with the key transport planning requirements of the NPPF, Reading Borough Local Plan and the Reading Borough Local Transport Plan policies in terms of access, accessibility and measures for sustainable travel.
- 6.10 The matters raised by the Highway Officer in the pre-app consultation are addressed by the proposals and this Transport Statement. The Highway Office has confirmed that there is no objection to the car free principle of the development.

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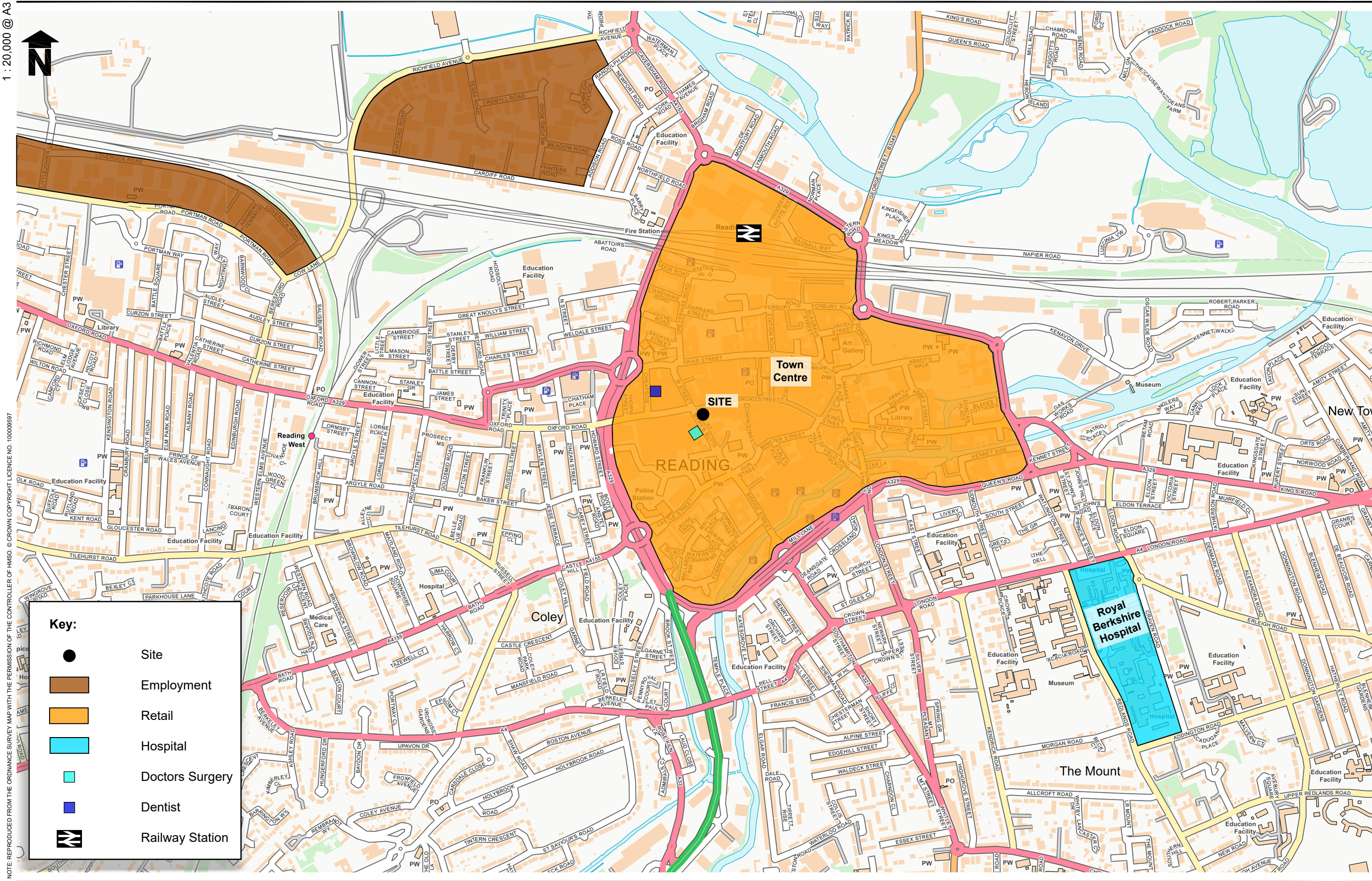


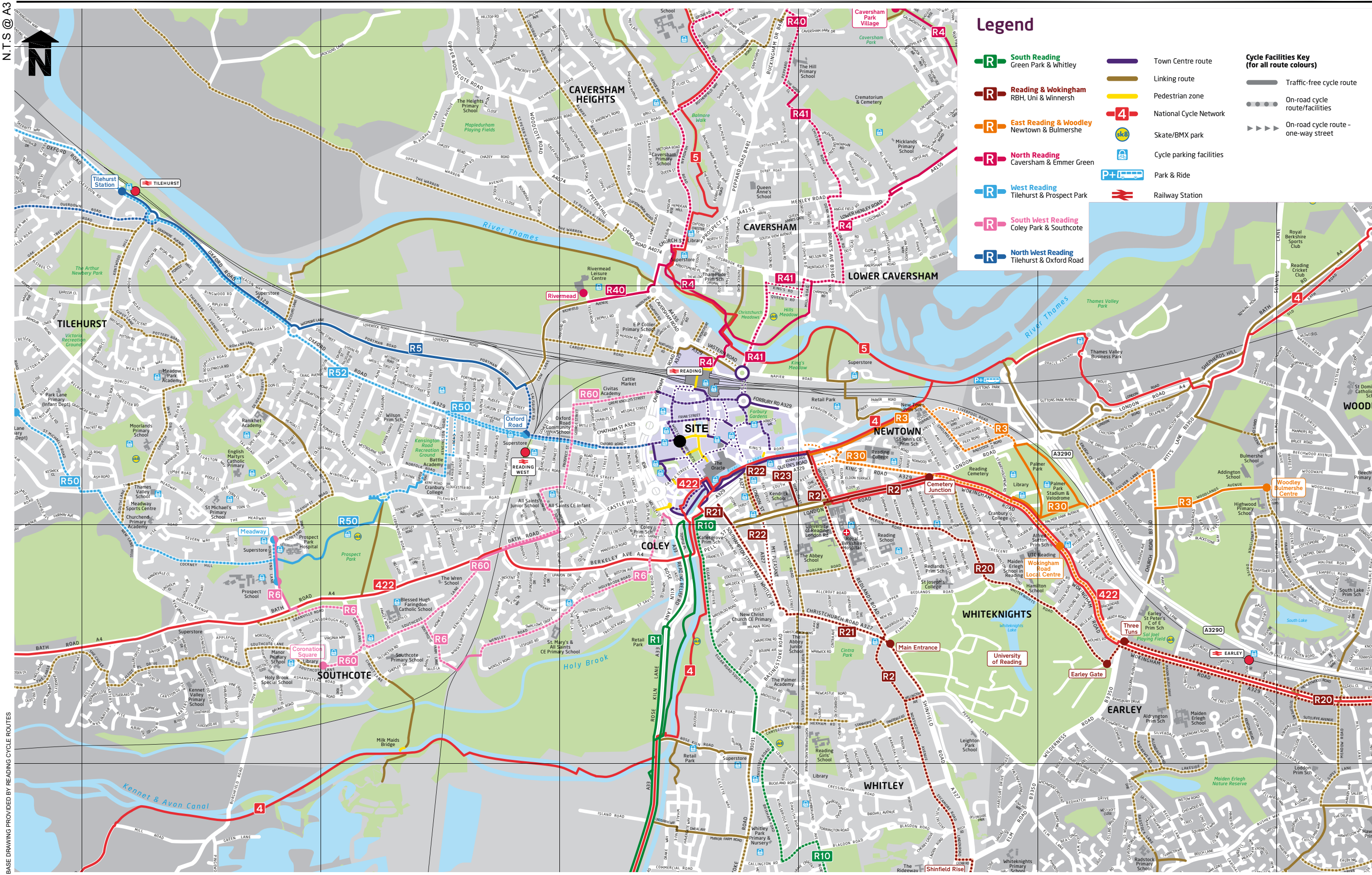
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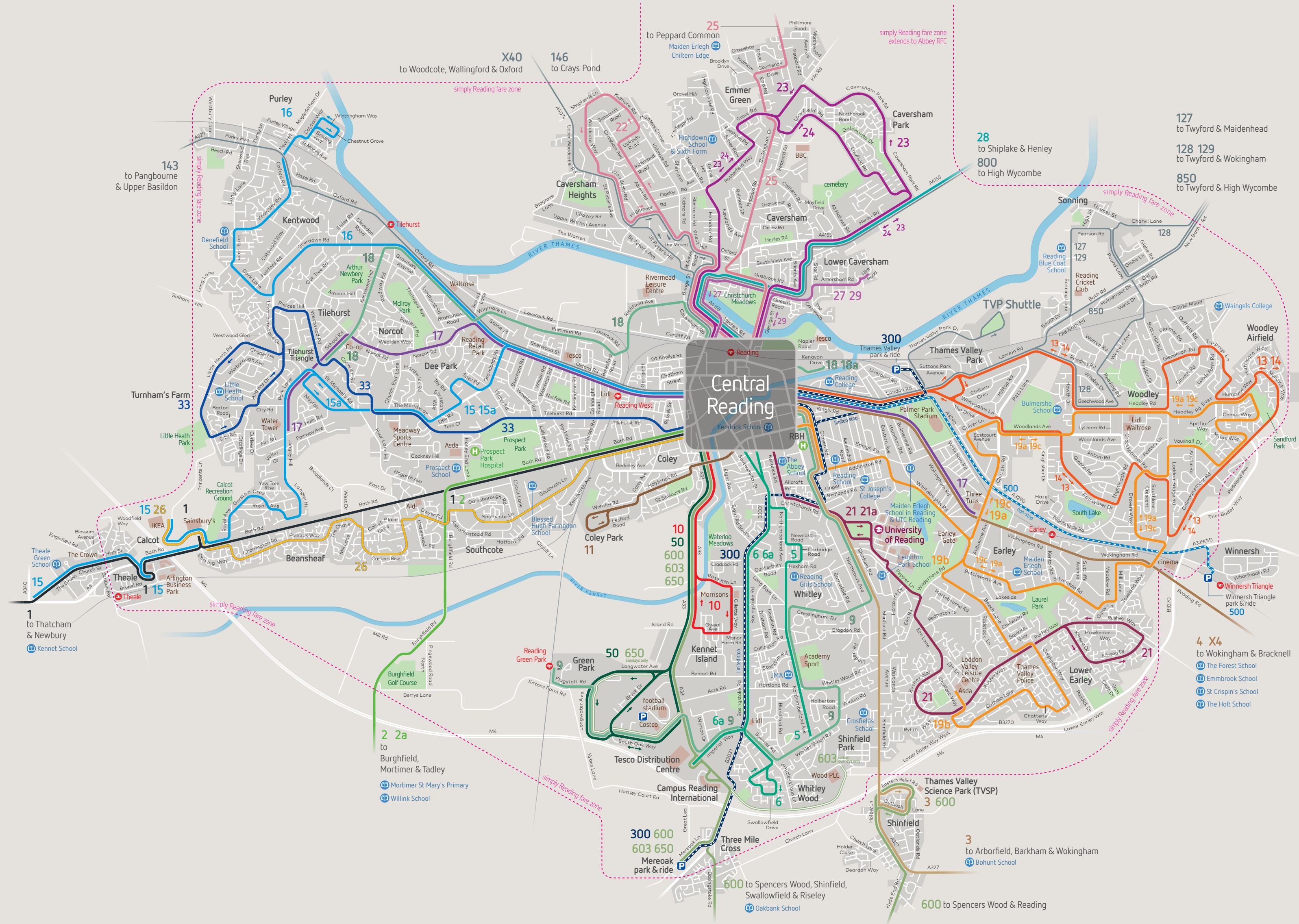
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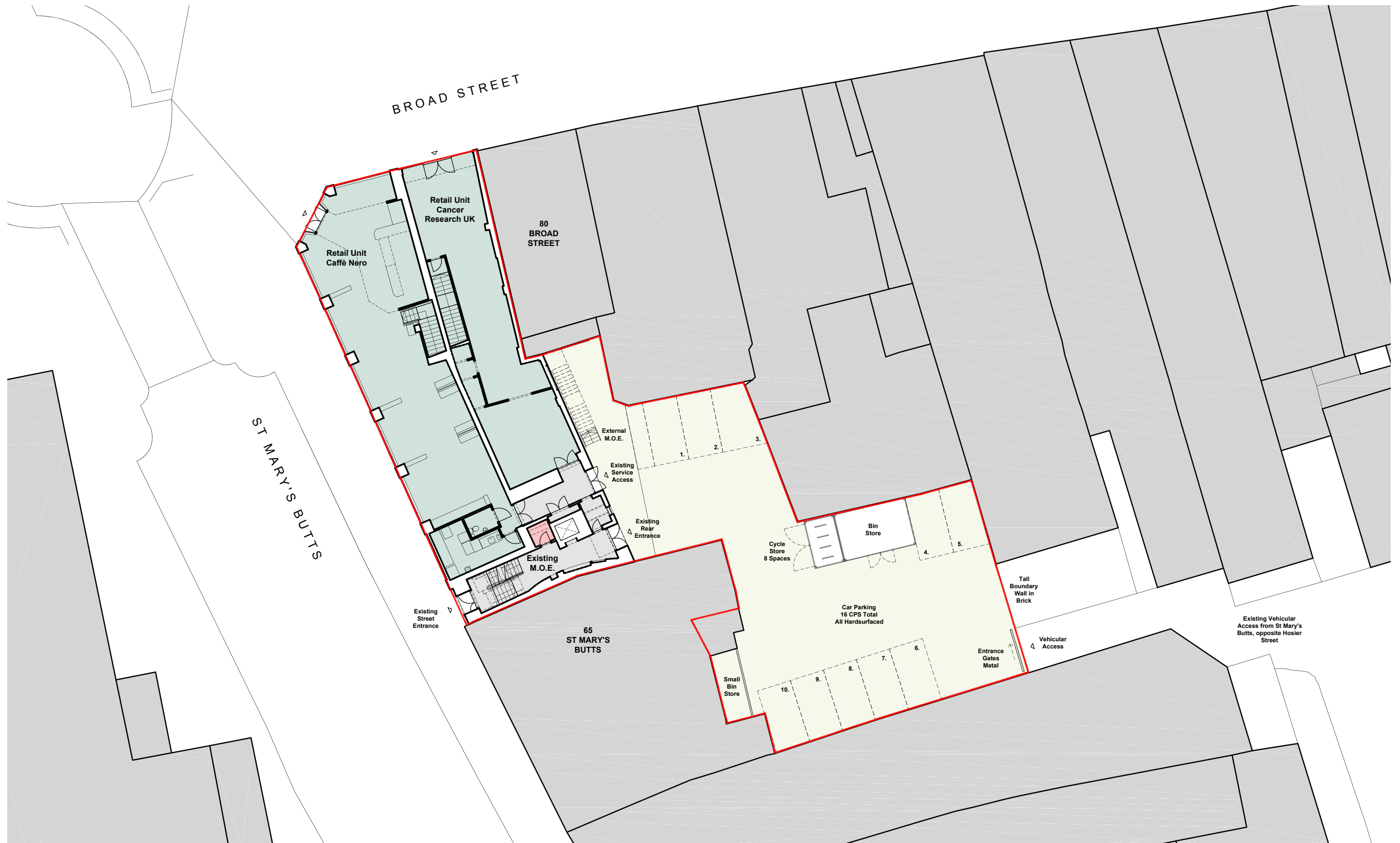






route	towards	stops at
jet black 1	Theale/Thatcham/Newbury	EP FP CA CQ
lime 2 2a	Burghfield/Mortimer/Tadley	EP FP CA CQ
leopard 3	 Royal Berks Hospital/  UoR/Shinfield/Arborfield/Wokingham	CR FM SA MA MF
lion 4 X4	 Reading College/ Winnersh/Wokingham/Bracknell	CT FN EO ME
emerald 5	Northumberland Avenue	MI CR CU SC MC
emerald 6 6a	Basingstoke Road /Tesco Depot/Whitley Wood	MI CR CU SC MC
buzz 9	 Royal Berks Hospital/  UoR/Whitley Wood/Worton Grange/Green Park	CR FM SA MA MF
ruby 10	Kennet Island	MI CS FM SD MC
bronze 11	Coley Park	MI CR FM EO MC
buzz 18 18a	Forbury Retail Park/Kenavon Drive	CS FN EO MF
	Rivermead Leisure Centre/Portman Road/Kentwood Hill/Tilehurst Triangle	EN FE FG
little oranges 19a 19c	 Royal Berks Hospital/  UoR/Earley (Silverdale Road)/Woodley	CR FM SA MA MF
little oranges 19b	 Royal Berks Hospital/  UoR/Beech Lane/Lower Earley	CR FM SA MA MF
orange 13 14	 Reading College/Woodley Centre/Woodley	EM MF
sky blue 15 15a	Oxford Rd/Dee Park/Tilehurst/Calcot IKEA/Arlington Business Park/Theale	FE CX
sky blue 16	Oxford Road/Overdown Road/Purley	FE CX
purple 17	 Reading College/Wokingham Road (Three Tuns)	CY FN EO ME
	Oxford Road/Tilehurst (Water Tower)	MG MM CN CW
claret 21 21a	 University of Reading/Lower Earley	CR CU EK MA
pink 22	Caversham Centre/Caversham Heights	FJ EL NB
berry 23	Caversham Centre/Caversham Park/Emmer Green	FL EL
berry 24	Caversham Centre/Emmer Green/Caversham Park	FL EL NA
pink 25	Caversham Centre/Sonning Common/Peppard Common	FJ EL
yellow 26	Southcote/Fords Farm/Beansheaf/Calcot IKEA	EK FP CA CQ
aqua 28	Caversham/Lower Caversham/Shiplake/Henley	FC EL
little berries 29	Lower Caversham	FJ EL
royal blue 33	Tilehurst/Turnhams Farm	FE CB CQ
greenwave 50	Green Park/  football stadium	MI CS SD MC
Thames Valley 127 128 129	Twyford/Wokingham	FC EO MF
Winnersh Triangle park&ride 500	Winnersh Triangle park&ride	MQ CS FM EO MC
MereOak park&ride 600 603 650	Campus Reading International/Green Park/MereOak park&ride/Shinfield Park Spencers Wood/Swallowfield/Riseley	MI CS SD MC
railair	 Heathrow Airport	Reading Station
football buses	 football stadium (matchdays only)	WS





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