

TRANSPORT NOTE

PROPOSED CHANGE OF USE TO EDUCATIONAL TUITION CENTRE

100 SCHOOL ROAD, TILEHURST,

READING, RG 31 5AU

MAGNA REF: 26/887/B, 21 FEBRUARY 2026

1.0 Introduction

- 1.1 This Transport Note has been prepared to accompany a planning application for the change of use of the ground floor unit at 100 School Road, Tilehurst, Reading, from a Class E use to a Class F1 educational tuition centre.
- 1.2 The purpose of this Note is to consider the transport and highways implications of the proposal, including trip generation, parking demand, accessibility by sustainable modes, and the suitability of the surrounding highway network.
- 1.3 The assessment is proportionate to the scale and nature of the proposal, in accordance with national planning guidance, and reflects the small-scale, appointment-based nature of the use.

2.0 Site Location and Surrounding Area

Site Context

- 2.1 The application site comprises the ground floor unit at No. 100 School Road, which was previously occupied by a commercial bank. The extant lawful use of the premises therefore falls within Class E(c). The unit is currently vacant.
- 2.2 The site is located on the north-western side of School Road, opposite the roundabout junction with St Michael's Road, within the Tilehurst Triangle Local Retail Centre. The surrounding area comprises a mix of retail, service and community uses, together with residential properties within the wider area.
- 2.3 The site location is shown in Figure 2A.

Figure 2A Site Location



2.4 In addition to the surrounding local-centre uses, a number of schools are located in close proximity to the site, including:

- Park Lane Primary Junior School – 120 metres from site
- Park Lane Primary School – 300 metres from site
- Saint Paul's Catholic Primary School – 900 metres from site
- Birch Copse Primary School – 900 metres from site
- Moorlands Primary School – 1.4 kilometres from site
- Thames Valley School – 1.4 kilometres from site
- Meadow Park Academy – 1.5 kilometres from site

2.5 The site does not benefit from on-site car or cycle parking.

2.6 A number of public car parks are located within easy walking distance of the site, including the Triangle Car Park (230 metres from the site), Dunstall Close Public Car Park (250 metres from the site) and Recreation Road Car Park (500 metres from the site).

2.7 School Road forms part of the local Red Route network and is subject to strict no-stopping restrictions. Notwithstanding this, limited on-street parking is available on sections of School Road adjacent to the site, where a 30-minute maximum stay applies between 08:00 and 18:30 hours, with no return permitted within one hour. Outside of these hours, the on-street parking restrictions do not apply. Equivalent on-street parking arrangements are in place along School Road between the junctions with St Michael's Road and Downing Road.

- 2.8 Unrestricted on-street parking is available on the surrounding residential streets. The junctions of these streets with School Road are protected by double yellow line restrictions to prevent parking close to junction radii and to maintain highway safety. Downing Road, located approximately 70 metres south-west of the site, operates as a designated School Street. Motorised vehicle access is restricted on Downing Road from Monday to Friday between 08:30–09:00 hours and 14:55–15:35 hours.

Collision Analysis

- 2.9 Personal injury collision data has been reviewed using validated CrashMap records for the most recent available five-year period at and around the junction of School Road / St Michael's Road.
- 2.10 The analysis identifies three recorded personal injury collisions in close proximity to the site, all of which resulted in slight injuries and none of which involved pedestrians or cyclists. A further slight collision was recorded on School Road approximately 20 metres north-east of the site involving a car and a pedal cyclist. The collision reports are provided in Appendix 1.
- 2.11 The recorded collisions occurred in daylight and dry conditions and involved typical vehicle manoeuvres. There is no discernible collision pattern or evidence of an underlying highway safety issue at this location.
- 2.12 Given the low frequency and slight severity of recorded collisions, together with the modest and largely redistributed trip generation associated with the proposal, the development is not expected to result in any unacceptable impact on highway safety.

3.0 Accessibility by Sustainable Modes

Pedestrian Accessibility

- 3.1 The site benefits from good-quality pedestrian infrastructure along School Road. Continuous footways are provided on both sides of the carriageway, with a minimum width of approximately 2.0 metres immediately adjacent to the site, increasing to up to approximately 4.0 metres in both directions. These footways provide a high standard of pedestrian amenity and enable safe and convenient movement along the street.
- 3.2 The footway on the northern side of School Road provides continuous pedestrian connectivity to the residential streets and local facilities located to the north of the site.

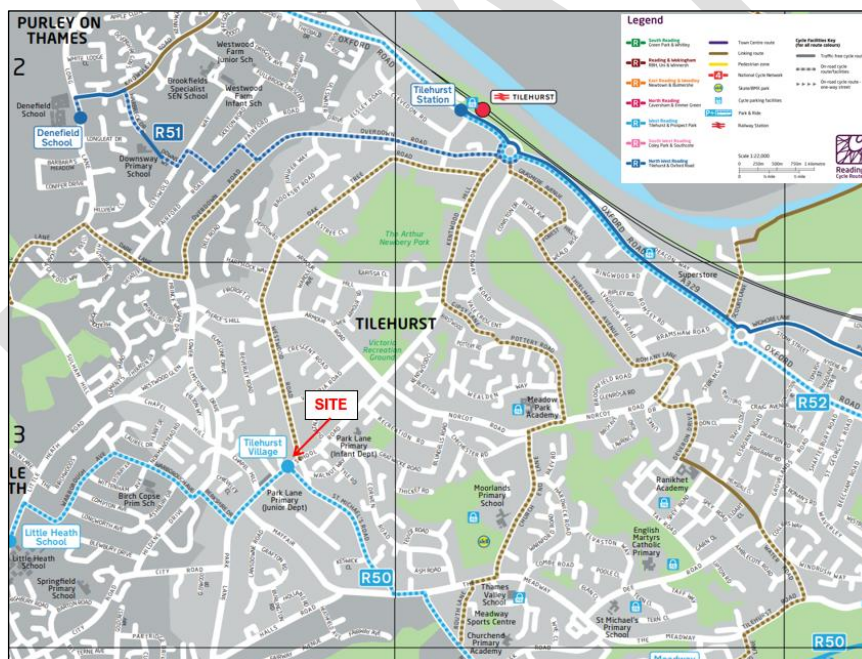
Similarly, the footway on the southern side of School Road offers uninterrupted pedestrian access to local streets and facilities to the south.

- 3.3 Formal and informal pedestrian crossing facilities are available in close proximity to the site. An informal crossing, comprising dropped kerbs with tactile paving and a pedestrian refuge island, is located approximately 22 metres north of the site. A further similar crossing facility is provided approximately 85 metres south of the site. In addition, a signalised pedestrian crossing is located approximately 75 metres north-east of the site. Dropped kerbs with tactile paving are also provided across the mouths of side roads. Collectively, this infrastructure provides safe and convenient opportunities for pedestrians to cross School Road and access destinations on both sides of the street.

Cycle Accessibility

- 3.4 The site is well located in relation to the local cycle network. A number of signed and informal cycle routes are present in the surrounding area, as illustrated on Figure 3A.

Figure 3A Local Cycle Routes



- 3.5 Route R50 provides direct connections between the site and several schools in the wider area, including Little Heath School to the west and Churchend Primary Academy and Thames Valley School to the south-east.

3.6 Westwood Road, located approximately 60 metres north-east of the site, functions as a linking route between School Road and Tilehurst Railway Station, providing onward connections to routes R51 and R52.

3.7 These routes offer suitable and convenient cycle access for staff and older students and support the use of cycling as a realistic alternative to the private car.

Buses

3.8 The site is well served by local bus services, with bus stops located within a short and convenient walking distance. The nearest bus stops are located on School Road, approximately 140 metres from the site, equating to around a two-minute walk.

3.9 Additional bus stops are located on Chapel Road, approximately 220 metres from the site, equating to around a three-minute walk.

3.10 The bus services serving these stops are summarised in Table 3A

Table 3A Bus Services Summary

Route No.	Route Description	Frequency		
		Mon-Fri	Sat	Sun
17 purple	Wokingham Road (Three Tuns) - Tilehurst (Water Tower) via Cemetery Junction, Central Reading, Oxford Road	6 per hr	6 per hr	6 per hr
18 Buzz	Tilehurst Triangle - Kenavon Drive via Kentwood Hill, Portman Road & Central Reading	2/3 per hr	1/2 per hr	1/2 per hr
33 royal blue	Central Reading - Turnham's Farm via Tilehurst Road, Corwen Road, Pierces Hill, Little Heath Road	3 per hr	3 per hr	2 per hr
86	Calcot Mill Lane - Little Heath School via Meadway Precinct	1 service	-	-

3.11 Table 3A shows the bus service include a range of frequent routes connecting Tilehurst with Central Reading and surrounding areas throughout the day, including evenings and weekends.

3.12 The level of service provided demonstrates that the site is highly accessible by bus, offering a realistic and attractive alternative to travel by private car.

Rail Accessibility

3.13 Tilehurst Railway Station is located approximately 1.9 kilometres north of the site, equating to around a 27-minute walk or an eight-minute cycle journey. The station can be accessed via local streets and cycle routes that provide a direct connection between School Road and the station.

- 3.14 The station is served by approximately two trains per hour in each direction between London Paddington and Didcot Parkway, providing access to both local and strategic destinations. Many of the bus routes serving the site also provide onward connections to the station, further enhancing its accessibility by public transport.

Summary

- 3.15 The site occupies a highly sustainable location with strong accessibility by walking, cycling and public transport.
- 3.16 Continuous footways, frequent crossing opportunities, nearby cycle routes and regular bus services within a short walking distance provide convenient access to surrounding residential areas, schools, Central Reading and the wider area.
- 3.17 As a result, the site is well suited to the proposed educational tuition use and supports travel by non-car modes, limiting reliance on private vehicles.

4.0 Proposed Development

- 4.1 The proposal involves the relocation of an existing Kumon tuition centre from another premises at No. 26 School Road, approximately 400 metres northeast of the application site. The proposal therefore represents a redistribution of an existing local use rather than the introduction of a new activity to the area.
- 4.2 The centre provides supplementary education for children aged approximately 3–17 years. Attendance is staggered and appointment-based, with students arriving and departing throughout defined session windows.
- 4.3 The proposed operating profile is as follows:

Student opening hours:

- Tuesday to Friday: 3:00pm–6:30pm
- Saturday: 9:30am–12:30pm

Meetings/Administrative Presence:

- Occasional Monday opening (3:00pm–6:00pm) for meetings only
- Administrative presence by the operator between 1:00pm–3:00pm on weekdays

- 4.4 The maximum number of students on site at any one time will be approximately 20, with typical attendance between 15 and 20 students. Staffing will generally comprise three members of staff on site at any one time.
- 4.5 Student numbers at any one time will be comparable to the existing premises, with the principal change being a redistribution of attendance across more days rather than an increase in peak demand.
- 4.6 The proposed use will generate a weekly refuse collection and no more than one typical delivery or servicing trip per day. This level of activity is consistent with, and not greater than, that associated with a small commercial unit, which represents the site's existing lawful use.
- 4.7 All deliveries, servicing and refuse collection will be managed in accordance with the existing on-street parking and stopping controls on School Road, in the same manner as has historically occurred for the lawful use of the premises.
- 4.8 Due to the physical constraints of the site and the nature of the existing building frontage, no on-site cycle parking is proposed. This reflects the current lawful situation, as no cycle parking provision is associated with the extant use of the premises.
- 4.9 **Notwithstanding the above, the operator will ensure that staff are able to securely store bicycles within the building itself, where required.** For students and visitors, existing public cycle parking facilities are available within convenient walking distance, including cycle stands located adjacent to The Triangle (approximately 130 metres from the site) and on Dunstall Close (approximately 200 metres from the site). Both locations are well overlooked and benefit from good natural surveillance, making them suitable for short-stay cycle parking associated with the proposed use.

5.0 Trip Generation and Travel Characteristics

- 5.1 The proposed development involves the relocation of an existing educational tuition centre currently operating within the local area. As such, the most appropriate and proportionate basis for assessing trip generation and travel characteristics is the operator's first-hand experience of how students and parents currently travel to and from the centre, rather than reliance on generic database averages alone.
- 5.2 Based on the operator's day-to-day observations at the existing premises, it is estimated that approximately 25% of students walk to the centre, around 15% travel by bus, and

approximately 60% arrive by car. Applied to the maximum on-site cohort of 20 students at any one time, this equates to approximately five students arriving on foot, three students arriving by bus, and twelve students arriving by car.

- 5.3 In pedestrian and public transport terms, this equates to eight students per session (five walking and three travelling by bus) using the existing footway network, pedestrian crossing facilities and local bus services. This infrastructure is already in place, of a good standard, and is currently used by students attending the operator's existing local centre. The proposal therefore does not introduce new pedestrian or public transport demand to the area but represents a continuation of established travel behaviour within the same local network.
- 5.4 In vehicular terms, the remaining twelve students per session arriving by car do not represent twelve discrete vehicle movements. Attendance is appointment-based and staggered, and journeys are frequently linked with other activities such as school pick-ups, commuting or local shopping. As a result, vehicle arrivals and departures are dispersed over time and form part of existing background traffic rather than creating concentrated or new peak-hour demand.
- 5.5 The student/parent travel behaviour associated with the tuition centre further limits the generation of new or discrete vehicle trips. Based on the operator's experience, weekday attendance commonly occurs immediately following school or after-school club collection. In these cases, the journey to the centre forms part of an existing trip that would have taken place regardless of the tuition session, rather than a new, stand-alone vehicle movement.
- 5.6 During session times, parents do not typically wait immediately outside the premises. Instead, parents often remain within the local area to undertake shopping or other activities before returning to collect their child. In transport terms, this means that arrival and departure movements are temporally separated and integrated into existing background traffic, rather than generating short-stay parking demand or repeated manoeuvres close to the site.
- 5.7 In households with more than one child, the operator confirms that travel patterns frequently involve shared or split journeys. For example, one parent may collect both children from school, drop one child at the tuition centre, and continue their journey, while the second parent collects the attending child later as part of an existing commute home. This further reduces the likelihood of paired arrival and departure vehicle movements and reinforces the dispersed and low-intensity nature of vehicular activity associated with the use.

- 5.8 On Saturdays, parent travel patterns follow a similar structure, with tuition sessions often forming part of a sequence of planned activities such as swimming lessons or dance classes. As with weekday operation, this results in trip-chaining rather than the generation of new vehicle trips made solely for the purpose of attending the centre.
- 5.9 Staffing associated with the proposed tuition centre will comprise three members of staff on site at any one time. This reflects the current operational arrangement at the existing centre and does not represent an increase in staffing levels.
- 5.10 The operator will continue to encourage staff to travel by sustainable modes, consistent with existing practice. The majority of staff are employed locally and are therefore able to access the site on foot, by cycle or by public transport using the established local network described in Chapter 3.
- 5.11 Given the small number of staff involved, the absence of shift-change peaks, and the continuation of existing travel patterns, staff travel does not give rise to any material increase in vehicle movements or parking demand and is not expected to have any discernible impact on the local highway network.

6.0 Parking Considerations

- 6.1 No on-site parking is proposed, consistent with the existing arrangement and the site's location within a local centre.
- 6.2 The parent/visitor parking demand will be accommodated within existing public car parks in the vicinity, including the Triangle Car Park, Dunstall Close Public Car Park and Recreation Road Car Park, all of which were observed to have spare capacity during site visits. This reflects the parking arrangements currently associated with the operator's existing premises within School Road.
- 6.3 The dispersed arrival and departure pattern, combined with the short duration of stays, means that parking demand will be spread over time and across multiple locations, reducing pressure on any single facility.
- 6.4 The proposal does not rely on informal or unsafe parking practices and will operate within the established parking patterns of the area.

7.0 Summary and Conclusions

Summary

- 7.1 This Transport Note has been prepared in support of a planning application for the change of use of the ground floor unit at 100 School Road, Tilehurst, from a Class E use to a Class F1 educational tuition centre. The assessment has been undertaken on a proportionate basis, reflecting the small-scale, appointment-based nature of the use and the site's location within an established local centre.
- 7.2 The proposal represents the relocation of an existing tuition centre from nearby premises, also located on School Road approximately 400 metres northeast of the application site. As such, the development largely redistributes existing local trips rather than introducing a new or intensified activity into the area. There is no material increase in the overall level of activity taking place on the local highway network.
- 7.3 The assessment has demonstrated that the site occupies a highly sustainable location, with excellent accessibility by walking, cycling and public transport. Continuous footways, frequent pedestrian crossing facilities, nearby cycle routes and regular bus services within a short walking distance provide convenient access for students, staff and visitors without reliance on the private car. These sustainable travel patterns are already established locally, with students and staff currently using the same pedestrian and public transport infrastructure associated with the operator's existing centre.
- 7.4 The trip generation associated with the proposal has been assessed with reference to the operator's first-hand experience at the existing tuition centre. At any one time, up to 20 students may be on site, of whom approximately five arrive on foot, three by bus and twelve by car. The attendance is appointment-led and dispersed, with journeys frequently forming part of existing school collection, commuting or other linked trips. Staffing is limited to three members of staff on site at any one time, consistent with the existing centre, and does not give rise to any material increase in vehicle movements or parking demand.
- 7.5 No on-site parking is proposed, consistent with the lawful baseline arrangement and the site's location within the Tilehurst Triangle Local Retail Centre. Parking demand will be accommodated within nearby public car parks and on surrounding residential streets in accordance with existing controls. This reflects the parking arrangements currently associated with the operator's existing premises within School Road.

- 7.6 Personal injury collision data for the surrounding highway network shows a low frequency of recorded incidents, all of slight severity, with no discernible pattern or underlying highway safety concern. Given the modest and largely redistributed nature of the proposed trips, the development would not give rise to any unacceptable impact on highway safety.

Conclusions

- 7.7 Paragraph 116 of the National Planning Policy Framework (2024) confirms 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

- 7.8 In this case, the proposal does not result in a material increase in trip generation, parking demand or servicing activity, and does not alter existing access arrangements. There is therefore no mechanism by which unacceptable highway safety impacts or severe residual network impacts could arise.
- 7.9 On this basis, the proposed change of use to an educational tuition centre at 100 School Road is acceptable in transport and highways terms and fully accords with national and local transport policy. There are no transport or highways grounds on which the application could reasonably be refused.

Appendix 1. COLLISION REPORTS

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