Zainabiya Reading Community Centre
School Road, Tilehurst, Reading

Transport Statement

For

Zainabiya Welfare Foundation

motion

Document Control Sheet

Zainabiya Reading Community Centre

School Road, Tilehurst, Reading

Zainabiya Welfare Foundation

This document has been issued and amended as follows:

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1.0 Introduction

1.1 Motion has been appointed by the Zainabiya Reading Centre to provide transport consultancy services in support of a planning application for a modest increase in the floor area of the Zainabiya Reading Centre.

1.2 The centre serves the local Shia Ithna Ashray Muslim community in and around Reading. The centre principal use is for Friday prayers and religious schooling and teachings on Thursday evenings.

1.3 This Transport Statement (TS) sets out the current situation at the centre, especially with regards active travel within the local environs and will show that the increase in capacity will not have any severe or material implications on the transport network.

1.4 The TS promotes sustainable travel for staff and attendees, where possible, and a Travel Plan accompanies this TS

1.5 The site is located on School Road, to the north of the Tilehurst Triangle district centre within the administrate boundaries of the Reading Borough Council. The site is in close proximity to local services, bus services and cycle routes.

1.6 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:

- The proposals accord with national and local polices relevant to transport;
- Safe and suitable access to the centre can be achieved by all modes;
- The site and local public car parks have sufficient car parking capacity having regard to adopted local parking standards; and,
- The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.

1.7 Following this introduction, this Transport Statement is split into four sections as follows:

- Section 2 outlines the transport planning polices;
- Section 3 assesses the existing level of accessibility, background conditions and planning history that are considered to be relevant to this application;
- Section 4 provides an overview of the proposed development and details of the access, parking and servicing arrangements; and,
- Section 5 summarises the key findings and conclusions of the report.

2.0 Transport Policy

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

- National Planning Policy Framework (December 2024);
- Reading Borough Local Plan (November 2019); and,
- Reading Borough Local Development Framework: Revised Parking Standards and Design Supplementary Planning Document Final (October 2011).

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning polices for England and how they are to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 109 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 110 states that:

"*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

2.5 Annex 2 of the NPPF defines sustainable transport modes as:

"*Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport."*

2.6 Off street parking provision is referred to by Paragraph 112, which says that:

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.7 Paragraph 113 adds:

"*Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

2.8 Paragraph 115 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

A footnote to sub-paragraph C states:

"*Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."*

2.9 Paragraph 116 states that:

"*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.10 Paragraph 117 adds:

"*Within this context, applications for development should:*

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.11 While paragraph 118 continues:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Reading Borough Local Plan (November 2019)

2.12 The Reading Borough Local Plan lays out the policies under which future developments in the Reading area will be considered.

2.13 Regarding access, traffic and highways-related matters, Policy TR3 states:

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

Development will only be permitted where:

- *accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- *the development would not have a material detrimental impact on the functioning of the transport network;*
- *the proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- *the proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- *for non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road."

2.14 Regarding car and cycle parking and electric vehicle charging, Policy TR5 states:

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

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

- *all new houses with dedicated off-street parking should provide charging points;*
- *within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."*

Reading Borough Revised Parking Standards and Design Supplementary Planning Document Final (October 2011)

2.15 RBC's parking requirements are set out in their SPD titled *'Revised Parking Standards and Design'*, adopted in October 2011. This document adopts a zonal strategy depending on a site's proximity to local centres and public transport corridors. The site is located in Zone 3 – Secondary Core Area, with the relevant parking standards are reproduced in Table 2.1.

Planning Use	Maximum Parking Standards
D1 Places of Worship including Church Hall / Community Hall	1 per 8 fixed seats and/or 1 per 16m² open hall

Table 2.1 – RBC Parking Standards for Places of Worship

Summary

2.16 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

3.0 Baseline Conditions

3.1 This section details the location of the site and provides an overview of transport and highway provision within the vicinity of the site.

Site Location and Surrounding Highway Network

3.2 The site is located to the north west of School Road, Tilehurst to the rear of the School Road Post Office as detailed within Figure 3.1 below. In addition School Road is served by the high frequency number 17 bus service and the site is within close proximity to a number of public car parks as also detailed on Figure 3.1.

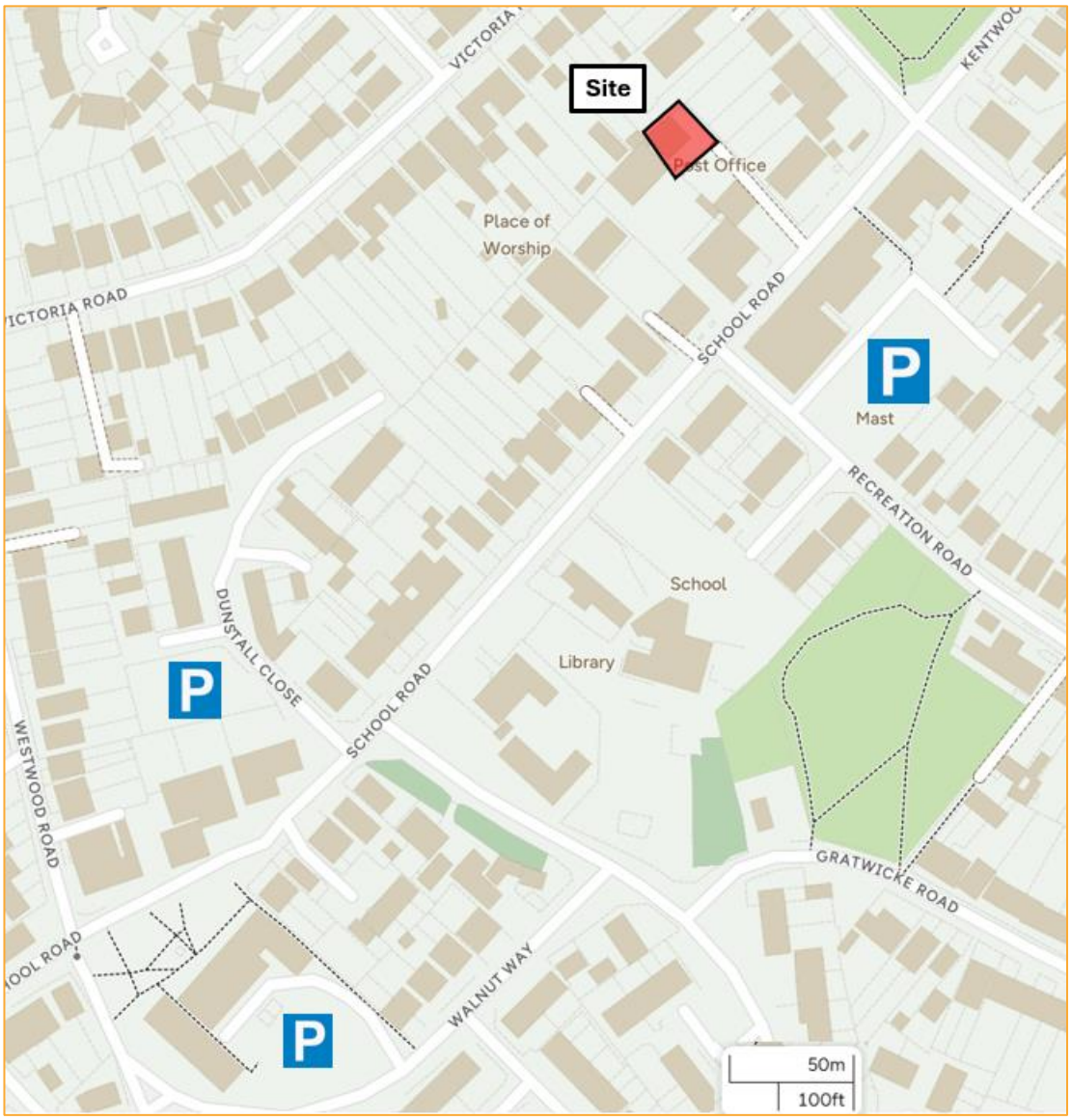


Figure 3.1 – Site Location

3.3 The site is accessed from School Road, which is a 7.3 metre wide road, provided with footways and is street lit. School Road is a red route with strict parking and loading restrictions in place , which prevent parking and loading between 7:00am and 7:00pm Monday to Saturday.

3.4 To the north School Road joins Norcot Road, Armour Road and Kentwood Hill at a signalised junction with all roads subject parking restrictions, with Red Route restrictions continuing along Norcot Road.

3.5 The nearest public car parks are at Recreation Road which is within 120 metres of the site which has 84 spaces, the Dunstall Road car park within 375 metres of the site with 45 spaces and the Tilehurst Triangle parking area within 450 metres consisting of 64 spaces.

The Centres Operation

3.6 The centres main period of operation are for religious schooling and teachings on Thursday evenings between 8:00pm and 10:30pm and Friday Prayers between 12:50pm and 2:45pm

3.7 While other events occur on other weekday evenings, the times with the greatest attendance are Thursday evenings and Friday afternoons.

3.8 The centre is provided with eight parking spaces but these are reserved for attendees with disabilities.

Parking

3.9 To ascertain the parking provision within the centres car park, the surrounding public car parks and on street, a car parking surveys were undertaken between 8:30pm and 9:30pm on Thursday 24th April 2025 and between 1:15pm and 2:15pm on Friday 26th April 2025, to coincide with peak use of the centre. The area of the surveys are detailed within Figure 3.2.

Figure 3.2 – Parking Survey Area

3.10 The surveys note the maximum number of parking spaces available during the periods, taking into consideration the parking restrictions that are in force at the time. The maximum number of available

parking spaces are determined by diving the length of the carriageway edge by six metres, the recommended length of a parallel parking bay in accordance with Department for Transport requirements.

3.11 The survey then counts the number of cars parked against the number of free spaces noting any vehicles which are parked illegally. In some circumstances the number of free spaces and vehicles parked does not equate to the maximum number of available spaces, but this is a result of the size of the space, some drivers leave between vehicles. Tables 3.1 and 3.2 provide a summary of the results of the parking surveys for the Thursday and Friday surveys, with the copies of the full results within **Appendix A**.

Parking Area	Number of Spaces	Spaces Occupied	Occupancy
Car Parks			
Recreation Road	84	14	17%
The Triangle	64	5	8%
Zainabiya Welfare	8	1	13%
Dunstall Close	45	3	7%
Roads			
School Road westside (Norcot Road to Corwen Road) (No Stopping 7am to 7pm Monday to Saturday)	20	0	0%
School Road westside (Norcot Road to Corwen Road) (No Stopping 7am to 7pm Monday to Saturday)	4	0	0%
School Road eastside (Norcot Road to Corwen Road) (No Stopping 7am to 7pm Monday to Saturday)	25	0	0%
Kentwood Hill (Norcot Road to Kentwood Close)	17	13	76%
Kentwood Close	63	29	46%
Beatty Drive	11	7	64%
Kentwood Hill (Kentwood Close to Gipsey Lane)	50	0%	0%
Recreation Road	54	54	100%
Armour Road (Norcot Road to Victoria Road)	15	9	60%
Victoria Road (Armour Road to Crescent Road)	14	9	64%
Victoria Road (Crescent Road to Westwood Road)	23	17	74%
Crescent Road	60	26	43%
Armour Road (Victoria Road to Lower Armour Road)	3	4	133%
Norcot Road, South Side (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	13	13	100%
Norcot Road, South Side (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	3	4	133%
Norcot Road, North Side (No Parking Restriction)	4	4	100%

Table 3.1 – Parking Survey, Thursday 25th April 2025, 8:30pm to 9:30pm

3.12 Table 3.1 indicates that overnight on street parking occurs along the residential roads, especially Recreation Road, which is provided with limited off street parking for the dwellings along the road. Other roads show spare capacity apart from Norcot Road, where the majority spaces have a high turnover given the concentration of take away businesses in this location.

3.13 The surveys of the three public car parks, especially the Recreation Road car park the closest to the centre, show significant space capacity with the highest occupancy being only 17%.

Parking Area	Number of Spaces	Spaces Occupied	Occupancy
Car Parks			
Recreation Road	84	15	18%
The Triangle	64	52	81%
Zainabiya Welfare	8	4	50%
Dunstall Close	45	5	11%
Roads			
School Road westside (Norcot Road to Corwen Road) (No Stopping 7am to 7pm Monday to Saturday)	20	0	N/A
School Road westside (Norcot Road to Corwen Road) (No Stopping 7am to 7pm Monday to Saturday)	4	3	75%
School Road eastside (Norcot Road to Corwen Road) (No Stopping 7am to 7pm Monday to Saturday)	25	0	N/A
Kentwood Hill (Norcot Road to Kentwood Close)	17	11	65%
Kentwood Close	63	16	25%
Beatty Drive	11	6	55%
Kentwood Hill (Kentwood Close to Gipsey Lane)	50	0	0%
Recreation Road	54	43	86%
Armour Road (Norcot Road to Victoria Road)	15	9	60%
Victoria Road (Armour Road to Crescent Road)	14	7	50%
Victoria Road (Crescent Road to Westwood Road)	23	8	35%
Crescent Road	60	15	25%
Armour Road (Victoria Road to Lower Armour Road)	3	1	33%
Norcot Road, South Side (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	13	9	69%
Norcot Road, South Side (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	3	2	67%
Norcot Road, North Side (No Parking Restriction)	4	2	50%

Table 3.2 – Parking Survey, Friday 26th April 2025, 1:15pm to 2:15pm

3.14 Table 3.2 indicates that on street parking occurs along the residential roads, however it is lower than the Thursday evening survey indicating that the parking is associated with the residential dwellings. Parking is also lower along Norcot Road, a reflection on the parking restrictions and the businesses located close by.

3.15 The surveys of the three public car parks again show significant spare capacity within the Recreation Road car park, where occupancy is only 18% and Dunstall Road car park where occupancy is only 11%. The Tilehurst Triangle car park has an occupancy of 81%, but this is likely an effect of this car park not being subject to daytime car parking charges.

Sustainable Transport Assessment

3.16 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. Indeed, it is noteworthy, that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- 80% of journeys one mile, 1.6 kilometres and under are undertaken by foot with an average walking speed of 3 miles per hour (Paragraph 2.1, 'Planning for Walking' 2015).
- The bicycle is a potential mode of transport for short journeys of up to five miles , 8 kilometres (Section 2, 'Planning for Cycling' 2014).
- Buses are the preferred method of sustainable transport for trips between 2 and 10 miles, with surface rail being the preferred method for trips mover 10 miles (Section A.2, 'Buses in Urban Areas' 2018).

3.17 Notwithstanding the above, it should be noted that the NPPF recognises that different polices and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural locations. Moreover, Manual for Streets (MfS) identifies 'Walkable Neighbourhoods' as being:

'characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential areas which residents may access comfortably on foot'.

3.18 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, paragraph 4.4.1 of MfS contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Finally, it is also important to recognise that 81% of all trips that cover a maximum distance of one mile are completed on foot (National Travel Survey, 2022).

Public Transport

3.19 The closest bus stops to the site are on School Road, 100 metres from the site served by services 17 and 18, with further stops on School Road, 350 metres south of the site also served by service 33. In addition bus stops on Westwood Road within 475 metres of the site are served by service 15.

3.20 The bus routes and frequency of services provided these services are detailed within Table 3.3 below with the full timetables available on the Reading Buses website.

Route No.	Bus Stop	Route Description	Weekday Frequency
15	St Micheals Road	Reading Town Centre, Oxford Road, Dee Park, Medway, Tilehurst, Calcot	Every 20 minutes
17	Tilehurst Triangle, School Road	Tilehurst, Oxford Road, Reading Town Centre, Earley	Every 5-8 minutes
18	Walnut Way	Tilehurst, Kentwood, Portman Road Industrial Area, Richmond Road Industrial Area, Reading Town Centre, Kenavon Drive	Every 40 minutes
33	Corwen Road	Reading Town Centre, Medway, Tilehurst, Turnhams Farm	Every 20 minutes

Table 3.4 – Bus Services and Frequencies

3.21 Reading main line railway station can be reached by all bus routes, while Tilehurst Station is located 1.4 kilometres to the north of the site.

Accessibility by Foot and Cycle

3.22 The site is located within the centre of Tilehurst and good footway links are provided from the site to most areas of Tilehurst. As stated, above paragraph 4.4 of Manual Street states walking offers the greatest potential to replace short car trips under 2 kilometres (1.25 miles), while paragraph 2.1 of the IHT document 'Planning for Walking' states that than an average walking speed is 3 miles per hour . A 25 minute walk time, equating to a 1.25 miles walking distance has been plotted using the Travel Time website and this is detailed within Figure 3.2.

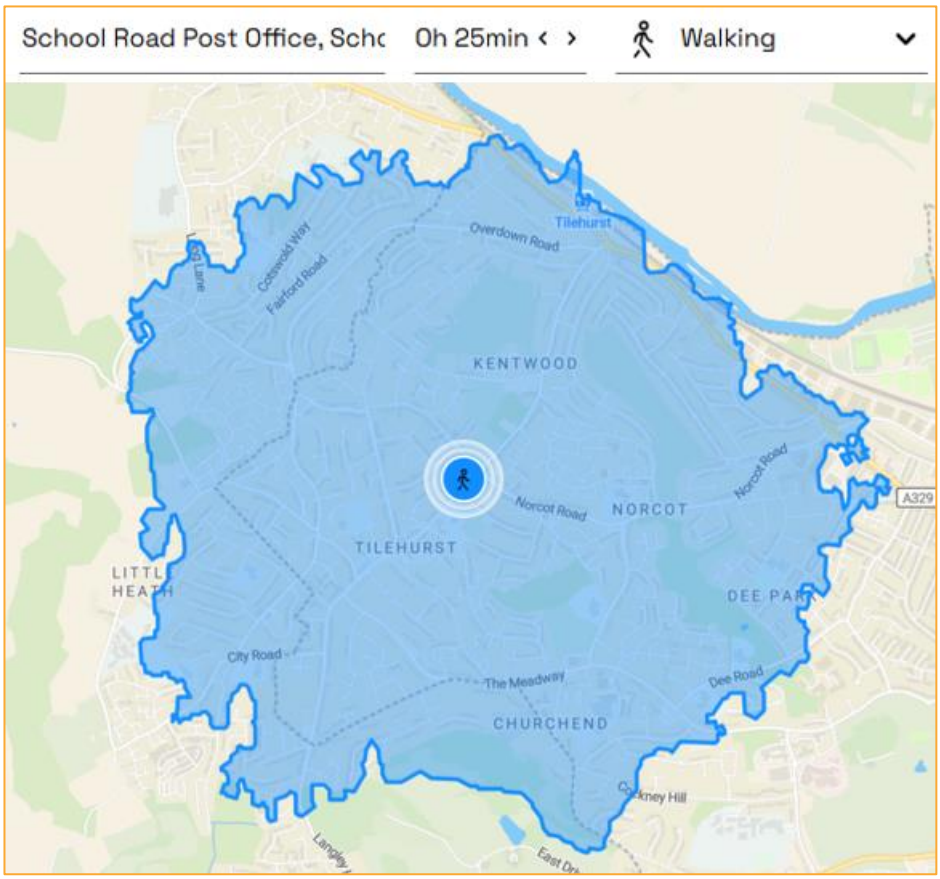


Figure 3.2 – 25 minute walking time from School Road Post Office and Zainabiya Centre

3.23 Reading has an extensive network of cycleway routes as detailed on the Reading cycleway map provided within **Appendix B**, with cycle route R50 linking Reading town centre with Tilehurst passing along St Micheals Road, 450 metres to the south of the site.

3.24 Paragraph 2.2.2 of LTN 1/20 Cycle Infrastructure Design states "*two out of every three personal trips are less than 5 miles in length – an achievable distance to cycle for most people",* while paragraph 13.6.3 states "*an average speed of 10 miles per hour provides a baseline for calculating cycle journey times'.* A 30 minute cycle time, equating to a 5 mile cycle distance has been plotted using the Travel Time website and is provided within Figure 3.3.

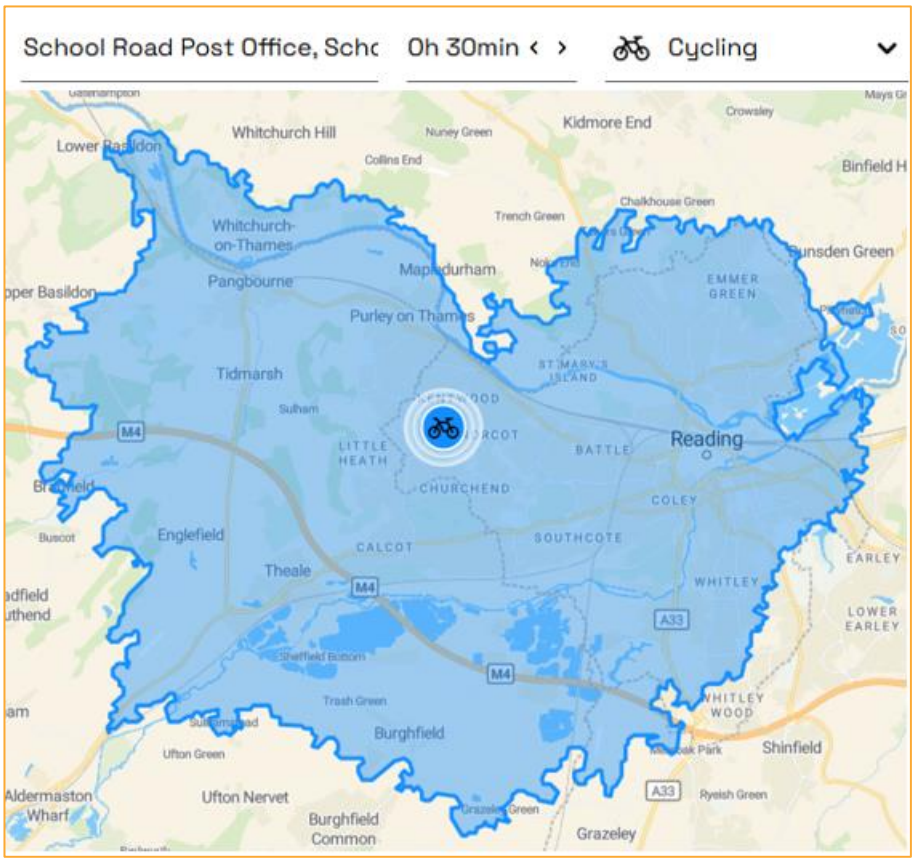


Figure 3.3 - 30 minute cycle time from School Road Post Office and Zainabiya Centre

3.25 Figure 3.3 details that a significant area, including the whole of West Reading is within a 30 minute cycle time of the centre.

Summary

3.26 The above review demonstrates the centre is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that its location accords with the guiding principles of the National Planning Policy Framework and the Reading Local Plan.

3.27 In addition parking surveys have shown that the centre has very little implications with regards on street car parking, while ample public car parking is available.

4.0 Proposed Development

4.1 The proposed development comprises a rear extension to the existing building which will increase the floor area from circa 171m² to 245m², with the floor area available for community use increasing from 98m² to 149m². The centre will continue to be used for various activities to serve the local community.

4.2 The proposed site layout is included at **Appendix C**.

Access

4.3 The existing access arrangements will remain which is access via School Road adjacent to the Post Office which leads to the eight space car park.

4.4 Visibility from the egress onto School Road is in excess of the 2.4 metres by 43 metres requirement as stated within the Department for Transport document "Manual for Streets" for accesses onto roads with a 30 miles per hour speed limit with visibility splays of 2.4 metres by 120 metres left and right available at the access point.

Parking

Car Parking

4.5 The centre is provided with eight parking spaces which are restricted for attendees who have a disability. As detailed within Section 3, a parking survey has detailed that the capacity of the car park is not reached during peak periods of the use of the centre namely Thursday evenings and Friday afternoon.

4.6 In accordance with the Reading Parking Standards SPD, the maximum number of parking spaces the centre should be provided with is 1 space per 16m² of open hall space.

4.7 Table 4.1 details the parking provision for the existing and proposed open hall space at the centre.

Floor Area	Requirement	Maximum Provision	Spaces Provided
Existing - 98m²	1 space per 16m²	6	8
Proposed - 149m²	1 space per 16m²	9	8

4.8 The provision of 8 spaces results in a shortfall of one space against the maximum parking requirements of the SPD, which is acceptable especially given the sustainable location of the site as outlined within Section 3. Parking surveys have shown that during the peak use of the centre during Thursday evenings and Friday afternoons, there is significant spare capacity within the Recreation Road public car park which is within a 120 metres walk of the centre and the Dunstall Road car park which is within 375 metres of the centre.

Cycle Parking

4.9 Cycle parking, in accordance with the requirements of the SPD is provided on the north side of the parking area as shown on the site plan within **Appendix C**.

Servicing

4.10 Refuse collection for the community building will be in line with current practices.

5.0 Trip Analysis

Overview

5.1 When assessing the impacts of development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that person trips associated with the development and those on the adjacent transport network are likely to be at their greatest. The information provided within this section considers these peak hours as well as movements during Thursday Evenings and Friday Afternoons

Trip Generation

5.2 To calculate the trip attraction potential of the net increase of 185m², an assessment utilising the TRICS database has been undertaken analysing sites within the TRICS category '07 – Leisure: Q – Community Centres' has been undertaken. A summary of the trip rates is provided in Table 5.1 below and the full TRICS output for reference included in **Appendix D**.

Time Period	Vehicle Trip Rates (Per 100m²)		
	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	1.701	0.995	2.696
PM Peak (17:00-18:00)	0.695	0.544	1.239
Evening (19:00 to 22:00)	1.891	2.602	4.493
Afternoon (12:00 to 15:00)	2.986	2.760	5.746

Table 5.1: Vehicle Trip Rates

Existing Floor Area

5.3 Table 5.2 details the vehicle generation that could be generated by the existing centre and community building.

Time Period	Vehicle Trips for 98m²Community Centre		
	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	2	1	3
PM Peak (17:00-18:00)	1	1	2
Evening (19:00 to 23:00)	2	3	5
Afternoon (12:00 to 15:00)	3	3	6

Table 5.2 – Vehicle Trip Generation Existing Community Centre

5.4 Table 5.2 indicates that the existing centre might be expected to generate circa three vehicle movements in the AM peak, two vehicles in the PM peak, five vehicle movements in the evening and six vehicle movements during the afternoon. These flows correspond with the level of parking observed on site as detailed on the parking surveys presented within Section Three.

Proposed Floor Area

5.5 Table 5.3 details the vehicle generation that could be generated by the proposed extended centre and community building.

Time Period	Vehicle Trips for 149m²Community Centre		
	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	3	2	5
PM Peak (17:00-18:00)	1	1	2
Evening (19:00 to 23:00)	3	4	7
Afternoon (12:00 to 15:00)	5	4	9
Daily (07:00-19:00)	27	26	53

Table 5.3 – Vehicle Trip Generation Proposed Extended Community Centre

5.6 Table 5.3 indicates that indicates that the existing centre might be expected to generate circa five vehicle movements in the AM peak, two vehicles in the PM peak, seven vehicle movements in the evening and nine vehicle movements during the afternoon.

Net Change in Vehicle Trips

5.7 In order to determine the likely net effect of the proposals on the local highway network, Table 5.4 details the net change in two way vehicle trips.

Scenario	AM Peak	PM Peak	Evening (19:00 to 22:00)	Afternoon (12:00 to 15:00)
Existing	3	2	5	6
Proposed	5	2	7	9
Net Change	+2	0	+2	+3

Table 5.4 – Net Change In Vehicle Trips

5.8 Table 5.4 demonstrates that the proposed development is likely to result in a slight increase in vehicle trips with two additional two-way trips during the morning peak hour, 2 additional two-way vehicle trips during the evening and an increase of three two-way daily vehicle trips, during the afternoon.

5.9 In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of more than 30 vehicle movements in any hour should be subject to more detailed assessment. The preceding paragraphs of this report identified that the redevelopment proposals will lead to an increase in vehicle movements associated with the site during the identified morning and evening peak hours, compared to the established use. However, the net increase during these times based on the analysis shows an increase of circa two vehicle movements in the peak hours. As such, there is no requirement for further detailed junction assessment.

5.10 In addition, the proposed redevelopment will not result in any adverse disruption to the free flow of traffic on the local highway network. In this regard, it is considered the proposals are consistent with national and local transportation policies with respect to traffic impact. To this end, it is concluded that the proposals would not result in a material impact from a highway and transportation perspective, let alone the severe impact that is referred to within the National Planning Policy Framework.

Summary

5.11 It has been demonstrated that the proposals are likely to result in a small increase in trips. It has been demonstrated that it is considered highly unlikely that the proposals will lead to any material impact on the operation of local transport networks, let alone the severe impact referred to in the NPPF as legitimate grounds to resist development.

6.0 Summary and Conclusions

6.1 This Motion has been appointed by the Zainabiya Reading Centre to provide transport consultancy services in support of a planning application for a modest increase in the floor area of the Zainabiya Reading Centre.

6.2 The centre serves the local Shia Ithna Ashray Muslim community in and around Reading. The centre principal use is for Friday prayers and religious schooling and teachings on Thursday evenings.

6.3 The site is located on School Road, to the north of the Tilehurst Triangle district centre within the administrate boundaries of the Reading Borough Council. The site is in close proximity to local services, bus services and cycle routes.

6.4 The parking provision on the site will be provided with eight parking spaces as per the existing provision although cycle parking will be provided.

6.5 The proposed development is forecast to result in a small increase in vehicle trips during the AM and PM peak periods and across the course of a typical day. It is not considered that the proposals are likely to lead to the severe impacts referred to in the NPPF as legitimate grounds to resist development.

6.6 In summary this transport statement has demonstrated that:

- The Application Site is spatially very well located to access sustainable transport modes and the Proposed Development has been designed in order to promote the uptake of these modes.
- The Proposed Development has been designed to achieve safe and suitable access for all users but with a focus on safe, suitable and convenient access for pedestrians and cyclists;
- Adequate parking has been provided in accordance with the local standards, while adequate public parking is available within the vicinity; and,
- Potential impacts from the development on the transport network have been assessed and shown to be de minimis.

6.7 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds in accordance with paragraph 116 of the NPPF.

Appendix A

Parking Surveys

Day	Thursday
Date	24th April 2025
Survey	20:30 to 21:30

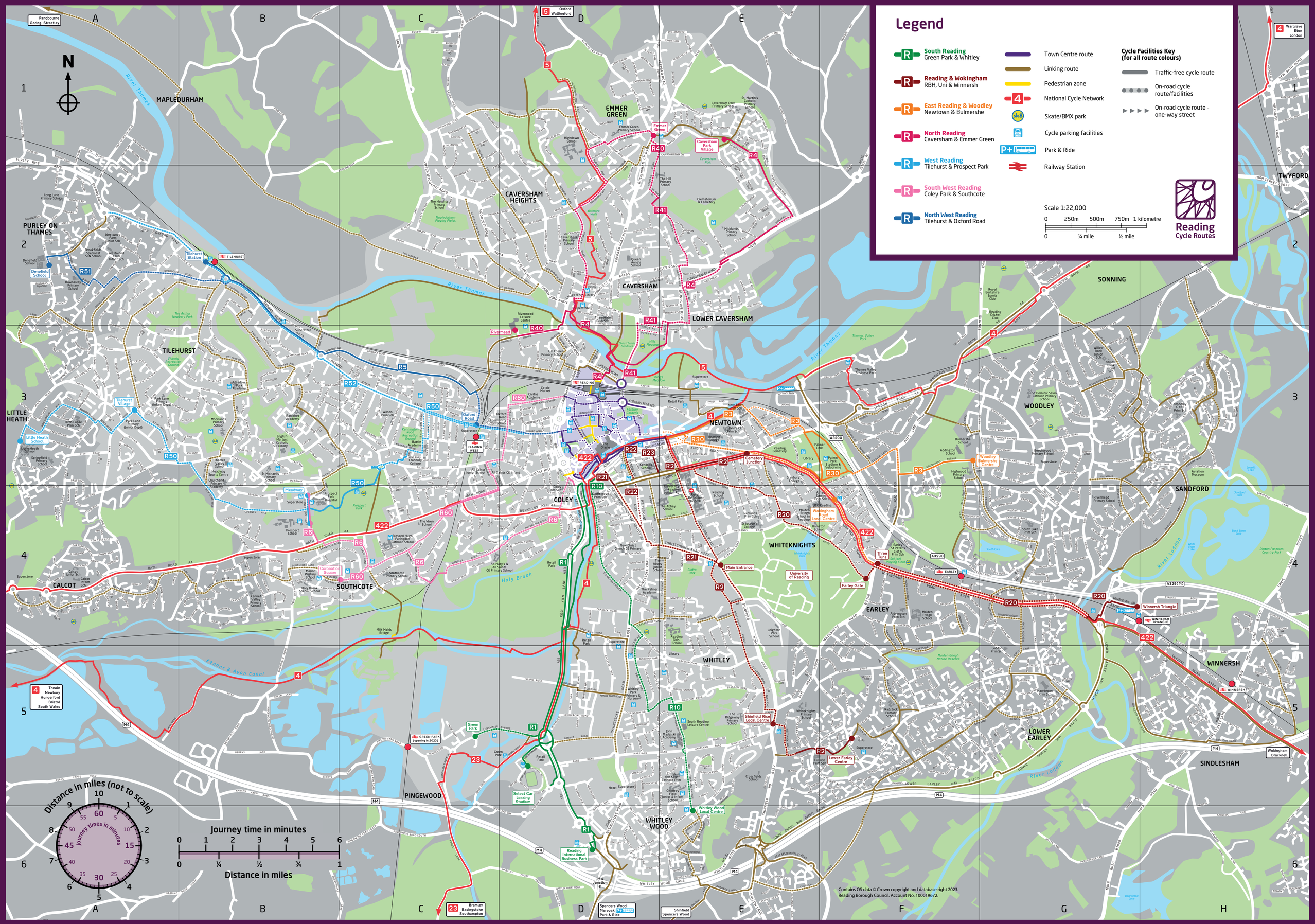
Parking Area	Kerb length available for parking	Number of Spaces	Spaces Occupied	Spaces Free	Occupancy	Notes
Car Parks						
Recreation Road Car Park	N/A	84	14	70	17%	
Triangle Car Park	N/A	64	5	59	8%	
Zainabiya Welfare	N/A	8	1	7	13%	
Dunstall Close	N/A	45	3	42	7%	
Total		201	23	178	11%	
Roads						
School Road westside(Norcot Road to Corwen Road) (No Stopping 7am to 7pm Monday to Saturday)	120	20	0	20	0%	
School Road westside(Norcot Road to Corwen Road) (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	30	5	0	5	0%	
School Road eastside(Norcot Road to Corwen Road) (No Stopping 7am to 7pm Monday to Saturday)	150	25	0	25	0%	
Kentwood Hill (east), Double Yellow (West) (Norcot Road to Kentwood Close)	100	17	13	4	76%	
Kentwood Close	380	63	29	34	46%	
Beatty Drive	68	11	7	4	64%	
Kentwood Hill (Kentwood Close to Gipsey Lane)	300	50	0	50	0%	
Recreation Road (Non Double Yellow Line Sections)	320	54	54	0	100%	
Armour Road North Side (Mon to Sat 8am to 6.30pm . 2 hours no return in 2 hours) (Norcot Road to Victoria Road)	90	15	9	6	60%	
Armour Road South Side (Mon to Sat 8am to 6.30pm No Waiting) (Norcot Road to Victoria Road)	70	11	0	11	0%	Parking can not occur given parking on north side and width of road. Any parking would obstruct flow
Victoria Road (Armour Road to Crescent Road) East Side	46	8	0	8	0%	Parking can not occur given parking on west side and width of road. Any parking would obstruct flow
Victoria Road (Armour Road to Crescent Road) West Side	86	14	9	5	64%	
Victoria Road (Crescent Road to Westwood Road) East Side	140	23	17	6	74%	
Victoria Road (Crescent Road to Westwood Road) West Side	138	23	0	23	0%	Parking can not occur given parking on east side and width of road. Any parking would obstruct flow
Armour Road North Side (Victoria Road to Lower Armour Road) (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	18	3	4	-1	133%	one vehicle parked across driveway
Armour Road South Side (Victoria Road to Lower Armour Road) (Mon to Sat 8am to 6.30pm No Waiting)	60	10	0	10	0%	Parking can not occur given parking on north side and width of road. Any parking would obstruct flow
Crescent Road	364	60	26	34	43%	
Norcot Road, South Side (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	80	13	13	0	100%	
Norcot Road, North Side (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	20	3	4	-1	133%	
Norcot Road, North Side (No Parking Restriction)	24	4	4	0	100%	

Day	Friday
Date	25th April 2025
Survey	1:15pm to 2:15pm

Parking Area	Kerb length available for parking	Number of Spaces	Spaces Occupied	Spaces Free	Occupancy	Notes
Car Parks						
Recreation Road Car Park	N/A	84	15	69	18%	
Triangle Car Park	N/A	64	52	12	81%	
Zainabiya Welfare	N/A	8	4	4	50%	
Dunstall Close	N/A	45	5	40	11%	
Total		201	76	125	38%	
Roads						
School Road (Norcot Road to Corwen Road) westside (No Stopping 7am to 7pm Monday to Saturday)	120	20	0	N/A	0	Parking prevented between 7am and 7pm
School Road westside(Norcot Road to Corwen Road) (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	28	4	3	1	75%	
School Road eastside (No Stopping 7am to 7pm Monday to Saturday)	150	25	0	N/A	0	Parking prevented between 7am and 7pm
Kentwood Hill (east), Double Yellow (West) (Norcot Road to Kentwood Close)	100	17	11	6	65%	
Kentwood Close	380	63	16	47	25%	
Beatty Drive	68	11	6	5	55%	
Kentwood Hill (Kentwood Close to Gipsey Lane)	300	50	0	50	0%	
Recreation Road (Non Double Yellow Line Sections)	300	50	43	7	86%	
Armour Road North Side (Mon to Sat 8am to 6.30pm . 2 hours no return in 2 hours) (Norcot Road to Victoria Road)	90	15	9	6	60%	
Armour Road South Side (Mon to Sat 8am to 6.30pm No Waiting) (Norcot Road to Victoria Road)	70	11	0	11	0%	Vehicles parked here would obstruct Flow
Victoria Road (Armour Road to Crescent Road) East Side	46	8	0	8	0%	Vehicles parked here would obstruct flow
Victoria Road (Armour Road to Crescent Road) West Side	86	14	7	7	50%	
Victoria Road (Crescent Road to Westwood Road) East Side	140	23	8	15	35%	
Victoria Road (Crescent Road to Westwood Road) West Side	138	23	0	23	0%	Vehicles parked here would obstruct flow
Armour Road North Side (Victoria Road to Lower Armour Road) (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	18	3	1	2	33%	
Armour Road South Side (Victoria Road to Lower Armour Road) (Mon to Sat 8am to 6.30pm No Waiting)	60	10	0	10	0%	Vehicles parked here would obstruct flow
Crescent Road	364	60	15	45	25%	
Norcot Road, South Side (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	80	13	9	4	69%	
Norcot Road, North Side (30 minutes no return within 30 minutes, Mon to Sat 8am to 6:30pm)	20	3	2	1	67%	
Norcot Road, North Side (No Parking Restriction)	24	4	2	2	50%	

Appendix B

Reading Cycle Map


Legend
South Reading
Green Park & Whitley
Reading & Wokingham
RBH, Uni & Winnersh
East Reading & Woodley
Newtown & Bulmershe
North Reading
Caversham & Emmer Green
West Reading
Tilehurst & Prospect Park
South West Reading
Coley Park & Southcote
North West Reading
Tilehurst & Oxford Road
Town Centre route
Linking route
Pedestrian zone
National Cycle Network
Skate/BMX park
Cycle parking facilities
Park & Ride
Railway Station
Cycle Facilities Key
(for all route colours)
Traffic-free cycle route
On-road cycle route/facilities
On-road cycle route – one-way street
Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 ¼ mile ½ mile
Reading Cycle Routes
N
MAPLEDURHAM
PURLEY ON THAMES
TILEHURST
LITTLE HEATH
CALCOT
SOUTHCOTE
COLEY
EMMER GREEN
CAVERSHAM HEIGHTS
CAVERSHAM
LOWER CAVERSHAM
NEWTOWN
WHITEKNIGHTS
WHITLEY
WHITLEY WOOD
PINGEWOOD
EARLEY
LOWER EARLEY
WOODLEY
SONNING
SANDFORD
WINNERSH
SINDLESHAM
TWYFORD
River Thames
Kennet & Avon Canal
River Loddon
Holy Brook
Distance in miles (not to scale)
Journey times in minutes
Journey time in minutes
0 1 2 3 4 5 6
0 ¼ ½ ¾ 1
Distance in miles
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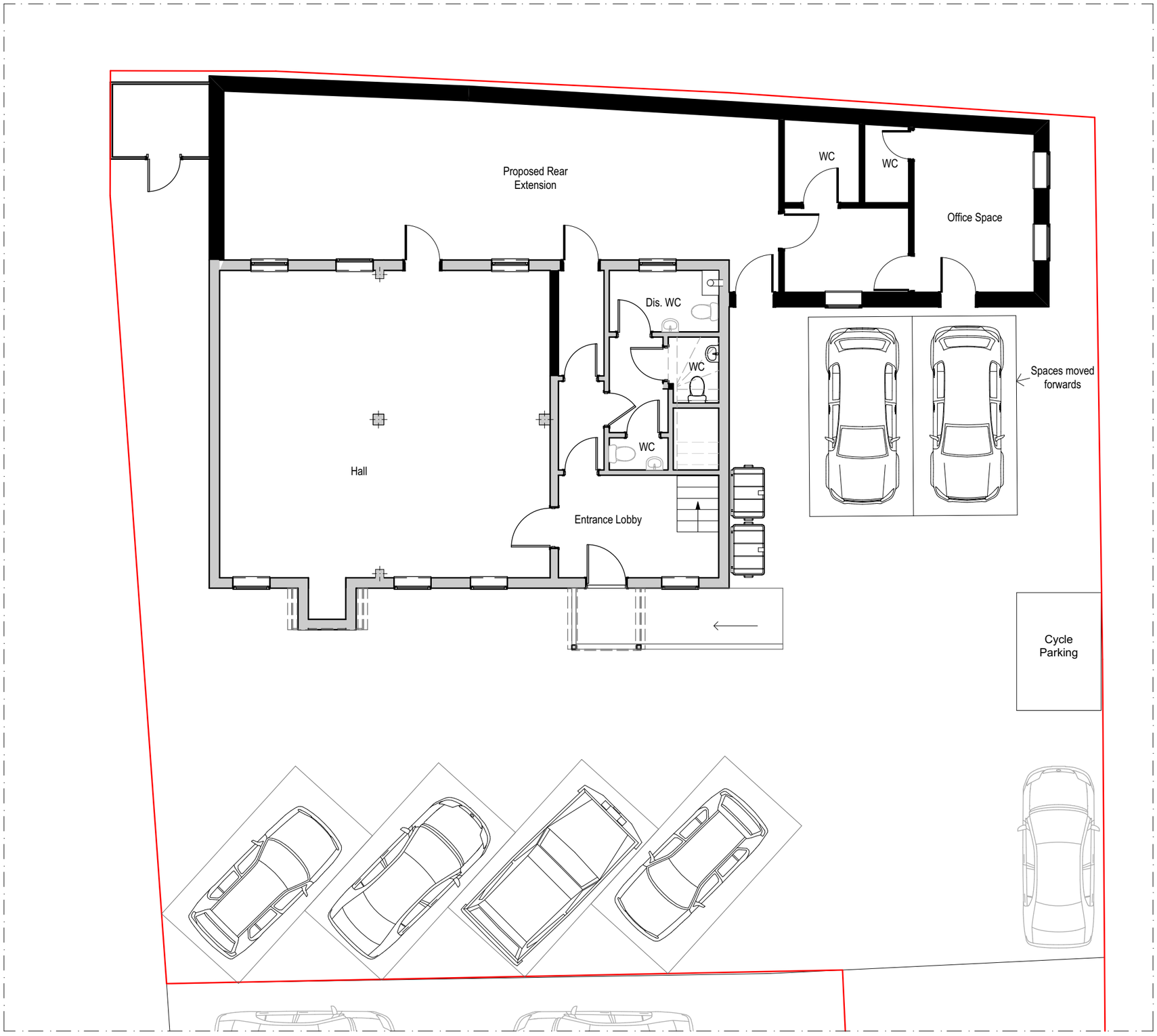
Reading Borough Council. Account No. 100019672.

Appendix C

Site Layout



1:100

GF-Ground Floor

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All dimensions to be checked on site and any discrepancies to be reported before work commences.

Notes:

= Existing

= Proposed

1:100

0 1 2 3 4 5 m

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cabe chartered association of building engineers

RICS

Colegio de Arquitectos de Venezuela

Client:

ZAINABIYA READING CENTRE

Job Title:

1 Story Extension Feasibility
4-6 School Rd Tilehurst Reading RG31 5AL

Drawing Title:

Proposed Ground Floor Plan

Drawing Date:	Status:	
26/03/2025	Planning	
Issue Date:	Drawn By:	Scale:
12/05/2025	HBH	1:100@A3
Job No:	Drawing No:	Rev:
8762	8762 PL - 8	

Appendix D

TRICS Outputs

Calculation Reference: AUDIT-734001-250430-0457

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	TW	TYNE & WEAR	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	100 to 880 (units: sqm)
Range Selected by User:	100 to 880 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 18/10/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Retail Zone	1
Village	3
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

F2(b)	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	3 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1 CA-07-Q-01 COMMUNITY CENTRE CAMBRIDGESHIRE
HIGH STREET
COTTENHAM

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 500 sqm
Survey date: MONDAY *15/10/12* *Survey Type: MANUAL*

2 EC-07-Q-01 COMMUNITY CENTRE CHESHIRE EAST
WARRINGTON ROAD
MERE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 100 sqm
Survey date: TUESDAY *07/11/17* *Survey Type: MANUAL*

3 LS-07-Q-01 COMMUNITY CENTRE LEEDS
WATERLOO LANE
LEEDS
BRAMLEY
Neighbourhood Centre (PPS6 Local Centre)
Retail Zone
Total Gross floor area: 625 sqm
Survey date: MONDAY *19/10/15* *Survey Type: MANUAL*

4 TW-07-Q-01 COMMUNITY CENTRE TYNE & WEAR
HIGH STREET
GATESHEAD
WREKENTON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 450 sqm
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

5 TW-07-Q-02 COMMUNITY CENTRE TYNE & WEAR
ROSEDON WAY
NEWCASTLE
BRUNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 880 sqm
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

6 WM-07-Q-01 COMMUNITY CENTRE WEST MIDLANDS
PRIOR DERAM WALK
COVENTRY
CANLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 560 sqm
Survey date: TUESDAY *18/10/22* *Survey Type: MANUAL*

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NY-07-Q-01	No Surveys after 16:00

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	434	0.115	4	434	0.000	4	434	0.115
08:00 - 09:00	6	519	1.701	6	519	0.995	6	519	2.696
09:00 - 10:00	6	519	1.862	6	519	1.027	6	519	2.889
10:00 - 11:00	6	519	0.674	6	519	0.899	6	519	1.573
11:00 - 12:00	6	519	0.770	6	519	1.380	6	519	2.150
12:00 - 13:00	6	519	1.766	6	519	1.541	6	519	3.307
13:00 - 14:00	6	519	0.514	6	519	0.770	6	519	1.284
14:00 - 15:00	6	519	0.706	6	519	0.449	6	519	1.155
15:00 - 16:00	6	519	2.087	6	519	1.701	6	519	3.788
16:00 - 17:00	6	519	0.899	6	519	1.445	6	519	2.344
17:00 - 18:00	6	519	0.931	6	519	1.284	6	519	2.215
18:00 - 19:00	6	519	1.573	6	519	0.738	6	519	2.311
19:00 - 20:00	6	519	0.931	6	519	0.963	6	519	1.894
20:00 - 21:00	6	519	0.096	6	519	0.385	6	519	0.481
21:00 - 22:00	4	419	0.000	4	419	1.254	4	419	1.254
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.625			14.831			29.456

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.*

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Parameter summary

Trip rate parameter range selected:	100 - 880 (units: sqm)
Survey date date range:	01/01/10 - 18/10/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.