

Transport Statement

Proposed HMO
24 Baker Street, Reading, RG1 7XX

On behalf of
RealProfit Ltd

April 2026

Document Revision Control

Revision	Date	Prepared By
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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) is prepared on behalf of RealProfit Ltd (the 'Developer') in relation to a planning application for the Change of use of property from C4 use class (6 bedroom HMO) to a Sui Generis use class for seven bedroom HMO ('the Proposed Development'). The Proposed Development is located at 24 Baker Street, Reading RG1 7XX ('the Application Site'). The location of the Application Site is shown on the figure below:

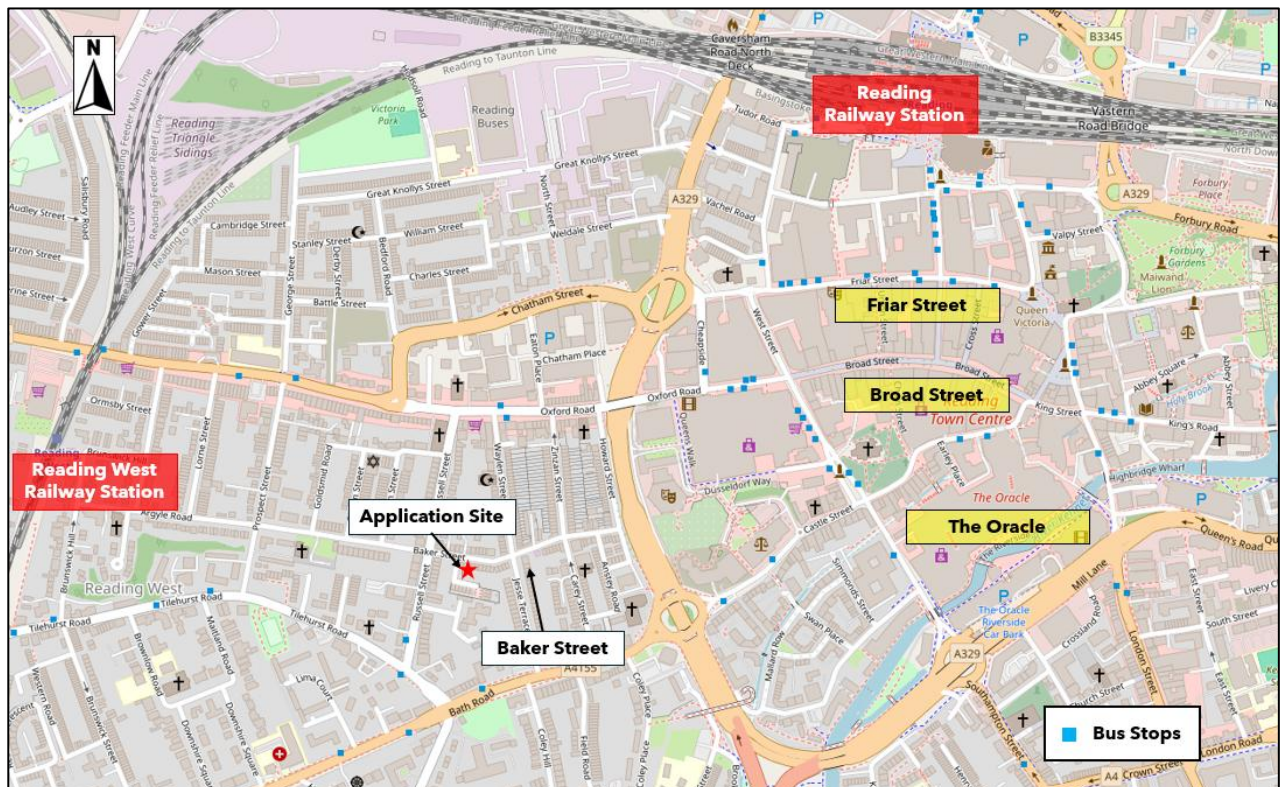


Figure 1.1: Site Location

Scope of Report

- 1.2 This report is structured as follows:
- **Section 2** outlines the transport planning policies that are considered to be relevant to this application;
 - **Section 3** assesses the existing level of accessibility; and
 - **Section 4** provides an overview of the existing and proposed development.
- 1.3 **Section 5** summarises the key findings and conclusions of this report which are that the Proposed Development accords with relevant national, regional and local transport policies. The proposals represent sustainable development that would not give rise to unacceptable impacts on highway safety or the operation of the surrounding road network. In accordance with paragraph 116 of the National

Planning Policy Framework, there are therefore no transport or highway grounds on which planning permission for the Proposed Development should be withheld or refused.

2.0 TRANSPORT POLICY AND RELEVANT DESIGN GUIDANCE

National Planning Policy

2.1 The Government's planning policies for England are set out in the National Planning Policy Framework ("the NPPF"), published in December 2024 and updated with minor technical corrections in February 2025. The NPPF highlights the need for close coordination between land-use planning and transport planning to support sustainable development.

2.2 Paragraph 110 of the Framework states the following:

'The planning system should actively manage patterns of growth in support of these objectives. 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.'

2.3 It is noted that paragraph 110 does not require that every location considered for development must have access to every sustainable mode of travel. It does, however, require that the choice of transport modes should be 'genuine'.

2.4 The Government has recently clarified their position that a 15-minute walk to a railway station is reasonable, and that a site that benefits from this proximity to a railway station should be considered to be located in a sustainable location.

2.5 Paragraph 115 of the Framework states the following:

'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 Code; 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.'*

2.6 Turning to the National Design Guide, this identifies walkable distances as being:

'Walkable: Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).'¹

2.7 This theme of 800m walkable neighbourhoods is reiterated in mode specific design guidance including 'Planning for Walking' published by the Chartered Institution of Highways and Transportation ("CIHT Walking Guidance"), April 2015.

2.8 Paragraph 116 provides the Government's policy regarding the transport related circumstances in which planning permission can be withheld or refused stating:

'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.'

2.9 The above policy sets the overarching framework within which the suitability of all planning applications should be considered and forms the basis for designing and assessing the Proposed Development.

Reading Borough Council Policies

Reading Borough Council Revised Car Parking Standards and Design SPD

2.10 The Reading Borough Council Revised Car Parking Standards and Design SPD ('the Parking SPD') was adopted in 2011. It therefore predates the introduction of the NPPF and hence only limited weight should be placed on the policies contained within it. It nonetheless provides a starting point for considering car parking requirements for the Proposed Development.

2.11 With regards to HMOs, the Parking SPD suggests that 0.25 car parking spaces should be provided per bedroom irrespective of the location of the HMO. A footnote to the HMO guidance clarifies that:

'Occupiers will not be entitled to on-street car parking permits. Where planning permission is required for small HMOs falling within the C4 Use Class, this standard will apply to both C4 HMOs and Sui Generis HMOs.'

2.12 Notwithstanding that the Parking SPD predates the NPPF, it is drafted as guidance only rather than a policy that must be adhered to and includes flexibility for applicants to provide an alternative level of car parking either lower than that set out in the guidance or, under exceptional circumstances, higher.

¹ Page 20 National Design Guide

Reading Transport Strategy 2040

- 2.13 Reading Transport Strategy 2040 was adopted in June 2024. It establishes a strategy to provides high quality and realistic alternatives to the private car. It identifies that sustainable travel, including walking and cycling, now accounts for around 75% of trips to and from the town centre.
- 2.14 Specifically with regards to car parking, Policy RTS21 states:

We will review the level of provision and location of parking across the Borough, in public car parks, on-street parking and across new developments, and manage the parking provision to influence sustainable travel choices, encourage sustainable patterns for travel and provide for those who are less mobile.

- 2.15 The thrust of policy is therefore clearly towards supporting measures that make best use of and support sustainable travel patterns, including managing car parking to provision to encourage more sustainable travel choices.

Design Guidance

Walking

- 2.16 The Chartered Institution of Highways and Transportation (CIHT) 'Guidelines for Providing Journeys on Foot' (2000) suggests acceptable, desirable and preferred maximum walking distances. These walking distances are applied consistently when assessing the reasonable walking times whether a development is in a rural or an urban location.
- 2.17 Table 2.1 summarises the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

	Town Centres	Commuting/ Schools	Elsewhere
Desirable	200	500	400 (5 minutes' walk)
Acceptable	400 (5 minutes' walk)	1,000 (12.5 minutes' walk)	800 (10 minutes' walk)
Preferred Maximum	800 (10 minutes' walk)	2,000 (25 minutes' walk)	1,200 (15 minutes' walk)

Table 2.1: Reasonable Walking Distances (metres)²

- 2.18 The distances quoted above are preferred distances and not ceilings, above which people will not walk. It is noteworthy that the 2024 National Travel Survey identifies that 25% of journeys made on foot were for distances between 1 and 2 miles (1,600m – 3,200m) and a further 6% were between 2 and 5 miles

² 'Providing for Journeys on Foot', CIHT, 2000

(3,200m – 8,000m). Indeed the NTS further identifies that 80% of journeys under 1 mile in length were made on foot.

Cycling

- 2.19 The Chartered Institution of Highways and Transportation (CIHT) identifies that the bicycle is a potential mode of transport for all journeys under five miles (approximately 8 kilometres) (Planning for Cycling, 2015).

Public Transport

- 2.20 'Planning for Walking' published by the Chartered Institution of Highways and Transportation ("CIHT Walking Guidance"), April 2015 sets out in section 6.4 advice on walking catchments for public transport as follows:

"The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres."

- 2.21 For comparison, the Transport for London (TfL) Passenger Transport Accessibility Level (PTAL) metric was established to determine an individual's accessibility to public transport using a combination of distance to a public transport node, number of services serving the node and the frequency of each. It uses a walk distance of 640m for accessibility to a bus stop.
- 2.22 With regards journeys by train, the Secretary of State statement has recently confirmed that that all potential development sites located within a 15-minute walk of a well-connected railway station are considered to be in a sustainable location, with a 15-minute walk being considered a reasonable distance for people to walk to a railway station.
- 2.23 There is no industry guidance regarding the distances people will cycle to reach a railway station. However, for an average cyclist, the 15-minute travel time identified as reasonable for the typical pedestrian equates to travel distances of 3km – 5km. It can therefore be concluded that an individual could be expected to cycle a distance of between 3 and 5km to access a railway station.

3.0 SUSTAINABLE TRAVEL

Transport Connectivity

- 3.1 There is a range of observed data and guidance that can be applied to assess how well a location is connected to everyday destinations by walking, cycling and public transport. The Department for Transport (DfT) has pulled all this data together into a single Connectivity Tool.
- 3.2 The Connectivity Tool provides a publicly accessible, scores-based outcome to indicate how well locations are connected to everyday destinations by walking, cycling and public transport, allowing an assessment of sustainable transport accessibility.
- 3.3 The DfT model identifies a range of destinations that people may reasonably need to access in their daily lives. These destinations fall within the following broad categories:
- a) education;
 - b) leisure and community facilities;
 - c) employment;
 - d) healthcare;
 - e) shopping; and
 - f) social visits.
- 3.4 It should be noted that the Connectivity Tool does not assess the quality of routes used to access destinations. For example, there is currently insufficient nationwide data regarding factors such as pavement quality, lighting, perceived safety, or the suitability of cycling infrastructure. In the case of cycling, the tool assesses distance only, rather than the safety or attractiveness of the route. In practice, these qualitative factors can significantly influence whether people choose to travel by active modes.
- 3.5 The Connectivity Tool therefore provides a measure of potential connectivity by each mode following specific routes in order to identify locations that are, or could be made sustainable, in accordance with NPPF paragraph 110. It remains the responsibility of the transport professional to undertake a detailed assessment of route quality and identify any infrastructure improvements necessary to make walking and cycling routes safe and attractive and thereby deliver the full potential transport sustainability of a site.
- 3.6 The use of the Connectivity Tool is referred to in the consultation version of the NPPF. However, in advance of the consultation NPPF coming into force, the importance of using the Connectivity Tool in determining the connectivity of location has already been set out in a ministerial statement on 11th December 2025 with the Secretary of State for Transport stating:

'This landmark platform will serve as the new national metric of connectivity, transforming how we plan for new development and the transport infrastructure needed to support it, ensuring new homes and services can be easily accessed by sustainable modes of transport...'

- 3.7 Given the ministerial statement, significant weight should be placed on the metrics of the Connectivity Tool by policy-makers and decision-takers.
- 3.8 Connectivity scores are expressed as a percentage relative to the most connected locations in England and Wales. For example, a score of 50% indicates that a location has half the level of connectivity of the most connected areas. Importantly, this does not represent "average connectivity". The Department for Transport clarifies that average connectivity corresponds to a higher score.
- 3.9 Further clarification is provided by DfT below:

Overall	
10th percentile	38.9
20th percentile	52.1
30th percentile	58.6
40th percentile	63.1
Median	66.8
60th percentile	70.2
70th percentile	73.7
80th percentile	77.8
90th percentile	83.2

- 3.10 Figure 3.1 illustrates the Application Site's sustainable transport connectivity score, considering all modes except private car use. The Connectivity Tool presents results using a colour scale ranging from red (most connected) to violet (least connected).

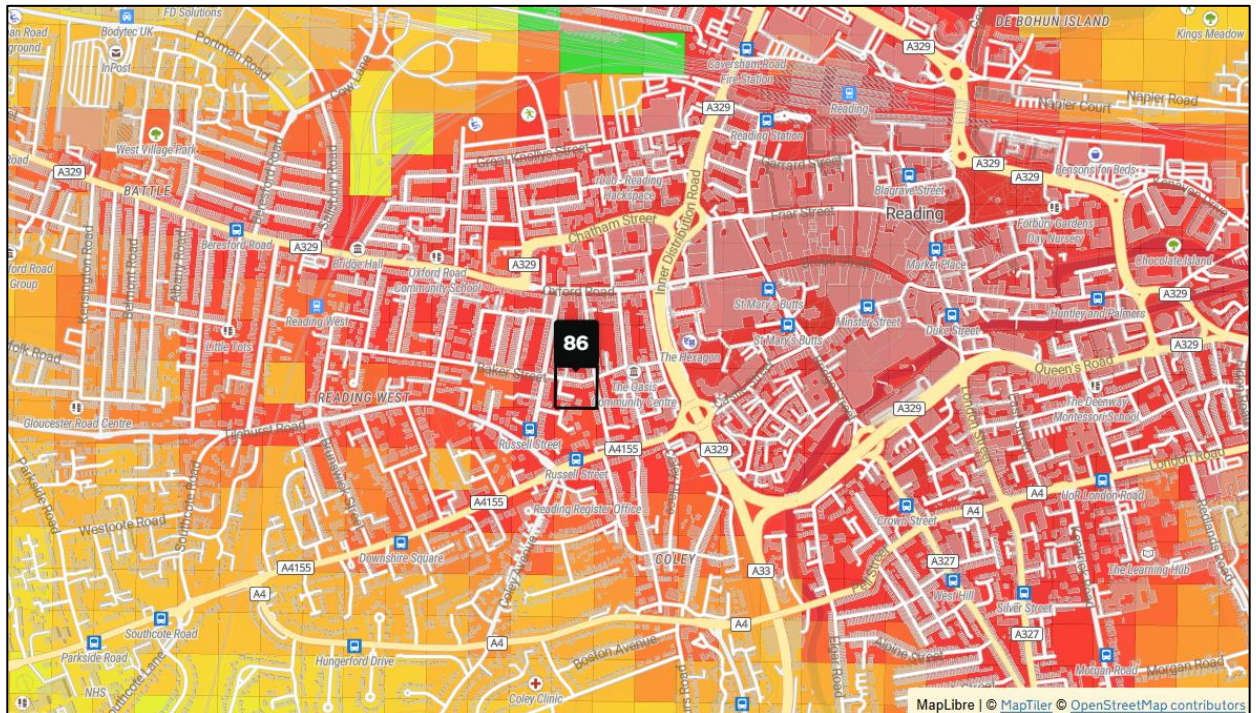


Figure 3.1: DfT Sustainable Transport Modes' Connectivity Score

- 3.11 The figure demonstrates that the Site achieves a connectivity score of 86, placing it within the top 10% of all locations across England and Wales in terms of sustainable transport connectivity.
- 3.12 Within the local context, Figure 3.2 presents the connectivity of the Application Site relative to other locations within Reading Borough. Scores are categorised from 'A' (most accessible) to 'J' (least accessible).

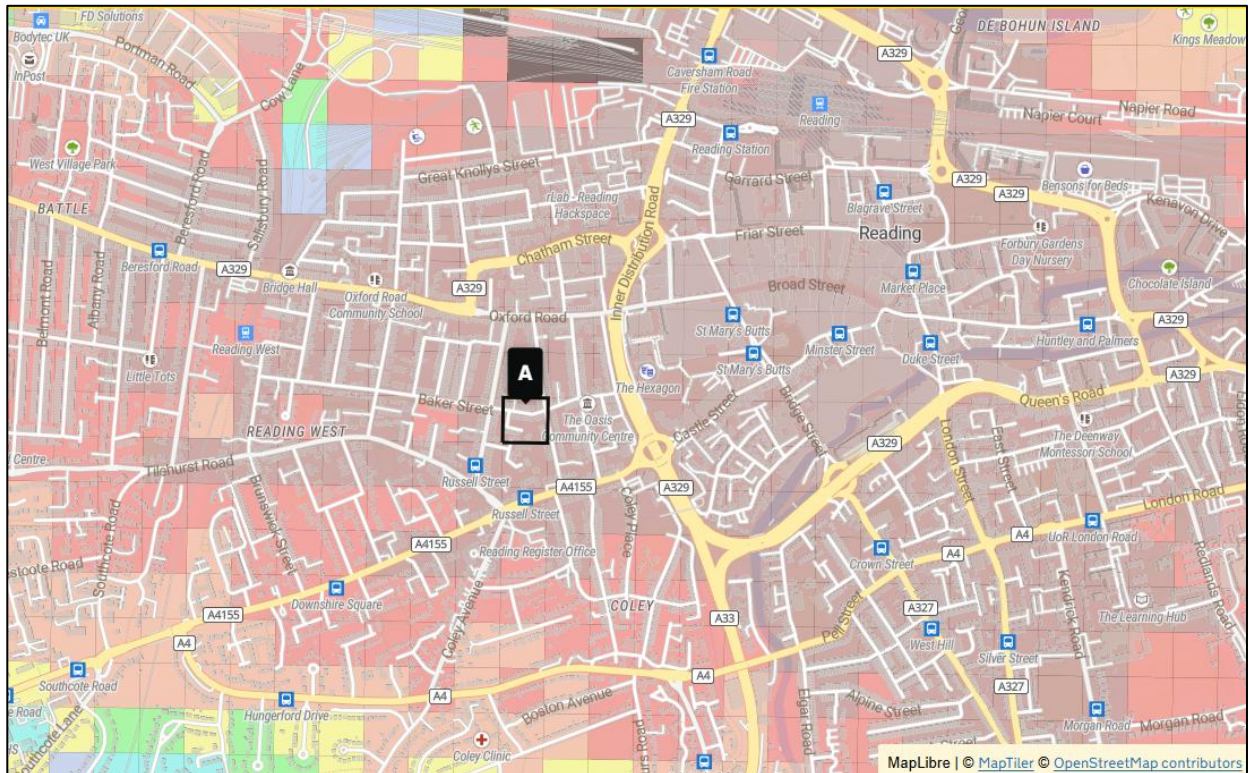


Figure 3.2: DfT Sustainable Transport Modes' Reading Weighted Connectivity Score

- 3.13 The Application Site achieves a score of 'A', confirming that it is among the most accessible and well-connected locations within Reading.

Walking Accessibility

- 3.14 Manual for Streets refers to the concept of 800m neighbourhoods but is clear that this is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. This aligns with Government guidance that a 15-minute walk to a railway station is considered reasonable.
- 3.15 The Application Site is located within the built-up area which benefits from a comprehensive network of lit footways and footpaths. Within this pedestrian environment, crossing facilities are generally of a high standard, equipped with dropped kerbs and tactile paving.
- 3.16 The figure below shows an approximately 2km walk catchment (in red) from the Application Site together with a 15-minute walk (in green).

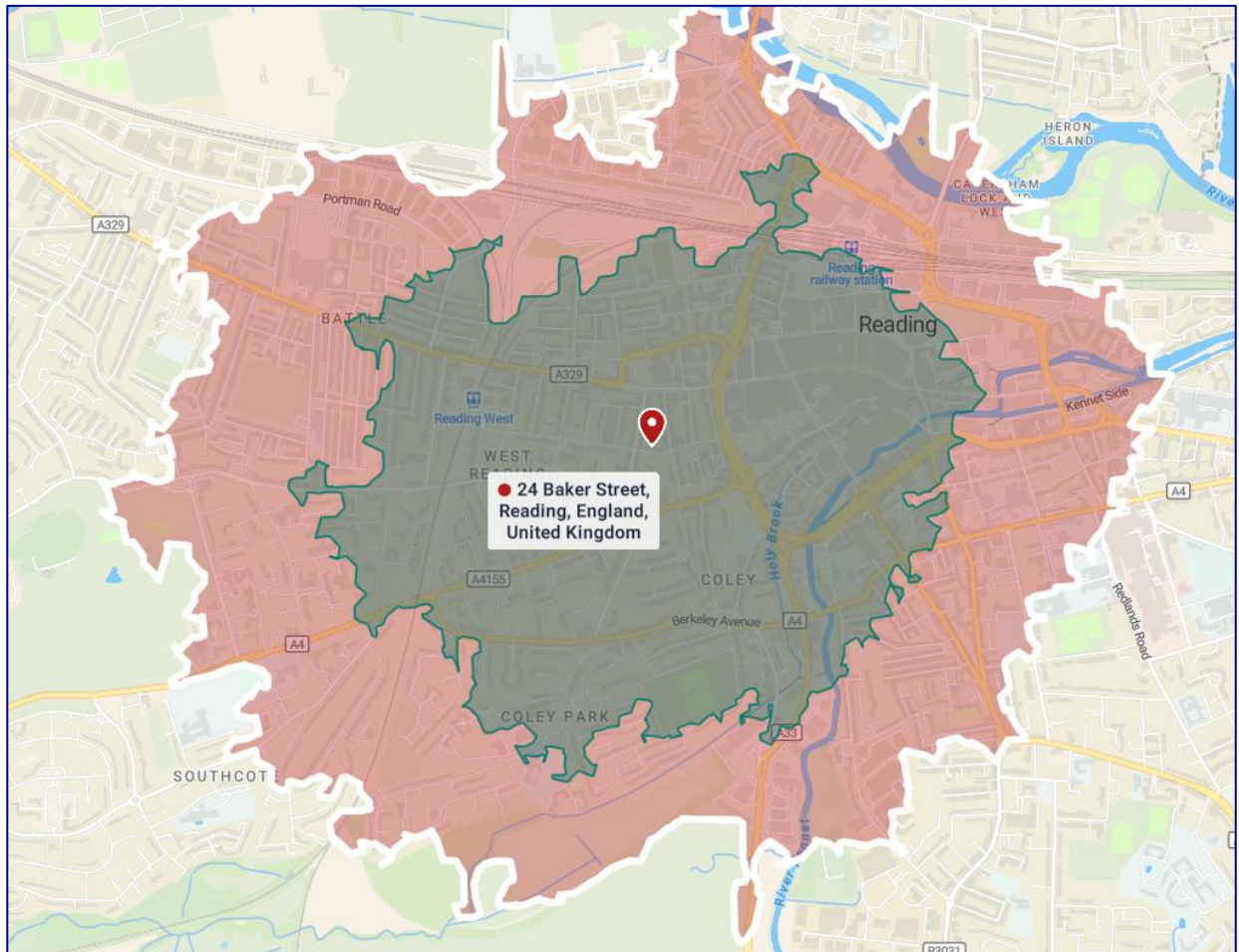


Figure 3.3: Walk Catchment

- 3.17 The figure demonstrates that central Reading lies within a reasonable walking distance of the Site. Notably, Reading Railway Station falls within the 15-minute walk threshold identified by Government as a realistic distance for accessing rail services.

Cycling Accessibility

- 3.18 It is generally accepted that a distance of up to 5km is acceptable to most cyclists, although many trips up to 8km in length are made by cycle. A 5km cycling catchment is illustrated on the figure below.



Figure 3.4 – 5km Cycle Catchment

- 3.19 The catchment illustrated above demonstrates the whole of Reading Borough can be accessed within a 5km cycle ride of the Application Site. Within this 5km catchment, cyclists benefit from a variety of dedicated infrastructure.

Accessibility by Bus

- 3.20 The nearest bus stop is located approximately 150m to the south of the Application Site on Russell Street. Services from this stop operate at a high frequency, providing a “turn-up-and-go” level of service with at least 10 buses per hour in each direction on weekdays. Services also operate during evenings and weekends.
- 3.21 In addition, residents can access a wider range of bus services within a 10-minute walk at Friar Street or a 15-minute walk at Station Approach.

Accessibility by Rail

- 3.22 Reading West railway station is located approximately a 12-minute walk from the Application Site, providing services between Reading and Basingstoke.
- 3.23 Reading Railway Station, the principal rail hub in the Thames Valley, is approximately a 15-minute walk from the Site. It offers direct services to a wide range of local and national destinations, including:
- GWR services connecting destinations between Penzance - London and Swansea - London
 - Cross country services
 - Local rail services
 - The Elizabeth Line
 - Gatwick Airport services
- 3.24 These services operate at high frequencies throughout the day, including evenings and weekends, providing excellent connectivity at both regional and national levels.

Conclusion

- 3.25 The evidence presented demonstrates that the Application Site is exceptionally well connected by sustainable modes of transport. The DfT Connectivity Tool confirms that the Site ranks within the top 10% of locations across England and Wales and achieves the highest accessibility rating within the Reading context.
- 3.26 The Application Site benefits from excellent walking and cycling accessibility, with central Reading and key services located within comfortable walking and cycling distances. High-frequency bus services are available within immediate proximity, while both Reading West and Reading Railway Stations are accessible within a reasonable walking distance, providing extensive local, regional and national rail connections.
- 3.27 Overall, the Site is highly sustainable in transport terms and is well aligned with national and local policy objectives to promote sustainable travel and reduce reliance on private car use.

4.0 PROPOSED DEVELOPMENT

- 4.1 The lawful use of the Application Site is as a 6-bedroom House in Multiple Occupation (HMO). The Proposed Development seeks to intensify this use to a 7-bedroom sui generis HMO. No additional car parking is proposed.
- 4.2 In transport terms, the net change arising from the Proposed Development is therefore limited to a single additional bedroom. As such, any associated uplift in travel demand would be minimal and proportionate to this modest increase in occupancy.
- 4.3 The Parking SPD sets out a guideline provision of 0.25 car parking spaces per bedroom for HMOs. On this basis, the Proposed Development would generate a theoretical demand for an additional 0.25 parking spaces. This represents a negligible increase and, in practical terms, does not equate to the need for a full additional parking space.
- 4.4 It is important to note that the Parking SPD applies this standard uniformly across all locations, without differentiation based on accessibility. As such, it does not reflect the significantly reduced need for car ownership in highly sustainable and well-connected locations.
- 4.5 As demonstrated in Section 3.0, the Application Site is located within one of the most accessible areas in Reading and is ranked within the top tier of connectivity both locally and nationally. The Site benefits from excellent walking and cycling accessibility, high-frequency bus services, and close proximity to two railway stations, including a major national transport hub. In this context, future occupiers would have a genuine and attractive range of alternatives to private car use.
- 4.6 Given this exceptional level of accessibility, the reliance on private vehicles is expected to be low. Accordingly, the absence of additional on-site car parking provision is considered entirely appropriate and consistent with national and local policy objectives to promote sustainable travel and reduce car dependency.
- 4.7 In terms of potential impact, the Application Site is located within a Controlled Parking Zone (CPZ). On-street parking within the CPZ is regulated through a permit system. In accordance with the Parking SPD, occupants of new HMOs are not eligible for on-street parking permits.
- 4.8 As a result, future residents of the additional bedroom would not have the ability to park on-street within the surrounding area. This effectively removes any risk of overspill parking and ensures that the Proposed Development would not give rise to increased on-street parking pressure or associated highway safety concerns.

5.0 SUMMARY AND CONCLUSION

- 5.1 This Transport Statement has been prepared in support of a planning application for the change of use of 24 Baker Street, Reading, from a 6-bedroom House in Multiple Occupation (Use Class C4) to a 7-bedroom sui generis HMO. The assessment has considered the Proposed Development in the context of relevant national and local transport policy, accessibility by sustainable modes, and potential impacts on the highway network.
- 5.2 The review of national policy, in particular the National Planning Policy Framework (NPPF), confirms that development should be directed towards sustainable locations where opportunities to travel by non-car modes are maximised, safe and suitable access can be achieved, and impacts on the transport network are not severe. Local policy, including the Reading Transport Strategy 2040, similarly promotes sustainable travel and seeks to manage car parking provision to encourage reduced reliance on private vehicles.
- 5.3 The accessibility assessment demonstrates that the Application Site is exceptionally well located in transport terms. The Department for Transport Connectivity Tool identifies the Site as being within the top 10% of locations across England and Wales, and within the highest accessibility category ('A') in the Reading context.
- 5.4 The Site benefits from excellent opportunities for walking and cycling, with a wide range of services, employment opportunities and facilities located within convenient and realistic distances. High-frequency bus services are available within close proximity, and both Reading West and Reading Railway Stations are accessible within a reasonable walking distance, providing comprehensive local, regional and national connectivity.
- 5.5 In transport terms, the Proposed Development represents a very modest intensification of use, resulting in a net increase of one bedroom. The associated uplift in travel demand is therefore minimal. The theoretical increase in parking demand, equivalent to 0.25 spaces, is negligible and does not justify the provision of additional car parking, particularly in such a highly accessible location.
- 5.6 The Site is located within a Controlled Parking Zone, and future occupants would not be eligible for on-street parking permits. This ensures that the development would not give rise to overspill parking or increased pressure on the surrounding highway network.
- 5.7 Overall, the evidence demonstrates that the Proposed Development is highly sustainable, fully aligned with national and local transport policy, and would not result in unacceptable impacts on highway safety or the operation of the surrounding road network.

- 5.8 It is therefore concluded that in accordance with paragraph 116 of the National Planning Policy Framework, there are no transport or highway grounds on which planning permission for the Proposed Development should be withheld or refused.