

Project: 1A Eaton Place, Reading

SMA Ref: 6757

Subject: Planning Application for Eaton Place, Reading

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Date: 09/06/2021

Reviewed by: David Wiseman

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1.0 INTRODUCTION

- 1.1 Stuart Michael Associates (SMA) has been instructed by the applicant (Jim Townsend and Co) to prepare a Technical Note in support of a planning application for 2 x 1 bed flats at 1A Eaton Place, Reading, without any car parking provision.
- 1.2 The site is located 960m south of Reading Train Station, within close proximity to the centre of Reading and 870m from Reading West Railway Station.
- 1.3 Based upon the Reading Borough car parking guidance a development of this size (2 x 1 bed flats) should provide 2 car parking spaces.

2.0 CAR PARKING STANDARDS

- 2.1 Reading Borough is recognised as an urban area with great diversity in transport provision and need. The Railway station provides direct links to a number of local towns and villages as well as regional and nationally important centres throughout the UK.
- 2.2 The urban nature of Reading has led to the creation of a zonal system for parking standards. The principal is that developments located close to public transport and local centres will require less parking than equivalent developments in less sustainable areas of the borough.
- 2.3 The proposed site development is situated in Zone 2, a Primary Core Area, served by public transport and where walking and cycling tends to be encouraged through the provision of footways and cycle ways.
- 2.4 Much of this area is within acceptable walking distance (400m) of either the main railway station, or Reading West railway station.
- 2.5 The Zone 2 Standard states that a 1 bed flat requires 1 car parking space. Based upon guidance the proposed development should provide up to 2 car parking spaces.

Table 2.1 Zone 2 Residential Parking Provision requirements

Residential Parking Provision				
Zone 2				
	0.5 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff
C3 Dwelling Flat 1- 2 bed	0.5	1	1.5	1.5

On Street Parking

- 2.6 There is limited opportunity to park on street within the vicinity of the application site. Eaton Place currently has no on-street parking due to double yellow lines located directly west and south of the site. A private car park is also located 110m west of the site, belonging to Reading Crown Prosecution Court. Car parking is also not available north of the site along the A329, Chatham Street.
- 2.7 Approximately 50m south of the site on Oxford Road, limited on-street parking is, available for free for up to 2 hours between the hours of 8am – 8pm and for those residents with resident

parking permits. Permit holders may also park outside the hours of 8am – 8pm. A standard resident first permit costs £42.

- 2.8 Other nearby roads allow limited on-street parking are Alfred Street, approximately 120m east of the site, with space for up to 4 vehicles for up to 1 hour, Monday to Saturday between the hours of 8 am to 6.30pm.

Public Car Parks

- 2.9 Despite the accessible and frequent public transport services located within walking distance of Eaton Place, if residents insist upon having a car there are various public car parks located within proximity of the site. The cost of using a public car park in the area is expensive and so it is likely that future residents will prefer to use public transport rather than own a car.
- 2.10 Q-Park, Chatham Place is located approximately 65m north of the site and offers 24-hour parking. Entry fees vary from £1.70 per hour in off-peak times to £2.00 per hour during peak times. The maximum rate for any 24-hour period is £19.00 per hour. Q-Park provides up to 586 parking spaces, free buggy hire and is a short walk from Broad Street Mall.
- 2.11 Approximately 384m south east of the site is Broad Street Mall Car Park. This offers a total of 720 parking spaces available for up to 24-hours from Monday to Sunday. Hourly rates range from £1.60 to £2.10 per hour, with weekly tickets at £40 (Monday to Friday).
- 2.12 Cattle Market Car Park offers a total of 90 car parking spaces and is located 640m from the site. This car park offers 24-hour car parking from Monday to Sunday. For local residents it may be more cost effective to purchase seasonal tickets ranging from £130 for a monthly ticket, to £1300 for an annual ticket.
- 2.13 The Butler Pub Car Park located approximately 100m north of the site is not open to public use.

Reading Car Club

Car Club

- 2.14 A Car Club operates around Reading, 'Co Wheels' offer a pay-as-you-go car hire scheme, with vehicles available to hire in convenient locations across the town. Drivers can book a car for up to days at a time, paying only for the hire time and distance driven. The closest Co Wheels vehicle to the site is located 1.19km west of the site along Oxford Road. The vehicle is a Toyota Yaris Hybrid, providing a more sustainable and cheaper method of travel in comparison to residents using their own private vehicle.
- 2.15 A secondary Co Wheels vehicle is located approximately 2km north of the site on Rectory Road. Again, this is a Toyota Hybrid vehicle.
- 2.16 Both of these car club locations are within a reasonable walk of the proposed development.

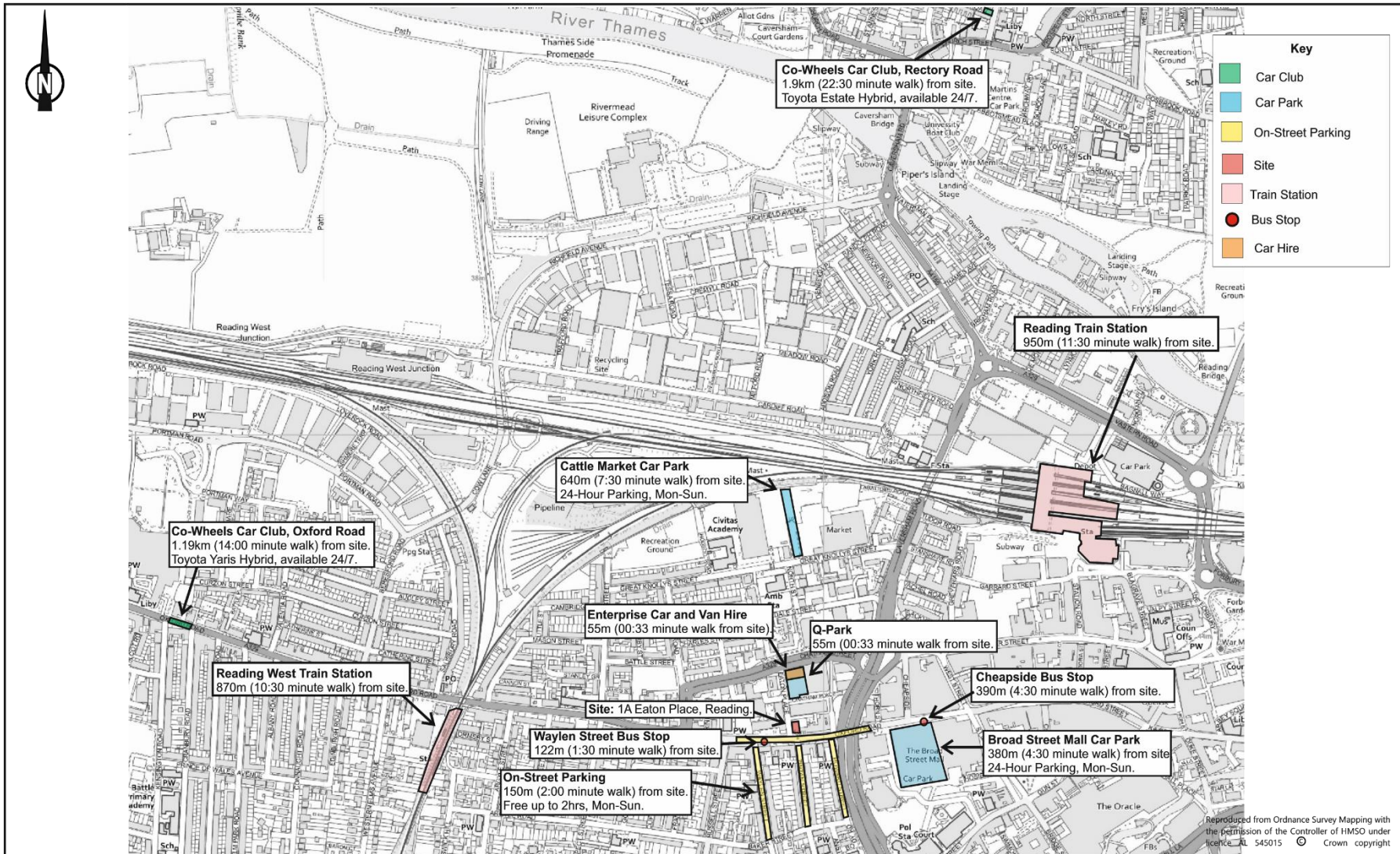
- 2.17 When a member joins the car club, a lifetime fee of £25 is paid, alongside a minimum spend of £5 per month. It could be suggested that the applicant offers new residents a membership to the Co Wheels club, or potentially the residents are offered the first few months without charge.

Enterprise Rent-A-Car

Enterprise Rent-A-Car is situated within the Q-Park Car Park approximately 55m from the site. This service offers car and van hire, available from Monday to Saturday between 8am and 6pm. Car hire for 1 day can cost approximately £80 or more depending on the vehicle and period of rental. There is also a free pick up service available to surround destinations within Reading.

Summary

- 2.18 In view of the above, it can be considered that there is very little opportunity for residents to park their own private car, with parking restricted along all streets within close proximity to the site. Despite this, there are opportunities for parking within nearby car parks, yet this can be an expensive option of travel. Car clubs and nearby rental schemes can offer an alternative way of travelling by private car, however may not be as reliable as public transport and again, an expensive mode of transport. **Figure 1.1** highlights the distances from the site to available on-street parking and car parks.



1A Eaton Place, Reading
Technical Note: Planning Application for Eaton Place

3.0 EXISTING SITUATION AND ACCESS TO PUBLIC TRANSPORT

Table 3.1. Approximate Walk and Cycle Journey Times and Distance to Key Destinations

Facility	Distance (metres)	Walk Time (minutes)	Within Preferred Maximum	Cycle Time (minutes)	Within Preferred Maximum
Q-Park Chatham Place	55	00:30	✓	00:00	✓
Rent-A-Car	55	00:30	✓	00:00	✓
Anytime fitness Reading	113	01:30	✓	00:30	✓
Waylen Street bus stop	122	01:30	✓	03:00	✓
Chatham Street Surgery	185	02:00	✓	00:30	✓
Broad Street Mall Car Park	380	04:30	✓	01:30	✓
Cheapside Bus Stop	390	04:30	✓	01:30	✓
Oxford Road Community School	570	07:00	✓	02:00	✓
Tesco Express	581	07:00	✓	02:00	✓
Bp Garage	609	07:30	✓	02:00	✓
Civitas Academy	625	07:30	✓	02:00	✓
Cattle Market Car Park	640	07:30	✓	02:00	✓
Victoria Park	750	09:00	✓	02:30	✓
Reading Civic B Car Park	758	09:00	✓	02:30	✓
Reading West Train Station	870	10:30	✓	03:00	✓
Lidl	945	11:30	✓	03:00	✓
Reading Train Station	950	11:30	✓	03:00	✓
Pine Rivers Kindergarten and Nursery	1000	12:00	✓	03:30	✓
St Edwards Prep School	1400	16:30	✓	04:30	✓
Co-Wheels Car Club, Oxford Road	1190	16:30	✓	04:30	✓

- 3.1 As **table 3.1** confirms, there are a range of services and facilities within acceptable walking and cycle distance of the site including educational, recreational and retail facilities. As such, it is reasonable to assume that some journeys to/from the site could be made via sustainable modes.

Public Transport

Bus Services

- 3.2 The nearest bus stops are located on Oxford Road, with Waylen Street bus stop being the closest stop at 122m from the site. Cheapside bus stop is located 400m east of the site, also along Oxford Road. Both of these bus stops offer regular services to Tilehurst, Calcot, Newbury, Purley on Thames and other nearby destinations.
- 3.3 The 1 Jet Black bus service operates from surrounding bus stops, operating a half hourly service, Monday to Sunday between Newbury and Reading. This service stops at Thatcham, Woolhampton, Theale and other nearby settlements. **Table 3.2** provides a summary of the existing bus routes within proximity of the site and the nearest bus stop.

Table 3.2: A Summary of Existing Bus Routes within Proximity of the Site for Eaton Place, Reading.

Bus Service	Mon-Fri		Sat		Sun	
	Operating Hours	Frequency	Operating Hours	Frequency	Operating Hours	Frequency
2/2a Lime	05:57 – 23:56	Half hourly	05:57 – 23:56	Half hourly	09:48 – 19:49	Hourly
15/5a sky Blue	05:02 – 23:02	Every 20 minutes	06:03 – 23:03	Every 20 minutes	07:49 – 23:03	Half hourly
17 Purple	04:13 – 23:47	Every 15 minutes	04:16 – 23:47	Every 20 minutes	05:16 – 23:39	Half hourly
1 Jet Black	05:09 – 22:34	Half hourly	06:23 – 22:23	Half hourly	07:23 – 18:48	Hourly
143	10:30 – 17:30	Every 2 hours	09:00 – 16:30	3 services per day	N/A	N/A
91	07:58	1 service per day	N/A	N/A	N/A	N/A

Rail Services

- 3.4 Reading Train station is located 950m from the site by foot, accessible via Chatham Street and Station Road via the continuous network of footways and cycleways.
- 3.5 This station provides access to services operated by South Western Railway and Great Western Railway, on the Great Western Main Line. These services stop at London Paddington, Oxford, Bristol Temple Meads and various other nearby settlements.
- 3.6 A total of 1,600 car parking spaces are provided at the station. Parking tariffs can range up to £25.00 for a 24 hour stay. A summary of the train services from Reading Railway Station are shown in **Table 3.3**.

Table 3.3: A summary of train services from Reading Railway Station.

Destination	Journey Time (mins)	Mon-Fri		Saturday		Sunday	
		Operation Hours	Frequency	Operation Hours	Frequency	Operation Hours	Frequency
London Paddington	48 minutes	00:18-23:38	Every 5 minutes	00:18-23:54	Every 5 minutes	00:19 – 23:37	Every 10 minutes
London Waterloo	90 minutes	00:24-23:38	Every 5 minutes	00:18-23:54	Every 10 minutes	00:19-23:37	Half hourly
Newbury	30 minutes	05:12 – 23:01	Every 20 minutes	00:17 – 23:10	Half hourly	00:20 – 22:44	Hourly
Oxford	25 minutes	00:19 – 23:32	Every 20 minutes	00:08 – 22:19	Half hourly	09:15 – 23:35	Half hourly
Bristol Temple Meads	70 minutes	00:19 – 22:59	Every 20 minutes	00:05 – 21:27	Every 20 minutes	08:59 – 23:35	Half hourly

Basingstoke	27 minutes	05:18 – 23:34	Every 20 minutes	05:43 – 23:05	Half hourly	07:38 – 21:52	Every 20 minutes
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Summary

- 3.7 In view of the above, it is considered that the site is located in a sustainable location in transportation terms, conveniently accessible by public transport modes. The site is within acceptable walking distance of a range of facilities, amenities and residential communities by a good network of residential streets. It is also well connected to nearby Nursery and Primary schools. The high-quality connections offered by both the nearby bus stops and rail station further reduce the need to drive.

Conclusion:

- 3.8 The proposed site is located at Eaton Place for 2 x 1 bed flats. It is recognised that based upon the latest car parking standard 2 parking spaces should be provided. The applicant is proposing a development without any car parking.
- 3.9 A review of the local parking restrictions confirms that all the surrounding roads are subject to parking restrictions, therefore there is no opportunity to park on-street. There are public car parks in the vicinity, however the cost of parking is likely to discourage car ownership.
- 3.10 The site benefits from being close to local facilities with public transport (bus and rail) close by. Furthermore, there is a car club that operates in Reading with a car club space on Oxford Road (circa 1.19km away).
- 3.11 Based upon this technical note, we consider zero car parking on this site should be acceptable and there should be no highway objection to this application.

