

ATLAS

PLANNING GROUP

TRANSPORT STATEMENT

Mulberry House, 1A Eldon Road, Reading, RG1 4DJ

JANUARY 2020

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EXISTING CONDITIONS

ELDON ROAD

- 1.1 The development site is located between Hanover House and Nos 1/3 Eldon Road. The site is accessed off Eldon Terrace. The site was previously occupied by a dental surgery which following approval of planning applications 180591 and 171521, has now been demolished. The car park serves as access to the 62 car parking spaces for the residential units at Hanover House.
- 1.2 Eldon Road is located to the east of the centre of Reading and is a main through way linking London Road with King's Road (A329).
- 1.3 King's Road is a main route from Reading town centre and comprises a total of four lanes. It operates with two lanes for traffic travelling eastbound only, along with a bus lane in this direction. There is also an additional contra-flow bus lane headed westbound into Reading centre. Parking, waiting and loading are all restricted along this road.
- 1.4 Eldon Road is a single carriageway road which serves a mix of commercial and residential properties. At the junction with King's Road, traffic is only permitted to turn right. Double yellow lines are present along both sides of Eldon Road, which restricts parking at all times.
- 1.5 Eldon Terrace is a local road, which provides access to residential properties to the east and south of the site. It operates one-way westbound forming a no-entry, priority junction with Eldon Road.
- 1.6 The M4 is located approximately 4.23km to the south of the site. The Inner Distribution Road (A33) is located approximately 1.26km west of the site.

SUSTAINABLE TRANSPORT ACCESSIBILITY

- 1.7 Two bus stops are located less than 100m from the site providing frequent services to several destinations, including Reading Town Centre, Wokingham Town Centre, Tilehurst, Lower Earley District Centre, Loddon Bridge and Arborfield Garrison.

1.8 Two railway stations are easily accessible from the site making it extraordinarily sustainable from a transport perspective. Reading Station is located approximately 1.4km cycle from the site. This is approximately a 5-minute cycle ride; 17minute walk; 8-minute car journey; or 9 minutes by bus.

1.9 Reading West Station is located approximately 3.2km from the site. This is approximately 10 minutes cycle; 31minutes on foot; and 22 minutes bus journey of which 5minutes is on foot.

1.10 Reading Cycle Routes R20 and R30 bound the site to the north and south along London Road and King's Road. R20 and R30 have routes that follow to Central Reading.

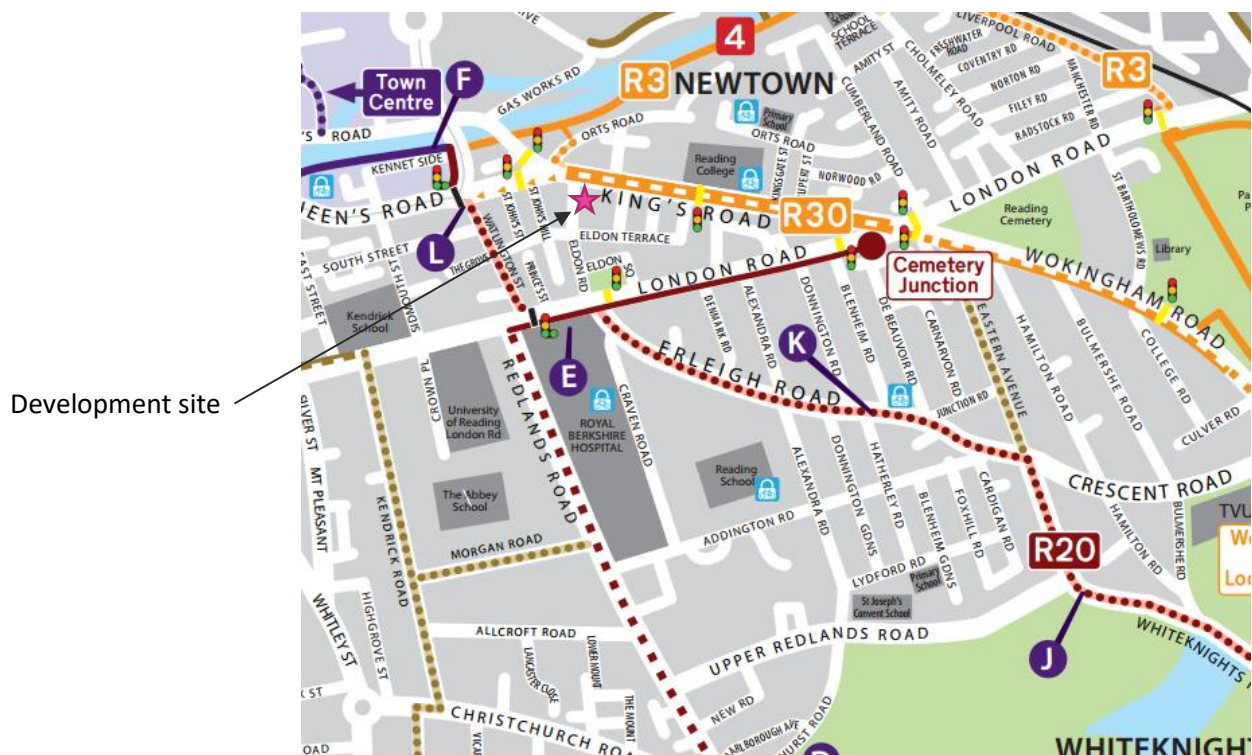


Figure 1: Reading Cycle Routes (source <http://www.reading-travelinfo.co.uk/media/4180/R2-R20-Routes-Map-Feb11.pdf>)

PROPOSED DEVELOPMENT

1.11 The proposed development is for the erection of a three to five-storey flatted development to accommodate 11 units (5x1bed, 3x2bed flats and 3x3bed).

1.12 Access is to continue off Eldon Terrace through the established car park. Parking for 10 cars is proposed in the semi-open basement which will also provide 8 bicycle spaces.



Figure 2: Access to the site

POLICY REVIEW

1.13 Local Plan Policy TR5 ‘*Car and Cycle Parking*’ requires development to provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. The supporting text to this policy states that:

“On the one hand, it is important that enough parking is provided so that there is not a knock-on effect on the safety and function of the highway and public transport network through on-street parking. On the other hand, an over-provision of car parking, particularly at places of work, can lead to less sustainable travel choices”.

1.14 Car and cycle parking requirements for such a development are set out within the Revised Parking Standards and Design Supplementary Planning Document (SPD) (2011).

1.15 The SPD indicates that *“parking is identified by the Government as being a major contributor to rising levels of car usage, and in turn congestion and environmental damage”* and highlights that *“PPG13 states that local authorities should ensure that as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices”*.

1.16 A zonal approach has been adopted as part of the SPD, which “*considers the accessibility to sustainable forms of transportation and in the case of residential parking, the distance to local facilities and services*”.

1.17 The development site is located in Zone 2, a Primary Core Area, which surrounds the Central Area and extends to walking distances of 2km from the centre of Reading. “*Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station, or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amount of residential than commercial space*”.

1.18 The SPD sets residential car parking standards for new developments based on these zones, as demonstrated in Table 1. According to these standards alone, there is a requirement for the development to provide 13.5 car parking spaces (including 1 visitor space).

Table 1: Reading Borough Council’s Revised Parking Standards and Design Supplementary Planning Document (2011)

	Residential Parking Provision			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential				
C3 Retirement Home with Warden (spaces per individual units)	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
C3 Dwelling Flat 3+ bed	1	1.5	2	2
C3 Dwelling House 1 bed	0.5	1	1	1
C3 Dwelling House 2 bed	1	1	1.5	2
C3 Dwelling House 3 bed	1	2	2	2
C3 Dwelling House 4+ bed	2	2	2	3
Visitor Parking	0	1 space per 10 dwellings (Flats only)	1 space per 4 dwellings (Flats only)	1 space per 4 dwellings (Flats only)
Houses in Multiple Occupation (HMOs)	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**

- For a retirement village, parking requirements will be determined separately.
- Adopted Core Strategy Policy CS18 on residential conversions refers to the need for the provision and location of adequate on-site car parking
- ** 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.

1.19 It is considered that the proposed development has an extremely low parking demand. The local characteristics of the area and the accessibility of local facilities and services will reduce the need for residents to own vehicles.

1.20 The application site is located on the boundary with the Reading Central Area, which further strengthens the argument for a slightly reduced level of parking provision.



Figure 3: Reading Central Area boundary

1.21 The Reading Local Plan (2019) emphasises that the Council is committed to encouraging sustainable travel choices and to improving the accessibility and quality of sustainable travel infrastructure:

“Walking is essential for achieving door-to-door journeys and is the dominant mode for movements into and out of central Reading. Outside the central area, walking is one of the main means of travelling to local destinations and forms a key element of wider local journeys made by public transport”.

1.22 There is a clear emphasis in the area surrounding the development site, particularly within the Central Area that directly adjoins the site, to promote sustainable modes of transport where places are accessed via foot, cycle, bus or train.

1.23 With regard to cycle parking provision, the required standard for the development as set out in the Council's SPD (2011) is 0.5 spaces for 1/2 bed flats and 1 space for 3+ bed flats. This results in a required provision of 7 cycle spaces. The proposals include a dedicated bicycle parking area in the basement with space for 8 bicycles, therefore exceeding the current standards.

CAR/VAN OWNERSHIP

1.24 Census data surrounding the site has been examined in order to determine the levels of car ownership locally. As Eldon Road forms the boundary between Redlands and Abbey Wards, the census data for each has been examined:

REDLANDS WARD

Table 2: Taken from ONS for Reading 2011 super output areas - middle layer

Cars	E02003402 (Redlands): Reading
All categories: Car or van availability	3725
No cars or vans in household	1356
1 car or van in household	1656
2 cars or van in household	599
3 cars or van in household	79
4 or more cars or vans in household	35
Sum of All cars or vans in the area	3250
Cars per household	0.87

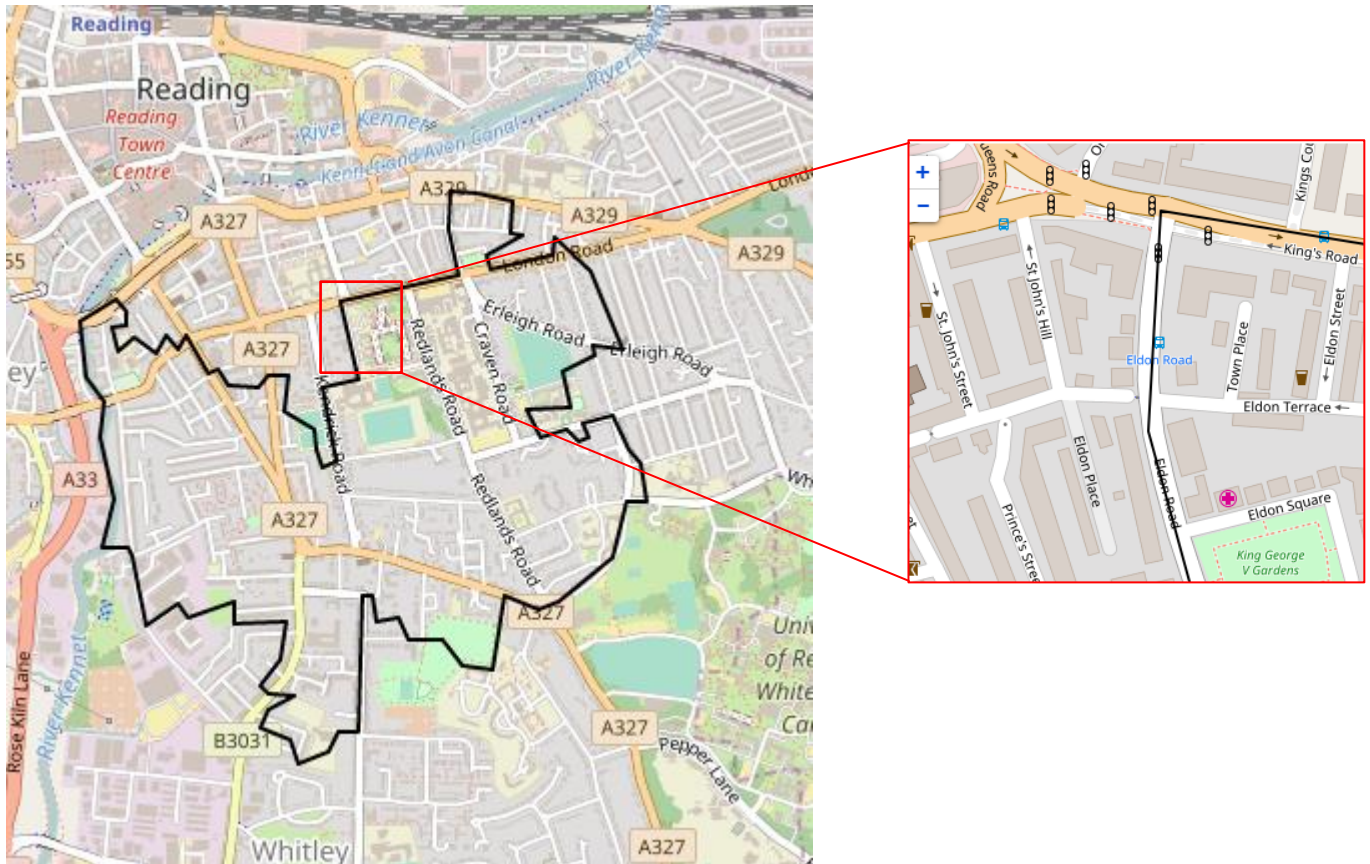


Figure 4: Map of E02003402 (Redlands) from ONS nomis

ABBEY WARD

E05002319 (Abbey): Reading	
Cars	
All categories: Car or van availability	6331
No cars or vans in household	2844
1 car or van in household	2860
2 cars or van in household	551
3 cars or van in household	62
4 or more cars or vans in household	14
Sum of All cars or vans in the area	4216
Cars per household	0.66

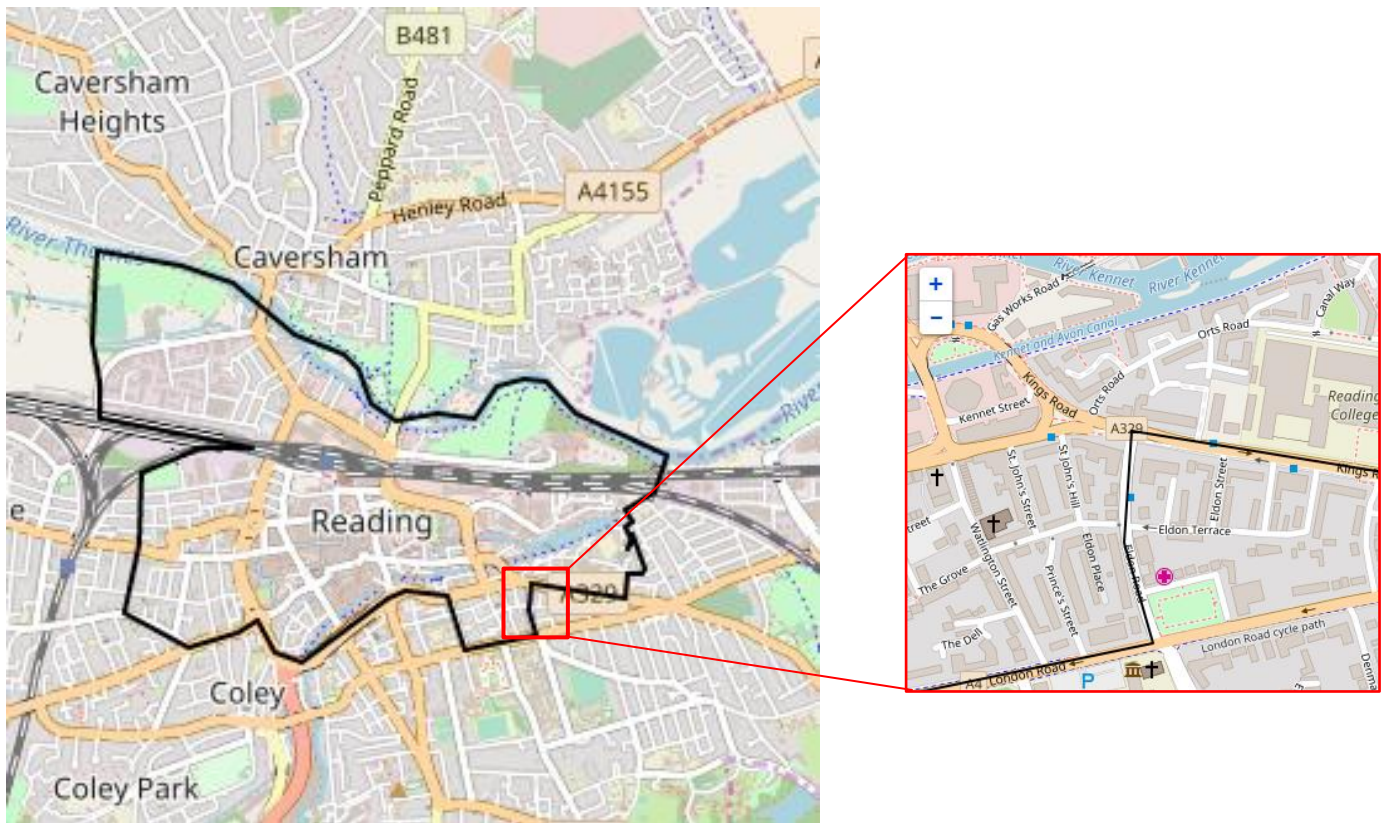


Figure 5: Map of E05002319 (Abbey) from ONS nomis

- 1.25 The application site is positioned virtually on the boundary between the two Wards and as such, the characteristics of the two areas has been examined to understand the composition of dwellings and the demand for car parking provision. On average, car ownership is 0.87 car per household within the Redlands Ward, whilst car ownership is 0.66 car per household within the Abbey Ward.
- 1.26 Through examining the types of dwellings, household spaces and accommodation types, evidence suggests that Redlands Ward is characterised predominantly by terraced house or bungalows (38%) and purpose-built block of flats (28%), whereas Abbey Ward is characterised by primarily by blocks of flats (57%). The proposed development is therefore more akin to the characteristics of that of the Abbey Ward, of which car ownership is 0.66 per household.
- 1.27 The proposed development offers 10 spaces, a 90% provision for future residents. Given the average car per household for the Abbey Ward is 0.66, it is considered that a very slight reduction in the parking standards is appropriate, particularly due to the accessibility of the development's location, as discussed below.

- 1.28 Furthermore, the extant scheme for 7 apartments was approved on the basis of a reduction in car parking provision being acceptable given the site's location and subject to a planning condition relating to no future occupiers having automatic entitlement to on-street parking permits.

ACCESSIBILITY

- 1.29 The application site is in a highly sustainable location, accessible by all major non-car modes.
- 1.30 The site is located on the edge of Reading's Central Area, where the Town Centre is accessible on foot, a journey lasting 20mins. There are dedicated footways along both sides of Eldon Road, which provides a good route to the key local services and amenities. Table 3 lists the local services available within a 10-15min walk of the site.

Table 3: Accessibility to Services and Facilities

Service/Facility	Approximate Distance	Approximate Walking Time
Supermarket	0.8 miles	16mins
Opticians	0.3 miles	5 mins
Bank	0.7 miles	14 mins
Community or visitor centre	0.4 miles	8 mins
High Street	0.4 miles	9 mins
Post Office	0.7 miles	14 mins
Local Food Shop	0.4 miles	9 mins
Public House	0.1 miles	2 mins
Reading Town Centre	0.7 miles	15 mins
Social Club	0.1 miles	3 mins
Church	0.2 miles	4 mins
Medical Centre	0.2 miles	3 mins
Medical Surgery (Hospital)	0.3 miles	6 mins
Library	0.5 miles	11 mins

- 1.31 Overall, the majority of services are walkable from the development site, being within 1 mile.
- 1.32 As outlined above, there are also a range of bus services available from the site location. There are two bus stops within a 100m walk from the development site – Eldon Road (W-bound) and Eldon Road (adj 11) bus top, King’s Road.
- 1.33 Both Reading Station and Reading West Station offers option for national rail connections. Reading is also on National Cycle Route 5 which provides a cycle connection from the north (Oxford) to the south (Reading). Although Reading town centre is highly accessible by foot from the development site, accessibility by bike reduces journey times more significantly. Cycle storage has been proposed, further encouraging the use of sustainable modes of transport.
- 1.34 The accessible location of the site will minimise the likelihood that residents will need to own and use a car.

CONCLUSION

- 1.35 The proposed development is for the erection of a three to five storey building to accommodate 5x1 bed, 3x2 bed flats and 3x3 bed flats. A semi-open basement provides parking for 10 cars and 8 bicycles.
- 1.36 Reading Borough Parking Standards demonstrate that 13.5 car parking spaces are required, the proposed development therefore falls short of these standards by 3.5 spaces. However, there are a range of local amenities and services within 1mile of the development site, which are a 10-15min walk or less. This includes the city centre of Reading. The full list is shown in Table 3. Considering this and the fact that the site is directly adjacent to the Central Area, of which has an aim to encourage access to the centre by foot, cycle and public transport, the need to own vehicles is significantly reduced. Therefore, a low parking demand is likely. Furthermore, the proposed number of cycle spaces exceeds the Council’s standards.
- 1.37 When compared to the characteristics and composition of the surrounding area, it is considered that the proposed development is more akin to that of the Abbey Ward of which has an average car ownership of 0.66 cars per household. As such, it is considered that a minor shortfall in parking provision is acceptable.
- 1.38 In light of the above, it is clear that there is a case to permit the development with less than the minimum parking standards sought by the LHA for this application. In accordance with Paragraph 109 of the NPPF (2019)

there should be no reason for this proposal to be detrimental to highway safety on transport or highway grounds.