

PROPOSED RESIDENTIAL DEVELOPMENT

69 Northumberland Avenue, Reading RG2 7PS

Transport Statement

Prepared for Dr Lakshmi Kanthan

U1911500L Version 1.0

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1. INTRODUCTION

ML Traffic Engineers was commissioned by Dr Lakshmi Kanthan to undertake a transport statement to accompany a planning application for proposed residential development at 69 Northumberland Avenue, Reading RG2 7PS.

In the course of preparing this report, the subject property and its surroundings have been inspected, plans of the development examined, and all relevant parking data collected as per the London Borough of Lambeth's methodology (this is a universally adopted methodology that is used throughout Greater London and is considered to be appropriate for the subject site) and analysed.

2. BACKGROUND AND EXISTING CONDITIONS

2.1 Location and Land Use

The site is located on eastern side of Northumberland Avenue, directly north of the intersection of Newcastle Road.

Nearby land uses include residential, educational (The Palmer Academy Primary School), recreational (Cintra Park), commercial, and food and beverage on the southern side of Newcastle Road.

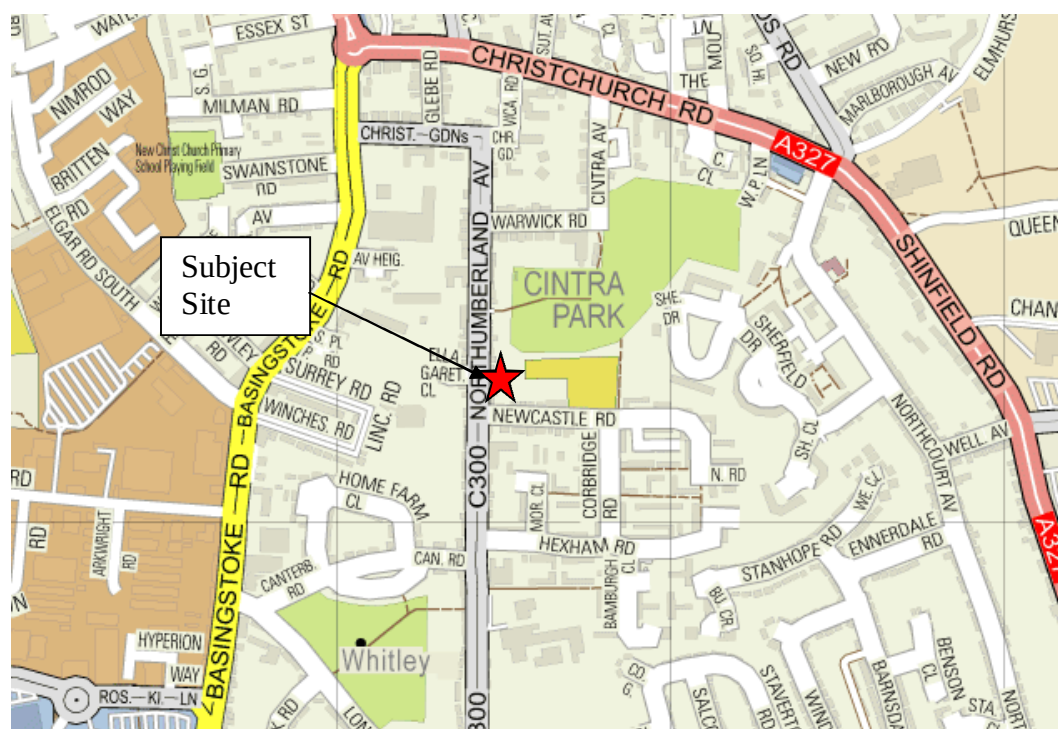


Figure 1: Location of the Subject Site

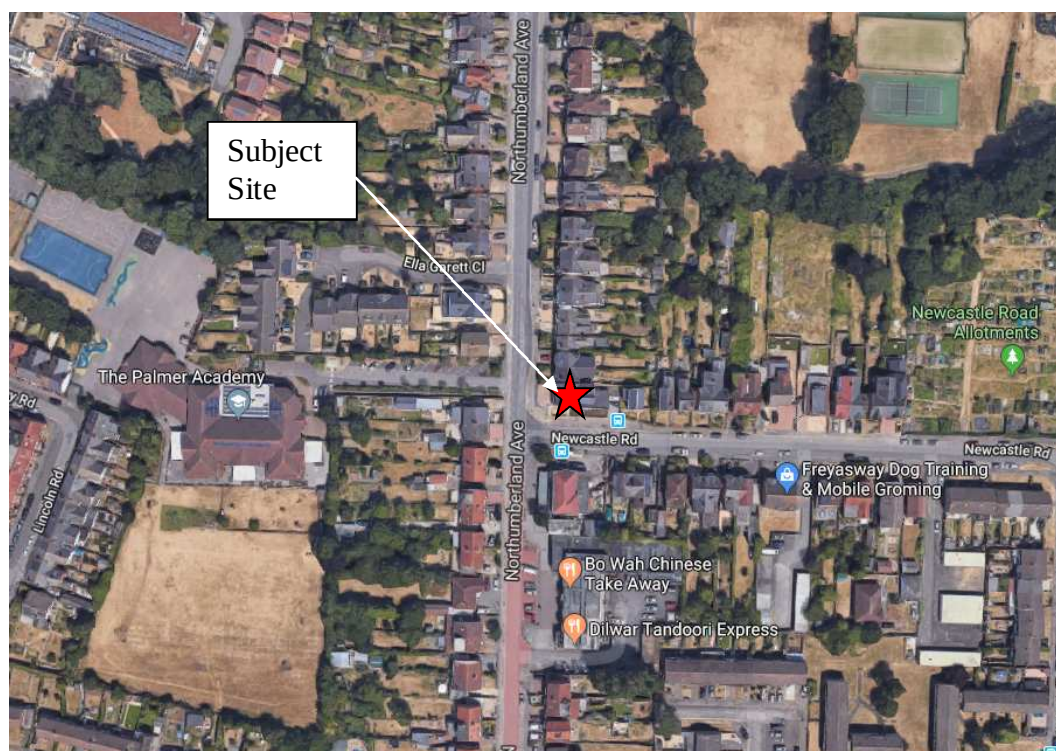


Figure 2: Aerial View – Site and Surroundings

2.2 Road Network

Northumberland Avenue runs in a north-south orientation with no parking permitted adjacent to the subject site. Northumberland Avenue connects with Christchurch Gardens and subsequently Christchurch Road (A327) to the north, and Buckland Road/Cressingham Road/Long Barn Road to the south. Basingstoke Road (B3031) runs parallel to Northumberland Avenue on the western side, accessible via a number of cross roads.

Newcastle Road runs in an east-west orientation, terminating at Northumberland Avenue. There is an inset car parking bay able to accommodate 4 vehicles along the northern (subject site frontage) side, with a bus stop directly east of the parking bay. Parking is permitted on both sides of Newcastle Road.

The Palmer Academy is located directly opposite the subject site on Northumberland Avenue, with parking facilities available off Northumberland Avenue to the east, and Basingstoke Road to the west. Pedestrian access can also be gained via Surrey Road/Lincoln Road.



**Figure 3: Newcastle Road looking west
– View of subject site frontage**



**Figure 4: Northumberland Avenue looking north
- view of subject site frontage**

2.3 Public Transport

The subject site has excellent access to public transport with bus stops located on Newcastle Road directly adjacent to the subject site. The Reading Railway Station is approximately 2.2km north-west of the subject site.

Buses

Bus route **5 Emerald** is accessed directly outside the subject site on Newcastle Road. The service travels between Reading Station and Northumberland Avenue via Whitney Street and Corbridge Road. The service operates every 20 minutes in the early morning and late evening, and every 8 minutes during the day hours.

Rail

Reading railway station is located 2.2km direct path north-west of the subject site. The station provides access to services on Cross Country, South Western Railway and Great Western Railway lines.

2.4 Car Sharing

Car clubs are privately operated 'pool cars' and members of the club can book a car as little as an hour before use. Bookings can be for an hour, for 2 to 3 days or longer and is cheaper than conventional car hire. There are numerous car club companies from with booking can be made, such as ZipCar, Enterprise, Drive-Now and Easycar Club.

A search of a number of clubs indicates that car clubs are available through Co-Wheels within 1 to 1.8km of the subject site.



Figure 4: ZipCar Car Club Sharing Locations

2.5 Existing Parking Conditions

Parking beat surveys were carried out on Tuesday, 23rd July 2019, for streets located within a 200m radius of the subject site. The surveys covered the morning (school drop off), lunch (business hours), afternoon (school pick up), evening and very early morning hours to get a thorough understanding of the parking availability within the area.

The surveys show a minimum of 28 vacant car parking spaces out of a capacity of the 87 spaces available within 200m. The peak parking stress occurs during school pick up time, and around 6pm. Outside of these hours the parking space availability increases to in excess of 34 spaces, and upward of 38 spaces during the very early morning hours – the most critical time for residential parking.

The surveys undertaken during school drop off and pick up hours indicates a minimum of 40 spaces available in the morning peak, and 28 spaces available in the afternoon peak. This is not considered a critical parking time for residents. The main school drop off point for the school was observed to be on Surrey Road and Lincoln Road.

Refer Appendix A for survey maps.

Additional observations made outside of the 200m radius during the survey were:

- Ella Garret Close has a 'private parking' sign at the start of the road. Contained within the road there are 15 car parking spaces available (75m), of which only 3 vehicles were parking during the 8:45am survey. Potential these car parking spaces may be able to be leased for use.
- George Palmer Close has up to 15 car parking spaces available (75m), of which only 2 vehicles were witnessed parking within the length. There is no signage to indicate private parking area.
- Home Farm Close and Canterbury Road west of Home Farm Close had plenty of car parking spaces available at all times.

Road	Side	Restriction	Supply	Occupancy 23rd July 2019					
				12am	1am	2am	3am	4am	5am
Northumberland Avenue - George Palmer Close to Newcastle Road	East	Unrestricted	10	0	10	10	10	10	10
	West	DYL	3	0	0	0	0	0	0
Northumberland Avenue - Newcastle Road to Hexham Road	East	SYL - 4 spaces	33	13	13	13	13	13	12
	West	SYL - 5 spaces	7	0	0	0	0	0	0
Newcastle Road - Northumberland Avenue to Corbridge Road	North	Unrestricted	21	14	14	14	14	14	14
	South	Unrestricted	13	12	12	12	12	11	10
Total Car Parking Spaces Available			87						
Total Occupied Car Parking Spaces				39	49	49	49	48	46
Total Unoccupied Car Parking Spaces				48	38	38	38	39	41
Car Parking Stress				45%	56%	56%	56%	55%	53%

*one car parked on DYL

Table 1: Parking Stress Survey Summary Results – 200m Cordon, Night Hours Tuesday 23rd July 2019

Road	Side	Restriction	Supply	Occupancy 23rd July 2019							
				7am	8am	8:45am	12pm	2:45pm	3:30pm	6pm	7pm
Northumberland Avenue - George Palmer Close to Newcastle Road	East	Unrestricted	10	10	7	8	9	9	9	7	9
	West	DYL	3	0	0	3*	0	0	0	0	0
Northumberland Avenue - Newcastle Road to Hexham Road	East	SYL - 4 spaces	33	12	13	13	16	26	23	24	22
	West	SYL - 5 spaces	7	0	1	1	2	2	1	2	0
Newcastle Road - Northumberland Avenue to Corbridge Road	North	Unrestricted	21	15	15	15	15	15	12	17	13
	South	Unrestricted	13	10	7	7	6	7	8	9	9
Total Car Parking Spaces Available			87								
Total Occupied Car Parking Spaces				47	43	47	48	59	53	59	53
Total Unoccupied Car Parking Spaces				40	44	40	39	28	34	28	34
Car Parking Stress				54%	49%	54%	55%	68%	61%	68%	61%

*one car parked on DYL

Table 2: Parking Stress Survey Summary Results – 200m Cordon, Day Hours Tuesday 23rd July 2019



Figure 5: Parking Beat Survey Map (Surveyed Areas in Red, Yellow extends to 300m)

3. PROPOSAL

The site currently contains 4 self-contained flats, each with a single on-site car parking space. The proposal seeks to provide a fifth (5th) 1-bedroom/1-person flat. No additional car parking spaces are proposed.

Secure on-site storage for bicycles is provided for the existing and proposed flats.

4. STATUTORY PARKING REQUIREMENTS

4.1 Car Parking

The Reading Borough Council Revised Parking Standards and Design Section 3.0 RBC Car Parking Standards outlines the car parking space requirements for different land uses. The rate applicable to the development is:

- C3 Dwelling Flat 1 – 2-bedroom, Zone 2 Primary Core Area – 1 car parking space per dwelling

With no additional on-site car parking spaces proposed, there is a shortfall of 1 car parking space associated with the additional flat to be accommodated in on-street parking spaces.

4.2 Impacts on Surrounding Roads

The shortfall of the single car parking space associated with the development can be readily accommodated in the surrounding streets.

There is excellent availability of on-street car parking spaces within 200m to cater for the shortfall in parking provision. Parking beat surveys show a minimum of 28 vacant car parking spaces out of a capacity of 87 spaces available around school pick up times and early evening within 200m. This is not considered a critical parking time for residents.

The most critical time of the day for residential parking assessment is the early morning hours, during which time there is in excess of 38 car parking spaces available.

4.3 Bicycle Parking

The Reading Borough Council Revised Parking Standards and Design Section 5.0 Cycle and Motorcycle/Moped Parking outlines the bicycle parking space requirements for different land uses. The rate applicable to the development is

- C3 Dwelling Flat 1 – 2-bedroom, Zone 2 Primary Core Area – 0.5 bicycle space per dwelling

Bicycle parking spaces are provided for each dwelling within secure storage areas on site. The bicycle parking space requirement of the Standard are met.

5. CONCLUSIONS

Based on the assessment presented in this report, the following conclusions can be drawn:

- The proposed development comprising the additional of a 1-bedroom/1-person flat to the existing 4 flats requires a single car parking space.
- No additional car parking spaces are proposed as part of the development, therefore requiring the shortfall of 1 car parking to be accommodated in on-street parking.
- There is excellent availability of on-street car parking spaces within 200m to cater for the short-fall in parking provision. The surveys show a minimum of 28 vacant car parking spaces out of a capacity of 87 spaces available within 200m during the peak parking period.
- The most critical time of the day for resident parking is the very early morning hours, for which there are in excess of 38 car parking spaces available within 200m of the subject site.
- Beyond the 200m radius survey, there are ample additional car parking spaces available for use of the flat occupants.
- There are no adverse transport impacts associated with the proposed development.

APPENDIX A

