

TECHNICAL NOTE

Job Name: Station Hill
Job No: 44470
Note No: TN009 V3
Date: June 2019
Prepared By: C. Brice
Subject: Plot E and F Cycle Strategy

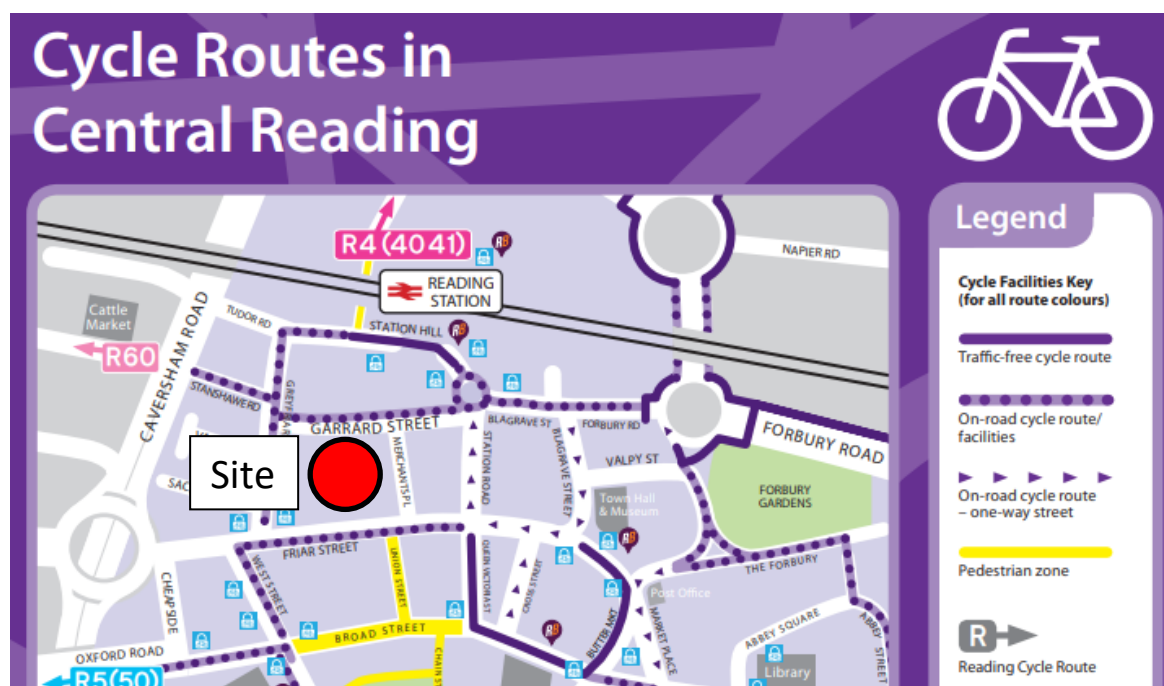
1. Introduction

- 1.1.1 This Technical Note (TN) has been prepared by Peter Brett Associates LLP (PBA) in response to Reading Borough Council's (RBC) request for a Cycle Strategy to be provided to support the determination of the Reserved Matters Applications (RMA) for Blocks E & F of the Station Hill development.
- 1.1.2 This Cycle Strategy should be read in conjunction with the material submitted in support of the RMA's for Plot E and F (application references 190465 and 190466) which provides details of the scheme being proposed.

2. Cycle Strategy

- 1.1.3 Plots E and F of the Station Hill development are bound by Garrard Street to the north of the site and Friar Street to the south. Both of these roads are designated as on-road cycle routes within RBC's network of local cycle routes, an extract is provided below as **Figure 1**:

Figure 1: Central Reading Cycle Routes



Source: <http://www.reading.gov.uk/cycling>

TECHNICAL NOTE

- 1.1.4 The scheme proposes to take advantage of this location by facilitating users of the development access from the cycle parking proposed within Plots E and F to these routes.

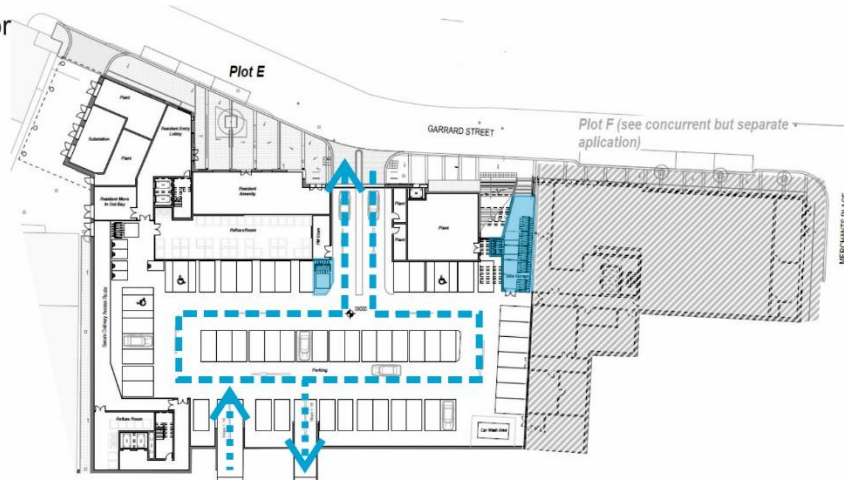
3. Bicycle Parking

- 1.1.5 The bicycle storage proposed to serve the development varies from external Sheffield stands, two-tier cycle racks and cycle lockers, apart from the external visitor cycle spaces proposed all spaces are covered and secured via key fob entry.
- 1.1.6 Residential cycle parking is located within the car park podium, accessible from the vehicle entrance on Garrard Street from the car park. These spaces will be provided within two-tier cycle racks providing the ability to store 180 bicycles within the car park. The first area facilitates the storage of 96 bicycles at the lower ground level with a further 84 spaces provided on mezzanine level 1 of the car park.
- 1.1.7 A further cycle parking area is located within the ground floor of Block E, accessible directly from either Friar Street or Friars Walk and made up of cycle lockers, two-tier cycle racks and Sheffield stands able to accommodate 202 bicycles. Cyclists will be required to proceed cautiously and considerately before entering Friars Walk to access the cycle parking. This cycle parking area will be shared between residential users and retail staff for the development. This facility includes the provision for an area where residents can undertake bike maintenance and wash their bike.
- 1.1.8 Visitor cycle parking is proposed on Friar Street and Garrard Street via Sheffield stands with 4 stands provided in each location to accommodate 8 cycles in both locations and a total of 16 bicycles.
- 1.1.9 The Plot E and F proposals therefore currently propose to provide parking for 398 bicycles in total, which exceeds RBCs minimum Parking Standard requirements.
- 1.1.10 Access to the cycle parking is indicated on **Figure 2** overleaf:

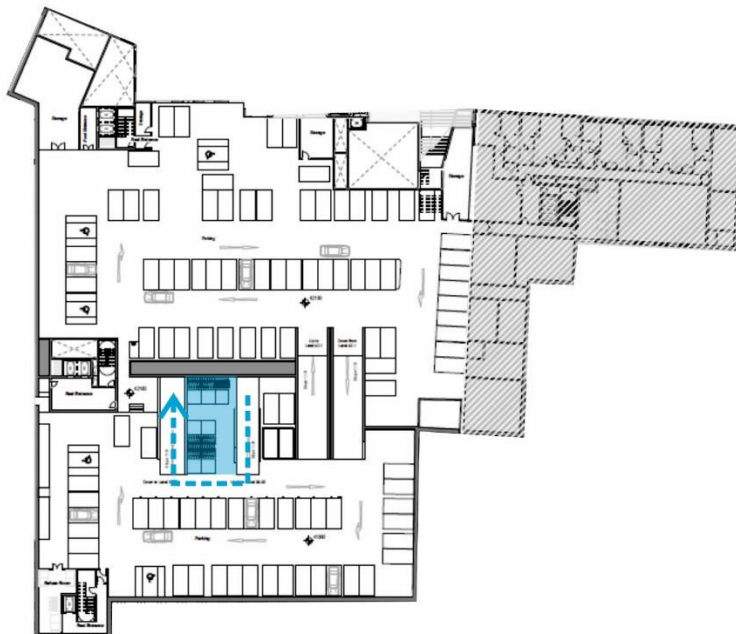
TECHNICAL NOTE

Figure 2: Cycle Access

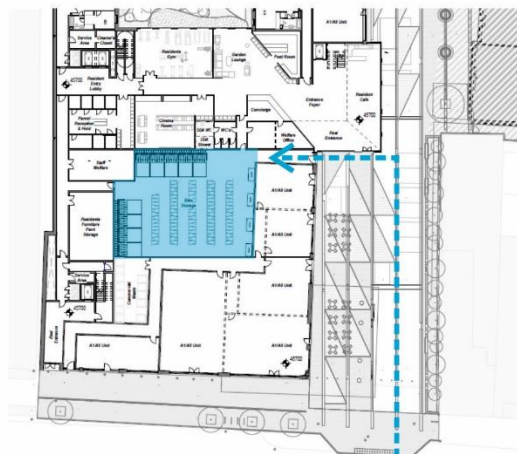
Lower Ground Floor



Mezzanine Levels



Ground Floor



TECHNICAL NOTE

4. Northern Station Hill Cycle Strategy

1.1.11 The cycle strategy for the Northern Station Hill Scheme is in development and will evolve through further detailed discussions with RBC. The below bullet points outline the principles of the current strategy being developed to enable RBC to understand how this is likely to integrate with Plots E and F:

- The proposed north-south connection from Reading Station through the development is to be designed as a pedestrianised environment with cyclists encouraged to use cycle routes around the edge of the site and along Garrard Street;
- Cycle access through the proposed north-south connection to Friars Walk (Plots E and F) will not be prohibited, with the landscape strategy developed to encourage cautious and considerate cycling through the scheme;
- A suitable cycling wayfinding strategy will be developed to encourage cyclists to use designated cycle routes such as Garrard Street, Station Hill, Greyfriars Road and Friar Street;
- Visitor cycle parking stands will be provided at the entrances of the development within the public realm;
- Emerging development proposals to the public realm within the Station Square and South West Interchange areas will:
 - facilitate RBC's aspiration of allowing cyclists to use the railway underpass (subject to it being deemed feasible and viable);
 - assume shared pedestrian and cycle principles;
 - provide cyclists using the subway and Station Hill with a wheeling ramp adjacent to the stairs to be able to reach the Station Square.
- Cycle parking for residents and employees working within the development will be secure, covered and provided adjacent to the designated cycle routes;
- The emerging scheme, traffic levels and public realm could provide suitable environments for cyclists on RBC's designated cycle network surrounding the development (Greyfriars Road, Garrard Street and Station Hill) but will require some enhancements to improve legibility and priority;
- As part of the North Scheme, the Applicant is considering how these neighbouring cycle routes could be improved and enhanced for cyclists. These routes include, Greyfriars Road, Garrard Street, Station Hill and the junction where Garrard Street meets Station Road. The enhancements will be discussed with officers as part of future dialogue and contributions made (as appropriate).