



TECHNICAL NOTE

FISHERMAN'S COTTAGE PUBLIC HOUSE, READING

Car parking survey

Date: March 2018

Ref: BELC/2015/2874/TN01REVA

1 INTRODUCTION

- 1.1 RGP is employed by Mr Gooch (the client) to advise on transport, highway and parking matters associated with the Fisherman's Cottage public house, Reading. The site is located in Canal Way on the southern side of the River Kennet.
- 1.2 Parking surveys of the on-site car parking area accessed from Canal Way were undertaken in 2016 to establish the level of use of the car park at peak times as requested by Reading Borough Council during pre-application discussions for a forthcoming planning application.
- 1.3 This Technical Note presents the results of these surveys to establish the baseline parking situation using parking stress data collected on behalf of the client during May 2016 as well as swept path analysis of the car parking spaces proposed.

2 PARKING SURVEY

- 2.1 The Fisherman's Cottage public house is located to the east of Reading town centre accessed by vehicle from Canal Way. The car park has space for up to 8 vehicles to be parked. The level of parking accumulation in the car park was assessed by 15 minute periods over lunchtime 1200-1400 hours and evening 1600-2100 hours on the following days:
 - i) Friday 6th May 2016;
 - ii) Friday 13th May 2016; and
 - iii) Saturday 14th May 2016.

- 2.2 The time periods that were surveyed were determined to coincide with the busiest periods at the public house as requested by Reading Borough Council. The full parking survey results are included in **Appendix A** of this report.
- 2.3 It was noted that the survey recorded a number of staff vehicles parking in the on-site car park which could be reduced with travel planning principles and measures. It was also noted that Friday 6th May had a few vehicles which were opportunistically parked from local residents.
- 2.4 **Figure 2.1** shows both the peak and the average accumulation for the pub car park during the identified lunchtime period (1200-1400 hours) on each of the surveyed days. It also notes the number of staff who were parked in the car park.

	Average vehicle accumulation	Peak vehicle accumulation	No. of Staff parked
Friday 6th May	6	6	3
Friday 13th May	2	2	2
Saturday 14th May	2	2	2

Figure 2.1 – Parking Accumulation 1200-1400 hours

- 2.5 The results in **Figure 2.1** show that the lunchtime period did not generate many vehicles associated with patrons since the vehicles parked in the car park were generally associated with the staff members only.
- 2.6 **Figure 2.1** shows both the peak and the average accumulation for the pub car park during the identified evening period (1600-2100 hours) on each of the surveyed days. It also notes the number of staff who were parked in the car park.

	Average vehicle accumulation	Peak vehicle accumulation	No. of Staff parked
Friday 6th May	8	12	unknown
Friday 13th May	5	8	2
Saturday 14th May	5	7	3

Figure 2.2 – Parking Accumulation 1600-2100 hours

- 2.7 The survey results in **Figure 2.2** show that the evening period attracted more visitors with vehicles than the lunchtime periods as peak accumulation reached the car park capacity in the second survey weekend, however this included staff cars which, if they were not present would reduce the peak vehicle parking accumulation accordingly and provide additional capacity in the on-site car park (between 2 and 5 spaces). Furthermore, the car park is known to be subject to opportunistic parking from residents therefore enforcement of the parking for patrons only should be considered.
- 2.8 The average parking accumulation only reached 5 vehicles for the entire period, and when removing staff vehicles from the totals the average would reduce even further suggesting that patrons to the pub on the whole do not drive.
- 2.9 The level of existing parking demand could be reduced by the imposition of dedicated spaces on site for use by the hotel guests and pub guests as well as encouraging more local staff recruitment and considering travel plan measures to reduce the number of staff member cars parked at the premises.

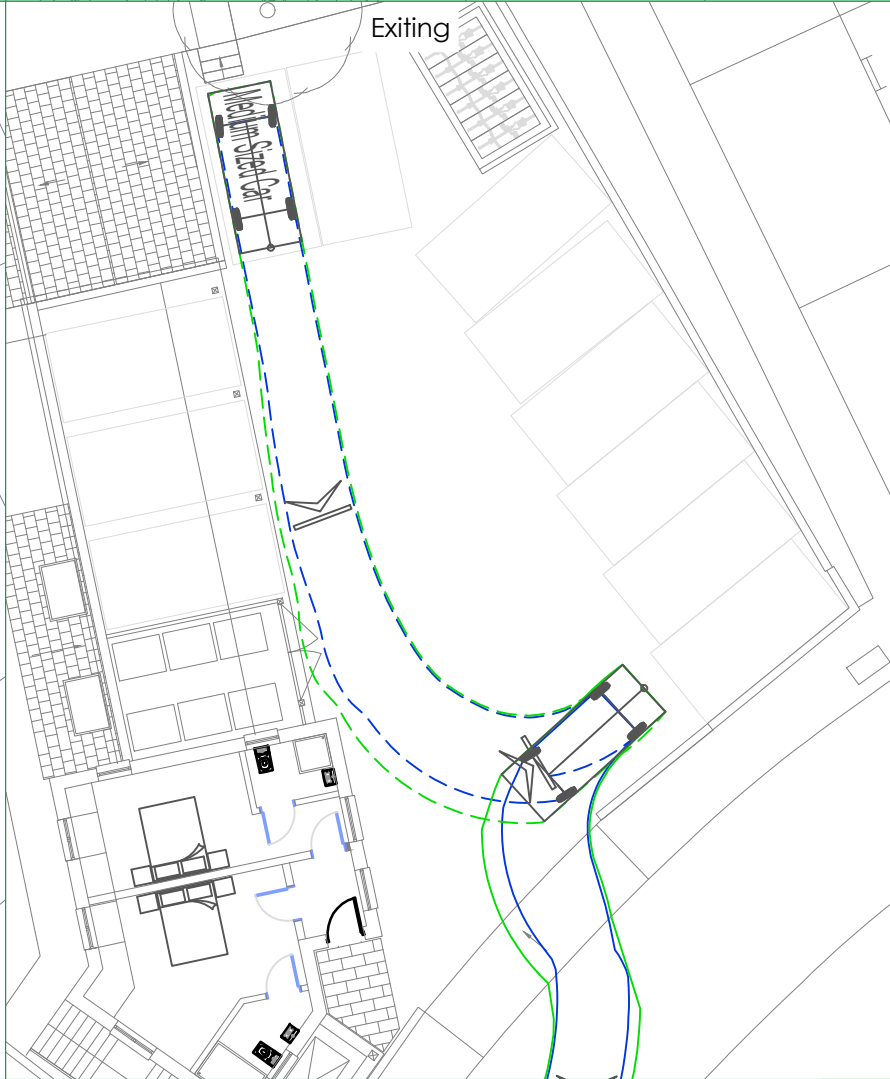
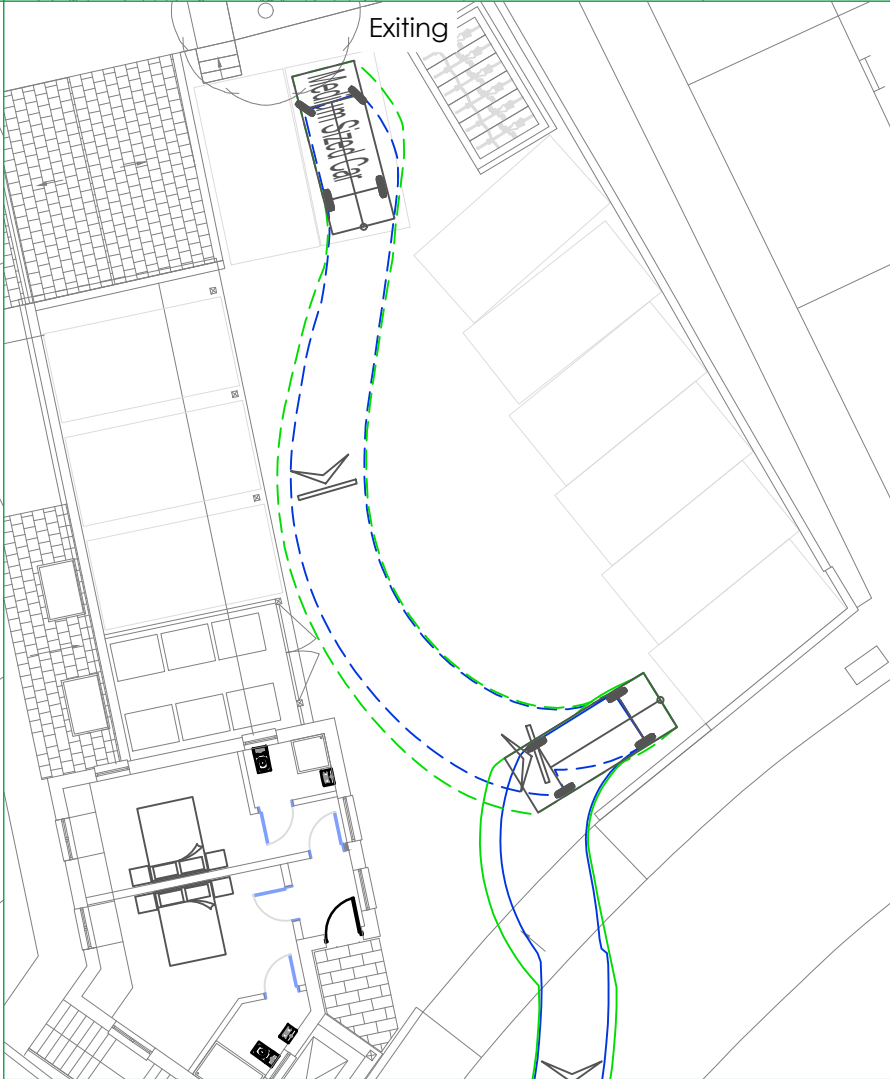
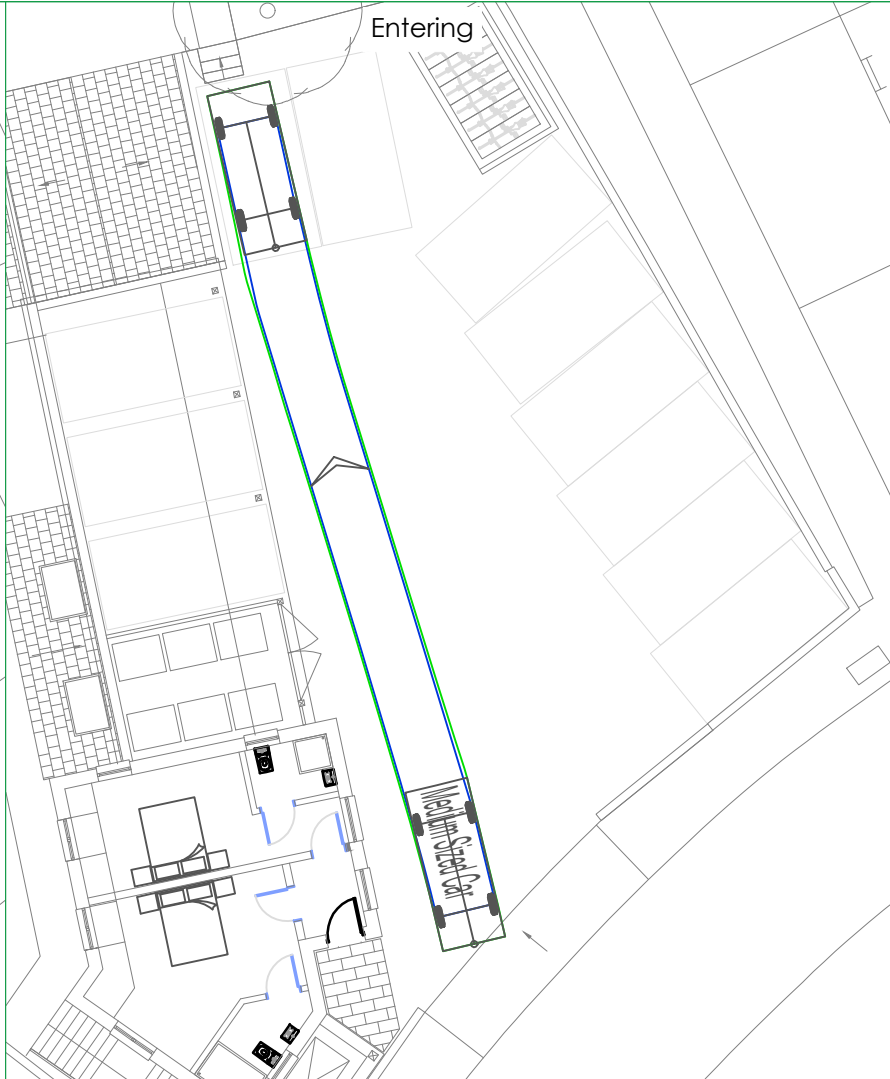
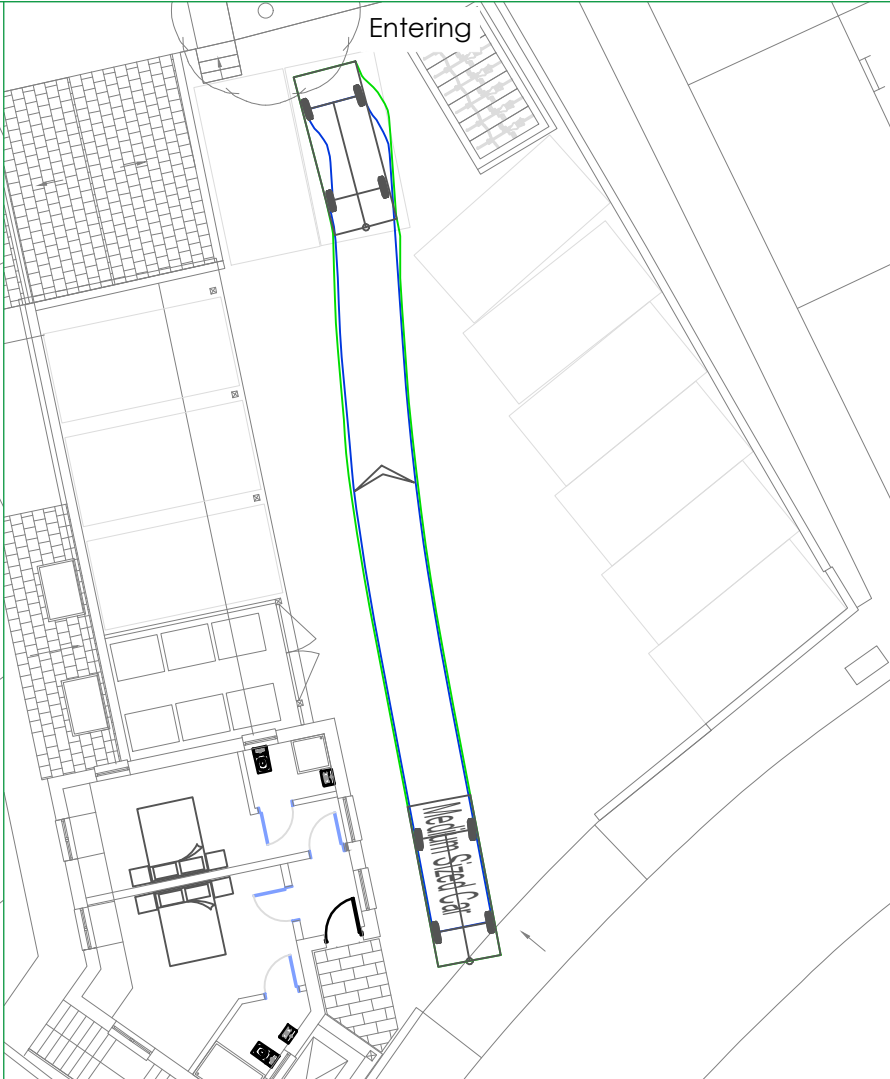
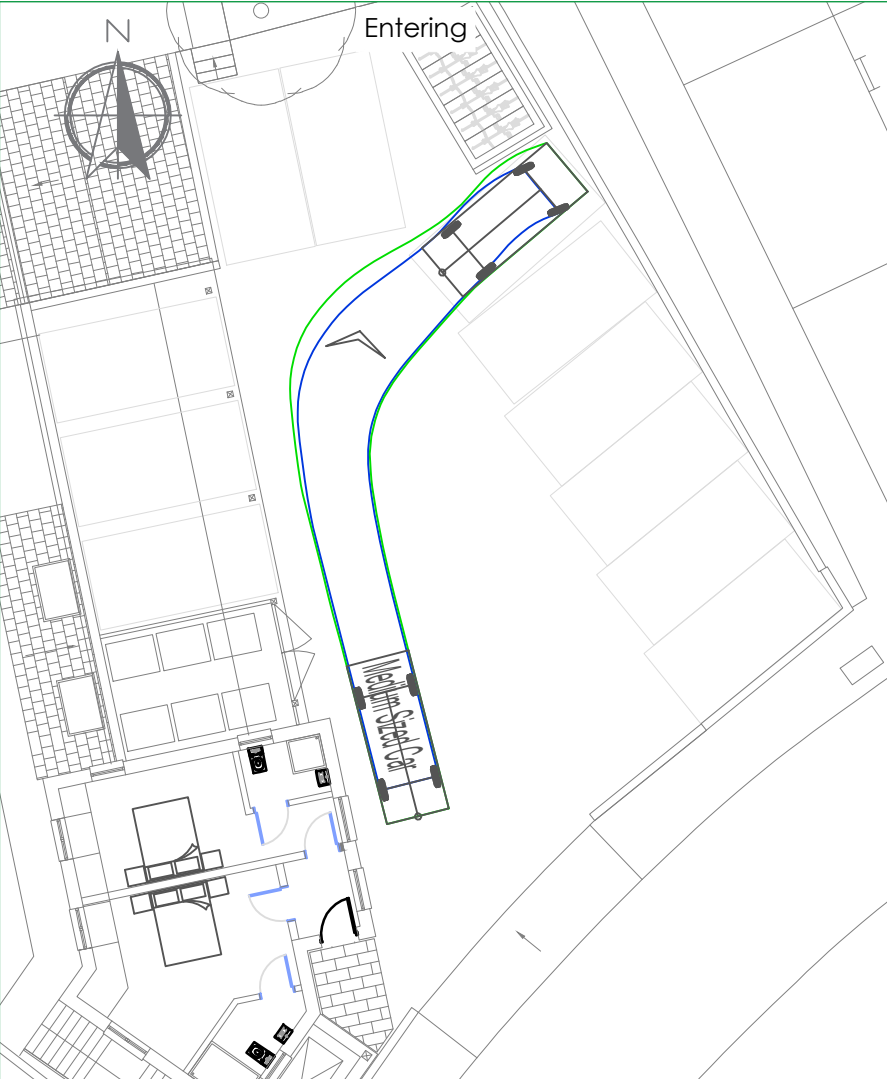
3 FUTURE PARKING DEMAND

- 3.1 It is understood that the public house intends to extend the premises to accommodate 6 hotel rooms which would be ancillary to the public house use which would accommodate a further 3 parking spaces totalling 11 spaces on site.
- 3.2 As shown by the parking surveys, there are on average 3 existing spaces free based on the existing surveyed use, this combined with the additional 3 spaces within the hotel extension would provide a reasonable number of spaces to accommodate future hotel patrons particularly given its proximity to the town centre and sustainable travel options.
- 3.3 **Drawings 2015/2874/001** and **2015/2874/002** show that all the spaces can be manoeuvred in and out of with a medium sized car, therefore the car parking proposals are acceptable.

4 SUMMARY AND CONCLUSIONS

- 4.1 The public house recorded its busiest periods in the evenings between 1600 and 2100 hours. The peak accumulation was recorded as reaching the capacity of the car park, however staff cars were recorded in the totals which could be reduced in the future with targeted travel plan measures. The average occupancy on days where there were no opportunistic cars parked totalled only 5 spaces leaving 3 space free. These free spaces plus the new spaces would total an average of 6 free spaces for parking for pub and hotel patrons in the future.
- 4.2 Delineating the spaces with white lining plus dedicating the spaces using signage such as 'pub guests only' and 'room guests only' possibly on a split of 6 spaces for the pub and 5 spaces for the hotel rooms would assist the car park to work more efficiently for the two uses. Additionally, the 11 spaces can be satisfactorily manoeuvred by a private car.

DRAWINGS



NOTES

A3

Medium Sized Car

5.312

0.007

0.905

2.503

Medium Sized Car

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.319m
1.686m
1.466m
0.228m
1.591m
4.00s
5.042m

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rgp

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Client

AMG Estates Ltd

Project

Fishermans Cottage, Reading

Drawing Title

Swept Path Analysis

Scale

1:200@A3

Drawn By

CEW

Checked By

CAC

Approved By

CAC

Date

February 2018

Drawing No.

2015/2874/001

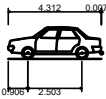
Rev.

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NOTES

A3



Medium Sized Car	4.319m
Overall Length	1.686m
Overall Width	1.466m
Overall Body Height	0.223m
Min Body Ground Clearance	1.591m
Max Track Width	4.00s
Lock to lock time	5.042m
Kerb to Kerb Turning Radius	

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Client **AMG Estates Ltd**

Project **Fishermans Cottage, Reading**

Drawing Title **Swept Path Analysis**

Scale	1:200	Drawn By	GSE	Checked By	CAC	Approved By	CAC
Date	March 2018	Drawing No.	2015/2874/002	Rev.	-		

APPENDIX A

THE FISHERMAN'S COTTAGE - READING

FRIDAY 6TH MAY 2016



CAR PARK COUNT AND USAGE

TOTAL SPACES = 8

Time	IN		TOTAL IN
	Pub	Other	
12.00 - 12.15	0	1	1
12.15 - 12.30	1	0	1
12.30 - 12.45	0	0	0
12.45 - 13.00	0	0	0
13.00 - 13.15	0	1	1
13.15 - 13.30	0	0	0
13.30 - 13.45	1	0	1
13.45 - 14.00	0	0	0
TOTAL			4

OUT		TOTAL OUT
Pub	Other	
0	0	0
0	0	0
0	0	0
0	1	1
1	0	1
0	0	0
0	0	0
0	0	0
TOTAL		2

ACCUM.
4
5
6
6
5
5
5
6
6

REMARKS
Start count = 4 1 X other 3 X Staff

1 X staff out

End count = 6
1 X other 1 X staff 1 X pub - depart

16.00 - 16.15	1	0	1
16.15 - 16.30	1	1	2
16.30 - 16.45	0	0	0
16.45 - 17.00	0	0	0
17.00 - 17.15	2	0	2
17.15 - 17.30	0	0	0
17.30 - 17.45	0	0	0
17.45 - 18.00	0	0	0
18.00 - 18.15	0	0	0
18.15 - 18.30	0	0	0
18.30 - 18.45	0	1	1
18.45 - 19.00	1	0	1
19.00 - 19.15	2	0	2
19.15 - 19.30	3	0	3
19.30 - 19.45	2	0	2
19.45 - 20.00	1	0	1
20.00 - 20.15	0	0	0
20.15 - 20.30	2	0	2
20.30 - 20.45	1	0	1
20.45 - 21.00	0	0	0
TOTAL			18

0	0	0
0	0	0
0	0	0
0	0	0
0	1	1
1	0	1
2	0	2
0	0	0
2	0	2
0	0	0
0	1	1
0	0	0
0	0	0
0	0	0
0	0	0
5	0	5
0	0	0
1	0	1
0	0	0
1	0	1
TOTAL		14

6
8
8
8
9
8
6
6
4
4
4
5
7
10
12
8
8
9
10
9

Start count = 5

2 Double parked short period

End count = 9

THE FISHERMAN'S COTTAGE - READING

FRIDAY 13TH MAY 2016



CAR PARK COUNT AND USAGE

TOTAL SPACES = 8

Time	IN		TOTAL IN
	Pub	Other	
12.00 - 12.15	0	0	0
12.15 - 12.30	0	0	0
12.30 - 12.45	0	0	0
12.45 - 13.00	1	0	1
13.00 - 13.15	0	0	0
13.15 - 13.30	0	0	0
13.30 - 13.45	0	0	0
13.45 - 14.00	1	0	1
TOTAL			2

OUT		TOTAL OUT
Pub	Other	
0	0	0
0	0	0
0	0	0
1	0	1
1	0	1
0	0	0
0	0	0
0	0	0
TOTAL		2

ACCUM.
2
2
2
2
2
1
1
1
1
2

REMARKS
Start Count = 2 2 x Staff

End count = 2

16.00 - 16.15	0	0	0
16.15 - 16.30	0	0	0
16.30 - 16.45	0	0	0
16.45 - 17.00	0	0	0
17.00 - 17.15	2	0	2
17.15 - 17.30	0	0	0
17.30 - 17.45	0	0	0
17.45 - 18.00	0	0	0
18.00 - 18.15	0	0	0
18.15 - 18.30	2	0	2
18.30 - 18.45	0	0	0
18.45 - 19.00	1	0	1
19.00 - 19.15	1	1	2
19.15 - 19.30	2	0	2
19.30 - 19.45	2	0	2
19.45 - 20.00	1	0	1
20.00 - 20.15	0	0	0
20.15 - 20.30	0	0	0
20.30 - 20.45	0	0	0
20.45 - 21.00	0	0	0
TOTAL			12

0	0	0
0	1	1
1	0	1
0	0	0
0	0	0
0	0	0
3	0	3
0	0	0
1	0	1
1	0	1
0	0	0
0	0	0
1	1	2
0	0	0
1	0	1
0	0	0
2	0	2
1	0	1
0	0	0
0	0	0
TOTAL		13

6
5
4
4
6
6
3
3
2
3
3
4
4
6
7
8
6
5
5
5

Start count = 6

2 x Staff arrivals

End count = 5

THE FISHERMAN'S COTTAGE - READING

SATURDAY 14TH MAY 2016



CAR PARK COUNT AND USAGE

TOTAL SPACES = 8

REMARKS

Start Count = 4
4 x Staff

Start count = 6
3 x Staff

Time	IN		TOTAL IN
	Pub	Other	
12.00 - 12.15	0	0	0
12.15 - 12.30	1	0	1
12.30 - 12.45	0	0	0
12.45 - 13.00	1	0	1
13.00 - 13.15	1	0	1
13.15 - 13.30	0	0	0
13.30 - 13.45	1	0	1
13.45 - 14.00	0	0	0
TOTAL			4

Time	OUT		TOTAL OUT	ACCUM.
	Pub	Other		
12.00 - 12.15	1	0	1	4
12.15 - 12.30	0	0	0	3
12.30 - 12.45	1	0	1	4
12.45 - 13.00	2	0	2	3
13.00 - 13.15	0	0	0	2
13.15 - 13.30	0	0	0	3
13.30 - 13.45	0	0	0	3
13.45 - 14.00	0	0	0	4
TOTAL			4	4

16.00 - 16.15	0	0	0
16.15 - 16.30	0	0	0
16.30 - 16.45	0	0	0
16.45 - 17.00	1	0	1
17.00 - 17.15	1	0	1
17.15 - 17.30	0	0	0
17.30 - 17.45	0	0	0
17.45 - 18.00	0	0	0
18.00 - 18.15	1	0	1
18.15 - 18.30	0	0	0
18.30 - 18.45	0	0	0
18.45 - 19.00	1	1	2
19.00 - 19.15	1	0	1
19.15 - 19.30	1	0	1
19.30 - 19.45	0	0	0
19.45 - 20.00	0	0	0
20.00 - 20.15	1	0	1
20.15 - 20.30	1	0	1
20.30 - 20.45	1	0	1
20.45 - 21.00	0	0	0
TOTAL			10

16.00 - 16.15	0	0	0	6
16.15 - 16.30	0	0	0	6
16.30 - 16.45	0	0	0	6
16.45 - 17.00	2	0	2	5
17.00 - 17.15	1	0	1	5
17.15 - 17.30	0	0	0	5
17.30 - 17.45	0	0	0	5
17.45 - 18.00	1	0	1	4
18.00 - 18.15	0	0	0	5
18.15 - 18.30	1	0	1	4
18.30 - 18.45	0	0	0	4
18.45 - 19.00	0	0	0	6
19.00 - 19.15	0	0	0	7
19.15 - 19.30	0	1	1	7
19.30 - 19.45	1	0	1	6
19.45 - 20.00	0	0	0	6
20.00 - 20.15	4	0	4	3
20.15 - 20.30	0	0	0	4
20.30 - 20.45	0	0	0	5
20.45 - 21.00	1	0	1	4
TOTAL			12	

