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TRANSPORT TECHNICAL NOTE

FATHERSON HOUSE, 300 KING'S ROAD, READING RG1 4HP

Prepared on behalf of Titan Property Developments Ltd / CCL Develco 4 Ltd

April 2018

Reference: P1732 TN1/PC

Introduction

- 1** This Transport Technical Note is prepared on behalf of Titan Property Developments Ltd / CCL Develco 4 Ltd in relation to their development proposals on land at 300 King's Road, Reading RG1 4HP. The location of the site is shown in **Figure 1** overleaf.

- 2** The site presently comprises 20 car parking spaces that were formerly in use by Aspen House directly to the east of the site. Aspen House is a former B1a office building which was granted approval by Reading Borough Council (RBC) in May 2017 for a change of use to 78 C3 residential flats (providing 34 x studios, 43 x 1-bed units and 1 x 2-bed unit), under Permitted Development rights (RBC planning reference 170512). The application excluded the adjacent area containing 20 parking spaces and it was demonstrated that the associated 50 spaces at undercroft and surface levels would be appropriate and policy compliant given the accessibility of the site and the expected levels of car ownership in the area.



Figure 1: Site Location

- 3 The proposed development is for the construction of a new building (to be known as Fatherson House) comprising 14 C3 residential units of which six are to be 1-bed flats, six 2-bed flats and two 3-bed flats. Included within the site will be cycle spaces for residents and visitors and eight car park spaces. Vehicular access to the site is presently via a shared access with Aspen House onto Muirfield Close and a vehicular ramp. These access arrangements will remain unchanged for the proposed scheme.

- 4 The purpose of this report is to provide a summary of the key transport and highways aspects of the proposed development in terms of location, parking provision and traffic generation.

Site Location and Accessibility

- 5 The site fronts onto the A329 King's Road to the north which is the main vehicular route eastbound from central Reading to the wider highway network including the M4 and A329(M) motorways. The site is bounded by Aspen House to the east, office development to the west and residential development to the south accessible from Muirfield Close. Opposite the site to the north of King's Road is Reading College King's Road campus.
- 6 Some 300 metres to the east of the site, King's Road forms a signalised junction with the A4 London Road which acts as the main westbound vehicular route into Reading from the east. Vehicular access to the site is from Muirfield Close to the rear of the site via Aspen House.
- 7 In the vicinity of the site, King's Road is eastbound-only for general traffic. There are two lanes for general traffic and a bus lane eastbound, with a contraflow bus lane along the site side of the carriageway. Cyclists, motorcyclists and taxis are permitted to use both bus lanes. Double yellow line parking and waiting restrictions are in place along King's Road and no loading 'at any time' restrictions are in place along the site frontage.
- 8 Muirfield Close to the rear of the site serves predominantly residential uses and is comprehensively controlled by way of double yellow line and single yellow line parking restrictions. Some on-street car parking bays are located on Muirfield Close either side of the site access and are solely for use by permit holders only.
- 9 The central retail core of Reading is accessible within an approximate 1 kilometre walk distance to the west of the site. There are wide footways along both sides of King's Road which form part of extensive pedestrian infrastructure in the locality. As the site is located within an established urban environment there are few barriers to walking, with footways, dropped kerbs with tactile paving and adequate street lighting connecting the site to the wider pedestrian network, including to the town centre

- 10** Additionally, there is a signal controlled pedestrian crossings located on King's Road some 35 metres to the west of the site which provides connectivity to the local amenities and eastbound bus stops along King's Road.
- 11** The cycle lanes that are incorporated into the King's Road bus lanes form a section of Reading Cycle Route R30 that connects with a network of cycle routes in and around Reading town centre.
- 12** The nearest bus stop for westbound services is located on the site side of King's Road within a 100 metre walk distance of the site. For eastbound bus services, the nearest bus stop is opposite the site, which is a 130 metre safe walk distance via the nearby pedestrian crossing.
- 13** There are four regular bus services which route along King's Road and are accessible from these local bus stops. A summary of these bus service routes and their frequencies is shown in Table 1.

Service Number	Direction	Route	Typical Daytime Frequency (buses/hour)		
			Week	Sat	Sun
4/X4	westbound	Central Reading	4/hr	4/hr	2/hr
	eastbound	Winnersh, Wokingham and Bracknell	4/hr	4/hr	2/hr
12/13/14	westbound	Reading Station	5/hr	4/hr	2/hr
	eastbound	Woodley	5/hr	4/hr	2/hr
17	westbound	Central Reading and Tilehurst	8/hr	8/hr	6/hr
	eastbound	Wokingham Road, Three Tuns	8/hr	8/hr	6/hr
127/128/129	westbound	Central Reading	1/hr	1/hr	-
	eastbound	Woodley, Twyford	1/hr	1/hr	-

Table 1: Summary of Bus Routes site along King's Road

- 14** Reading train station and main bus interchange is an approximate 1.5 kilometre walk distance from the site. The station is recognised as a key regional transport hub and has recently undergone a major redevelopment, with significant track, platform, concourse and public realm works to improve rail capacity and passenger facilities.
- 15** Rail services from Reading station are operated by First Great Western, South West Trains and Cross Country Trains and provide frequent connections to the regional and national rail network.
- 16** First Great Western operates services to destinations including London Paddington, Didcot Parkway, Maidenhead, Swindon, Oxford, Banbury, Bristol, Taunton, Exeter and further destinations within the southwest of England.
- 17** South West Trains operate services to destinations including London Waterloo, Ascot, Basingstoke, Winchester, Eastleigh, Fareham, Woking, Clapham Junction, Southampton and Portsmouth.
- 18** Cross Country Trains operate services to destinations including Guildford, Southampton, Bournemouth, Oxford, Coventry, Birmingham, Manchester, York, the North of England and Scotland.

Car Parking Provision

- 19** A total of 8 car parking spaces are to be provided on site at surface level, accessible via the 3.1 metre wide access ramp. The parking spaces will be available for use by future residents only, with one space being able to accommodate disabled users. The proposed car park layout is illustrated on the proposed site layout drawing that forms part of the application submission (reference drawing PL-03).
- 20** The overall level of car parking provision equates to 0.57 spaces/unit. For the approved adjacent residential scheme at Aspen House, a comparable provision of 0.64 spaces/unit was deemed acceptable.

- 21** The site is located in *Zone 2, Primary Core Area*, of RBC's *Revised Parking Standards and Design Supplementary Planning Document (SPD)*, adopted 2011. This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. In accordance with the adopted SPD, the development would be required to provide up to one parking space per 1-2 bed dwelling and 1.5 spaces per 3+ bed dwelling.
- 22** The SPD also states that *"should a developer require fewer spaces than are set out here then there would need to be a demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result."* In this case, detriment to highway safety can be considered to be unsafe car parking on the highway network. Due to the central location, the highway authority has already put measures in place to prevent unsafe parking in the form of comprehensive parking and waiting restrictions. Therefore, there are no unenforceable unsafe on-street parking opportunities with the locality and the site is therefore considered to appropriate for a reduction in the car parking standards.
- 23** In order to establish the likely level of car ownership for the proposed residential use and the appropriateness of the proposed on-site provision, the existing car ownership levels for the local area have been obtained from the 2011 Census. The data provides existing levels of car ownership by habitable room for defined areas and in this case the data for the electoral ward of Redlands has been interrogated, within which the development site is located.
- 24** Table 2 sets out the car ownership data by the number of habitable rooms per flat for all tenure types within the Redlands ward. By applying this to the proposed total number of residential units on site, the following estimate of unrestrained car ownership for the proposed site use is made.

Unit Type*	No. Habitable Rooms*	No. Households *	No. Households – No cars or van*	No. Households – 1 car or van*	No. Households – 2 cars or van*	No. Households – 3 or more cars or van*	Total cars owned	Average cars per dwelling	Proposed No. Units	Estimated Car Ownership
Flats: Total Tenure	1 – 3 rooms (i.e. 1-beds & 2-beds)	841	461	339	36	5	426	0.506	12	6.07
	4 rooms (i.e. 3-beds)	444	185	201	54	4	321	0.722	2	1.44
TOTAL Estimated Car Ownership									14	7.51 (8)

* Information taken directly from 2011 Census for Electoral Ward of Redlands

Table 2: Estimate of Residential Development Car Ownership

- 25** Based on 2011 Census data, it is estimated that the unrestrained level of car ownership demand from the 12 units would be 8 cars. Also, we can expect some 7 flats to be car free. Clearly, the car ownership levels reflect the very good accessibility by non-car modes of travel within the ward.
- 26** The level of provision is therefore considered to be appropriate in terms of expected car ownership levels for the area and compliant with local policy and would not result in a demand for on-street parking.
- 27** Furthermore, the level of provision broadly accords with that agreed for the Aspen House residential scheme, for which a planning condition was imposed to prevent car parking permits being issued to residents/occupants. This was possible as Kings Road and the surrounding streets all have parking restrictions that suitably control on-street parking. The imposition of a similar condition for the Fatherson House scheme would be acceptable to the applicant if deemed necessary by RBC in the interests of the wider management of on-street parking.

Cycle Parking

- 28** RBC's *Parking Standards and Design SPD* states the minimum cycle parking standard for 1 and 2-bed C3 dwelling flats as 0.5spaces/unit and for 3+ C3 dwelling flats as 1 space/unit. These spaces can be in the form of individual secure facilities or communal cycle parking area. For the overall scheme, this equates to a minimum requirement of 8 cycle parking spaces.

- 29** The applicant recognises that the site is conveniently located adjacent to the cycle network and that the local standards are stated as minimum requirements which permit developers to provide a mix of long and short stay parking that is felt appropriate to the scheme.
- 30** The development therefore incorporates an internal cycle store accessible from the King's Road frontage which will provide a minimum of 10 secure bike racks. In addition, a total of 8 visitor bikes spaces in the form of two pairs of Sheffield stands located to the front and rear of the building are proposed. The proposed site layout drawing that forms part of the application submission (reference drawing PL-03) illustrates where cycle parking spaces are to be located within the site.

Refuse Collections

- 31** For the previous Aspen House B1a office use, refuse collection arrangements required refuse vehicles to enter the site, manoeuvre, and leave the site in a forward gear. This arrangement is to be maintained for the proposed residential use of Aspen House.
- 32** For the Fatherson House residential scheme, a bin store is to be located internally within the southwestern corner of the building. It is proposed that the refuse collection arrangements will be incorporated with the Aspen House arrangement, with bins to be wheeled to a collection point at the bottom of the ramp in advance of collections and returned thereafter by an appointed management company.

Traffic Generation

- 33** For the Aspen House residential application, the TRICS database was interrogated to derive trip rate information for the existing and proposed land uses based on comparable sites in terms of location, size and parking provision.
- 34** The results of the previous TRICS analysis for Aspen House are summarised in Table 3 overleaf.

	B1(a) Office Use (3,447sqm GIA)			C3 Residential Use (78 units)			Net Change (vehs)		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak Hour (08:00-09:00hrs)	1.545 (53)	0.255 (9)	1.800 (62)	0.051 (4)	0.177 (14)	0.228 (18)	-49	+5	-44
PM Peak Hour (17:00-18:00hrs)	0.250 (9)	1.375 (47)	1.625 (56)	0.148 (12)	0.075 (6)	0.223 (18)	+3	-41	-38
Daily Total (07:00-19:00)	6.315 (217)	6.116 (211)	12.43 (428)	0.936 (73)	1.000 (78)	1.936 (151)	-144	-133	-277
Note: Office trip rate per 100sqm / Residential trip rate per unit									

Table 3: Trip rate analysis for Aspen House (trip rates and vehicle movements)

- 35 By applying the previously derived residential trip rates to the Fatherson House scheme, the anticipated level of traffic movements can be derived, as shown in Table 4.

	Trip Rates (trips/unit)			Trips (vehicles) - 14 units		
	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak Hour (08:00-09:00hrs)	0.051	0.177	0.228	1	2	3
PM Peak Hour (17:00-18:00hrs)	0.148	0.075	0.223	2	1	3
Daily Total (07:00-19:00)	0.936	1.000	1.936	13	14	27

Table 4: Trip rate analysis for Fatherson House

- 36 Table 4 indicates that the number of vehicle trips to and from the proposed development would not be significant. Furthermore, it is evident that the overall number of vehicle movements onto the highway network from both the Aspen House and Fatherson House residential developments would remain significantly lower than for the previous Aspen House B1a office use.

Summary and Conclusion

- 37** It has been demonstrated that the site is centrally located and accessible by non-car modes of travel, supported by cycle parking provision in excess of RBC standards. The proposed residential scheme would be accompanied by a level of car parking provision that meets anticipated demand and which broadly accords with the quantum agreed for the adjacent Aspen House scheme. The development would not cause detriment to the local highway network by virtue of the comprehensive on-street parking controls that are in place on the surrounding roads.
- 38** The combined Aspen House and Fatherson House schemes would result in an overall reduction in traffic flows to and from the development during the typical network peak hours and daily time periods considered compared to the previous B1a office use at Aspen House.
- 39** The key transport and highways considerations have been set out within this note and it has been demonstrated that the proposed development would be entirely acceptable on transport and highways grounds.