

5.1.4 Cycle parking provision for Block 6 will be provided as follows.

- One central cycle parking area for Block 6.
- Direct access to street from store
- Internal access from both towers to cycle store
- 82 standards spaces (in tiered racks) and 5 spaced Sheffield stands for up to 10 larger bicycles, cargo bikes etc. providing a total of 92 parking spaces.

5.1.5 Pedestrian routes to and from the cycle store are shown in Figure 5.1

Figure 5.1: Cycle Parking Location and Access routes



5.2 Visitor Cycle Parking

5.2.1 Visitor cycle parking will be provided by 6 Sheffield stands located in the southwest corner of Block 6, close to the central park area. This is also shown in Figure 5.1.

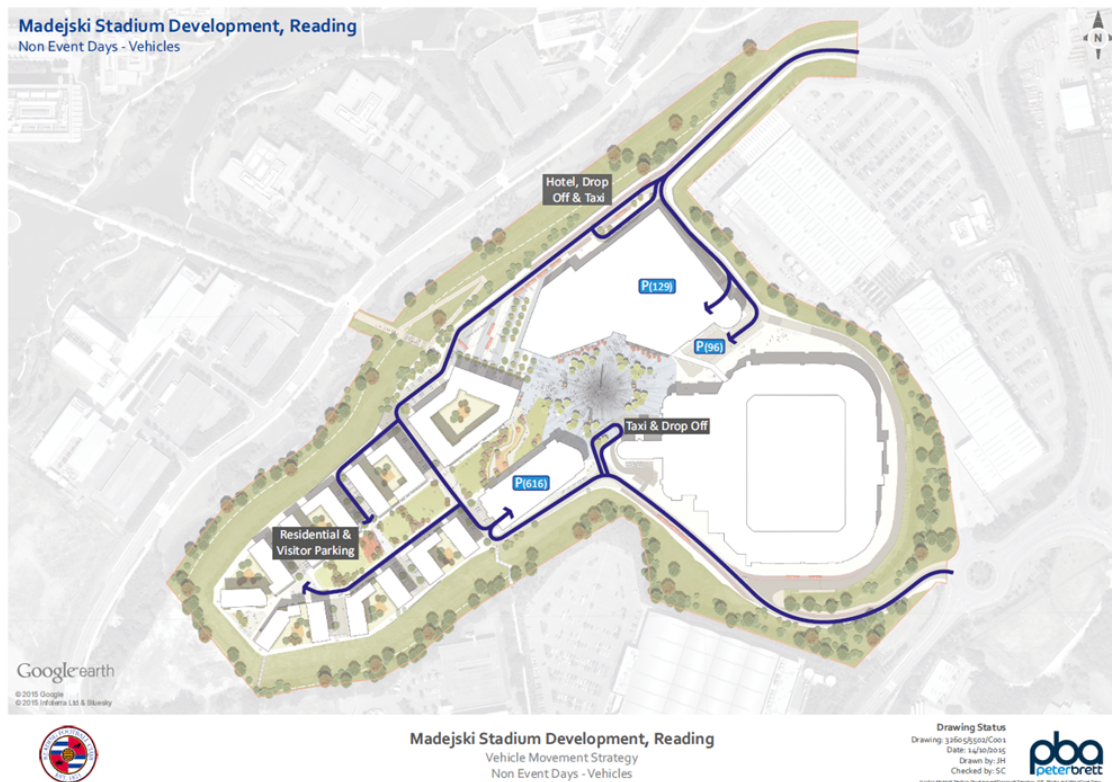
6 Chapter 6 - Day to day & Event Management

6.1 On site vehicle management and access to block 6

6.1.1 The following vehicle management plans are taken from Royal Elm Park, Event Management Plans Ref: 32605/006 | Rev: C | Date: September 2016

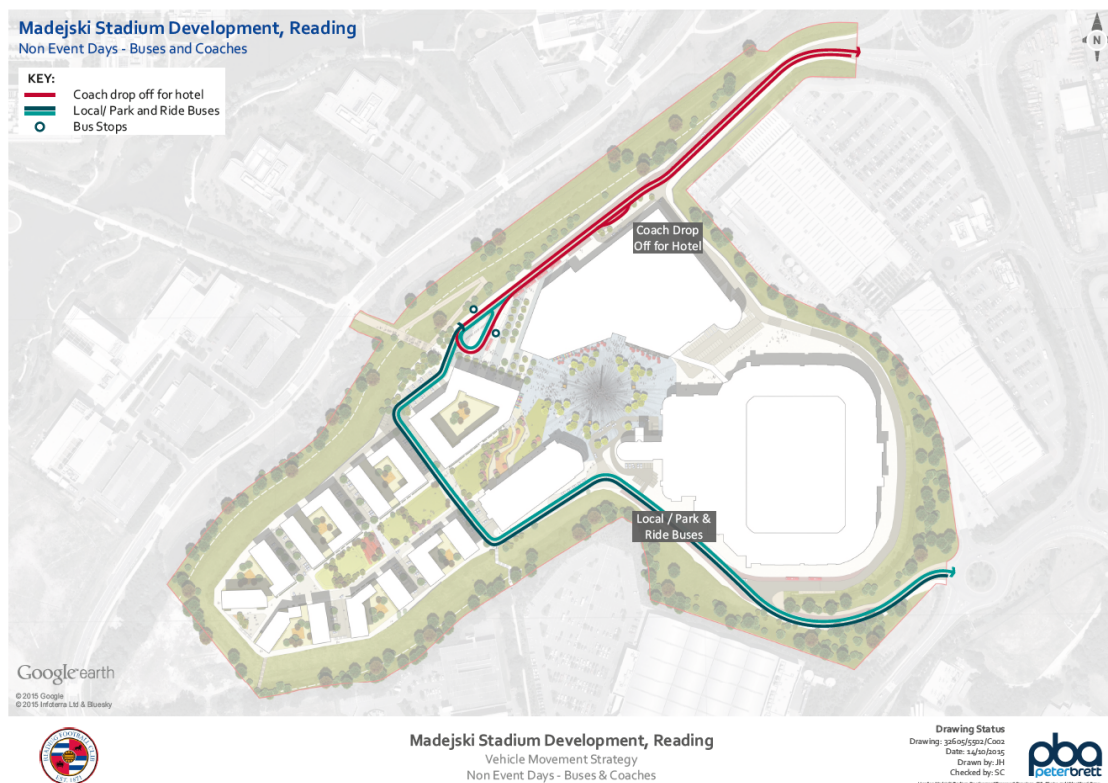
6.1.2 Figure 6.1 below shows site access during a non-event day. As can be seen both access roads into the site can be used to access Block 6 (Hurst Way and Northern Way)

Figure 6.1: Non Event Day Strategy



6.1.3 Figure 6.2 shows how buses and coaches access the site on non-event days (through access at the site is available)

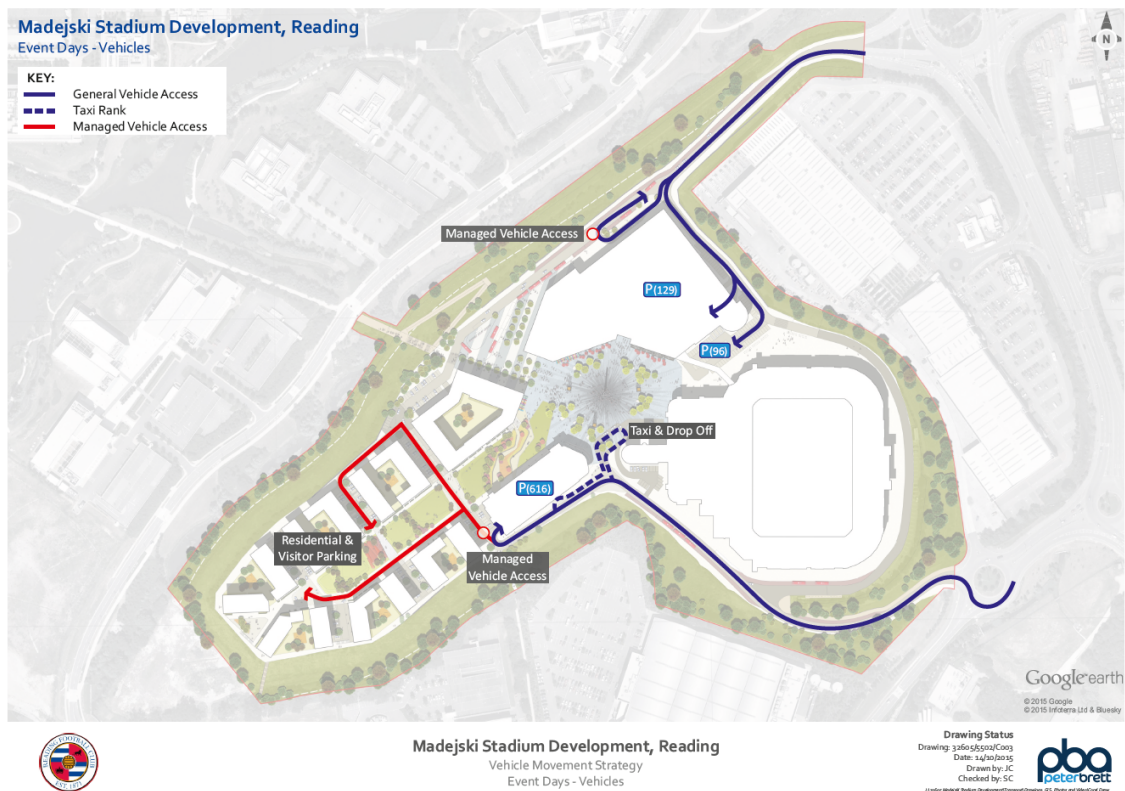
Figure 6.2: Non Event Day Buses and Coaches - Non-Event Day and Low Pedestrian Event Day Scenarios



- 6.1.4 For larger events such as football matches the internal link road will be closed to provide a dedicated transport interchange as part of the Security Strategy Plan (AI43 Revision E dated 7th October 2016). In closing the link road to through traffic, event marshalling will control access to the residential area and limit access to those with authorisation/permits.
- 6.1.5 The internal access road which passes through the site can be closed for a period/periods on event/match days to through traffic to enable the public transport hub to operate as a dedicated facility (via Northern Way) and to incorporate Royal Elm Gardens into the public realm of Royal Elm Square.
- 6.1.6 The requirement to close the internal link would be event dependent based on the expected footfall in Royal Elm Square and beyond. Times and duration of closure would be dependent on event. As an example, for a football match the internal link could be open all day except for a period two hours before a football match to two hours after football match as the footfall in these periods would be higher.
- 6.1.7 Buses that would otherwise pass through the site would enter and exit via Northern Way, collecting passengers and undertaking a U-turn within the transport hub. Access for Residential blocks 1 to 6, taxis and the MSCP would be via Hurst Way.
- 6.1.8 All other traffic using the site during matches will access the site via Hurst Way/Biscuit Way. Traffic beyond the entrance to the MSCP will be marshal controlled and only residential traffic will be allowed into the site. Residents will have permits to allow access. Visitors will be required have their vehicle registered ahead of time via the resident they are visiting. It is expected that most visitors would not choose to arrive during the busy pre and post-match periods.
- 6.1.9 Figure 6.3 shows how access to Block 6 would be available from Hurst Way only with Northern Way retained for bus services only to the transport hub.

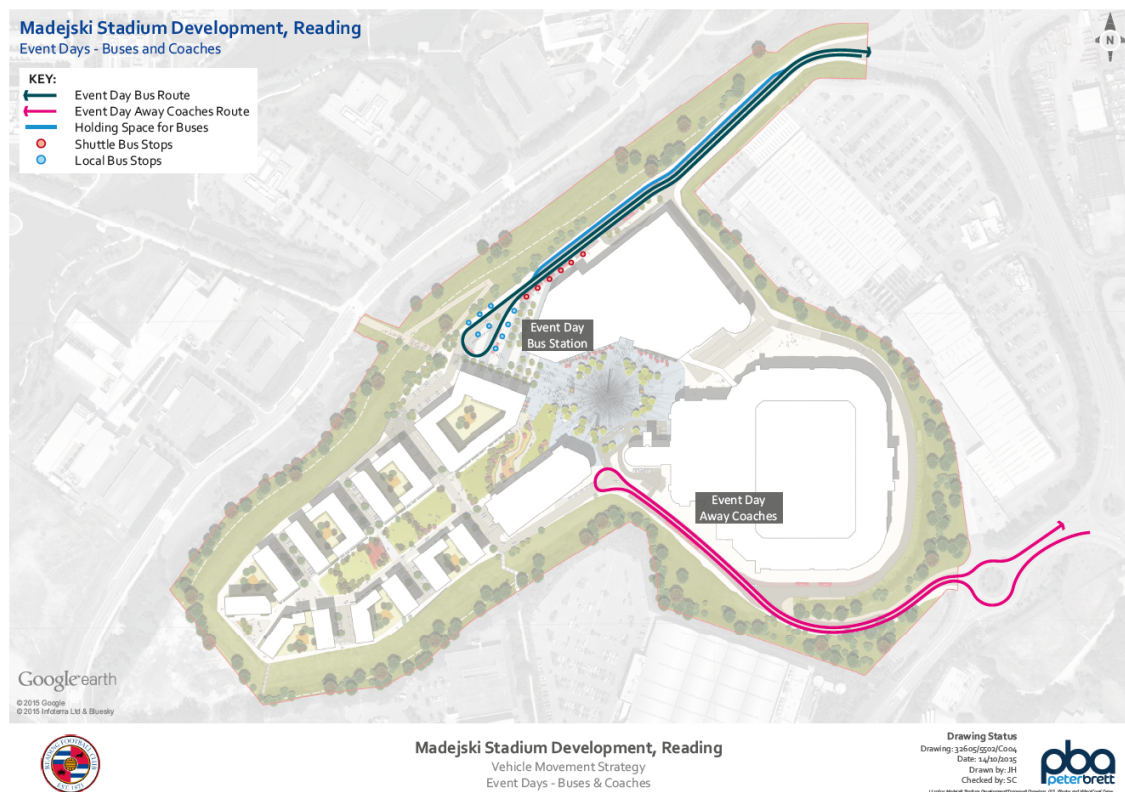


Figure 6.3: Event Day Vehicles- High Pedestrian Event Day Scenarios



6.1.10 Figure 6.4: shows the event day movements on buses and coaches.

Figure 6.4 Event Day Buses and Coaches - High Pedestrian Event Day Scenarios



7 Walk & Cycle Strategy

- 7.1.1 The site will tie into the detailed consent area of the scheme and its walking and cycling strategy. The consented scheme Transport Assessment “Royal Elm Park (32605-TA-Issue, January 2016) notes that:
- *Walking to REP provides an effective means of transport for residents on the adjacent residential areas. Cycling and Walking will be promoted as quick and easy forms of access to REP for those living in local catchment areas. Cycle parking facilities on site are to be upgraded to provide over 400 additional spaces. The site will retain the existing footway access from South Oak Way and Northern Way.*
 - *The current steps that link the site to the public footpath and national cycle route within Green Park will be replaced with a wider staircase and a ramp. The ramp will provide connectivity for cyclists to an off road cycle route providing access to Reading Town Centre and the wider area.*
 - *The site itself will offer significant improvements to the pedestrian environment with a large public square to allow people to gather before and after events. Access to facilities such as the bus stops and the car parks can be achieved without the need to cross vehicle routes.*
 - *The link between the new cycle/pedestrian ramp and the bike hub will be via shared surface style road. Access to the remaining cycle racks will be across car free area.*
- 7.1.2 Pedestrian access is provided on all sides of the building and conforms to the strategy set out in the design code (Section 2.7). Cyclists share the carriageway with other vehicles on the internal access roads which are subject to a 10mph speed limit.
- 7.1.3 In the Mews the shared surface street is supplemented by a dedicated footway located between the parking spaces and the western façade of the building. Footways in general are a minimum of 2.0m. The footway in the mews is 1.5m wide as this is a section of the site not on a main desire line, where flows are expected to be low. It is also in addition to the shared surface and provides a dedicated zone for vulnerable users and those who may feel uncertain using shared spaces. As noted in Manual for Streets (Section 6) and Inclusive Mobility (section 4) 1.5m is sufficient for a wheelchair or pushchair to pass a pedestrian.
- 7.1.4 Where the RMA scheme meets the detailed consent area of the scheme on the internal link road the parking bays are set back by 2.0m to allow a footway along the carriageway edge and provide adequate inter-visibility between vehicles on the link road and pedestrians wanting to cross the road. In line with Manual for Streets (Section 7.5) and a 10mph speed limit, minimum visibility splays of 2.0m x 11m will be achieved. At the key crossing points at either end of the RMA site visibility splays of 2.0m x 22m can be achieved which correlates to a speed of 20mph. Pedestrians on site will also have the footway alongside Block 7 to walk alongside the internal access road.
- 7.1.5 Visibility splays are shown in **Appendix F**.
- 7.1.6 Where the footway meets the consented highway scheme a minimum upstand of 25mm will be provided to give guidance to blind or partially sighted people. The upstand and different surfacing will also highlight the footway to drivers crossing it to park with the allocated parking spaces. An example similar to that proposed is provided in Figure 7.1

