
Project:	UoR Acacia Road, Reading	Project No.	089077
Subject:	Transport Technical Note		
Prepared by:	Yazdi Batki	Date:	26.03.26
Reviewed by:	Megan Hopton	Rev:	P02

1.0 Introduction

- 1.1.1 Curtins has been appointed to provide Highways design and transport planning support on behalf of University of Reading to support the proposed safety improvements and site development for the MERL building and Acacia Road. ('the site').
- 1.1.2 This Technical Note (TN) has been produced to provide an explanation and justification of the proposed Non Motorised Users (NMU's) and vehicular improvement works at the site. Additional information can be seen in the Design and Access Statement (DAS) that accompanies this application.

2.0 MERL Building Car Park

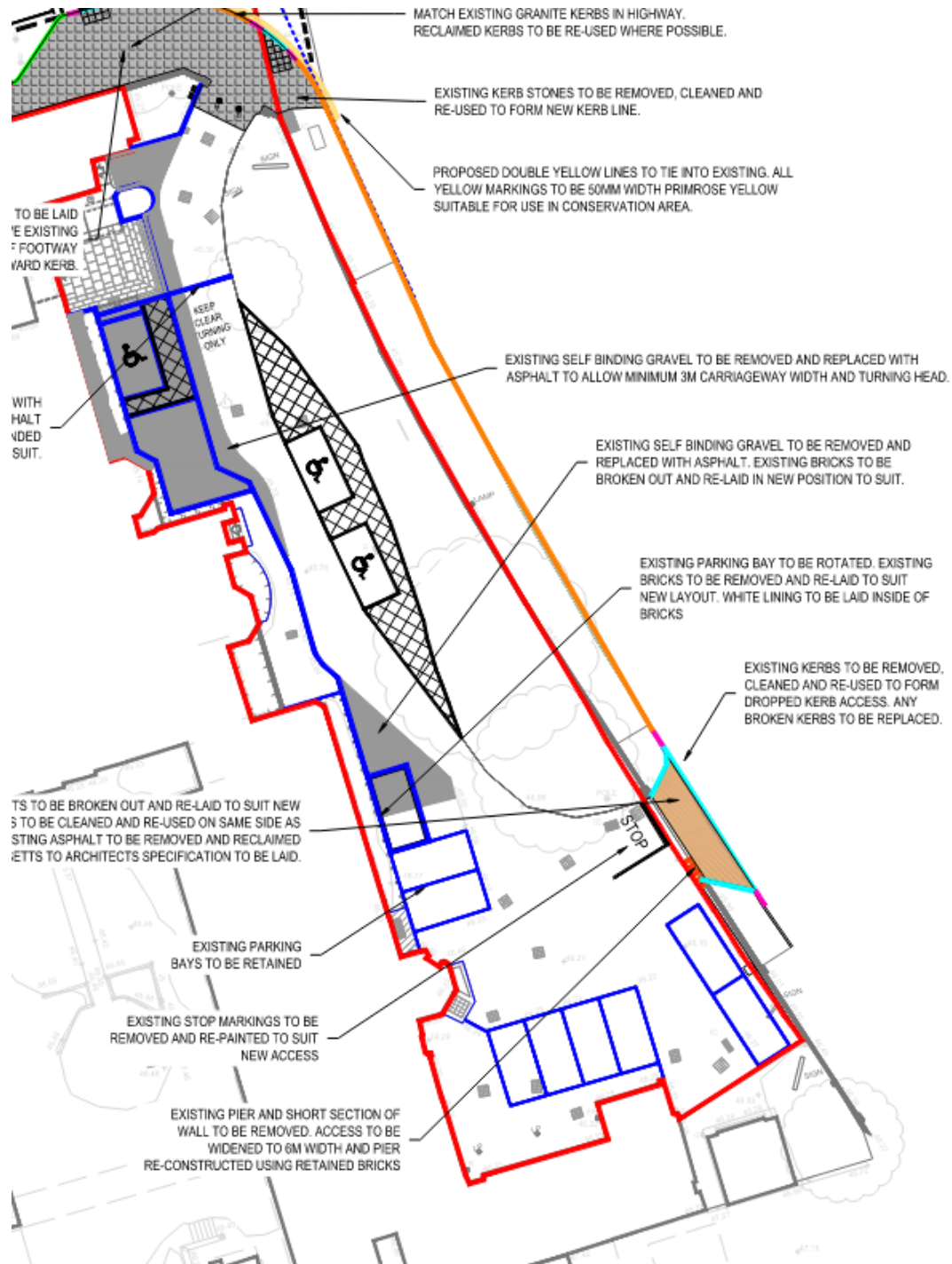
2.1 Existing

- 2.1.1 The MERL building car park is currently used as a one way entry and exit car park, despite it not being designed in such a way, the narrowness and unsuitability for manoeuvring vehicles through and around the car park greatly influences this use. The exit location onto Acacia Road is narrow with limited visibility in any direction has significant potential for conflict as pedestrians entering Acacia Road walk in front of the access that has no footway.
- 2.1.2 The existing entrance to the car park is from Redlands Road through a narrow entry point in a heritage wall. This does also get used as an exist point by some as the narrowness of the car park makes it difficult to drive to the exit point. In these occasions, those entering the car park cannot see those trying to exit causing conflict in the entrance way.
- 2.1.3 There are currently 14 No. parking bays in the car parking area of which 2 No. are informally marked as accessible bays, 11 No. are regular bays and 1 No. is used for a van serving the site. There is currently a cycle shelter near to the entrance of the building which to be retained.

2.2 Proposed

- 2.2.1 The proposed improvements in the MERL car park include the widening of the current entry by 2m to a total 6m width to allow vehicles to enter and exit at the same time with good visibility in all directions. This will increase pedestrian safety for those walking along Redland Road in front of the access and for those wanting to enter/exit the site through this access.
- 2.2.2 The cobbles and kerbs in the highway will be removed, cleaned and re-laid to provide a better and safer surface for pedestrians, cyclists and vehicles as the current arrangement is uneven and a hazard. No tactile paving is proposed here as the works will make the entry point a much clearer vehicle crossover style access giving priority to pedestrians on the footway.
- 2.2.3 Inside the car park, the 6 No. bays to the south will remain unaffected and there will be a slight amendment to the one of the 3 No. bays west of the access. Here, the northern most parking space will be rotated 90 degrees to make it parallel to the building allowing a wider and more manoeuvrable access road.
- 2.2.4 The widening will increase visibility for those wanting to enter the northern part of the MERL car park either as a pedestrian or cyclist wanting to use the MERL building, a motorist wanting to park in the accessible bays or for a larger van to drop off pedestrians and then turn around and exit.
- 2.2.5 3 No. formal accessible parking bays will be introduced to the car park, 2 No. adjacent to the bank and 1 No. adjacent to the building, by widening and formalising the existing hardstanding area and rotating the parking bay.
- 2.2.6 The current exit from the car park onto Acacia Road will be closed for vehicles using removable bollards. The area will remain an open space but allow safer pedestrian and cyclist access from Acacia Road. By adding a line of raised bricks in the carriageway, a new turning head will be introduced to allow vehicles to turn around reducing the risk of conflict with pedestrians and cyclists.
- 2.2.7 The total number of parking bays in the amended car park will be 12 with 3 No. dedicated as accessible parking bays. The existing cycle shelter is to remain in place at the northern end near to the building entrance with no reduction in cycle spaces.
- 2.2.8 The proposed layout is included in Appendix A and in image of the specific are in front of the MERL building is included below in Figure 2-1.

Figure 2-1 – Proposed MERL car parking improvements



3.0 Acacia Road

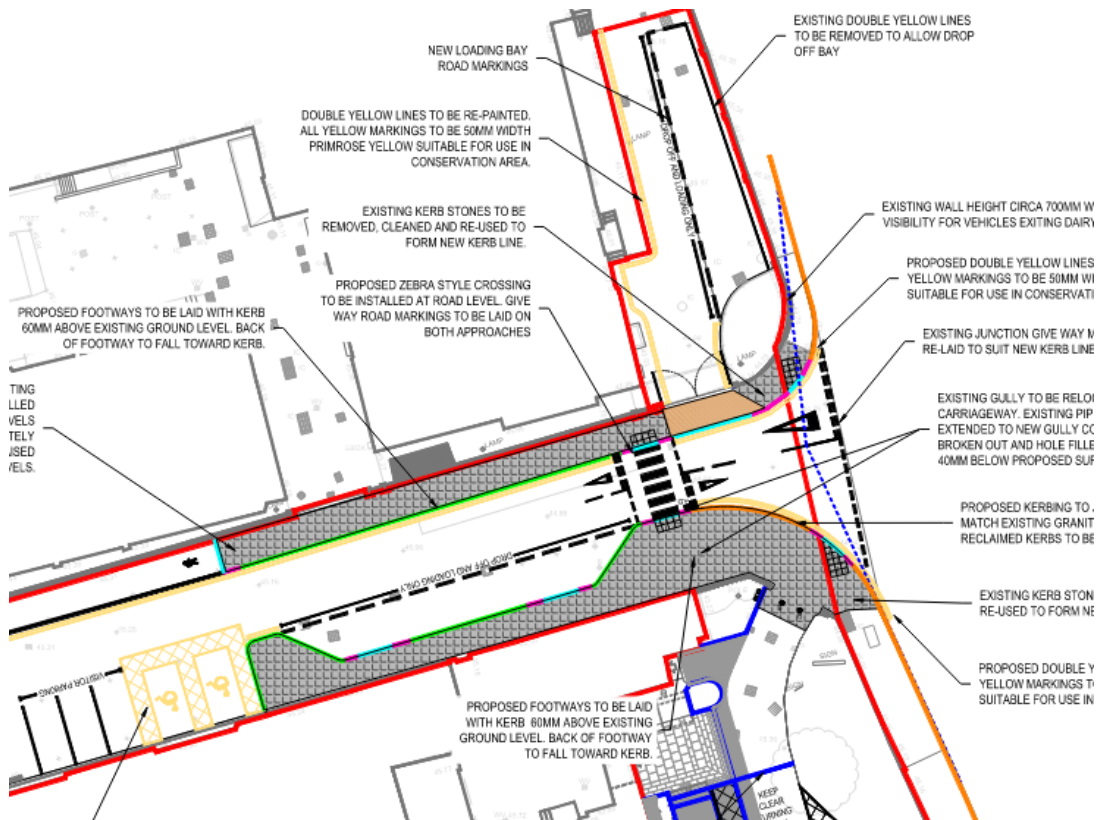
3.1 Existing

- 3.1.1 The existing Acacia Road access & entrance is directly onto/off Redlands Road which has a 20mph speed limit. The road currently has parking bays along both sides, the MERL building to the south boundary and a wall to the northern boundary. There is no pedestrian footway or crossing inside the site boundary.
- 3.1.2 The existing footway ends on Redlands Road at the junction with Acacia Road. Pedestrians using the site must walk in the road with cars, delivery lorries and other vehicles using the site. There is no pedestrian crossing within Acacia Road and those wishing to cross need to be much more vigilant.
- 3.1.3 Delivery vehicles currently access the site and park on the southern side of Acacia Road alongside the current MERL car park exit and wall causing issues with visibility and access for pedestrians using the site. Those wishing to use the road to park also enter in this location and drive along the road to park on either the south or north of the road.
- 3.1.4 Bin lorries and deliveries wishing to access and service the existing school site at the western extents of Acacia Road also use this access adding to the risk of conflict with NMU's.

3.2 Proposed

- 3.2.1 The proposed junction with Redlands Road is to be significantly improved with a new pedestrian crossing point and extended footway. This will allow those wishing to cross Acacia Road and continue along Redlands Road to have improved visibility into the road. Figure 3-1 below shows the new junction arrangement.

Figure 3-1 – Proposed Acacia Road junction improvements



- 3.2.2 The footways from Redlands Road will be continued into Acacia Road on the north and south side. The raised northern footway will continue for approximately 40m into the site before it drops down to road level. The segregation changes here from a kerb to a solid white line.
- 3.2.3 This continues all the way west until the end of the site where it meets the school. The raised footway from the edge of public highway into the site will be approximately 2.3m wide which matches the width of the road level footway within the site.
- 3.2.4 The footway here will need to cross in front of the dairy access which will have occasional access by vehicles. The improved footway and junction will ensure that the safety of pedestrians is improved here. The access will be a vehicular footway crossover type to further emphasise pedestrian priority.
- 3.2.5 The footway to the south will also continue into the site for approximately 40m however this ends after that distance as there are car parking bays retained at this point. Approximately 10m inside of the site is a new 'zebra' style pedestrian crossing to allow pedestrians entering the site to cross.
- 3.2.6 The crossing is formalised by 'zebra' style markings as well as 'give way' markings on the road to ensure that vehicles are aware of the crossing and understand the priority is for pedestrians. It is not intended

to install beacons as it is not considered necessary and the current lighting and proposed road markings will be sufficient.

- 3.2.7 Just after the crossing point the footway narrows to 2m and a formalised loading bay is to be installed. This will ensure that delivery vehicles are parked and do not block the visibility of pedestrians crossing Acacia Road or visibility of vehicles on Acacia Road.
- 3.2.8 The deliveries will be unloaded from the vehicles on trolleys and join the raised footway using dropped kerbs provided. To access the dairy site, they will use the proposed footway and cross Acacia Road using the proposed 'zebra' style crossing and to access the MERL building, they will continue past the pedestrian crossing using the 'bollarded' entry point.
- 3.2.9 The University will be encouraging regular deliveries to use 8m vehicles. If larger vehicles are required, they will use the loading bay adjacent to the Dairy and turn around using the turning head at end of the road serving this building. This ensures all delivery vehicles serving University property should be moving in a forward direction at all times. This is shown in the vehicle tracking in Appendix B.
- 3.2.10 Deliveries and bin lorries for the school site at the west of Acacia Road will be maintained and will also benefit from the new arrangement having greater safety and visibility for those accessing the site through Acacia Road.
- 3.2.11 The extension of the footway from the adopted Redlands Road into the site has had the added benefit of improving the sight lines and junction visibility for pedestrians crossing the main road as well as vehicles entering and exiting the junction. Vehicles exiting the Acacia Road junction can now achieve a 25m sightline to the south and a 20m visibility to the north, greatly improved from the previous situation.
- 3.2.12 The improvements on Acacia Road also include the provision of 2 no. accessible bays and 3 No. visitor bays near to the MERL building pedestrian entrance and 4 No. Electric Vehicle (EV) charging bays at the western end of Acacia Road.

4.0 Vehicle Parking Rationalisation

- 4.1.1 The proposed improvement works to Acacia Road and the MERL car park have led to the rationalisation and removal of several parking bays to allow the improvements to safety and accessibility of the site as this is deemed more important.. There are currently 70 No. spaces spread over both areas which will be reduced to 42 No. following the proposed works. This will be made up as below:

Acacia Road

- 2 No. accessible bays
- 3 No. EV charging bays
- 1 No. Car Club EV Charging bay
- 3 No. Visitor bays
- 21 No. permit holder only bays

MERL car park

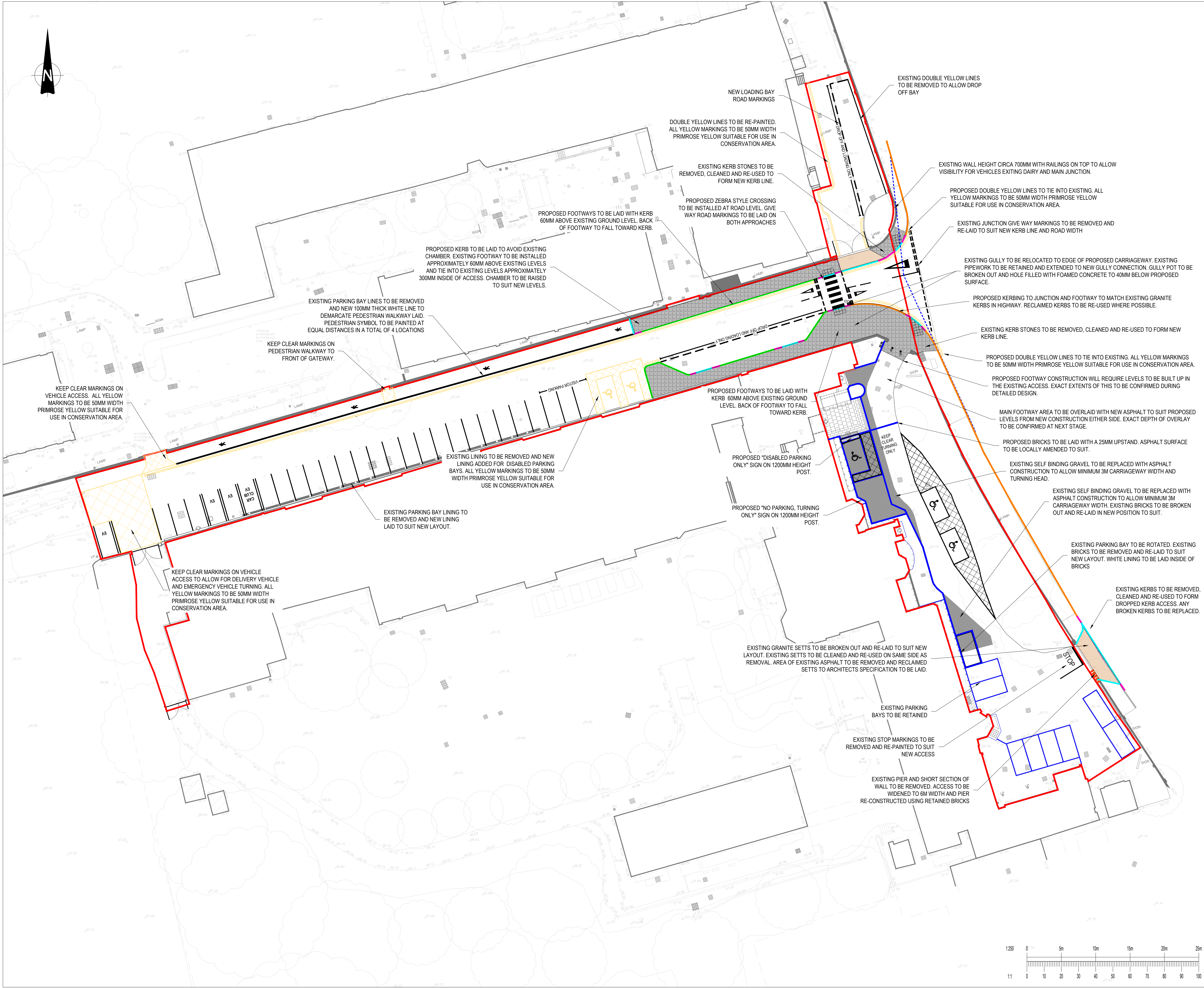
- 9 No. Standard bays
- 3 No. Accessible bays

- 4.1.2 The loss of parking spaces is primarily from the north side of Acacia Road, alongside the existing wall where the bays have been removed to make way for the segregated pedestrian walkway. The MERL building car park has been rationalised to remove 3 No. standard bays but increase the number of accessible bays.
- 4.1.3 Many of the standard parking bays on Acacia Road and in front of the MERL building are currently under utilised. This is proven by parking surveys that are being undertaken on the whole University of Reading campus. The Design and Access Statement (DAS) has greater detail on the survey results.
- 4.1.4 Whilst the number of parking bays has been considered on the site it is generally considered that the proposed benefits from the improvements will outweigh any negative impacts from the loss of parking spaces.

5.0 Conclusion

- 5.1.1 The proposed car parking and junction improvements at the University of Reading site have been designed with the aim of improving safety and amenity for all users including pedestrians, cyclists and vehicles.
- 5.1.2 The improvements to the MERL car park have increased the amount of accessible parking spaces, improved manoeuvrability and increased safety for NMU's. The improvements have also increased safety for NMU's and vehicles on Redlands Road.
- 5.1.3 The Acacia Road proposals will vastly improve the current situation of informal pedestrian and vehicular areas, poor NMU facilities and risks of conflict associated with large vehicles and pedestrians mixing. The addition of new and improved NMU facilities including footways/pedestrian segregation, formalised crossings and improved visibility will significantly increase safety on Acacia Road and Redlands Road.
- 5.1.4 The overall site will have a total reduction of 28 standard parking bays from the MERL building car park and Acacia Road however in person surveys and traffic counts have shown the parking bays here to be under utilised. The proposed improvements will therefore not adversely impact the parking on the current site.

Appendix A: General Arrangement Drawing



- GENERAL NOTES:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
 - DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
 - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 - FOR GENERAL NOTES REFER TO DRAWING.

KEY

	FULL DEPTH ASPHALT CONSTRUCTION TOP COLOUR TO ARCHITECTS SPECIFICATION
	65MM DEPTH NEW ASPHALT FOOTWAY CONSTRUCTION OVER EXISTING BUILD UP
	GRANITE SETTS ON VEHICLE CROSSOVER TO MATCH EXISTING LEVELS
	STONE SETTS TO ARCHITECTS SPECIFICATION
	BRICK LAID ON EDGE TO ARCHITECT SPECIFICATION (FLUSH)
	BULLNOSED GRANITE KERB TO ARCHITECT SPECIFICATION (FLUSH)
	BULLNOSED GRANITE KERB TO ARCHITECT SPECIFICATION
	BULLNOSED CONSERVATION KERB TO ARCHITECT SPECIFICATION
	TRANSITION KERB TYPE TK TO SUIT ADJACENT KERB PROFILES
	TACTILE PAVERS
	2.4 X 25M SIGHTLINE (20MPH)
	RED LINE BOUNDARY (TBC)
	PROPOSED REMOVABLE BOLLARD TO ARCHITECT SPECIFICATION
	PROPOSED RELOCATED GULLY TO USE EXISTING CONNECTION

- NOTE**
- ALL YELLOW ROAD MARKINGS TO BE PRIMROSE YELLOW FOR CONSERVATION AREA.
 - ALL ROAD MARKINGS IN MERL PARKING AREA TO BE WHITE.
 - PROPOSED FOOTWAY ON ACACIA ROAD TO BE CONSTRUCTED ON TOP OF EXISTING ASPHALT CONSTRUCTION.
 - WHERE NEW KERBS ARE TO BE INSTALLED IN EXISTING CARRIAGEWAY BUILD UP, A 500MM MARGIN IS TO BE REINSTATED IN THE CARRIAGEWAY.

P06	UPDATED FOLLOWING COMMENTS	26/03/26	RD	YB
P05	UPDATED FOLLOWING COMMENTS	26/03/26	RD	YB
P04	UPDATED FOLLOWING COMMENTS	25/03/26	RD	YB
P03	ISSUE FOR PLANNING	24/03/26	RD	YB
P02	ISSUE FOR COORDINATION	19/03/26	RD	YB
P01	FIRST ISSUE FOR COORDINATION	18/03/26	RD	YB
Rev:	Description:	Date:	By:	Chkd:

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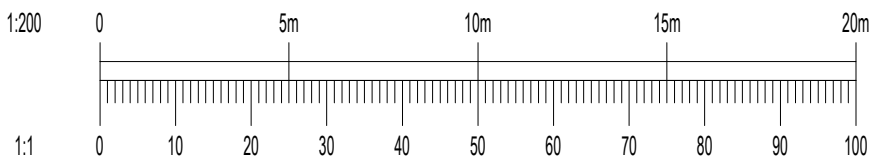
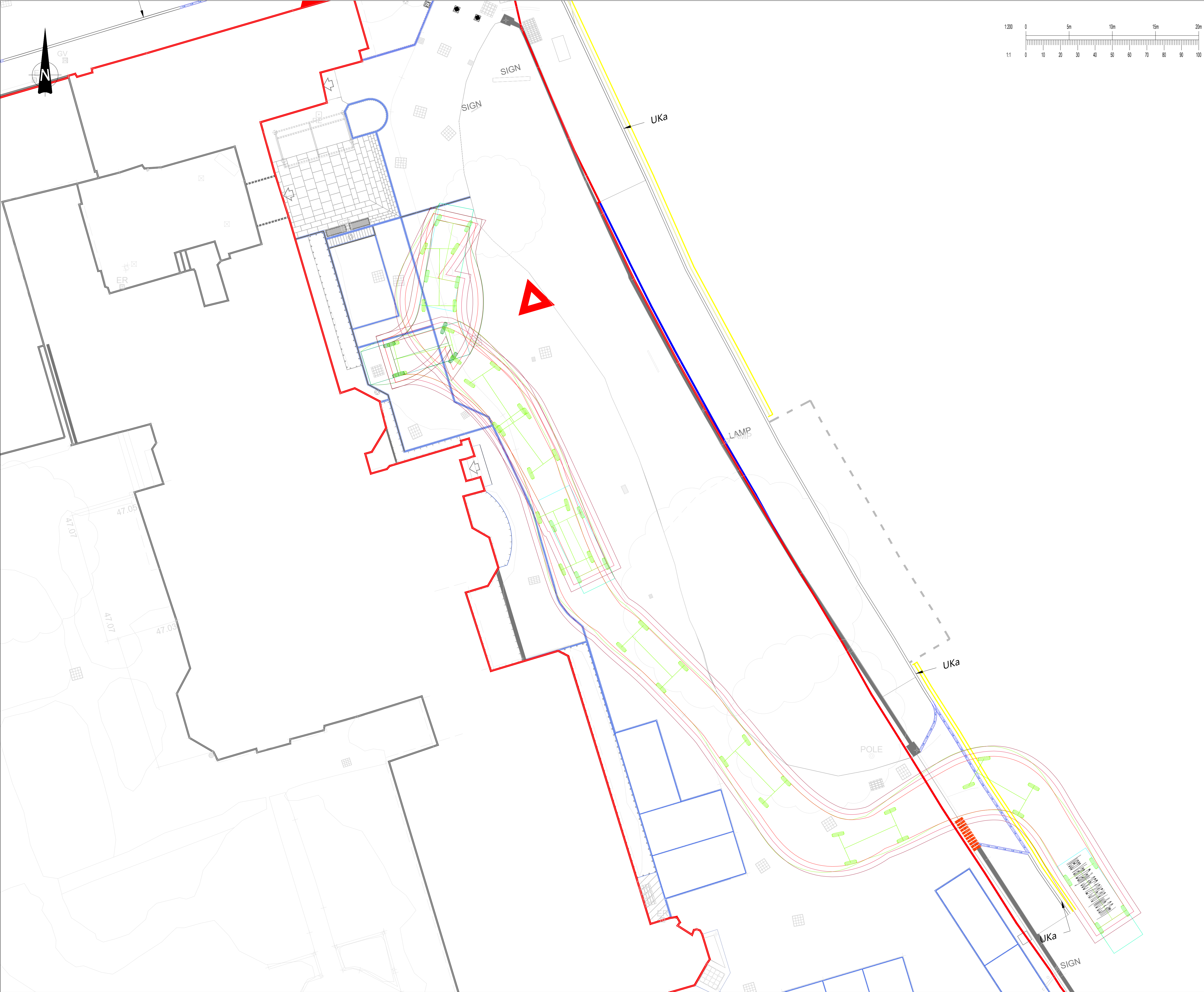
Status: **SUITABLE FOR CO-ORDINATION** **S1**

Project: **UOR, ACACIA ROAD**

Dwg Title: **HIGHWAY WORKS
GENERAL ARRANGEMENT**

Drawn By	Designed By	Checked By
RD	RD	YB
Date	19/03/26	Scales @ A1 1:250
Project No - Originator - Function - Spatial - Form - Discipline - Number		
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089077 - CUR - XX - XX - D - C - 95001		
P06		

Appendix B: Auto Track Drawings



GENERAL NOTES:

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3.5t Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.565m
Min Body Ground Clearance 0.338m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m

VEHICLE TRACKING 6m VAN
SCALE 1:200

P02	UPDATED FOLLOWING COMMENTS	25/03/26	RD	YB
P01	ISSUED FOR PLANNING	24/03/26	RD	YB
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Status:

SUITABLE FOR INFORMATION

S2

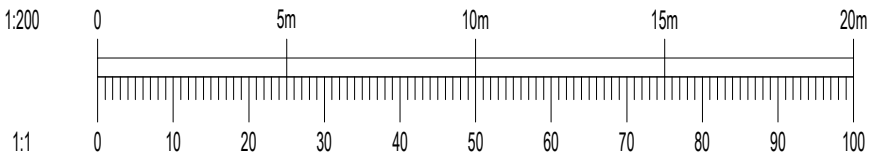
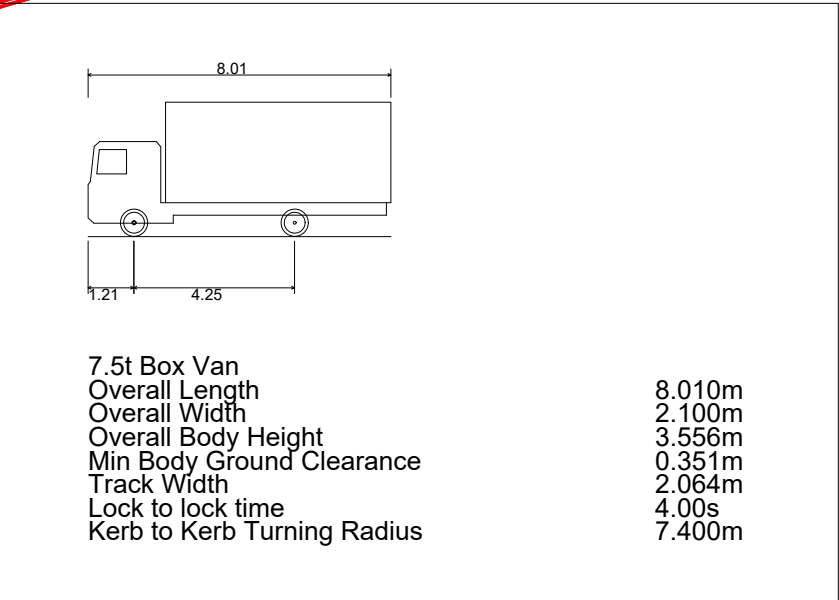
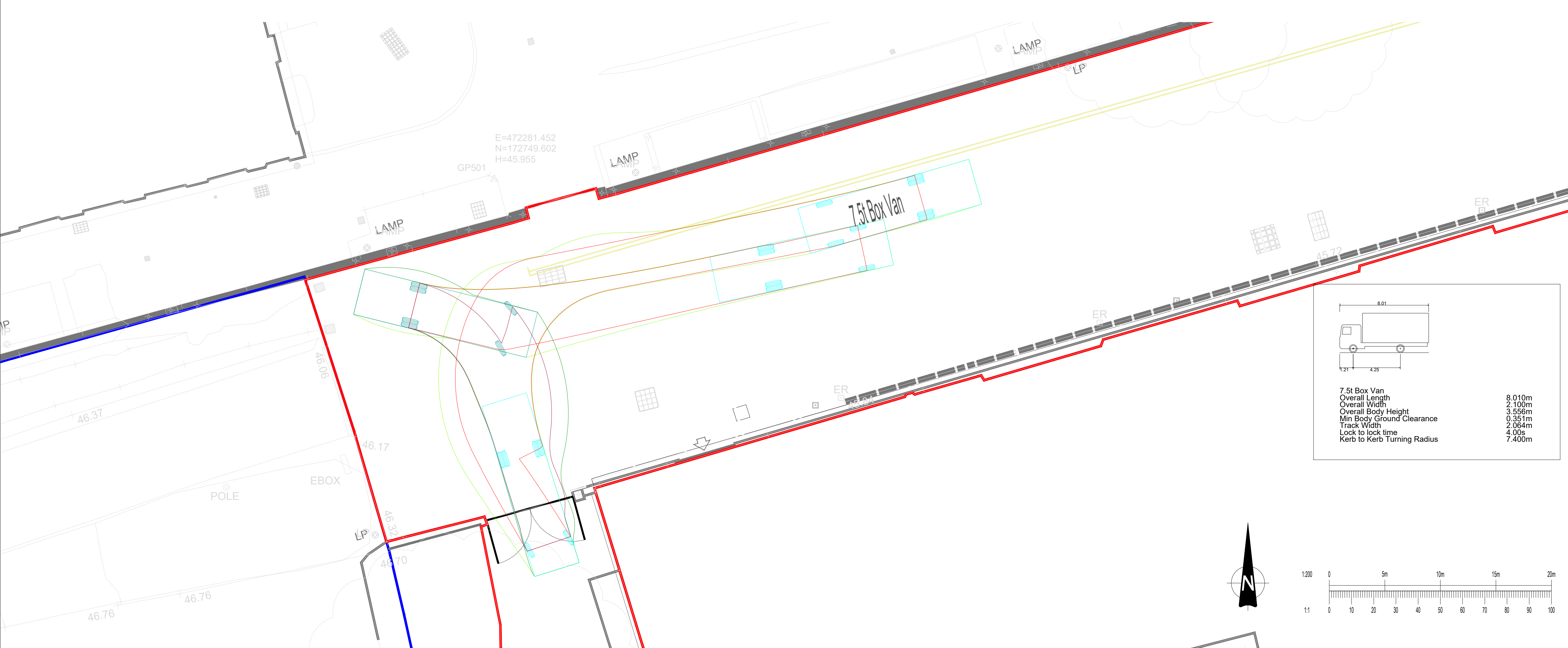
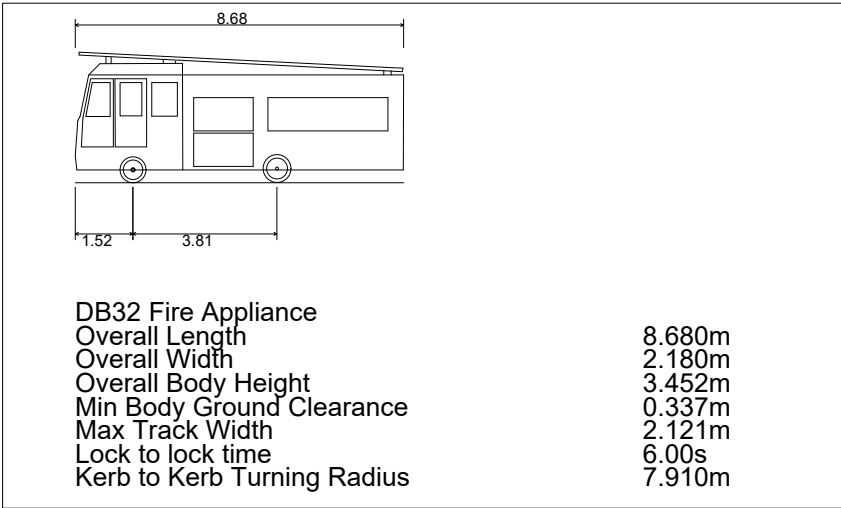
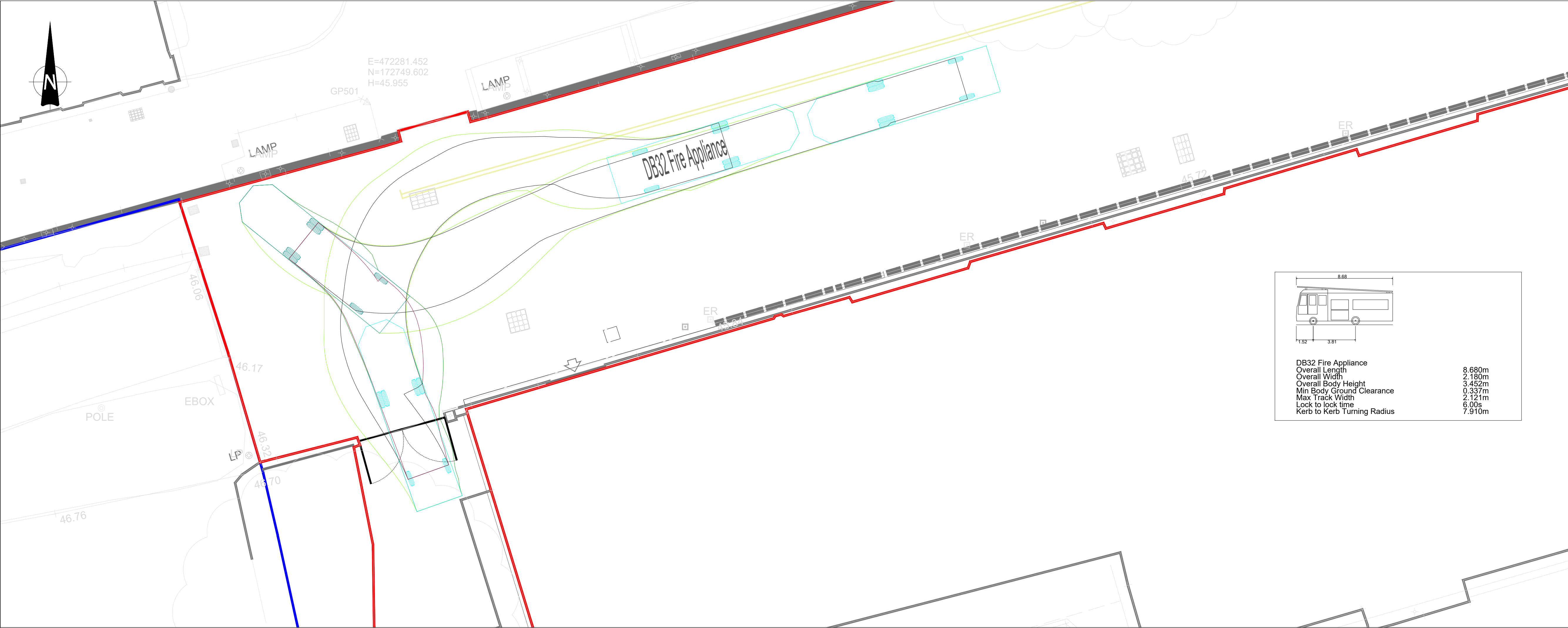
Project:

UoR, ACACIA ROAD

Orig Title:

MERL VAN TRACKING

Drawn By	Designed By	Checked By
RD	RD	YB
	Date	Scales @ A1
	12/03/26	1:200
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Revision		
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P02		



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P02	UPDATED FOLLOWING COMMENTS	25/03/26	RD	YB
P01	ISSUED FOR PLANNING	24/03/26	RD	YB
Rev:	Description:	Date:	By:	Chkd:

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Status: **SUITABLE FOR INFORMATION** **S2**

Project: **UoR, ACACIA ROAD**

Orig Title: **8M DELIVERY VEHICLE & FIRE TENDER**

Drawn By	Designed By	Checked By
RD	RD	YB
Date	12/03/26	Scales @ A1
		1:100
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089077 - CUR - XX - XX - D - C - 04006		
Revision		
P02		