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The Old Power Station, Vastern Road

Residential Travel Plan

On behalf of **Berkley Homes (Oxford and Chiltern) Ltd**



Project Ref: 47500/002 | Rev: A | Date: October 2019

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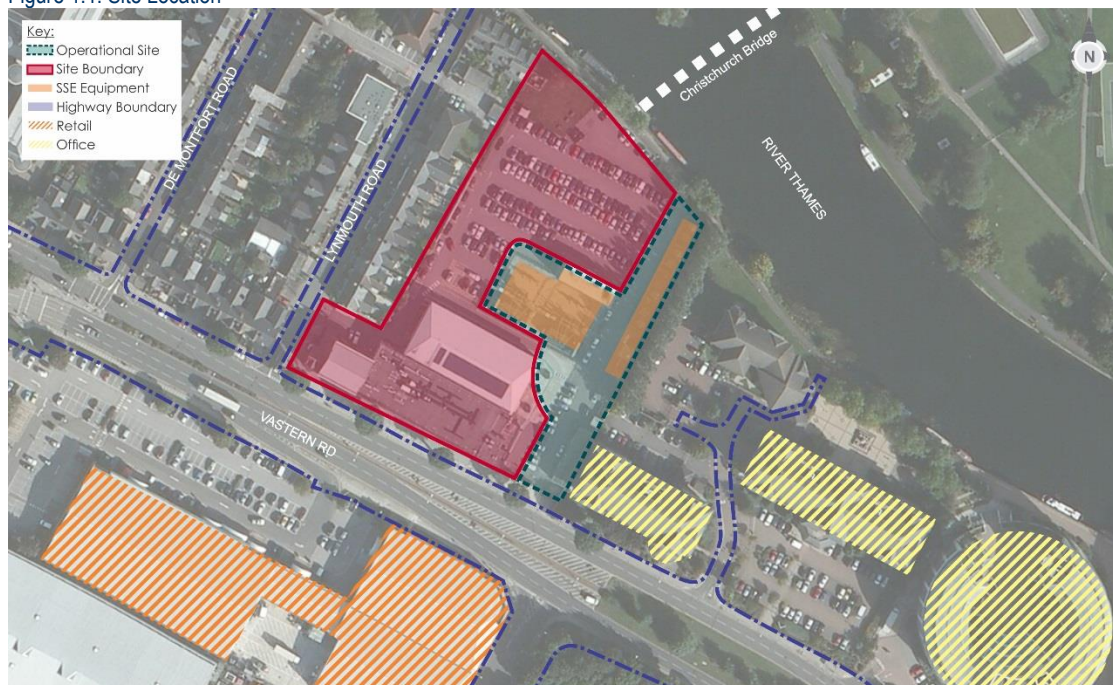
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1 Introduction

1.1 Context

- 1.1.1 This Residential Travel Plan (RTP) has been prepared by PBA (now part of Stantec) to support a planning application by Berkley Homes (Oxford and Chiltern) Ltd to Reading Borough Council (RBC) for the redevelopment of part of the former SSE site, 53-55 Vastern Road, Reading, RG1 8BU.
- 1.1.2 The Old Power Station on Vastern Road forms part of the former SSE office and depot. It is bounded by the River Thames to the north, retained SSE electrical transformers and associated works to the east, Vastern Road to south and residential properties fronting Lynmouth Road to the west. **Figure 1.1** indicates the site location within Reading and highlights the existing land uses in the local area.

Figure 1.1: Site Location



1.2 Development Proposal

- 1.2.1 The full planning application seeks permission for the *'Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys including residential dwellings (C3 use class) and leisure floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road.'*
- 1.2.2 The masterplan for the scheme is contained within **Appendix A**.

1.3 Scope of Travel Plan

- 1.3.1 This RTP provides the travel planning strategy for the residential development across the site. It includes a summary of routes to access and public transport serving the site for pedestrian, cycle and bus use. The RTP's primary objective is to encourage residents as possible to travel sustainably where possible and take advantage of the site's permeable access routes and connectivity with surrounding amenities and transport provision.

- 1.3.2 It is envisaged that this RTP will be a 'living' document that is regularly monitored, reviewed and updated when necessary. It is recognised that Travel Plans prepared in advance of the occupation of a site can only offer an overall strategy for the adoption of sustainable transport measures. Once a site has sufficient occupancy, then there must be the opportunity to develop the RTP in more detail to reflect the specific needs of the residents.
- 1.3.3 This RTP accompanies a Transport Statement (TS) with the planning application and provides measures and, monitoring that support the transport principles outline in this report.

1.4 Document Structure

- 1.4.1 In order to provide detail and support future operations of the redevelopment site, this TP has been structure by the following chapters:
- **Section 2: Travel Planning Policy:** briefly summarises existing national, regional and local planning policy that informs the writing of this RTP;
 - **Section 3: Existing Conditions:** outlines site accessibility and the existing travel situation;
 - **Section 4: Development Proposals:** presents the development proposals and access strategy;
 - **Section 5: Objectives:** outlines the key goals and underpinning objectives of this TP;
 - **Section 6: Targets:** confirms the measurable targets of this TP;
 - **Section 7: Measures:** details the measures that will be introduced to promote sustainable travel
 - **Section 8: Management:** outlines how the TP will be managed in terms of responsibility and identification of a Travel Plan Coordinator;
 - **Section 9: Monitoring and Review:** Sets out the monitoring and review process that will be implemented for this TP.

1.5 Policy

- 1.5.1 This RTP incorporates the principles of the following approved and emerging policy documents. **Appendix B** provides the policy reviews for each of the following national and local planning policies.

National Policy

- National Planning Policy Framework (NPPF, 2019); and
- Planning Practice Guidance – Travel Plans, Transport Assessments and Statements (DCLG, March 2014).

Local Policy

- Reading Borough Council Local Plan (2019); and
- Reading Local Transport Plan 3: Strategy 2011-2016.

2 Site Accessibility

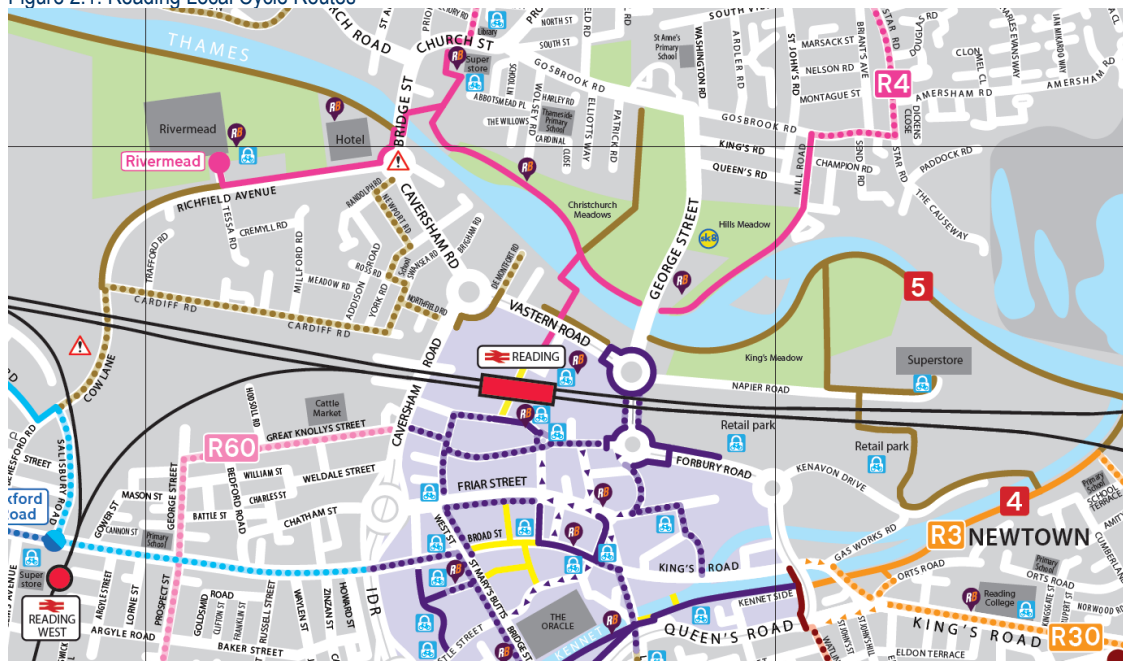
2.1 Introduction

2.1.1 This section outlines the accessibility of the site to encourage the use of sustainable travel. This includes a review of the sites access opportunities though walking, cycling and public transport.

2.2 Cycling Accessibility

2.2.1 The site has a range of existing cycling facilities available to the future occupiers of the site with access to local on and off road routes and the national cycle network. **Figure 2.1** illustrates an extract of the cycling infrastructure in the local vicinity to the site and around the town centre.

Figure 2.1: Reading Local Cycle Routes



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

2.2.2 Locally to the site, the northern footway on Vastern Road provides a shared footway / cycleway facility past the southern site boundary from Lynmouth Road the Reading Bridge to the east.

2.2.3 Norman Place to the east of the site currently provides the off-road cycle link from Vastern Road to the Christchurch Bridge over the River Thames which in turn leads to the cycle routes through Christchurch Meadows and Hills Meadow.

2.2.4 National Cycle Network (NCN) 5 is directly accessible from the northern boundary of the site along the Thames Path. This route connects the site with Caversham to the west via Christchurch Bridge, and Thames Valley Business Park to the east. To the east NCN5 joins NCN4 where the River Thames and Kennett meet. NCN4 dissect the Reading area connecting Theale in the west through to Sonning and Charvil in the east.

2.3 Walking Accessibility

- 2.3.1 Given the site excellent location, walking will form a widely available and attractive method of travel for residents.
- 2.3.2 The site has a direct interaction with Vastern Road which provides pedestrian footways on both sides connecting the Caversham Road / Great Brighams Mead roundabout to the west to the Reading Bridge roundabout to the east. There are currently three signalised crossings along Vastern Road all of which are of a staggered arrangement providing north/south connections.
- 2.3.3 South of Vastern Road, Trooper Potts Way provides access to the northern station entrance and the pedestrian only underpass which leads to the main station entrance on the southern side and in turn the town centre.
- 2.3.4 To the north of the site, the Thames Path lines the southern side of the River Thames which leads Reading Bridge, Kings Meadows, Tesco to the east and Caversham Bridge to the west. Christchurch Bridge is located centrally along the northern boundary of the site and provide a pedestrian connection to the northern side of the river.

2.4 Public Transport Accessibility

Bus

- 2.4.1 The site is located adjacent to the Northern Station Interchange. The interchange has five bus stops which serves a wider range of services to Caversham, Emmer Green, Sonning Common, Wallingford, Oxford, High Wycombe and Thames Valley Business Park. The details of the routes and frequencies of buses are provided in **Table 2-1**.

Table 2.1: Local Bus Services

Bus Service	Operator	Route	Frequency (per hour)		
			Weekday Peak	Weekday Off Peak	Saturday
22	Reading	Reading Station – Caversham Bridge - Caversham Heights	2	1	1
23	Reading	Caversham Park – Emmer Green - Reading Station	2	2	2
24	Reading	Reading Station – Emmer Green - Caversham Park	3	2	2
25	Reading	Reading Station – Emmer Green – Sonning Coming – Peppard Common	3	2	2
X38 / X39 / X40	Thames Travel	Reading Station – Henley – Wallingford - Oxford	3	3	3
800	Arriva	Reading – Henley – High Wycombe	2	2	2
TVP	Stewarts	Reading Station – Thames Valley Business Park	9	3	0

- 2.4.2 Furthermore, an extensive network of services is available on Station Road and Friar Street. These are less than 8 minutes' walk from the application site. For full details of all routes and live times these can be accessed online at <https://www.reading-buses.co.uk/>.

National Rail

- 2.4.3 Reading Railway Station is located approximately 170m south of the site, which is around a four-minute walking time. Reading station is situated on the Great Western Main Line, which provides access to key destinations including London Paddington and London Waterloo, as well as local services to Newbury, Swindon, Oxford, Basingstoke and Twyford. A summary of the services, frequency and journey time are provided in **Table 2-2**.

Table 2.2: Key Destinations from Reading Station

Destination	Services per hour		Journey Time (mins)
	Peak	Off-Peak	
Maidenhead	6	4	14
Slough	5	6	14
Basingstoke	4	3	22
Oxford	6	4	23
London Paddington	16	12	24
London Waterloo	3	2	85
Swindon	5	4	27
Southampton	2	2	56
Bath	2	2	58
London Gatwick	5	3	85
Cardiff	2	2	95
Birmingham	2	2	95

- 2.4.4 Both London stations provide further national rail services across the UK, there are also a number of underground lines. London Paddington has access to the following underground lines; Bakerloo, Circle and District and Circle and Hammersmith and City. London Waterloo additionally has access to the following underground lines; Bakerloo, Jubilee, Northern, Waterloo and City.

Crossrail

- 2.4.5 The arrival of Crossrail at Reading, timetabled for 2019, will further enhance the accessibility of the area, particularly as Reading station is one of the busiest stations outside London.
- 2.4.6 Crossrail is expected to provide high speed trains to the centre of London. It is anticipated that four trains an hour at peak times will run from Reading into central London.

2.5 Local Amenities

- 2.5.1 The development site is conveniently located to the north of Reading town centre which provides a vast range of shops, leisure facilities, health centres, and community facilities. The Oracle Shopping Centre is located within an 800m walk (approximately 10 minutes walking time).
- 2.5.2 Locally to the site, and within 500m, the following amenities are accessible:
- Restaurants / Cafes / Take-a-ways

- Reading Rail Station
- Aldi supermarket
- ATM
- Gym
- Retail stores
- Hotels
- Christchurch meadows park

Leisure and Recreation

- 2.5.3 Christchurch Meadows Park is 450m to the north of the site, offering a great public recreation ground including the provision of tennis courts, football pitches, and a children's playground.
- 2.5.4 Reading Museum is located 750m south of the site, providing a leisure activity.

Education

- 2.5.5 EP Collier Primary School is the nearest primary school to the site, following the Kendrick School (All girls) and Reading School (All boys) which are the nearest secondary schools. The Highdown School and Sixth Form Centre is the nearest comprehensive secondary school.
- 2.5.6 Reading University London Road Campus is located 1.7km southeast of the site and is accessible by bus within 17-minutes.

Health and Medical

- 2.5.7 Reading Walk-in Health Centre is located 1.1km south of the site and had a GP-led Minor Injuries Unit. The closest Accident & Emergency unit is the Royal Berkshire Hospital located 1.7km southeast of the site. Additionally, there is a pharmacy 350m south to the site.

3 Development Proposals

3.1 Introduction

- 3.1.1 This chapter presents the main elements of the proposed masterplan development for The Old Power Station, Vastern Road and focuses on the land uses and parameters considered most relevant to residential travel.
- 3.1.2 The illustrative masterplan is provided in **Figure 3.1** and is contained within **Appendix A** and should be reviewed in conjunction with reading this chapter.

Figure 3.1: Illustrative Masterplan



3.2 Development Description

- 3.2.1 The development seeks permission for the ‘Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys including residential dwellings (C3 use class) and leisure floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road.’
- 3.2.2 **Table 3.1** sets out the development schedule for the site for the proposed 208 new homes.

Table 3.1: Indicative Development Schedule

Unit Type	Number of Homes
1 Bedroom Flat	60
2 Bedroom Flat	137
3 Bedroom Flat	12
Total	209

Leisure	Size (sqm)
Café	17.9sqm

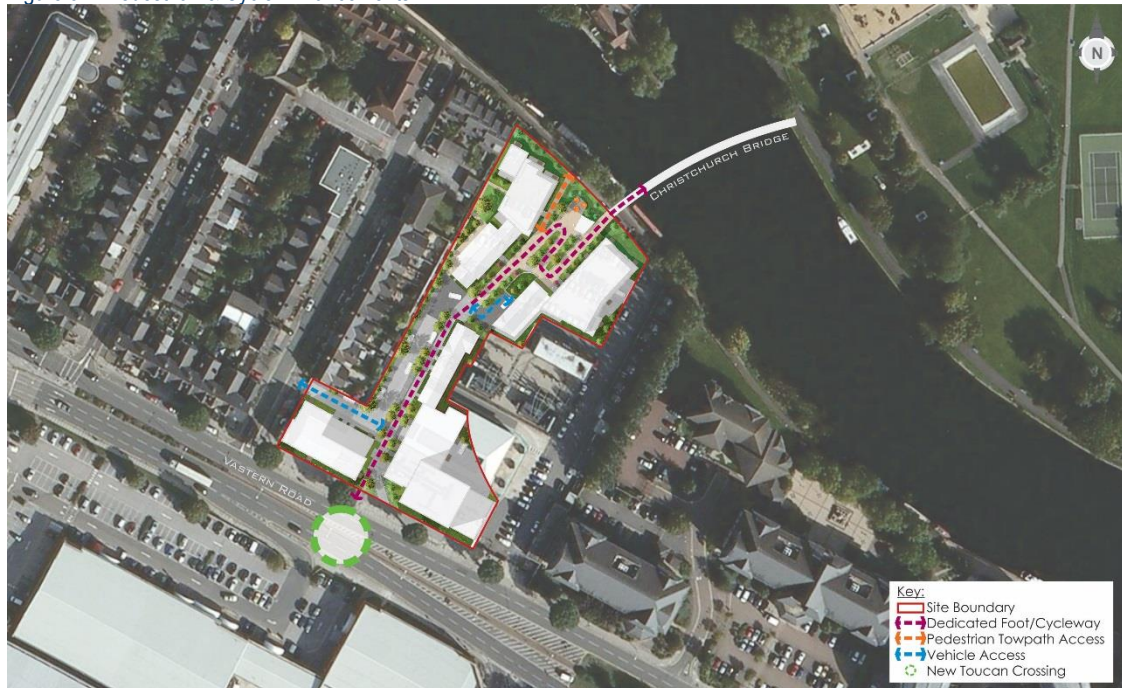
3.3 Vehicle Access

- 3.3.1 The primary vehicle access to the site will be via Lynmouth Road. This is an existing access into the site which is to be improved to accommodate two-way vehicle movements.
- 3.3.2 The existing vehicle access off Vastern Road is to be retained as per its current arrangement but will be solely for access to the retained SSE infrastructure adjacent to the eastern boundary of the site.

3.4 Pedestrian and Cycle Access

- 3.4.1 The proposed development will create significant enhancements for pedestrian and cycle connectivity, both across the site and on key sections of the surrounding network. A key consideration of the masterplan development was to enhance the pedestrian and cycle connection between Christchurch Bridge and Reading Northern interchange.
- 3.4.2 As shown in **Figure 3.2** this pedestrian and cycle link will comprise of the following components:
- Podium level connection to existing Christchurch Bridge across River Thames;
 - A new 1:21 ramp from the podium level to the ground level of the new development
 - A ramp allowing pedestrian access to the River Thames towpath;
 - 3.0m dedicated footway/ cycleway on the eastern side of the internal access road linking the podium ramp to Vastern Road; and
 - Contribution towards a new toucan crossing on Vastern Road which provides a safe crossing point on desire lines to Reading Northern Interchange and beyond.

Figure 3.2: Pedestrian & Cycle Enhancements



3.5 Car and Cycle Parking

Cycle Parking

- 3.5.1 The proposed development will provide cycle parking in accordance with RBC's Revised Parking Standards and Design SPD, 2011. Based on the development schedule set out in **Table 3.1**, the development will provide 122 cycle parking spaces. The 61 Sheffield stands (122 spaces) are to be provided in secure, covered and lit cycle stores within the proposed buildings.
- 3.5.2 An additional 4 stands (8 spaces) are provided adjacent to the proposed café and outside seating area for visitor use.

Car Parking

- 3.5.3 The development is proposing a total of 55 car parking spaces across the site. The majority of these spaces are located in the podium undercroft and can be accessed via the internal access road. The site is located within Zone 2 however on the edge of Zone 1, therefore it was agreed with RBC during scoping that Zone 1 should be used given the sites high accessibility and there is no requirement for visitor parking.

Disabled Car Parking

- 3.5.4 In line with RBC parking standards, all developments providing up to 200 spaces are required to provide 3 disabled spaces or 5% of total capacity, whichever is greater. In accordance with this, the development will provide a total of 3 disabled spaces.

Electric Charging

- 3.5.5 The provision of electric parking will be in accordance with the Reading Borough Local Plan adopted in November 2019, which states the following;

- *Communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.”*

3.5.6 Therefore, a minimum of 5 car parking spaces will be required to be electric charging spaces.

4 Objectives and Targets

4.1 Overview

4.1.1 The objectives are supported by a set of quantified SMART targets to ensure progress towards achieving them can be measured:

- **Specific;**
- **Measurable;**
- **Achievable**
- **Realistic; and**
- **Time-bound.**

4.2 Objectives

4.2.1 The objective of this framework TP is to encourage residents of the development to travel using sustainable means, where possible.

4.2.2 Several sub-objectives have been set to support the realisation of this overarching objective. These seek to:

- Increase the awareness of the RTP and its constituent elements;
- Encourage greater use of more sustainable means of travel;
- Encourage the best use of cars and other vehicles;
- Reduce the need to travel; and
- Develop an ongoing management coordination process which will monitor and review changes.

4.3 Targets

4.3.1 Maximum impact on people's travel patterns is likely to be achieved immediately following a life change – for example moving into a new home. Therefore, it is expected that the RTP will have maximum effect during first occupation.

4.3.2 At this stage, it is not possible to provide accurate travel pattern details of residents prior to occupation. Comprehensive and compliant baseline surveys will be conducted when 50% of the residential units are occupied (equivalent to 104 homes).

4.3.3 Targets for mode share improvements will be set based on the baseline survey, however indicative targets are presented in **Table 4.1**. These figures were determined by looking at the Office for National Statistics (ONS), Method of Travel to Work data for 2011. This was based on the output area Reading 011' E02003399, in which the site is located.

Table 4.1: Indicative Residential Mode Share and Targets

Mode	Mode Share
Underground, metro, light rail	0.4%
Train	20.4%
Bus/ Coach	11.5%
Taxi	0.3%
Motorcycle	0.4%
Car/Van - Driver	30.4%
Car/Van - Passenger	3.2%
Bicycle	3.5%
Foot	29.5%
Other	0.5%
Total	100%

- 4.3.4 These interim residential targets are subject to review and change following the first travel survey.

5 Measures

5.1 Context

5.1.1 In order to meet the objectives and targets, set out in **Section 4** of this TP the occupier will continue to promote the use of sustainable transport and discourage the use of car using a number of measures and initiatives.

5.2 Measures and Initiatives

5.2.1 A key element of the TP is ensuring residents and visitors are aware of what travel options are available to them and the benefits that will allow them to choose to travel by a range of modes. This is very important to make this Travel Plan successful.

5.2.2 **Table 5.1** below identifies a number of potential measures to meet the five TP objectives set out in chapter 4.

Table 5.1: RTP Measures

Objectives	Measure	Phase	Responsibility
Increase the awareness of the RTP	Offer personalised travel planning to house purchasers to raise their awareness of travel choices before they move in.	Pre-occupation	Travel Plan Coordinator
	<p>Provide a 'Household Welcome Pack' upon occupation to ensure awareness of travel options, enabling residents to plan sustainable journeys to and from their new home. The document will be continuously updated and contain the following:</p> <ul style="list-style-type: none"> ▪ Map of the site highlighting transport facilities in and close to the site such as bus stops and cycle routes. ▪ The latest local bus timetables and maps. ▪ Links to relevant websites with travel information ▪ Local walking and cycling maps showing local services and schools within an easy walk/cycle distance. ▪ A brief introduction in the pack to explain the RTP objectives, targets and how the residents can make a difference. ▪ Information on the health and financial benefits of sustainable modes of travel <ul style="list-style-type: none"> ▪ Feedback survey forms 	During occupation	Travel Plan Coordinator

Objectives	Measure	Phase	Responsibility
	Prepare and distribute an e-newsletter to all residents on a quarterly basis to inform residents of promotional events, prize draws and local travel issues in addition to updates on progress towards the mode shift target.	Throughout occupation	Travel Plan Coordinator
Encourage the use of sustainable transport modes	Pedestrian footways along the internal streets connecting to existing pedestrian network and public transport facilities.	Pre-occupation	Developer
	Secure and conveniently located cycle storage provision.	Pre-occupation	Developer
	Encourage residents to register with Walk-BUDi and Bike-BUDi, which provides a national travel database of registered users wishing to find someone to share daily journeys to work.	Throughout occupation	Travel Plan Coordinator
Reduce the use of cars and other vehicles	Shared surfaces to create a home-zone style of development with strong sense of safety.	Pre-occupation	Developer
	Encourage residents to car share. This will also be promoted using literature in the Household Welcome Packs and the e-newsletter.	Throughout occupation	Travel Plan Coordinator
Reduce the need to travel	Fibre optic broadband infrastructure to allow internet access to every household.	Pre-occupation	Developer
	The use of online shopping will be promoted to reduce the need for travelling to the shops by car.	Throughout occupation	Travel Plan Coordinator
Develop an ongoing	Appointment of a Travel Plan Coordinator.	Pre-occupation	Developer

Objectives	Measure	Phase	Responsibility
management coordination process	Undertake baseline and future residential travel surveys.	When 50% occupation of residential units, then Years 3 and 5	Travel Plan Coordinator
	Following the completion of the baseline and future residential travel surveys, a comprehensive review of the RTP will be undertaken.	As appropriate	Travel Plan Coordinator
	Transfer of the RTP to the Steering Group, or equivalent group.	5 years from 75% occupation of residential units	Developer

6 Travel Plan Management

6.1 Introduction

6.1.1 This part of the TP outlines the details of appointing a Travel Plan Coordinator (TPC) and responsibilities of the role. The TPC will be responsible for keeping the TP up-to-date and adapting the measures of the TP based on the initial travel behaviour of the residents and visitors.

6.2 Appointment of travel Plan coordinator

6.2.1 The appointment of a Travel Plan Co-ordinator (TPC) is fundamental to the successful implementation and management of the TP. The TPC will act as the promoter and day-to-day manager of the components of the TP to secure its implementation, as well as being the key contact point for the residents and other people who use the site.

6.3 Responsibilities of the travel plan coordinator

6.3.1 The key responsibilities of the TPC are set out below, although they will be reviewed on a regular basis:

- Leading on the delivery of the TP once approved by RBC;
- Coordinating the necessary data collection to develop the 'Household Welcome Pack' for all residential dwellings, containing: maps of local walking and cycling facilities; public transport timetables; contact details for local bus and taxi companies; contact details for local authority travel-based initiatives and promotions; and information about all local facilities in the area;
- Representing the 'human face' of the RTP, such as liaison with the residents' steering group (once set up);
- Providing personalised travel planning tailored to residents' needs if requested;
- Promoting the individual measures and packages;
- Liaising with RBC over monitoring and reviews of the RTP, and to help assess progress towards achieving mode-shift away from car use (discussed in more detail in the next chapter);
- Providing an information leaflet containing links to key websites promoting sustainable transport options and home shopping, and providing information and advice on local travel issues when requested; and
- Providing a focal point for the residents for community-based travel issues.

6.4 Securing

6.4.1 The developer will fund the preparation, implementation and operation of the travel plan process, including the day-to-day site RTP Coordinator's role, the implementation and management of physical measures, the promotion of sustainable travel throughout the delivery period of the proposed development, and the coordination of the monitoring and review process

7 Monitoring and Review

7.1 Introduction

7.1.1 The Good Practice Guidelines state that Travel Plans should be evolving documents that need regular updating. Implementing a Travel Plan involves:

“...a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances”.

7.1.2 This section summarises how this is intended to be delivered for this RTP.

7.2 Monitoring

7.2.1 Surveys, monitoring and review of targets will take place when 50% of the homes are occupied or within six months of first occupation, whichever takes place first. The methodology of this survey will be agreed with RBC on occupation of the development.

7.2.2 Following this initial review, the full Travel Plan produced with defined targets which will be issued to RBC within one month of completing the baseline survey. Further monitoring surveys will then be conducted in Years 3 and 5 following occupation with monitoring reports issued to RBC.

7.2.3 **Table 7.1** below gives the timescales for the monitoring and review of the TP.

Table 7.1: Plans and timescales for Travel Plan Monitoring and Review

Action	Timescale
Baseline travel survey of all residents	6 months of first occupation or when 50% of units are occupied (whichever takes place first)
Update of FTP following baseline surveys	Following baseline travel surveys
Future Residential travel surveys	Years 3 and 5
Undertake a comprehensive strategic review of all aspects of the FTP (including the Objectives, Targets, the Action Plan and the monitoring programme)	Following baseline survey and surveys in Years 3 and 5

8 Conclusions

- 8.1.1 The proposal is to redevelop part of the former SEE site at 53-55 Vastern Road located in Reading, RG1 8BU.
- 8.1.2 This Residential Framework Travel Plan has identified the way that the Travel Plan will be introduced and managed, as well as a proposed set of measures covering a range of travel modes to encourage sustainable travel by residents located at the site.
- 8.1.3 The key actions required to deliver an effective Travel Plan for the site are as follows:
- Conduct travel surveys following occupation of each unit and when a percentage of occupation has been achieved;
 - The appointed Travel Plan Coordinator will liaise with Reading Borough Council and provide updates as required;
 - Discuss the scope for implementing 'SMART' measures to encourage residents to use sustainable travel modes; and
 - Maintain up to date records of any changes to the surround area with respect to walking, cycling routes and public transport.
- 8.1.4 The Travel Plan will continue to be developed to ensure that measures are well related and of relevance to the site. The Travel Plan will continue to be reviewed and developed in order to meet the objectives and targets.

Appendix A Illustrative Masterplan



00 - Ground Floor

project
Vastern Road
Reading

drawing
Proposed Floor Plans
00 - Ground Floor

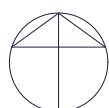
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project
Vastern Road
Reading

drawing
Proposed Floor Plans
01 - First / Upper Ground Floor

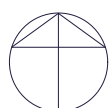
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Appendix B Travel Planning Policy

Introduction

This section will outline the relevant planning policy used in the preparation of this TP. Both national and local policy context has been used.

National Guidance

National Planning Policy Framework (2019)

The National Planning Policy Framework (NPPF) was adopted in February 2019. Policy has moved towards securing more sustainable outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. In considering travel in the context of planning applications the following NPPF paragraph is relevant:

Paragraph 29: “The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.”

Paragraph 111: “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Paragraph 29 emphasises the need to plan for sustainable travel, but also to be pragmatic about the variability of transport options in different communities. This is relevant in the context of the Vastern Road redevelopment, where there is a good provision of public transport in proximity to the site, but it is recognised that this might not provide for all residents or visitors.

Planning Practice Guidance (2014)

In March 2014 the Department for Communities and Local Government (DCLG) launched a website containing national planning practice guidance. The website contains guidance on a range of planning topics such as design, Local Plans, Neighbourhood Plans and Travel Plans / Transport Assessments.

The section on ‘Travel plans, Transport Assessments and Statements in decision-taking’ provides advice on when Transport Assessments and Transport Statements are required and what they should contain. This assessment has been prepared in accordance with the PPG.

Local Guidance

The following policy and guidance documents from Reading Borough Council (RBC) have been identified as relevant for this document.

Reading Borough Council Local Plan (2019)

The RBC’s Local Plan was adopted in November 2019 and outlines planning policies for development in Reading up to 2036. The Local Plan replaces the previous development plans, including the Reading Central Area Action Plan and the Core Strategy. The main objectives of the Local Plan are listed below:

- *“Strengthen the role of Reading, including central Reading, as the hub for the Thames Valley, providing an accessible focus for the development of employment, housing, services and facilities, meeting the needs of residents, workers, visitors, those who study in Reading Borough, and the wider area;*
- *Make the most efficient use of Reading’s limited land, particularly previously developed land, to ensure that as many new homes as possible are delivered to meet identified needs, particularly needs for affordable housing;*
- *Improve the quality of life for those living, working, studying in and visiting the Borough, creating inclusive, sustainable communities with good access to employment, open space and waterspace, transport, education, services and facilities (such as sustainable water supplies and wastewater treatment, healthcare services, social and community facilities, sport and recreation, etc.) to meet identified needs;*
- *Form the basis for co-operation with neighbouring authorities to consider the wider West of Berkshire area as a whole;*
- *Ensure new development and existing areas are accessible and sustainable, in accordance with the sustainability appraisal objectives, including reducing its effects on, and adapting to, climate change;*
- *Maintain and enhance the historic, built and natural environment of the Borough through investment and high quality design, and capitalise on these assets to contribute to quality of life and economic success;*
- *Improve and develop excellent transport systems to improve accessibility within Reading and for the wider area by sustainable modes of transport, including walking and cycling;*
- *Offer outstanding cultural opportunities, which are based on multiculturalism, local heritage and high quality, modern arts, leisure and visitor facilities;*
- *Ensure that Reading is a healthy, clean, safe and socially-inclusive community where the needs of all its citizens are met by high quality, cost effective services and outstanding levels of community involvement.”*

In addition, one of the main policies for the local plan is transport. Within this section, it is outlined that to achieve RBC’s transport strategy:

“Major developments (10 dwellings or 1,000 sq m of non-residential floorspace or more) can make a particular contribution to achieving the strategy. In these cases, it is important that users of, and visitors to the development can make sustainable travel choices using non-car modes of transport. This should include provision that enables and supports walking, cycling and the use of public transport including from the development. For developments that are likely to have significant transport implications, Travel Plans will be sought. These will involve undertakings from developers and occupiers to implement measures for promoting and supporting the use of sustainable transport, in accordance with best practice. Measures will vary from scheme to scheme, and innovative solutions will be encouraged. Travel Plans should include robust measures to ensure that the proposals in them are implemented, monitored and reviewed as necessary. Major residential proposals should also examine and include proposals to enable the promotion and support of safe routes to schools, as well as sustainable travel to local services and facilities, including access to and provision of public transport.”

Reading Local Transport Plan 3: Strategy 2011-2016

Reading's third Local Transport Plan (LTP3) was published in April 2011 and provides the context for Reading in terms of the economy, environment and quality of life. The long-term vision for transport in Reading is the aim of better 'connecting Reading' through a transport system that enables people to move around easily, safely, sustainably and in comfort promoting inclusion, intervention and innovation. This is reflected in the key LTP3 objectives which are:

- *"To facilitate more physically active travel for journeys in a healthy environment;*
- *To improve personal safety on the transport network;*
- *To provide affordable, accessible and inclusive travel options for everyone;*
- *To ensure that the transport network operates safely and efficiently to meet the needs of all users;*
- *To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;*
- *To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;*
- *To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;*
- *To improve journey times, journey time reliability and the availability of information; and*
- *To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low carbon future."*