

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%        |
| <b>Total</b>                   | <b>100%</b> |

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"> <li>▪ Map of the site highlighting transport facilities in and close to the site such as bus stops and cycle routes.</li> <li>▪ The latest local bus timetables and maps.</li> <li>▪ Links to relevant websites with travel information</li> <li>▪ Local walking and cycling maps showing local services and schools within an easy walk/cycle distance.</li> <li>▪ A brief introduction in the pack to explain the RTP objectives, targets and how the residents can make a difference.</li> <li>▪ Information on the health and financial benefits of sustainable modes of travel                             <ul style="list-style-type: none"> <li>▪ Feedback survey forms</li> </ul> </li> </ul> | 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 |
| <b>Encourage the use of sustainable transport modes</b> | 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 |
| <b>Reduce the use of cars and other vehicles</b>        | 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 |
| <b>Reduce the need to travel</b>                        | 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 |
| <b>Develop an ongoing</b>                               | Appointment of a Travel Plan Coordinator.   | Pre-occupation        | Developer               |

| Objectives                             | Measure   | Phase  | Responsibility          |
|--|---|--|-------------------------|
| <b>management coordination process</b> | 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 TCP 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**

date  
**August 2019**

drawn  
**DMT**

scale @ a3  
**1:500**

revision  
**/**



*[Handwritten signature]*

revision  
 date  
 prepared  
 description

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Berkeley House  
 Farnham Lane  
 Farnham Royal  
 SL2 3RQ

drawing number  
**448.SK.100**





00 - Ground Floor

project  
Vastern Road  
Reading

drawing  
Proposed Floor Plans  
00 - Ground Floor

date  
August 2019

scale @ a3  
1:500

drawn  
DMT

drawing number  
448.SK.100

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**01 - First / Upper Ground Floor**

project  
**Vastern Road  
 Reading**

drawing  
**Proposed Floor Plans  
 01 - First / Upper Ground Floor**

date  
**August 2019**

scale @ a3  
**1:500**

drawn  
**DMT**

drawing number  
**448.SK.101**

revision  
**/**



| revision | date | prepared | description |
|----------|------|----------|-------------|
|          |      |          |             |

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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."*



**Annexure 6**  
**Viability Assessment**

The Old Power Station  
Vastern Road, Reading  
August 2021 update

Development Appraisal  
BPS Surveyors  
07 August 2021

**APPRAISAL SUMMARY**
**BPS SURVEYORS**

The Old Power Station  
 Vastern Road, Reading  
 August 2021 update

**Appraisal Summary for Phase 1 Whole Scheme**

Currency in £

**REVENUE**

| Sales Valuation            | Units      | ft <sup>2</sup> | Sales Rate ft <sup>2</sup> | Unit Price | Gross Sales       | Adjustment     |
|----------------------------|------------|-----------------|----------------------------|------------|-------------------|----------------|
| ‡ Private Sale Residential | 209        | 141,421         | 614.06                     | 415,504    | 86,840,413        | 902,345        |
| Car Parking                | 37         | 0               | 0.00                       | 20,000     | 740,000           | 0              |
| Cafe                       | 1          | 193             | 416.58                     | 80,400     | <u>80,400</u>     | <u>0</u>       |
| <b>Totals</b>              | <b>247</b> | <b>141,614</b>  |                            |            | <b>87,660,813</b> | <b>902,345</b> |

**NET REALISATION**
**88,563,158**
**OUTLAY**
**ACQUISITION COSTS**

|                           |           |       |           |         |           |  |
|---------------------------|-----------|-------|-----------|---------|-----------|--|
| EUV                       | 6,500,000 |       |           |         |           |  |
| EUV                       |           |       | 6,500,000 |         | 6,500,000 |  |
| Stamp Duty                |           |       |           | 312,500 |           |  |
| Effective Stamp Duty Rate |           | 4.81% |           |         |           |  |
| Agent Fee                 |           |       | 1.50%     | 97,500  |           |  |
| Legal Fee                 |           | 0.50% |           | 32,500  |           |  |
|                           |           |       |           |         | 442,500   |  |

**Other Acquisition**

|                    |  |  |  |           |           |  |
|--------------------|--|--|--|-----------|-----------|--|
| S106               |  |  |  | 205,754   |           |  |
| Borough CIL        |  |  |  | 2,186,704 |           |  |
| Third Party Issues |  |  |  | 50,000    |           |  |
|                    |  |  |  |           | 2,442,458 |  |

**CONSTRUCTION COSTS**

| Construction             | ft <sup>2</sup> | Build Rate ft <sup>2</sup> | Cost       |
|--------------------------|-----------------|----------------------------|------------|
| Private Sale Residential | 141,421         | 367.07                     | 51,912,109 |
|                          |                 |                            | 51,912,109 |

**PROFESSIONAL FEES**

|                   |       |           |           |
|-------------------|-------|-----------|-----------|
| Professional fees | 6.00% | 3,114,727 |           |
| Pre planning fees |       | 1,030,535 |           |
|                   |       |           | 4,145,262 |

**MARKETING & LETTING**

|                |       |           |           |
|----------------|-------|-----------|-----------|
| Marketing - PD | 3.00% | 2,632,283 |           |
|                |       |           | 2,632,283 |

**DISPOSAL FEES**

|                 |        |            |         |         |
|-----------------|--------|------------|---------|---------|
| Sales Legal Fee | 209 un | 600.00 /un | 125,400 |         |
|                 |        |            |         | 125,400 |

**Developer's Profit**

|                    |        |            |  |            |
|--------------------|--------|------------|--|------------|
| Developer's Profit | 17.50% | 15,498,553 |  |            |
|                    |        |            |  | 15,498,553 |

**FINANCE**

|   |  |  |           |           |
|---|--|--|-----------|-----------|
| Debit Rate 6.500%, Credit Rate 0.000% (Nominal) |  |  |           |           |
| Land  |  |  | 75,210    |           |
| Other   |  |  | 4,749,613 |           |
| Total Finance Cost                              |  |  |           | 4,824,823 |

**TOTAL COSTS**
**88,523,387**
**PROFIT**
**39,771**
**Performance Measures**

|                 |       |
|-----------------|-------|
| Profit on Cost% | 0.04% |
| Profit on GDV%  | 0.04% |
| Profit on NDV%  | 0.04% |

Profit Erosion (finance rate 6.500) 0 mths

‡ Inflation/Growth applied

**Growth on Sales**

|                          | Growth Set 1 at 0.350% | Ungrown    | Growth  | Total      |
|--------------------------|------------------------|------------|---------|------------|
| Private Sale Residential |                        | 86,840,413 | 902,345 | 87,742,758 |

**APPRAISAL SUMMARY**

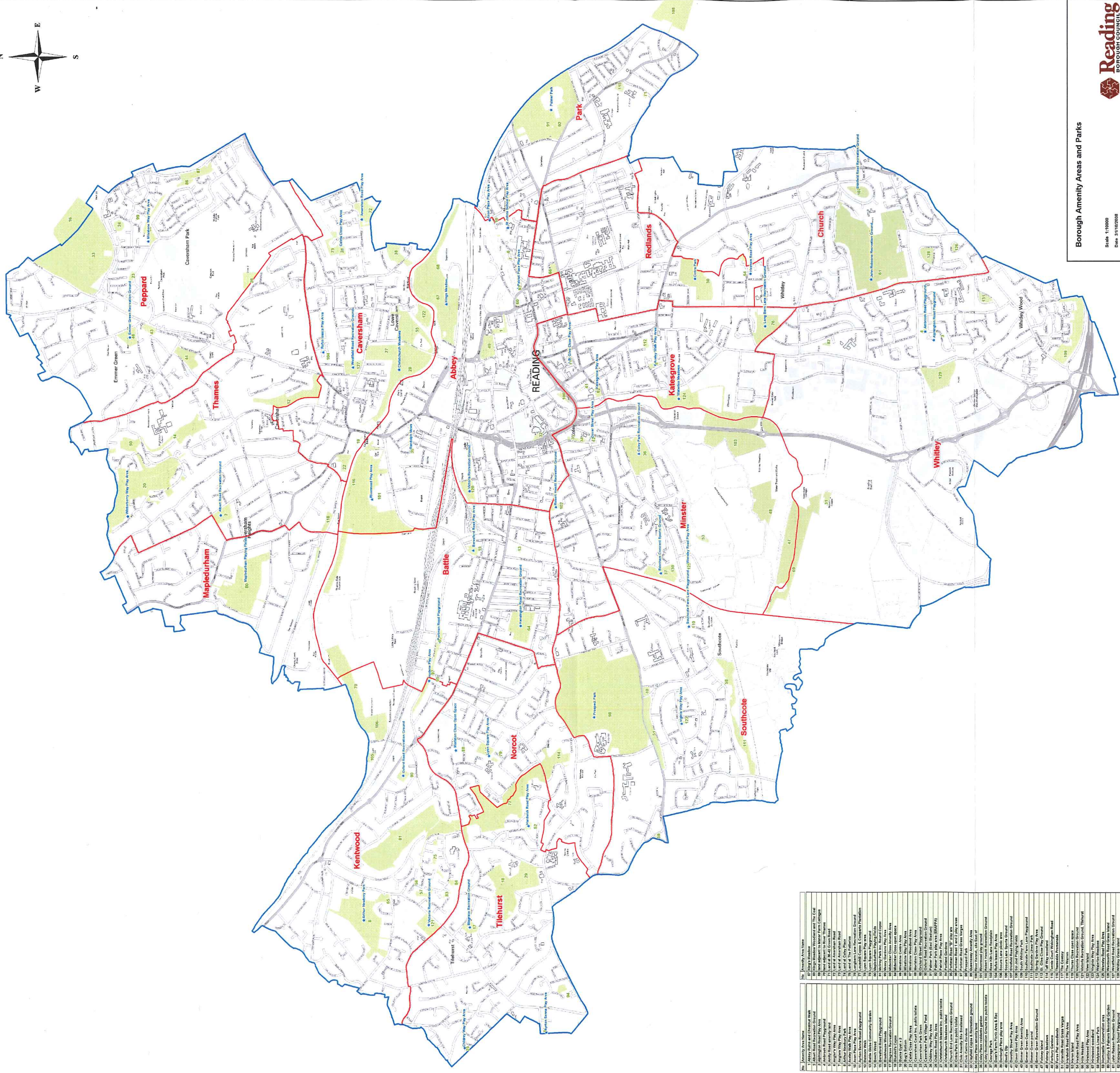
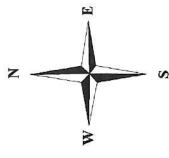
**BPS SURVEYORS**

**The Old Power Station  
Vastern Road, Reading  
August 2021 update**

**Net Sales**  
87,742,758  
740,000  
80,400  
**88,563,158**

**Annexure 7  
Plan 5**





| Area Name  | Area Number |
|------------|-------------|
| Abbey      | 10          |
| Abbey Wood | 11          |
| Abbey Wood | 12          |
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**Reading**  
BOROUGH COUNCIL

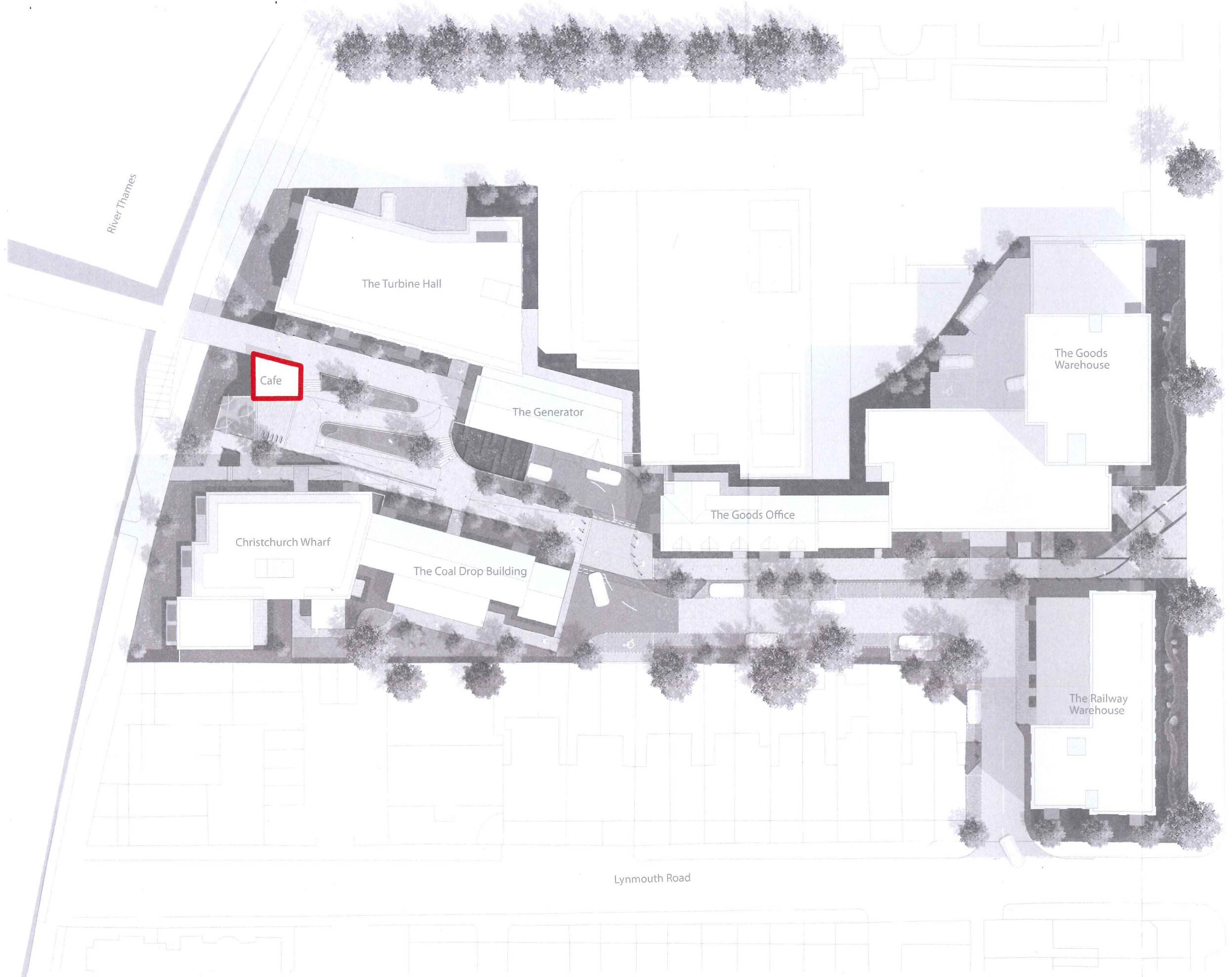
Borough Amenity Areas and Parks

Scale: 1:10000  
Date: 31/07/2008  
Produced by GIS & Mapping Services

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**Annexure 8**  
**Plan 6**





*Handwritten signature*

CHRISTCHURCH CAFE

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Farnham Royal, SL2 3RQ  
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F: 01753 649025  
www.berkeleygroup.co.uk

project  
Vastern Road

drawing  
Christchurch Cafe Plan  
Plan 5


scale  
September 2021  
scale @ a3  
1:500

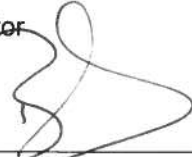
drawing number  
448.S106.005

**Schedule 7  
Council's Covenants**

- 1 The Council shall use all sums received from the Owner under the terms of this Deed for the purposes specified in this Deed for which they are to be paid.
- 2 The Council shall provide to the Owner such evidence, as the Owner shall reasonably require in order to confirm the expenditure of the sums paid by the Owner under this Deed.
- 3 In the event that any of the monetary contributions payable to the Council under the terms of this Deed or any part thereof has not been spent or committed to be spent by the Council at the expiration of ten (10) years of receipt of the payment or the final instalment (as the case may be) the Council shall repay the contribution or the unallocated part thereof to the original paying party together with interest from the date of original payment to the date of repayment at the rate of the higher of either zero per cent (0%) or one per cent (1%) below Barclays Bank PLC base rate for the time being in force.
- 4 At the written request of the Owner the Council shall provide written confirmation of the discharge of any of the obligations contained in Schedule 2, Schedule 3, Schedule 4, Schedule 5, and Schedule 6 when satisfied that such obligations have been performed.
- 5 Any approval, consent, direction, authority, agreement or action to be given by the Council under this Deed shall not be unreasonably withheld or delayed.

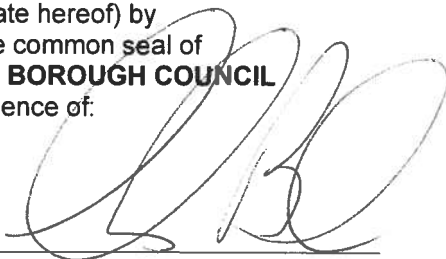
Executed as a deed by  
**BERKELEY HOMES (WESTERN)  
LIMITED** acting by two directors

  
\_\_\_\_\_  
Director

  
\_\_\_\_\_  
Director



Executed as a deed (but not delivered until the date hereof) by affixing the common seal of **READING BOROUGH COUNCIL** in the presence of:

  
\_\_\_\_\_  
Authorised Signatory  
*CARIS BROWN*

PAC

|            |                     |
|------------|---------------------|
| MINUTE     | 11/7/2019<br>Min 33 |
| ORIGINATOR | AS                  |
| SEAL NO    | 307/21              |
| CHECKED    | CR                  |