



FRAMEWORK TRAVEL PLAN
Caversham Park, Peppard Road,
RG4 8TZ

Document History

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1.0 Introduction

- 1.1 This Framework Travel Plan has been prepared by Glanville Consultants, on behalf of Beechcroft Developments Ltd, to accompany a planning application for the redevelopment of Caversham Park, Peppard Road, Reading, RG4 8TZ (the 'Site').
- 1.2 The proposals comprise a mixture of private and affordable housing/flats, assisted living accommodation, retirement accommodation, a care home, and community facilities.
- 1.3 This Framework Travel Plan proposes a package of measures aimed at promoting sustainable travel to and from the Site, with an emphasis on the ways in which access by alternative modes of transport to single occupancy car travel is available for staff and residents.
- 1.4 It takes into consideration the size and nature of the development and the range of journeys that could be undertaken by future residents and staff. It adopts a holistic approach by incorporating information, marketing and management measures to enhance the sustainability of the development.
- 1.5 The initiatives and travel management mechanisms proposed within this Framework Travel Plan include:
- Appointment of a Travel Plan Co-ordinator;
 - Provision of travel information;
 - Promotion of walking, cycling and public transport as feasible and realistic alternatives to the private car where appropriate; and
 - Promotion of car sharing schemes and offering alternatives to reduce the need to own a private car.
- 1.6 This Framework Travel Plan aims to promote the use of sustainable modes of transport through education, encouragement, and through reasonable investment of resources.
- 1.7 Beechcroft Developments Ltd fully recognises the importance of active travel management and supports the implementation of this Framework Travel Plan as part of the development.

2.0 Policy Context

- 2.1 This section of the report outlines the pertinent local and national policies related to Travel Plans.

National

- 2.2 The National Planning Policy Framework (NPPF) (2021) sets out the government's planning policies and how these should be applied, whilst also guiding local planning authorities and decision takers when determining applications.
- 2.3 Travel Plans are defined by the NPPF as *"a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed"*.
- 2.4 Furthermore, paragraph 113 of the NPPF states that *"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"*.
- 2.5 The Department for Transport (DfT) document titled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' provides guidance on the preparation of Travel Plans setting out the following five main types of Travel Plan:
- Full Travel Plan for a Site.
 - Interim Travel Plan for a site.
 - Framework Travel Plan for a site.
 - Travel Plan Statement for a site.
 - Area-Wide Travel Plan for a defined geographic area.
- 2.6 The proposed development comprises a mix of uses, as such it is appropriate for it to be accompanied by a Framework Travel Plan.
- 2.7 This Framework Travel Plan therefore sets the overall objectives for the entire site. It also sets the parameters for the requirement for individual sites within the overall development to prepare and implement their own subsidiary Travel Plans.

Local

- 2.8 Reading Borough Council (RBC) set out the importance of providing a Travel Plan in the document titled 'Revised Parking Standards and Design (2011)', which states that *"Travel Plans can offer real benefits not only to organisations and their employees, but also the community that surrounds it"*.
- 2.9 RBC state that they *"will expect all applications for major developments to include a Travel Plan as part of their submission"*. They also state that Travel Plans should comply with DfT's latest requirements.

3.0 Site Location and Proposed Development

Site Location

- 3.1 The Site is located in Caversham, Reading, approximately 3.5km north of Reading Town Centre.
- 3.2 It is bound to the north and east by Lowfield Road, to the south by Reading Cemetery and Crematorium, and to the west by Peppard Road and Harvey's Nurseries housing estate. A site location plan is included at Appendix A.

Proposed Development

- 3.3 The proposals comprise the conversion and redevelopment of Caversham Park. The full planning description is as follows:

Redevelopment of Caversham Park for 65 assisted living units (Class C2) for the over 55's through the conversion of Caversham Park House, 64 bed care home (Class C2), 61 age-restricted retirement dwellings (Class C3), including conversion of the existing buildings The Bursars House and The Lodge, 27 affordable dwellings (Class C3), and refurbishment and extension of the existing pavilion to provide changing facilities, café/studio/interpretation hub and sports provision comprising 2 no. croquet lawns, 2 no. bowling greens, refurbishment of the existing tennis court and associated parking.

- 3.4 The proposed Site layout plan is included at Appendix B.

4.0 Sustainability

- 4.1 This section of the report considers the accessibility of the Site by more sustainable modes of transport.

Walking

- 4.2 It is generally considered that 2km is an acceptable distance to walk to local facilities and amenities.
- 4.3 As such, the majority of Caversham, Caversham Heights and Emmer Green is within walking distance of the Site. Continuous footways extend throughout Caversham and the surrounding areas, ensuring safe and convenient pedestrian accessibility.
- 4.4 Given the above, the Site benefits from access to a range of facilities and amenities within walking distance such as supermarkets, convenience stores, post offices, public houses, restaurants, shops, a GP surgery and a veterinary surgery.

Cycling

- 4.5 It is generally considered that 5km is an acceptable distance to cycle to local facilities and amenities.
- 4.6 The Site is therefore within cycling distance of the whole of Reading Town Centre. As such, a wide range of shops, supermarkets, schools, colleges, transport links, workplaces, GP surgeries and more are all accessible by bike from the Site.

Bus Services

- 4.7 The nearest bus stops to the Site are located on Buckingham Drive, 220m to the north and west of the Site entrance. The stops are served by bus route 25 Pink, which is operated by Reading Buses.
- 4.8 The 25 Pink calls at Central Reading, Peppard Common via Reading Bridge, Prospect Street, Emmer Green and Sonning Common. It calls at the stops adjacent to the Site from 05:33 to 20:24, between Monday and Friday, with an hourly service throughout the day and 2 to 3 buses per hour at peak times. On Saturdays the service is available from 06:58 to 19:56, once per hour, and on Sundays, it is available from 07:58 to 17:57, once every two hours.
- 4.9 There are also bus stops on Grove Road, circa 350m from the Site entrance, that are served by bus route 23 Berry.
- 4.10 The 23 Berry provides regular services between Central Reading, Emmer Green via Caversham Bridge and Hemdean Road. It calls at the stops near the Site from 05:19 to 23:21 weekdays, with 2 buses per hour. It offers similar frequency and coverage throughout the day on Saturdays and a reduced service on Sundays, with 1 bus per hour from 08:53 to 18:53. Importantly, this service provides a direct connection to Reading Rail Station, for onward journeys by rail.

Rail Services

- 4.11 Reading Rail Station is located approximately 3.5km south of the Site and it is the nearest station to the Site.
- 4.12 Reading Rail Station provides regular services to the following terminals: London Paddington (9 trains per hour), Ealing Broadway (5 trains per hour), Didcot Parkway (2 trains per hour), Basingstoke (2 trains per hour), London Waterloo (2 trains per hour).
- 4.13 It also provides 1 train per hour to the following terminals: Bedwyn, Bournemouth, Bristol Temple Meads, Cheltenham Spa, Gatwick Airport via Guildford, Manchester Piccadilly via Coventry & Stoke-on-Trent, Oxford, Paignton, Penzance, Redhill, Swansea, Weston-Super-Mare and Worcester Foregate Street.
- 4.14 The Rail Station is within cycling distance of the Site and is accessible by route 23 Berry.

Summary

- 4.15 The Site is in a highly sustainable location, within walking and cycling distances of many amenities and facilities. Additionally, the Site benefits from easy access to a number of frequent bus services, and access to Reading Rail Station for onward journeys by rail.

6.0 Objectives, Targets and Monitoring

Objectives

6.1 The objectives of this Framework Travel Plan are as follows:

- Create as few single-occupancy car journeys as possible;
- Provide suitable accessibility for those with mobility issues; and
- Promote walking, cycling and public transport as a healthy and sustainable lifestyle;

Targets

6.2 With the exception of perhaps the Care Home, all of the components of the development are below the threshold for requiring targets.

6.3 As will be discussed in the next Chapter, a Travel Plan Coordinator (TPC) will be employed to maintain this Framework Travel Plan. One of their responsibilities will be to liaise with the TPC responsible for the subsidiary Travel Plan for the Care Home, including discussing the requirement for targets.

Monitoring

6.4 This Framework Travel Plan is a living document which will be subject to review and revision at regular intervals throughout its life.

6.5 Given that the targets apply solely to the Care Home, the monitoring requirement will similarly apply solely to the Care Home.

6.6 Staff surveys will be undertaken upon opening and then at 1, 3 and 5 years after the first survey, to establish the actual baseline travel patterns to and from the Care Home.

6.7 The following information will be sought through the survey:

- Primary and secondary mode of travel to and from the site;
- Home address (by postcode); and
- Indication of measures which could be implemented to encourage use of sustainable modes of transport.

7.0 Measures

- 7.1 The following section sets out the overarching measures for the entire site. It also sets out workplace measures related solely to the Care Home.

Overarching Measures

Travel Plan Coordinator

- 7.2 The developer will appoint an overarching Travel Plan Co-ordinator (TPC) for the entire site prior to first occupation of the development. The TPC will be responsible for maintaining the Framework Travel Plan and for liaising with the TPC responsible for the subsidiary Care Home Travel Plan.
- 7.3 Upon appointment, the TPC will provide their name, job title, and contact details to the Travel Plan Team at RBC.
- 7.4 The post of TPC would be part-time and would be retained for a period of no less than five years from the date of appointment, at which time the position would be reviewed.

Travel Information Pack

- 7.5 A Travel Information Pack will be prepared and distributed to residents upon occupation and to the employees of the Care Home on induction, as well as being posted on notice boards. The Travel Information Pack will include the following:
- Local public transport routes and timetable information;
 - Map showing local walking and cycling routes and catchment areas;
 - Highlight the health, financial and lifestyle benefits of using sustainable modes of transport; and
 - Information to encourage car sharing via <https://liftshare.com/uk>.

Physical Infrastructure

- 7.6 Appropriate cycle parking as well as pedestrian and cycle routes will be provided as described in the Transport Assessment that accompanies the application.

Care Home (Workplace) Measures

- 7.7 In addition to the overarching measures set out above, the following are proposed in relation to the Care Home:
- Employ a subsidiary Travel Plan Co-ordinator.
 - Prepare subsidiary Travel Plan.
 - Issue Travel information pack to staff.
 - On site washing and changing facilities will be provided for staff members of the care home who choose to cycle to work.
 - The operator will seek to recruit staff from local areas, as far as is possible to do so.

8.0 Action Plan

- 8.1 The Action Plan set out below will be a key document for the appointed TPC, outlining a programme for delivering the measures to meet the objectives and as a means of communicating the measures to the future occupiers of the site.

Table 1: Action Plan

Measure	Timescale	Responsibility	Indicative Cost
Overarching Measures			
Appoint overarching TPC.	Prior to occupation	Beechcroft	TBC
Prepare Travel information Pack.	Prior to occupation and then refreshed every year for 5 years	Beechcroft TPC	TBC
Provide appropriate cycle parking and pedestrian and cycle routes.	Prior to occupation	Beechcroft / Developer / Care Home Operator	Part of development cost
Care Home			
Employ a subsidiary Travel Plan Co-ordinator.	Prior to occupation and ongoing	Care Home operator	TBC
Prepare subsidiary Travel Plan.	Within 3 months of first occupation	Care Home operator TPC	TBC
Issue Travel information pack to staff.	On induction and on notice boards	Care Home operator HR	N/A
On site washing and changing facilities will be provided for staff members of the care home who choose to cycle to work.	Prior to occupation and ongoing	Care Home operator	Part of development cost
Recruit staff from local areas, as far as is possible to do so.	Ongoing	Care Home operator HR	N/A

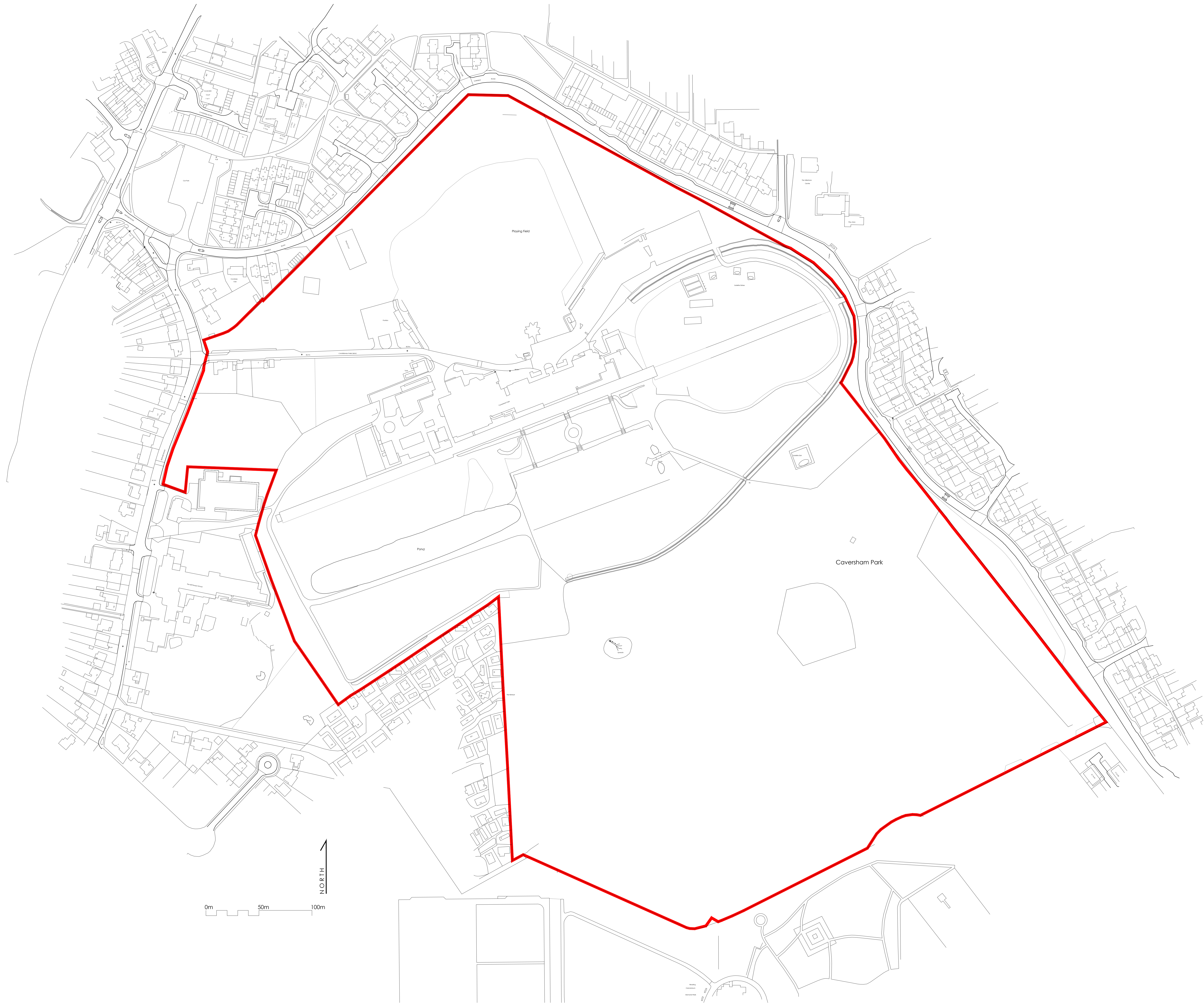
9.0 Summary

- 9.1 This Framework Travel Plan has been prepared on behalf of Beechcroft Developments Ltd, to accompany a planning application for the redevelopment of Caversham Park, Peppard Road, Reading, RG4 8TZ.
- 9.2 This Framework Travel Plan has been prepared in line with the policy requirements and guidance provided by the NPPF, Reading Borough Council and the Department for Transport.
- 9.3 The key elements of this Framework Travel Plan are:
- The Site is in a highly sustainable location.
 - Objectives have been set out for increasing usage of sustainable travel modes and reduction of single-occupancy car use.
 - A package of measures for the residential and care home use has been set out to achieve the stated objectives.
 - A Travel Plan Co-ordinator will be appointed to oversee the implementation and monitoring of this Framework Travel Plan.
 - An Action Plan has been set out that summarises the measures proposed by this Framework Travel Plan, as well as indicating the timescale for delivery of the measures, highlighting those that would be responsible for them and their indicative cost.
- 9.4 This Framework Travel Plan will be an important tool in assisting the aspirations of Beechcroft Development Ltd of reducing the transport related environmental impacts of the development.

Appendices

Appendix A

Site Location Plan



NOTES		
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REVISIONS		
Rev.	Date	Description
A	17.11.21	Amended
B	22.11.21	Road Names Added
C	14.12.21	Road Names Added

Client :
Beechcroft
Developments

Job :
Caversham Park
Reading

Drawing Title:
Site Location Plan

Scale:
1:1250 @ A0

Date:
Nov 2021

Drawn By
RN

Checked

Drawing No:
3251.P.100

Revision:
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Appendix B

Proposed Site Layout

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Rev.	Date	Description
A	23.12.21	Updated
B	18.02.22	Listed wall & stair core added to Eastern end
C	21.02.22	Southern footpath
D	22.02.22	Northern path revised
E	28.02.22	Western paths rev
F	04.03.22	Highways Amendments
G		Highways Amendments
H	04.03.22	Highways Amendments
J	30.09.22	Minor amendments
K		
L	18.10.22	LTE Updated
M	21.10.22	LTE Updated
N	24.10.22	LTE Updated
O	24.11.22	Highways amendments
Q	23.11.22	New Gates shown
R	16.12.22	paths, roofs, rev.
S	09.05.23	Rev Layout
T	22.05.23	Rev Layout
U	30.05.23	Rev Layout
V	05.06.23	Rev Layout
W	06.06.23	Rev Layout

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