



Kings Meadow View, Reading

Framework Residential Travel Plan

On behalf of **abrdn**



Project Ref: 332110588/001 | Rev: 001 | Date: May 2023

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: Caversham Bridge House, Waterman Place, Reading, Berkshire RG1 8DN
T: +44 (0)118 950 0761 E: Reading.uk@stantec.com

Document Control Sheet

Project Name: Kings Meadow View, Reading

Project Ref: 332110588

Report Title: Framework Residential Travel Plan

Doc Ref: 001

Date: May 2023

	Name	Position	Signature	Date
Prepared by:	Rhys Husband	Graduate Transport Planner	RH	May 2023
Reviewed by:	Simon Speller	Director of Transport Planning	SS	May 2023
Approved by:	Simon Speller	Director of Transport Planning	SS	May 2023
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
001	May 2023	Draft Issue	RH	SS	SS
002	May 2023	For Submission	RH	SS	SS

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Contents

1	Introduction.....	1
1.2	Site Location.....	1
1.3	Development Proposal Overview.....	2
1.4	Requirement of the Framework Residential Travel Plan.....	2
1.5	Travel Planning Approach and Objectives.....	3
1.6	Report Structure.....	3
2	Sustainable Travel Opportunities	4
2.1	Introduction.....	4
2.2	Local Pedestrian and Cycle Access.....	4
2.3	Public Transport.....	7
2.4	Future Infrastructure.....	9
2.5	Local Facilities.....	9
3	Development Proposal.....	11
3.1	Introduction.....	11
3.2	Development Proposal.....	11
3.3	Access Strategy.....	11
3.4	Cycle Parking.....	12
3.5	Car Parking.....	12
3.6	Highway and Public Realm Improvements.....	13
4	Objectives	14
4.1	Introduction.....	14
4.2	Aims and Objectives.....	14
4.3	Travel Plan Targets.....	14
5	Travel Plan Delivery	16
5.1	Introduction.....	16
5.2	Travel Plan Coordinator.....	16
5.3	Funding and Handover.....	16
6	Measures and Actions	17
6.1	Introduction.....	17
6.2	Measures and Initiatives.....	17
7	Monitoring and Review	19
7.1	Introduction.....	19
7.2	Monitoring.....	19
7.3	Remedial Measures.....	20

Figures

Figure 1.1: Kings Meadow View Site Location	2
Figure 2.1: Walking Accessibility Isochrone	4
Figure 2.2: Extract from Reading Borough Councils (RBC) Cycle Network – Strategic Route	6
Figure 2.3: Cycling Accessibility Isochrone	7
Figure 2.4: Local Amenities	10

Tables

Table 2.1: Summary of Local Bus Services	8
Table 3.1: RBC Cycle Parking Standards and Minimum Requirements for Residential	12
Table 3.2: RBC Parking Standards and Maximum allowance for Residential	12
Table 4.1: FTP Interim Mode Share Targets for Residents Based upon Travel to Work Data from 2011 Census	15
Table 6.1: Objectives and Measures for Travel Plan	17
Table 8.1: Timeline of Action Plan	19

Appendices

Appendix A	Parameter Plans
------------	-----------------

This page is intentionally blank

1 Introduction

1.1.1 ABRDN has commissioned Stantec to prepare a Framework Residential Travel Plan (FTP) to accompany the Transport Assessment and the outline planning application for the Kings Meadow View development, Reading, RG1 3JD.

1.1.2 The outline planning application is made with a set of parameter plans which define the development which relates to this Framework Residential Travel Plan and outline the principles and approach of the proposed development of Kings Meadows View. The Framework Travel Plan (FTP) should be read in conjunction with the Transport Assessment produced alongside this report. There will be Reserved Matters applications to follow, providing more definitive detail of the design of the proposed development.

1.2 Site Location

1.2.1 The Kings Meadow View site is located circa 500m east of Reading Town Centre and 650m east of the Reading Railway Station, approximately an 8-minute walk away. The site's location in context with the surrounding road network and the Reading Town Centre is shown in **Figure 1.1**. The site is bounded to the south by Forbury Road and Kenavon Drive, the former part of the IDR, to the west by recently constructed office blocks, to the north by the mainline railway tracks and to the east by a continuation of Forbury Retail Park, containing three stores and a McDonalds.

1.2.2 The site is allocated in the Reading Borough Council Local Plan 2019 under policy CR13b, designated as a residential development. RBC has granted planning permission on a similar site opposite to the proposed development which is known as Huntley Wharf. It is part of the same allocation. Huntley Wharf has a number of similarities in terms of transport with limited car parking provision and being a similar distance to transport nodes, town centre and local amenities.

1.2.3 The Kings Meadow View site is currently occupied by Forbury Retail Park which at present contains home and bedroom furniture stores and a fast food drive-thru (KFC). The site currently has 20 Sheffield Stands with a capacity for 40 bicycles and 313 car parking spaces.

Figure 1.1: Kings Meadow View Site Location



1.3 Development Proposal Overview

1.3.1 The Kings Meadow View planning application seeks Planning Permission for:

'Outline application for comprehensive redevelopment, including demolition of existing structures, comprising a residential-led mixed use scheme of up to 820 units (Class C3) and up to 5,500 sqm (GEA) of commercial uses (Class E) together with ancillary and associated development including new and enhanced pedestrian routes and vehicle access routes, open spaces, hard and soft landscaping, basement, and basement car parking providing up to 200 car parking spaces, and up to 53 car parking spaces serving the commercial uses, up to 860 cycle parking spaces and servicing facilities, sewer diversion and associated works, with details of layout, scale, external appearance and landscaping reserved.'

1.3.2 The site will provide high-quality residential units in an accessible and sustainable location with pedestrian and cycling links well located for access to the town centre and public transport services (bus and train); the residential development will have a maximum number of 200 car parking spaces, provided in a basement car park. While car club spaces will be provided within the at-grade commercial car park.

1.3.3 Additionally, the proposals include improvements to the public realm both within the site and on the site's boundaries. These improvements will make walking and cycling attractive modes to and from the site.

1.4 Requirement of the Framework Residential Travel Plan

1.4.1 This FTP has been developed in line with local RBC Local Plan 2019 Policy TR1 and RBC Local Transport Plan 2036, and national travel plan policies. This FTP is for the residential elements of the site.

1.5 Travel Planning Approach and Objectives

- 1.5.1 This FTP has been produced to provide a travel planning approach to minimise vehicle movement to the site where possible and facilitate active sustainable modes of transport. It is an active document that will be reviewed post-occupation of the site. This will ensure that the FTP promotes relevant targets that are both suitable and appropriate for the residents of the site.
- 1.5.2 The objectives of the FTP are to:
- Provide a framework for the promotion of sustainable travel.
 - Establish an outline of potential measures to manage vehicle trips of residents.
 - Outline a feasible ongoing coordination process for maintaining and monitoring the effects of initiatives.
 - Contribute sustainable transport objectives and good accessibility.

1.6 Report Structure

- 1.6.1 The remainder of the FTP has been structured as follows:
- **Section 2: Sustainable Travel Opportunities** – Provides a review of the sustainable options for residents of the development available in the site's locality.
 - **Section 3: Development Proposal** – Outline the proposals of the development and how these will assist in promoting sustainable travel.
 - **Section 4: Objectives and Targets** – Sets out objectives and Targets of this FTP.
 - **Section 5: Travel Plan Management** – Lays out how the TP will be managed throughout its lifetime.
 - **Section 6: Measures and Actions** – Sets out measures and actions selected to be implemented.
 - **Section 7: Travel Plan Delivery** – Sets out roles and responsibilities for the ongoing management of the FTP.
 - **Section 8: Monitoring and Review** – Sets out the monitoring programme to ensure that objectives and targets are met in line with the FTP.

2 Sustainable Travel Opportunities

2.1 Introduction

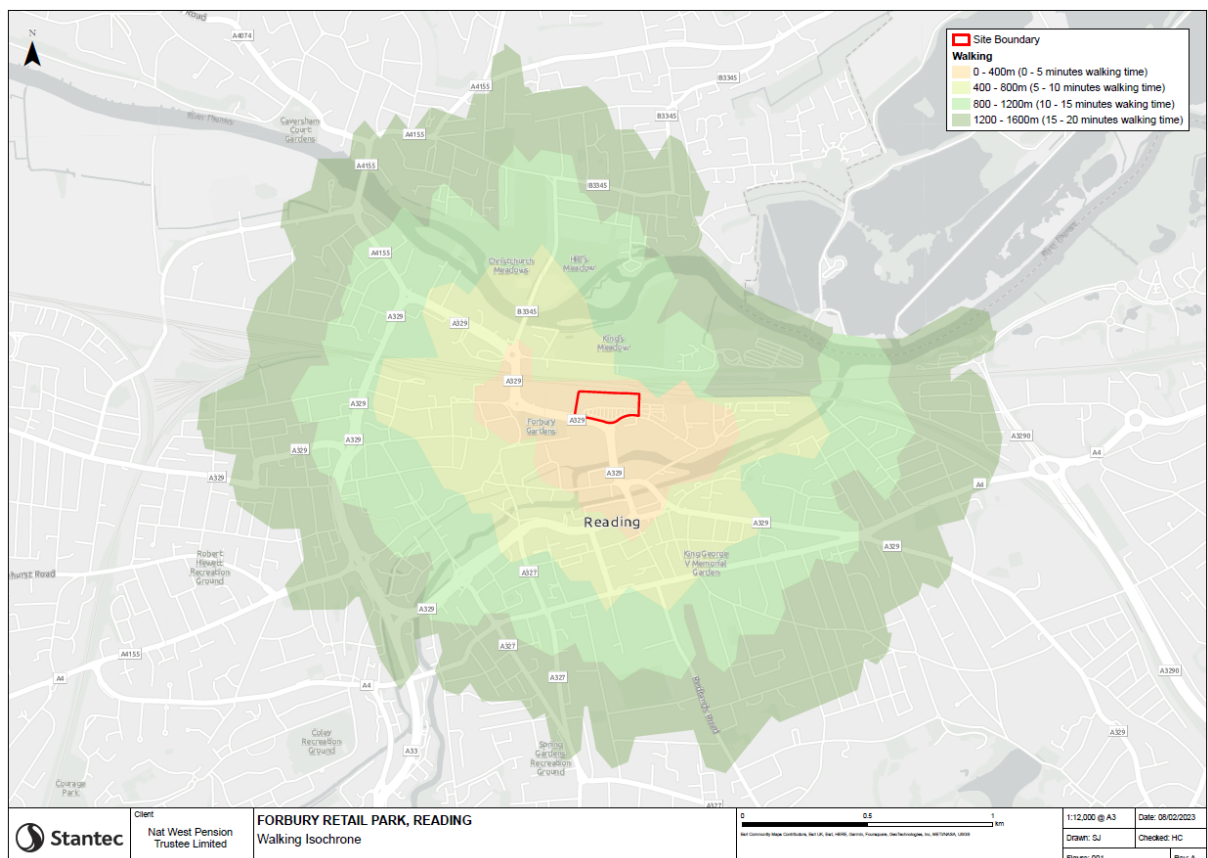
- 2.1.1 This section provides a review of the sustainable travel opportunities available to the residents of the site. As stated previously, the Kings Meadow View will be a low-car development with a residential car park of a maximum of 200 spaces, including the car club spaces.

2.2 Local Pedestrian and Cycle Access

Pedestrian Network

- 2.2.1 The site is situated in a sustainable and accessible area on the edge of Reading Town Centre. The site is ideally located to encourage walking for the residents due to employment centres in the area, shown in **Figure 2.1**. There will be commercial units included within the Kings Meadow development, one large on the western section of the site and small units on the ground floor of the southern blocks. Within a 20-minute walk, residents can access the whole of Reading Town Centre, including Broad Street Mall and The Oracle areas, as well as Caversham and transport nodes such as Reading Railway Station and multiple town centre bus stops. Included within the Huntly Wharf development are proposals for a restaurant, retail & commercial spaces along with a co-working studio and nursey.
- 2.2.2 Additionally, there are several schools and employment areas, such as Thames Valley Park, Reading Berkshire Hospital and the University of Reading, which are just beyond the 20-minute walking distance.

Figure 2.1: Walking Accessibility Isochrone

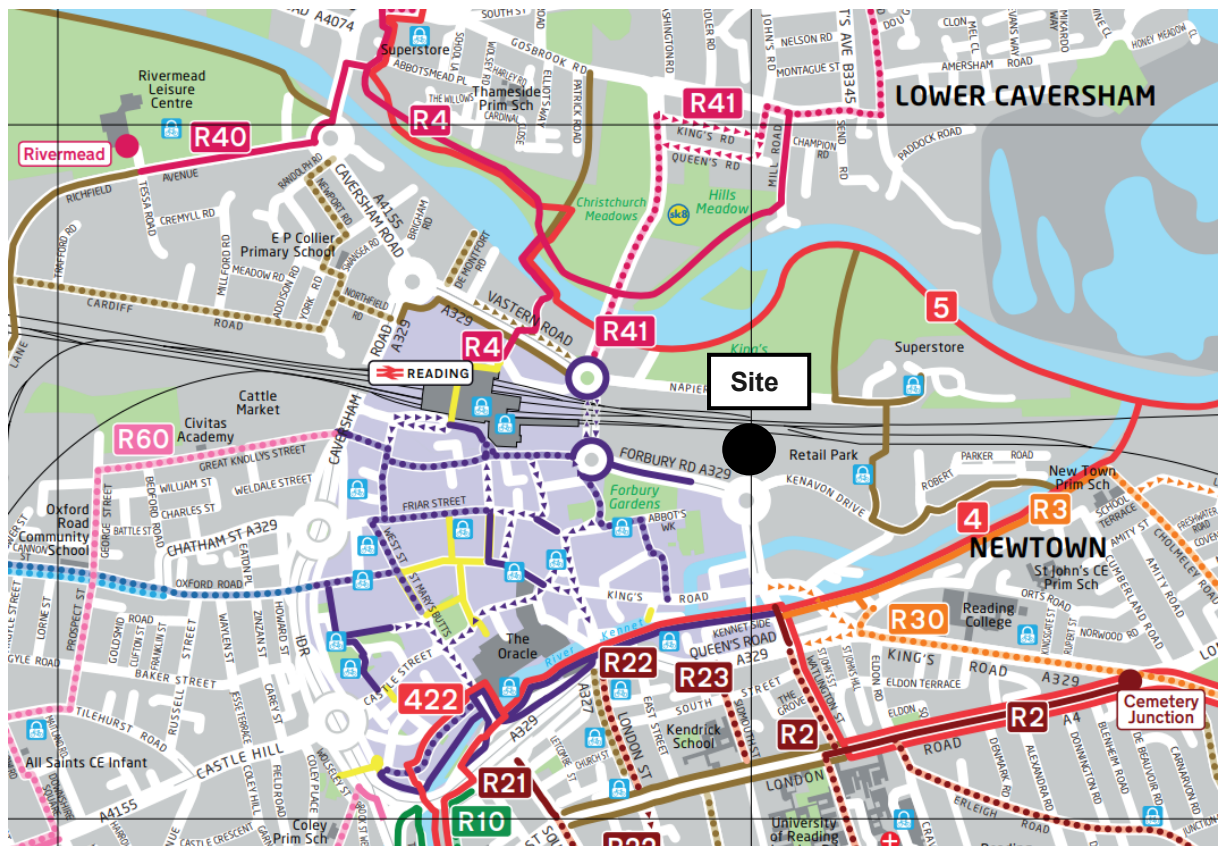


- 2.2.3 There are footways on both sides of Forbury Road and Kenavon Drive; these lead to the extensive network within the town centre and along both the River Kennet and Thames. The Napier Road underpass runs under the railway to the north of the site, reducing severance between the two sides of the railway; access to this from the site is provided along a footpath along the site's eastern edge.
- 2.2.4 There are informal drop-kerbs at both access points to the site, with a median island in the centre of the western access point. Across the entrance to the SSE building has a formal drop-kerb crossing point with tactile paving, a median island and directions to look for pedestrians on the floor.
- 2.2.5 One hundred metres west of the western entrance is a staggered pelican crossing with a central island and tactile paving to allow passage across Forbury Road. While 100m east of the western access point at the junction with Forbury Road and Forbury Road / Kenavon Drive roundabout, there is an informal drop kerb crossing with a central island to allow passage across the dual carriageway. There is another informal drop kerb crossing point, at the junction with Kenavon Drive and Kenavon Drive / Forbury Road roundabout.

Cycle Network

- 2.2.6 The site is situated on the edge of Reading town centre and near the Town Centre Cycle Route (shown in purple below), which provides wider access to the cycle routes in the town, including routes 3, 4, and 60. Route 3 allows access to Woodley, Route 4 provides access to Caversham and NCN 5 and Route 60 runs to Southcote and connecting to Route 50 connecting to multiple parks. National Cycle Network's NCN 4, which runs along the River Kennet, providing a route to the South of Reading and Sonning and NCN 5, which runs along the River Thames to the north of the site and into Caversham. These routes connect to the extended cycle network of Reading, which consists of a mixture of traffic-free cycle routes and on-road cycle routes. This network connects the site to Reading Town centre and key destinations, including Reading Railway Station. These routes can be seen in **Figure 2.2**.

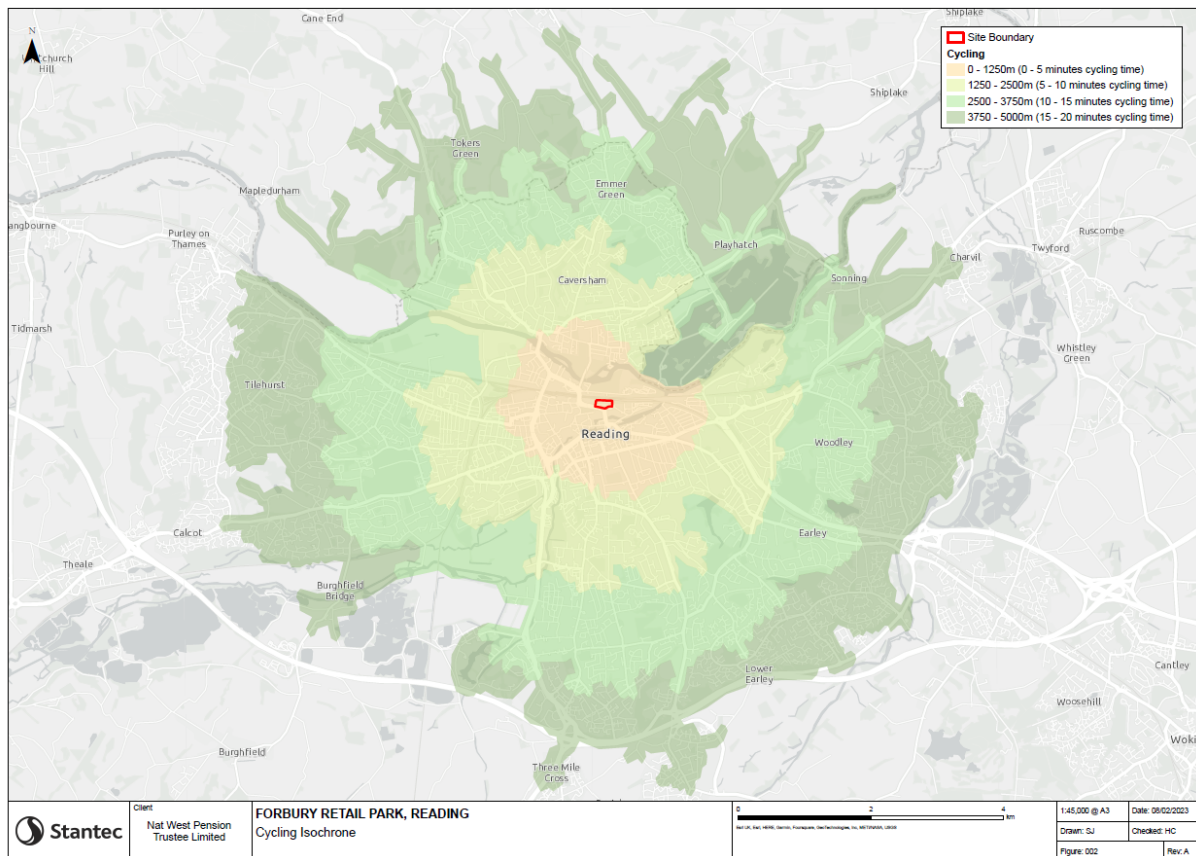
Figure 2.2: Extract from Reading Borough Councils (RBC) Cycle Network – Strategic Route



Source: [Cycling - Reading Borough Council](#)

- 2.2.7 **Figure 2.3** shows that most of Reading Borough is within a 20-cycle of the site, assuming a cycle speed of 16kph.
- 2.2.8 The site's location means that within a 20-minute cycle, the site can access Caversham, Sonning, Whitley Wood, Woodley, and the employment centre within Reading. Multiple different types of schools are within the 20-minute cycling distance, including primary, secondary, grammar and the University of Reading. Major employment centres are included in **Figure 2.3**, including the Royal Berkshire Hospital, Thames Valley Park, Green Park and Winnersh Triangle.

Figure 2.3: Cycling Accessibility Isochrone



2.3 Public Transport

Bus

- 2.3.1 Kings Meadow View is within a short distance of strategic bus routes that connect the site with destinations across Reading Borough and beyond. There are bus stops within walking distance are 650m, including those on Blagrove Street, Forbury Road, Kings Road and Station Road. These services provide access to the wider region, including Bracknell, Newbury and Wokingham as well as the main employment sites on the edges of the town.
- 2.3.2 A summary of the local bus services serving these bus stops and other bus stops in a 650m radius of the site is provided in **Table 2.1**.

Table 2.1: Summary of Local Bus Services

Service	Destinations	Weekday services per hour	Saturday service per hour	Sunday Services per hour
1	Newbury to Reading via Thatcham and Theale	2	2	1
2	Central Reading to Mortimer via Burghfield	1	1	1
3	Royal Berkshire Hospital (RBH) / Arborfield / Wokingham	2	2	2
4 / 4X	Reading – Bracknell via Wokingham	3	3	3
9	RBH / University of Reading (UoR) / Whitley Wood / Mere oak	1	1	-
11	Coley Park / Reading	3	3	1
13/14	Reading Station – Woodley (Circular)	4	4	2
17	Wokingham Road – Tilehurst Via Central Reading	5	5	4
19a / 19c	RBH / UoR / Earley / Woodley	2	2	-
19b	RBH / UoR / Beech Lane / Lower Earley	1	1	-
22	Central Reading – Caversham Heights	1	1	-
23	Central Reading – Caversham Park	2	2	1
24	Central Reading – Emmer Green	2	2	1
25	Central Reading – Peppard Common	1	1	-
127 / 128 / 129	Wokingham Town Centre – Reading Town Centre	1	1	-
X39 / X40	Oxford to Reading via Benson, Wallingford and Caversham	2	2	1
42	Kenavon Drive / St Marys Butts	2	2	-
50	Central Reading – Green Park	4	1	-
600	Central Reading – Spencers Wood/Mere oak P&R	4	3	-

Source: [Routes & times - Reading Buses \(reading-buses.co.uk\)](http://reading-buses.co.uk)

National Rail

- 2.3.3 The site is near the Reading Railway Station, a national transport hub. Reading Railway Station is used by approximately 17 million passengers annually (2019) and is the ninth busiest station outside London and the second busiest interchange station outside of London. Reading Railway Station underwent expansion and modernisation between 2009 and 2014, adding five new platforms and improving the station facilities and interchanges.
- 2.3.4 Rail services from Reading Railway Station provide connections to the regional and national rail network, where the following train companies offer services to a range of destinations.

- **First Great Western** operate trains to destinations which include London Paddington, Slough, Basingstoke, Guildford, Gatwick Airport, Oxford, Hereford, Worcester, Bristol, and the South West of England;
- **Cross Country Trains** operate trains to destinations including Bournemouth, Southampton Guildford, Banbury, Coventry, Birmingham, the North of England and Scotland; and
- **South Western Trains** provides services to Wokingham, Staines, Richmond, Clapham Junction, London Waterloo, Basingstoke, Winchester, Southampton, Portsmouth, and Brighton.

Elizabeth Line

- 2.3.5 Reading Railway Station is the western terminus for the Elizabeth Line (Crossrail) . The service opened its full route in November of 2022, providing four trains per hour during peak hours. The route connects to railway stations and key interchanges in central and east London, including Bond Street, Farringdon and Canary Wharf.

2.4 New Infrastructure

Rail

- 2.4.1 Reading Green Park Station is a new railway station located south of Reading on the Basingstoke to Reading line. This railway station improves the accessibility to Green Park Business Park and the surrounding area, including Madejski Stadium. The station opened on the 27th of May 2023.

2.5 Local Facilities

- 2.5.1 Kings Meadow View is located in an accessible and sustainable location on the edge of Reading Town Centre, which allows residents of the site to access a wide range of amenities, including entertainment, healthcare and retail, the location of which can be seen in **Figure 2.4** and a summary listed below:
- Transport Nodes (Bus stops and Reading Railway Station)
 - Retail Parks and Supermarkets
 - Restaurants
 - Shops (The Oracle Shopping Centre)
 - ATM
 - Parks
 - River Kennet and Thames