

Project: **University of Reading School of Art**

Job No: **79760**

Subject: **Travel Plan Technical Note**

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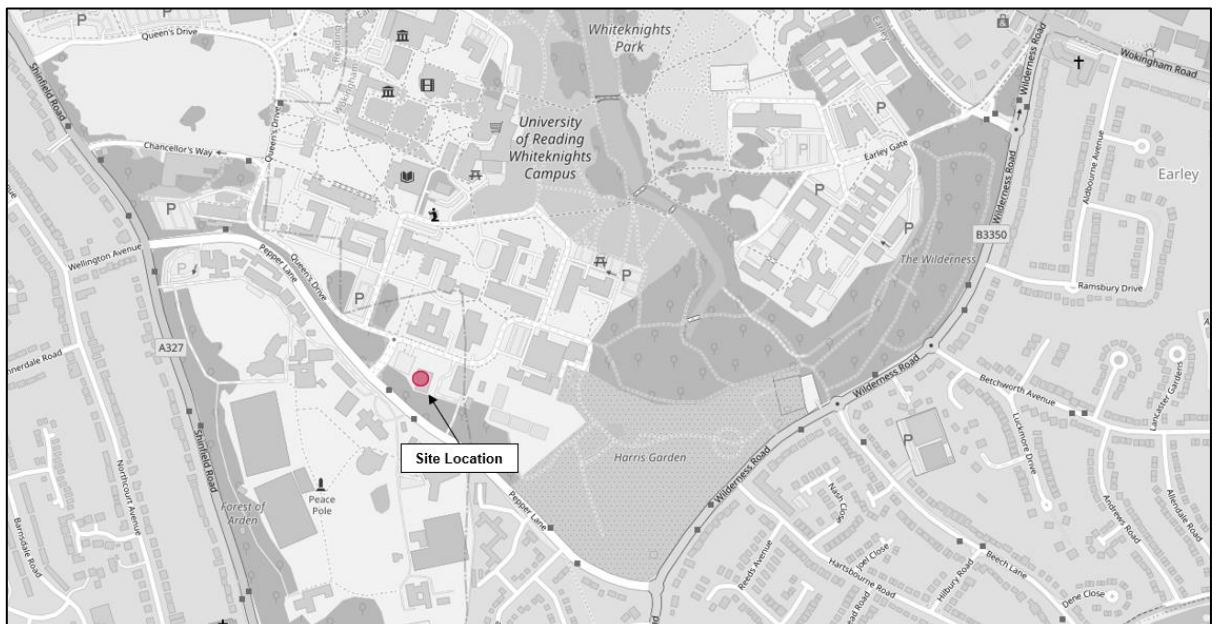
Date: **20th April 2022**

Reviewed by: **Ben Dawson**

1.0 Introduction

- 1.1.1 Curtins have been appointed on behalf the University of Reading in relation to the refurbishment and expansion of the former Central Kitchen CPU building located within the Whiteknights Campus to provide a new School of Art.
- 1.1.2 The proposed development is part of major change at the University as a result of the implementation of the 2026: Transform programme. The proposal compromises the refurbishment and extension to the existing building to facilitate the relocation of the existing School of Art within the Whiteknights Campus.
- 1.1.3 The Whiteknights Campus spans two unitary local authorities: Reading Borough Council and Wokingham Borough Council. The Local Planning and Highways Authority for this site is Reading Borough Council (RBC).
- 1.1.4 The site location is show below in **Figure 1.1**.

Figure 1.1 - Site Location



1.2 Statement Objectives

- 1.2.1 The Statement is to confirm the commitment for the proposed development at the CPU Kitchen to provide a new School of Art to be included with the updated University of Reading Travel Plan. A similar approach has been used for other proposed developments at the University of Reading.

2.0 Existing University of Reading Travel Plan

2.1 Benefits of a Travel Plan

- 2.1.1 The most easily identifiable benefits are those that are directly related to reductions in vehicle use; namely significantly less congestion, noise, air pollution and accidents. However, there is also a broader range of more intangible benefits that can occur from the implementation of Travel Plan (TP) initiatives. These benefits include:

- Improved health (i.e. increased fitness and reduced stress and obesity);
- A reduction in travel costs;
- A cleaner local environment;
- Meeting an organisation's environmental standards;
- Increase business efficiency and equality;
- Improved accessibility to local services;
- Increased road safety;
- Reduced travel times;
- Improved travel choice;
- Reduced congestion and demand for parking spaces; and
- A reduction in the need to travel.

2.2 Background to Travel Plans

- 2.2.1 In essence, a TP is intended to encourage residents to choose more sustainable modes of transport. Such a statement should include a range of measures designed to achieve these goals.
- 2.2.2 The National Planning Policy Framework (NPPF) was revised in July 2021 and outlines the potential benefits and requirements for the production of a TP. It states that TP's are 'key tools' to facilitate development.
- 2.2.3 Section 9, Promoting Sustainable Transport, of the NPPF outlines the important role that considering development applications should ensure that:

- a) *“appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;*
- b) *Safe and suitable access to the site can be achieved for all users;*
- c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the national Model Design Code;*
- d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.2.4 Paragraph 112 of the NPPF states applications for development should:

- e) *“Give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services and appropriate facilities that encourage public transport use;*
- f) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- g) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;*
- h) *Allow for the efficient delivery of goods and access by service and emergency vehicles; and*
- i) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.3 University of Reading Travel Plan (2017-2022)

2.3.1 The University Travel Plan covers the three main UK campuses (those overseas are excluded). There are currently approximately 18,000 students from 150 different nationalities and nearly 4,000 members of staff, and the University has plans to increase student intake by up to 3% a year to 2022. The main Whiteknights and London Road campuses are conveniently situated within easy reach of Reading town centre and train station with its excellent transport links.

2.3.2 The primary focus of the University Travel Plan is staff and student commuter trips to and from the University. The Travel Plan additionally considers travel by visitors and contractors as well as deliveries and fleet vehicles wherever feasible. University business trips are also now included for the first time, as they have identified a need to address increasing CO2 emissions in this area and many of the initiatives required are the same or related.

2.3.3 The Travel Plan includes the following within Objective 2:

2.3.4 Measures to reduce the need to travel:

- *This objective will require collating and supporting existing efforts in different areas across the University and identifying ways to support them.*
- *The primary focus will be with IT, ensuring that IT facilities enable staff and students not to travel if they don't need to. Required tools will include document sharing and online collaborative working technologies; videoconferencing and home computing facilities access.*
- *A second area of focus will be continued dialogue with HR to ensure University working policies are supportive of flexible working and remote working, and that where necessary training is available for staff and line managers. A current project at the University to promote flexible working opportunities is being led by the Diversity Deans and supported by HR.*
- *A third key part of the University to engage with regarding this objective is the Procurement team. The role of Procurement in the process of sourcing travel from providers places them in a unique position to influence its replacement with alternatives, particularly for business trips.*
- *Future travel surveys will seek to capture more information about current remote working practises (both formal and informal, and for business 'travel' as well as for daily working); how best to support their continuation and expansion, and explore how to monitor this 'avoided' travel.*

2.3.5 Measures to increase the attractiveness of cycling and walking to the University in Objective 3:

- *Continuation of current successful cycle support and promotion activities including Dr Bike provision, safety campaigns, equipment discounts, training, and maintaining dialogue with local Councils in seeking off-campus improvements.*
- *Produce a vision for active travel.*
- *Ongoing work to produce a Campus Routes strategy has provided a design guide for pathways in any future developments on campus. These will be publicised and promoted for application to any University Improvement works.*
- *The Campus Routes Strategy identifies the end goal and a number of locations on campus that can benefit from improvement works to reach this goal (largely path widening). This will be*

developed into a prioritised programme of improvements aligning with the University Master Plan which will be implemented by the current Travel Plan and other University sources over a number of years as funding becomes available.

- *Improvements to shower, changing and storage facilities will also be sought. The initial step here is to identify opportunities for improvements on our campuses as well as identifying clear shower design standards that should be used for any new developments.*
- *Initiatives to attract new cyclists will be implemented wherever resources allow. Effective initiatives in this area are often very resource intensive as one-to-one involvement can be the most successful approach – thought will need to be given to how to resource these initiatives.*

3.0 Summary

- 3.1.1 The University Travel Plan is due to be updated. The development proposals for the relocated School of Art will be considered as part of the revision of the University of Reading Travel Plan document.
- 3.1.2 The proposed development will be integrated into the evolving goals, objectives and action plans for the updated Reading University Travel Plan to ensure an increase in the uptake of sustainable travel to the site, with key facilities and infrastructure provided where required. A similar approach has been used for other proposed developments at the University of Reading, including the Health and Sciences Building to the north of the site.
- 3.1.3 It is expected that this would be secured by planning condition.