



River Academy Reading

Travel Plan

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Appendix A – Site Masterplan

1.0 Introduction

Hexa Consulting have been appointed by Bowmer & Kirkland on behalf of the Department for Education to provide traffic and transportation advice in relation to the proposed development of the River Academy on Richfield Avenue in Reading.

The proposals include the development of a new secondary school and sixth form with capacity for up to 1,500 pupils from the ages of 11 to 18 years and an estimated 156 Full Time Equivalent (FTE) staff members. The proposed development site is on land to the north of Richfield Avenue / Cow Lane and adjacent to the Rivermead Leisure Centre.

The proposed new school shall be accessed from an upgraded Cow Lane / Richfield Avenue access with a segregated pedestrian and cycle access to the east on Richfield Avenue. In addition to the main teaching blocks, the proposals include a new sports hall, outdoor games area, Multi-Use Games Area (MUGA), car park and secure cycle parking facilities. The proposed site masterplan is included as **Appendix A** of this report.

1.1 Purpose of this Report

This Travel Plan (TP) has been prepared in order to consider the potential impact of the proposed scheme on the surrounding highway network and mitigate the negative impacts of this through the promotion and uptake of increased sustainable travel usage amongst staff, pupils and visitors.

1.2 What is a Travel Plan?

A TP is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG) as *“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”*

Bowmer & Kirkland and the Maiden Erlegh Trust understands that a key requirement of National Planning Policy is for developments to be sustainable. This document has been produced to show a commitment to the various methods of sustainable transport available to users of the site.

In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Document Purpose

This Travel Plan is intended to be read alongside the accompanying Transport Assessment that has been prepared to consider the development proposals.

This document has been written in accordance with the above statement, and the following core national guidance documents:

- National Planning Policy Framework, MHCLG, 2019;
- National Planning Practice Guidance, MHCLG, 2014;
- Reading Borough Council Travel Plan Guidance;

1.4 Document Structure

Following this introductory section, **Section 2** of the report provides a summary of the main Travel Plan benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.

Section 3 describes the existing situation and surrounding area, including the local highway layout.

Section 4 assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.

Section 5 outlines the development proposals.

Section 6 outlines various initiatives that will be considered to encourage a modal shift from single occupancy car travel and towards sustainable modes of travel for future staff, pupils and visitors.

Section 7 provides example Travel Plan Targets, outlining the need to present SMART targets following the completion of the base Travel Surveys.

Section 8 provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses.

Section 9 concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

The benefits from a TP can be loosely categorised under three main headings:

- Health Benefits;
- Environmental Benefits; and
- Financial Benefits.

This section explores just some of the improvements which can be made to an organisation during a successful Travel Planning process

2.1 Health Benefits

A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, yet activity levels are generally low across the UK: *Physical activity levels are low in the UK: only 40% of men and 28% of women meet the minimum recommendations for physical activity in adults.*” (Health Survey for England: CVD and Risk Factors for Adults, Obesity and Risk Factors for Children, DoH, 2008).

Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems

2.2 Environmental Benefits

Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets: *“the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.”* (Climate Change Act 2008, Chapter 27, Part 1, 2008).

Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

2.3 Financial Benefits

Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates: *“The cost of physical inactivity in England – including direct costs of treatment for the major lifestyle-related diseases, and the indirect costs caused through sickness absence – has been estimated at £8.2 billion a year.”* (At Least Five a Week: Evidence on the Impact of Physical Activity, DoH, 2004)

Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second

car), removing the capital and on-going cost of car ownership. The cost of owning and operating a small car was calculated by the AA (2014) to be £3,768 per annum. This work has not been updated since then, but considering the costs of ownership have increased, this represents a conservative estimate.

An effective TP can help encourage residents and visitors to lessen their environmental impact by reducing emissions from transport; lead a healthier and more active lifestyle; and reduce financial wastage.

2.4 Travel Plan Objectives

Considering the above benefits, this TP aims to achieve the following objectives:

- **Objective 1** – To increase the level of cycling to and from the site;
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site;
- **Objective 4** – To increase the number of people car sharing to and from the site; and in turn
- **Objective 5** – To reduce single occupancy car travel to and from the site.

3.0 Existing Use & Surrounding Highway Network

The proposed site is located approximately 1.3km to the northwest of the centre of Reading off Richmond Avenue and is located at the former Linerboard Golf Club. The northern rectangular section of the site is currently used as an activity centre, with the southern triangular section currently unused, the two sections are separated by a roadway and drainage ditch.

The site is bound by Rivermead Local Green Space, Rivermead Leisure Centre and Caversham Bridge Garden Centre to the east, Rivermead Local Green Space to the north, Cow Lane to the west and Richfield Avenue to the south. The built environment in the immediate vicinity of the site (predominantly to the south and east) is light industrial.

There are currently two pedestrian and vehicular access points to the site which are located to the south and to the east of the site, accessed via Richfield Avenue / Cow Lane and an unnamed access road respectively. The unnamed access road services the Rivermead Leisure Complex to the east of the site.

The site within its local surrounding are demonstrated in **Figure 3.1** and **Figure 3.2** below.

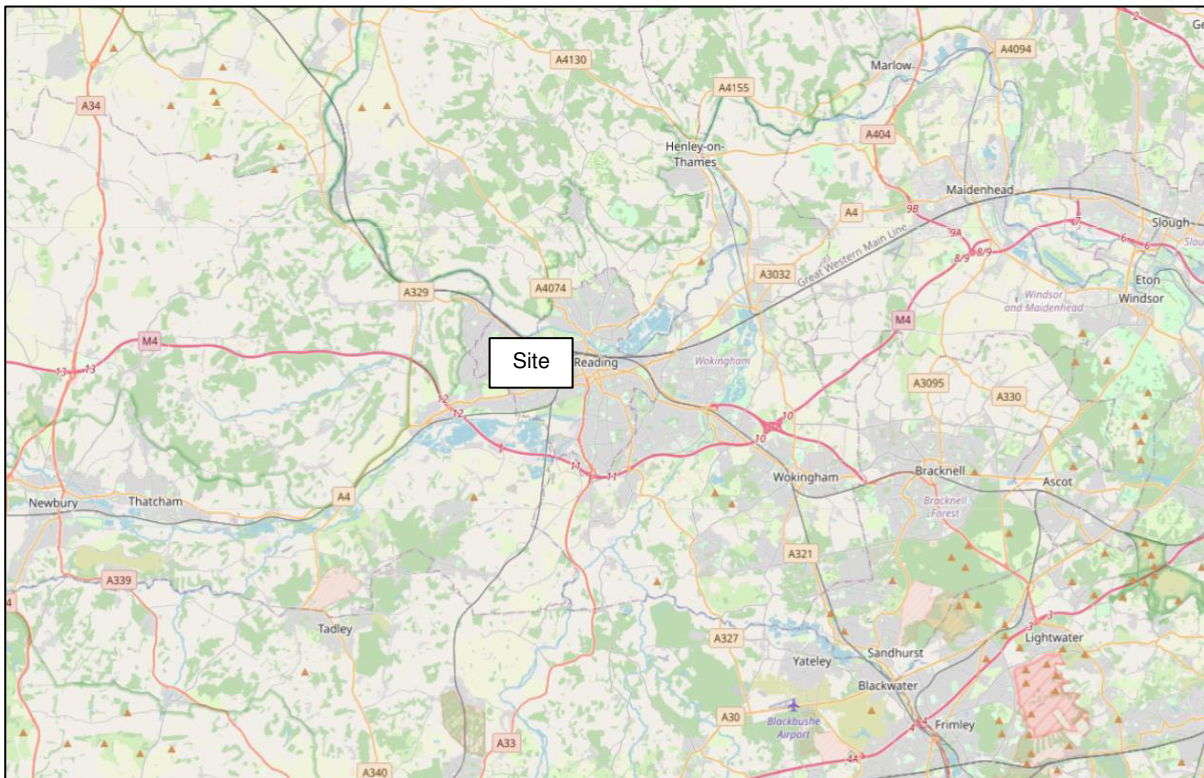


Figure 3.1 – Site location



Figure 3.2 – Local site location with approx. site boundary

Figure 3.3 sets out the proposed development layout and formation of an improved site access from Cow Lane. A fuller plan of the development proposals is included as **Appendix A**.

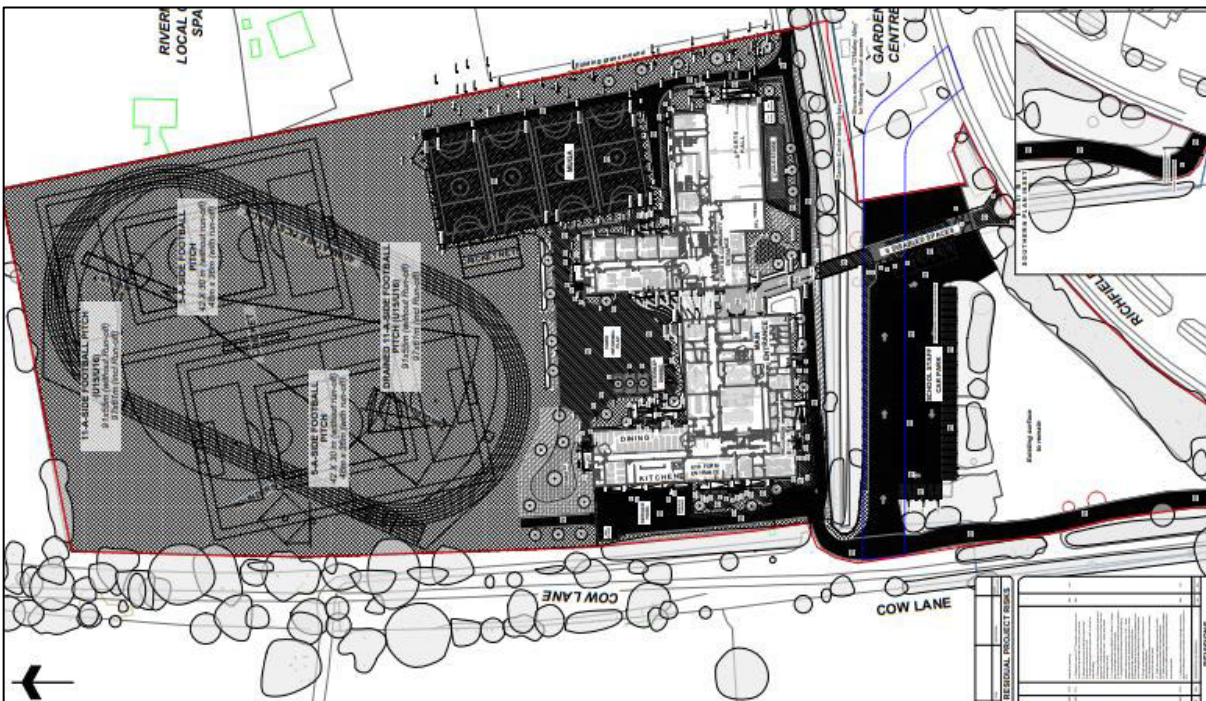


Figure 3.3 – Site layout

3.1 Existing Use

The site measures approximately 55,000sqm and is owned by the Local Authority. The northern rectangular section of the site is currently used as an activity centre, with the southern triangular section currently unused, the two sections are separated by a roadway and drainage ditch. The northern section features a semi-enclosed linear block which will require demolition. No other permanent buildings are thought to feature on either section of the site.



Figure 3.4 – Existing site access to be upgraded from Cow Lane

3.2 Surrounding Highway Network

Richfield Avenue

Richfield Avenue is located to the southeast of the site. The road begins to the south of the site where it transitions into Richfield Avenue from Cow Lane and continues easterly ending at the four-arm roundabout with the Caversham Road (A4155) and Waterman Place. Mid way along Richfield Avenue there is a roundabout which connects to the unnamed leisure centres access road and Tessa Road.

Richfield Avenue is a single carriageway that is approximately 9m wide with traffic lanes separated by diagonal white lines in the middle of the carriageway. The road is subject to a 30mph speed limit and is lined with double yellow lines.



Figure 3.5 – Richfield Avenue east in vicinity of site access

Fronting the site and in the vicinity of proposed new site entrance there is a good level of pedestrian and cycle infrastructure with wide footway measuring over 2m in width set back from the edge of the carriageway by grassed verges and sections of segregated cycle lanes.

Street lighting is present and surfaces appear reasonably well maintained. There are also a number of pedestrian crossing refuges along the length of Richfield Avenue.

Cow Lane

Cow Lane is located to the south of the site and has recently undergone significant improvements that finished in 2019. Cow Lane begins at the south of the site, continuing southbound ending at the junction with Beresford Road and Portman Road and a mini-roundabout.

The single carriageway road is approximately 10m wide, narrowing to approximately 7m wide towards the bridge south of the site.

Regularly spaced street lighting denotes a 30mph speed limit and given recent improvements, the condition of footways, cycle lanes and wayfinding signage is good. There are also sensibly located zebra crossings and pedestrian refuges located on Cow Lane.



Figure 3.6 – Cow Lane zebra crossing

Caversham Road

Caversham Road is located approximately 700m east of the site, beginning southeast of the site as the A329 continuing northbound over Caversham bridge transitioning into Bridge Street (A4155), ending at the junction with Church Road (A4074) and Church Street.

Caversham Road connects central Reading to northern Reading over the River Thames and forms part of the strategic road network. Caversham Road within the vicinity of the site is a dual carriageway approximately 11m wide and is subject to a 30mph speed limit. There are on street parking bays along the west side of Caversham road approximately 250m south of the four-arm roundabout with Richfield Avenue and Waterman Place.

Parking restrictions are in place Monday to Saturday between 09:15 and 16:30 with a maximum stay of 30 minutes.



Figure 3.7 – Caversham Road north toward River Thames

4.0 Accessibility by Sustainable Modes of Travel

A key element of national, regional and local policy is to ensure that new developments are located in areas where sustainable modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.1 Pedestrian Accessibility

Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

Figure 4.1 below denotes an 2km isochrone or 25 minute walk from the site and demonstrates that large areas of developed residential suburbs to the west of Reading are accessible within a permitted walking distance from the site. These include Caversham, Battle and Reading West. Also included within the isochrone are Reading West and Reading rail stations.

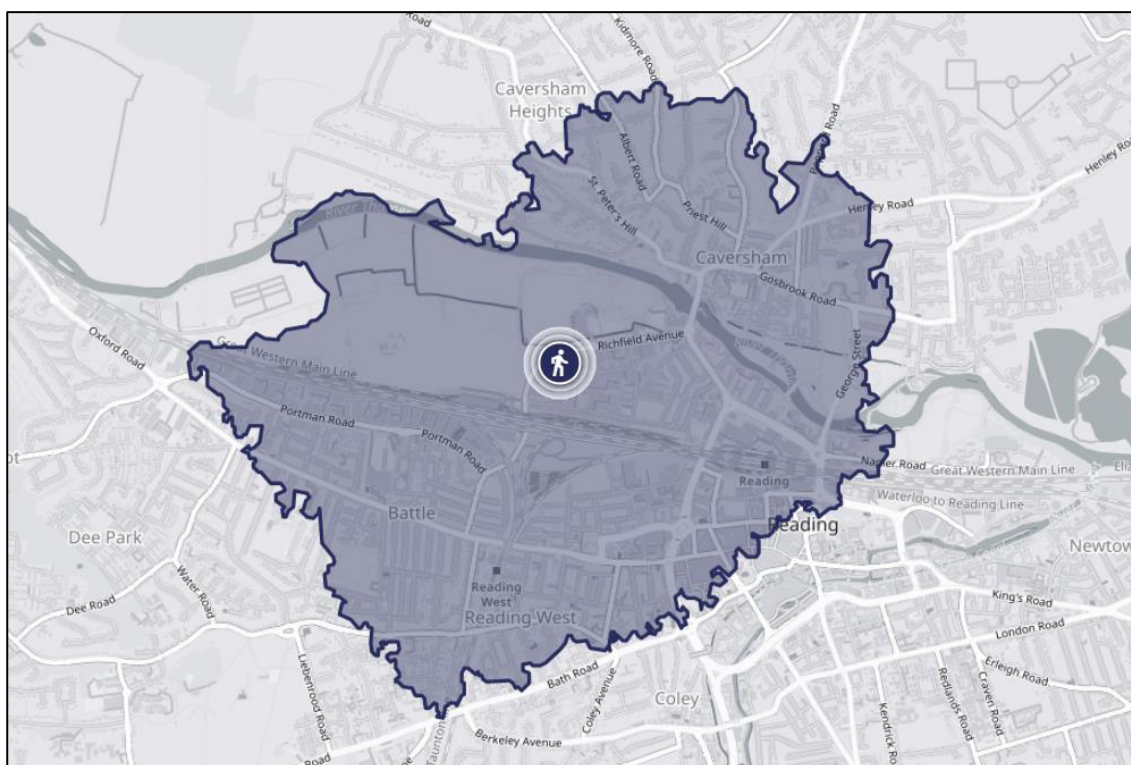


Figure 4.1 – 2km isochrone

Locally, the footways along Richfield avenue are in good condition with frequent street lighting provided along the length of the road. The southern footway is approximately 2.5m wide lined with a 2.5m wide grass verge. The northern footway is approximately 3m wide lined with a 2m grass verge. The northern footway is also a designated cycle route. Good levels of street lighting and dropped kerbs with tactile paving and pedestrian refuges at appropriate locations.

There are frequent crossing facilities located along Richfield Avenue at 80m to 100m intervals. The majority of crossings provide a refuge island. There is a pelican crossing located 40m west of the four-arm roundabout junction with the Caversham and Waterman with dropped kerbs provided.

Footways along Cow Lane are in good condition and are approximately 3m wide. The eastern footway is also lined with a grass verge ranging in 3m to 6m in width. Approximately 30m south of the site, the eastern footway transitions into a raised segregated footway and cycleway with guard rails, which continues south under the railway bridge. The footway on the west side of the carriageway runs along Cow Lane for approximately 30m and then comes to an end.

There is an uncontrolled crossing located along Cow Lane approximately 40m south of the site. The crossing is benefited by tactile paving and a refuge island though this is proposed to be upgraded into a Tiger Crossing.

There is frequent street lighting present along Caversham Road. There are two pelican crossings, both benefited by tactile paving located along Caversham road 50m and 250m south of the roundabout with Richfield Avenue and Waterman Place respectively.

There is a public right of way (PRoW) that can be accessed south of the proposed development site at the site's southernmost access point. The PRoW runs parallel to the east of the site, connecting Cow Lane to the Thames Path.

Thames Path is also a PRoW that runs parallel to the River Thames north of the site connecting to a number of integrated footways located to the east of the site. These footways can be accessed by Richfield Avenue or Caversham Road. These footways pass through the Rivermead Leisure Complex, providing access to the east of the site.



Figure 4.2 – Cow Lane pedestrian crossing

4.2 Accessibility by Bicycle

Given the low traffic speeds in the vicinity of the site and the availability of cycle infrastructure such as Advanced Stop Lanes (ASL) at local signalised junctions and dedicated off-road cycle lanes, it is possible to determine that the site is well connected to the wider cycle network and accessible by bike.

Figure 4.3 below demonstrates that a wide area of Reading and the outlying towns and villages are accessible by cycle within the 30 minute journey time including Sonning Common to the north, Woodley to the east, Whitley Wood to the south and Pangbourne to the west.

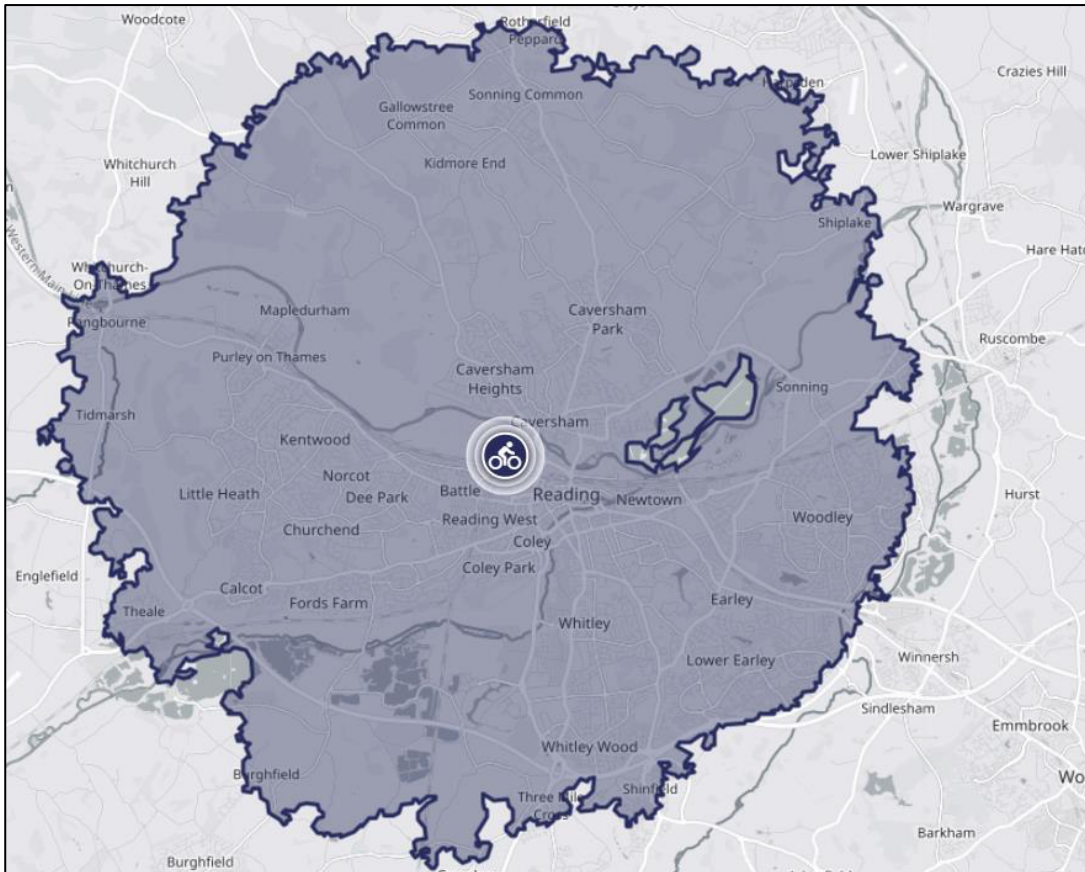


Figure 4.3 – 30 minute cycle isochrone

East of the site, Reading's R40 cycle route starts along Richfield Avenue, south of Rivermead leisure centre providing connections to north Reading, Caversham and Emmer Green and the National Cycle Network (NCN) route five. The R40 cycle route also provides a cycle route to Reading Station. There is shared cycle path that runs southbound along the eastern footway of Caversham Bridge.

South of the site, the linking cycle route continues along Cow Lane intersecting the R5 Reading cycle route along Portman Road. The R5 cycle route connects Reading West Station to Tilehurst Station and Danefield School further west.

Overall the proposed development is served a number of cycle routes within the vicinity of the site that provide connections to areas both north and south of the River Thames and it is considered the site is well connected to the wider cycle network.

4.3 Accessibility by Public Transport

The closest bus stop to the site is located along Richfield Avenue which is approximately 250m (three-minutes' walk) east from the site. This stop is served by the 42, 42a and 60a, F10, F11 and F12. It should be noted that the 42a only runs in the evening and the 60a on Sundays.



Figure 4.4 – Caversham Road bus stop

There are also two other bus stops located further east along Caversham Road approximately 750m (nine-minutes' walk) from the site. These bus stops serve an additional three routes. The local bus stops vary between the provision of shelters and also stops with a more simple pole and flag arrangement. The bus routes that serve the aforementioned bus stops are summarised in Table 4.3 below.

A summary of locally available bus services is provided in **Table 4.3** below.

Bus Route	Stop Location	From	To	AM Peak Frequency	PM Peak Frequency
42	Rivermead LC	Kenavon Drive	Reading	1	2
22	The Moderation	Reading	Reading	2	2
23	The Moderation	Caversham	Reading	3	2
24	The Moderation	Reading	Emmer Green	2	2
27	The Moderation	Caversham	Reading	0	1
800	The Moderation	Reading	High Wycombe	1	1
X38	The Moderation	Reading	Oxford	1	1

Table 4.3 – Local bus services

The nearest National Rail station to the site is Reading West, located approximately 1km (12- minutes' walk) south of the site. Reading West Station is managed and operated by Great Western Railway. Services are provided from Reading to Newbury and Basingstoke.

Reading Station is located approximately 1.25km (15 minutes' walk) southeast of the site. Reading Station is managed by Network Rail and operated by Great Western Railway, CrossCountry and South Western Railway. Reading Station provides services to London, the Midlands, the north and south west of England.

4.4 Accessibility Summary

The site is well connected to a large number of destinations and services by good quality and well-maintained pedestrian and cycle infrastructure. The site also benefits from good connectivity to local bus and rail services which collectively offers many for pupils, staff and visitors to access the site without the need to rely upon private vehicles.

Based on the accessibility of the proposed development site and the range of opportunities for site users to travel by sustainable modes, it is considered there are a range of measures which can be promoted in order to increase the uptake of these sustainable modes and reductions in single occupancy vehicle trips.

5.0 Development Proposals

The proposals include the development of a new secondary school and sixth form with capacity for up to 1,500 pupils from the ages of 11 to 18 years and an estimated 156 Full Time Equivalent (FTE) staff members. The proposed development site is on land to the north of Richfield Avenue / Cow Lane and adjacent to the Rivermead Leisure Centre.

The proposed new school shall be accessed from an upgraded Cow Lane / Richfield Avenue access with a segregated pedestrian and cycle access to the east on Richfield Avenue. In addition to the main teaching blocks, the proposals include a new sports hall, outdoor games area, Multi-Use Games Area (MUGA), car park and secure cycle parking facilities.

The school day will start at 08:30 for breakfast clubs with the main teaching day commencing at 09:30 and ending at 15:30, Mon-Fri. After-school activity clubs shall be offered each day and these shall run from 15:30 – 16:30.

3.1 Proposed Access

The proposed vehicular access shall be taken from the existing Cow Lane junction, though it shall be upgraded. This includes the formalisation of the access and bound surfacing. Dropped kerbs and tactile paving will also be provided alongside newly installed 'School Keep Clear' zigzag road markings and an accompanying Traffic Regulation Order.

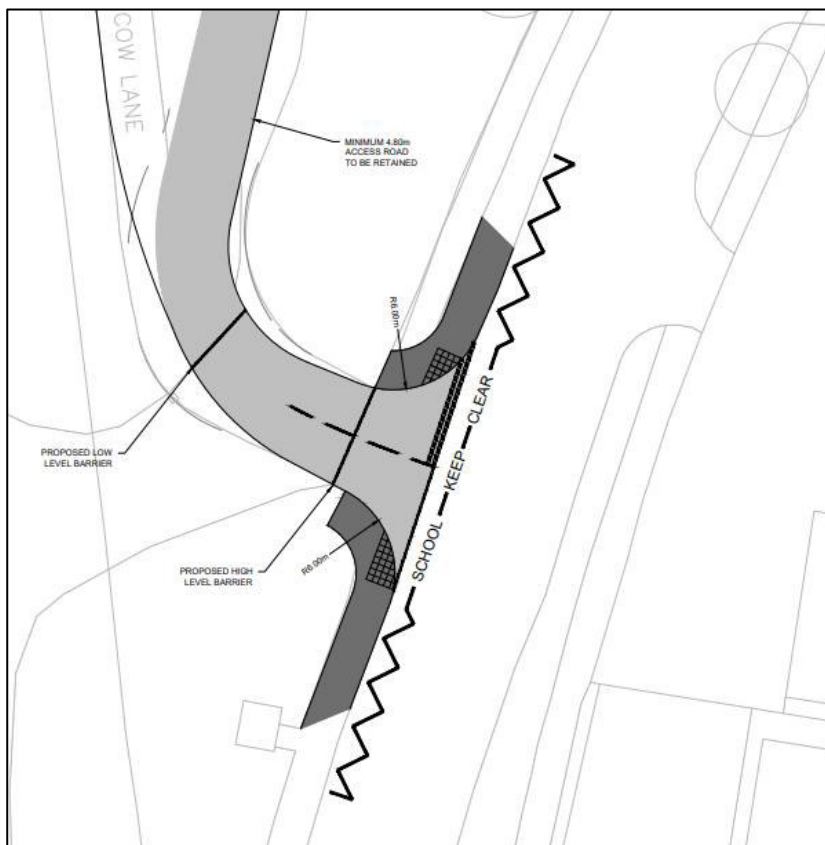


Figure 5.1 – Proposed Cow Lane access

The proposed access shall also be used to serve the adjacent garden centre for their deliveries which occur every 2-3 times per week. For this purpose the site access shall include two lockable barriers. One low-level barrier shall be used to prevent vehicular access during times when the school site is closed but shall otherwise be open during the teaching day. The second barrier shall be a height restricted HGV barrier that shall remain closed at all times unless the garden centre are taking bulky deliveries outside of school peak periods. In keeping with the current arrangements of the garden centre, their staff shall open and close the height restricted barrier as and when it is required.

In addition to the formalised vehicular access, a segregated pedestrian and cycle access shall also be provided to the site from Richfield Avenue as indicated below. This access shall also benefit from 'School Keep Clear' yellow zigzag road markings and accompanying TRO.

3.2 Car Parking

The proposed scheme includes the provision of 82 car parking spaces of which six shall be for blue badge holders. This figure is deemed an appropriate level of parking to accommodate staff and visitor parking demands given the good levels of accessibility benefiting the site. The provision has also been derived from the RBC Car Parking standards guidance which states that for development in Zone 2, a parking space should be provided for 2 FTE staff members.

In addition to the blue badge holder spaces, an allocation of parking spaces shall also be marked and reserved for car sharers only. This is to promote the uptake of car sharing amongst staff and reduce the site's residual trip generation impacts.

3.3 Cycle Parking

The development proposals include the creation of 120 secure and sheltered cycle parking spaces.

3.4 Highway Alterations

In addition to the improved site vehicular access and the formation of a segregated pedestrian and cycle access, wider improvements to the surrounding highway network are also proposed. It was noted that there are limited crossing facilities along Cow Lane from the segregated R5 cycle path from the east side of Cow Lane to the West side.

Whilst a pedestrian crossing refuge is in place, it is proposed this is upgraded to a Tiger Crossing which would provide a safer and more direct crossing opportunity for school users approaching from the south. This improvement would also be beneficial to wider residents and employees in the local area. The Tiger Crossing is proposed for the location shown in Figure 5.2 below.



Figure 5.2 – Pedestrian refuge to be upgraded

6.0 School Travel Plan Initiatives

Taking into account the location of the proposed development and the high-level of accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage sustainable travel at the site.

This section of the TP sets out the initiatives that shall be implemented in order to reduce site users dependency on the private car and encourage sustainable modes of travel. The initiatives below are in line with the aims and benefits set out in **Section 2** of this document.

6.1 Production of Welcome Packs

Welcome packs can be critical in influencing travel patterns and therefore it is envisaged that welcome packs will be supplied to all staff and pupils at the school upon joining. Provided in advance of the first day on site, the packs can intervene prior to the development of travel habits to help create more sustainable travel choices.

The contents of the welcome packs shall include:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the benefits of active travel and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking / cycling routes and places of interest;
- Details of local car share schemes such as LiftShare;
- Details of local taxi companies and car club operators;
- Summary of benefits of Ultra Low Emission Vehicles (ULEV) and support available for their uptake;
- Details of public transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

6.2 Measures to Encourage Walking

Walking is the most fundamental, sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

It has been demonstrated throughout **Section 4** of this TP that there is an existing good level of pedestrian infrastructure in the surrounding area. The following measures will be promoted in order to encourage site users to walk:

- Raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the site;
- Information on the local pedestrian routes, including public footpaths; and
- Promote the www.walkit.com website for journey planning on foot.

6.3 Measures to Encourage Cycling

It has been demonstrated throughout **Section 4** of this TP that there is a good level of cycle infrastructure in the surrounding area. To encourage site users to cycle, the following measures will be promoted:

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk
- Local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Promotion of events such as “National Bike Week”;
- The setting up of a residential Bicycle User Group (BUG);
- Promote the availability of secure cycle parking, shower and changing facilities;
- Promotion of Salary Sacrifice Cycle Purchase scheme for staff members.

6.4 Measures to Encourage Public Transport

It has been demonstrated throughout **Section 4** of this TP that the site is accessible by public transport, and that there are further opportunities throughout Reading. The following measures will be delivered in order to encourage site users to travel by public transport:

- Distribute details of the Traveline Journey Planning tool;
- Provide up to date bus and rail information including timetables and contact information in the welcome packs;
- Advertise any promotions/discounts offered by public transport operators;
- Liaise with bus companies and Reading Borough Council on any future improvements and/or extensions to local services;
- Promotion of discount public transport ticketing schemes for staff.

6.4 Car Sharing

Car sharing is an effective way of reducing single occupancy car trips if a number of site users travel to the same location each day.

There are organisations which offer a matching service such as www.liftshare.com. Site users would be able to use the website in order to organise car shares. They would have to register themselves with the site, which then searches for appropriate car sharing matches. This scheme would be promoted by the Travel Plan Coordinator (TPC).

In addition to promoting such schemes, there could also be advertisement to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. As discussed previously, with typical costs

of £3,768 per annum to own and operate a private car, the savings that can be made through sharing a trip can be significant.

In addition to encouraging staff to enter into car share arrangements through the LiftShare network, the TPC shall organise and oversee the formation of a River Academy car share group with the aims of matching potential car sharers within the school. To support this the proposals include the provision of Car Share only parking spaces.

6.5 Car Dependency Reduction Measures

In addition to the above, the following measures shall be delivered in order to reduce Single Occupancy Vehicle (SOV) trip dependency amongst site users:

- Independent travel training for qualifying pupils;
- Road safety awareness events and special assemblies, quizzes and curriculum activities;
- Ensuring parents / guardians are aware of home to school organised transport options available;
- An annual newsletter shall be produced providing an update on the Travel Plan, targets and indicators and new / existing measures to be promoted;
- The opportunity for 1 to 1 'Travel Doctor' sessions with personalised journey planning advice;
- Establish a working group of site users and other interested stakeholders to deliver the Travel Plan;
- Promote related national events such as Walk to Work Day, Walk to School Week, Bike Week, Living Street WOW campaign, National Cycle Challenge and European Mobility Week;
- Erect a Travel Plan Notice Board. The Board shall be kept up to date with pertinent travel and travel plan information.

Whilst not a car dependency reduction measure, it is recognised that for those that must travel by car, there are more sustainable, low carbon options available. The Benefits of ULEV vehicles shall also be promoted to site users and local and national support that may be available for their purchase / lease.

7.0 Targets

Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out some example targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

7.1 Initial Modal Split Targets

As the development has not yet been constructed, it is not possible to undertake any travel surveys and provide a definitive set of targets. Travel Plans rely on the surveys to provide a base level of modal split.

However it is possible to provide initial targets based on the trip generation calculations undertaken as part of the Transport Assessment, and these are provided in Table 7.1 and 7.2 below:

<i>Pupil Mode Split Targets</i>					
Travel Mode	Anticipated Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car / van	19%	17%	14%	10%	-10%
Train	9%	9%	10%	10%	+1%
Public bus	27%	28%	29%	30%	+3%
Walk	42%	43%	44%	45%	+3%
Cycle	3%	4%	5%	6%	+3%

Table 7.1 – Pupil Mode Split Targets

<i>Staff Mode Split Targets</i>					
Travel Mode	Anticipated Trip Generation	Short Term Trip Generation Target	Medium Term Trip Generation Target	Long Term Trip Generation Target	Total Target Modal Shift Change
Car Driver	49%	46%	43%	40%	-10%
Car Share	7%	8%	9%	10%	+3%
Public Transport	19%	20%	20%	21%	+2%
Cycle	7%	8%	9%	10%	+3%
Foot	18%	19%	19%	20%	+2%

Table 7.2 – Staff Mode Split Targets

The modal split targets above aim for a 10% reduction in single occupancy car trips amongst staff, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking

and cycling. For pupils the target is a 10% reduction in those arriving by car with a comparable increase in those choosing sustainable travel modes.

Travel surveys shall be undertaken following occupation and then repeated annually thereafter. If initial surveys indicate targets require re-visiting, these will be discussed with RBC as part of the monitoring process; however, no targets will be changed without the agreement of RBC.

7.2 Travel Performance Indicators

In addition to the modal split targets, the following Travel Plan performance indicators shall be monitored:

- Uptake of alternative modes – targets could be set for bus patronage, registration and participation in car share / car club schemes, and cycle/pedestrian counts;
- Car ownership and mode of travel – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode targets; and
- Travel Plan awareness targets – a 100% awareness target shall be set in relation to site users' appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

7.3 Smart Targets

The above example modal split targets and potential Travel Plan performance indicators are considered to be suitable interim measure before travel surveys are undertaken following first occupation and then repeated annually thereafter.

At this point official targets will be set through consultation with RBC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

8.0 Monitoring and Review

This section of the report sets out the proposed management arrangements associated with the TP. It also sets out the next steps with regards to updating this TP.

8.1 Responsibility and Management

Overall responsibility for the TP will lie with the River Academy.

The travel surveys will be completed by all site users and the survey will be influenced by national travel planning guidance, and approved by RBC. These will extract key travel characteristics such as:

- Post code;
- Purpose of trip;
- Mode of travel;
- Reason for mode of travel; and
- Barriers to other mode choices.

This information will enable analysis to be undertaken to confirm targets associated with each element of the proposals. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.

8.2 Travel Plan Coordinator

The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures/initiatives in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and
- Taking a key role in reviewing the TP.

The TPC shall be named prior to the school occupation and contact details shared with RBC school travel plan team. Should the named TPC change for whatever reason, RBC shall be informed of the changes and updated contact details accordingly.

8.3 Monitoring and Evaluation

The monitoring of travel behaviour is vital to measure progress towards the targets. Annual monitoring reports will be prepared by the TPC and provided to officers at RBC following the receipt of the first surveys. Monitoring will be carried out on an annual basis within six months of first occupation.

Annual monitoring reports shall be provided to RBC within 1 month of surveys being conducted and the TPC is committed to a 5 year review and evaluation with RBC. Should the results of the surveys identify that the Travel Plan is failing to meet its objectives, then additional measures and monitoring techniques shall be discussed and agreed with RBC and at minimum the life of the TP and TPC shall be extended to review the measures conducted.

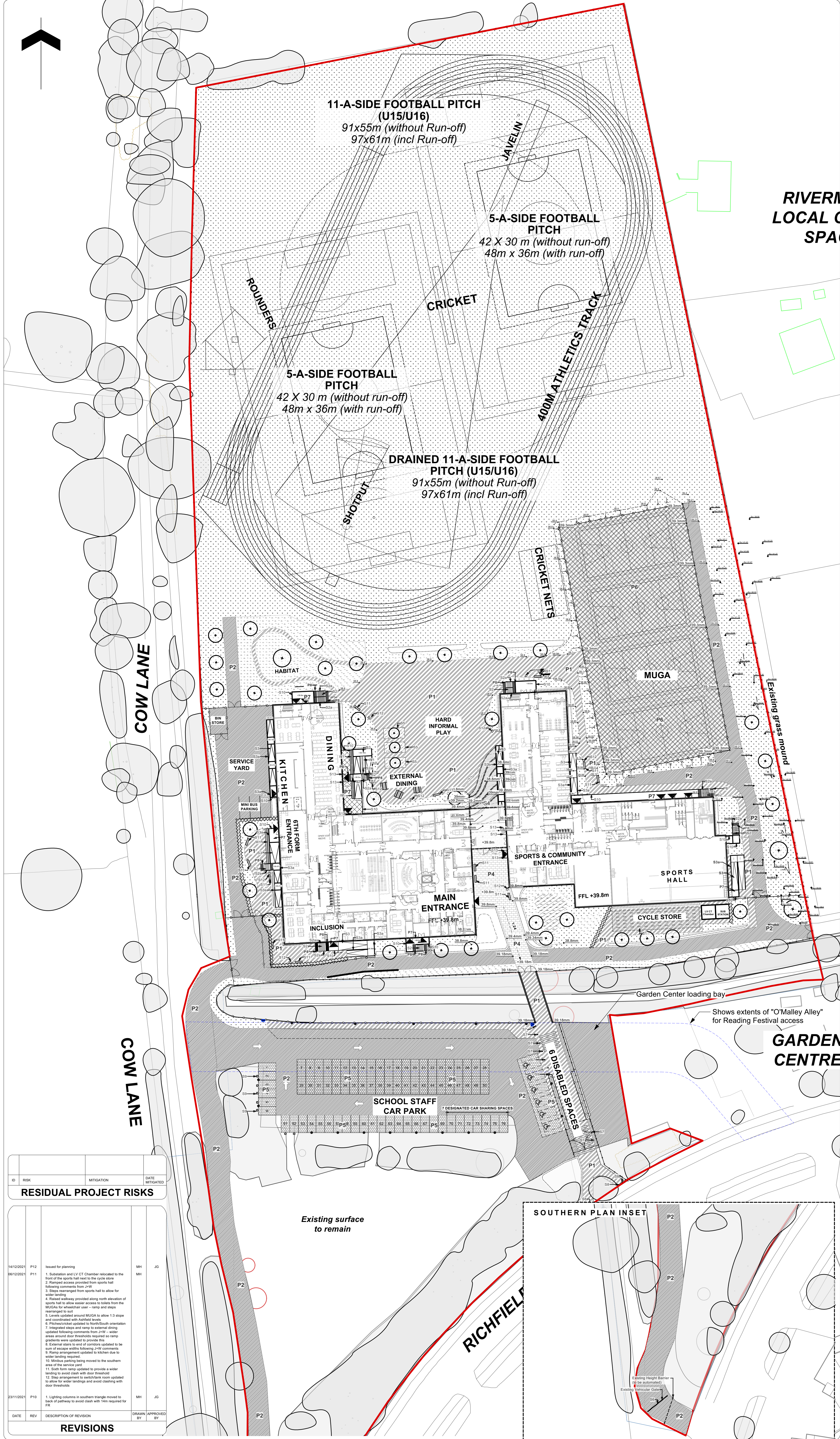
9.0 Action Plan

Table 9.1 below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Indicator	Target Date	Responsibility
Appoint TPCs	Development build nearing completion	One month before occupation	River Academy
Produce Welcome Pack	TPCs appointed	First occupation of new school	TPCs
Undertake Initial Travel Surveys	First occupation	Within three months	TPCs
Formalise Modal Split Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPCs in conjunction with RBC
Update of TP	Once Modal Split Targets are agreed with RBC	Within one month of agreeing modal splits with RBC	TPCs
Present Annual Monitoring Report	Once full Travel Plan is approved by RBC	Annually for at least five years following the agreement of targets with RBC	TPCs

Table 9.1 – Action Plan

Appendix A – Site Masterplan



Note

1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architect's drawings

- KEY**
- Application Boundary
 - Existing Trees
 - Proposed Building
 - Ground Floor Cut-Through (First and Second Floor Connection)
 - Building Entrance/Exit Point

- HARD LANDSCAPE**
- P1** PEDESTRIAN TARMAC
To Engineer's Specification
 - P2** VEHICULAR TARMAC
To Engineer's Specification
 - P4** PEDESTRIAN BLOCK PAVING
Pedestal Paving
200x100x60mm
Supplier: Tobermore
Colour: Natural
Location: Entrance Plaza
Q24/110A
 - P5** PERMEABLE BLOCK PAVING
Priora Paving
200x100x60mm
Supplier: Marshalls
Colour: Charcoal with white marker blocks
Location: Parking Bays
Q24/110C
 - P6** PERMEABLE TARMAC
To Engineer's Specification
 - P7** RAISED PLATFORMS
Concrete raised platforms to steps/ramp access
 - P8** HAZARD WARNING PAVING
Corduroy Paving
400x400x50mm
Supplier: Marshalls
Colour: Charcoal with white marker blocks
Location: To top and bottom of steps/crossings
Q24/320

- SOFT LANDSCAPE**
- S1** PROPOSED GRASS SEED
Refer to Planting Plan
 - S2** PROPOSED AMENITY PLANTING
Refer to Planting Plan
 - S3** PROPOSED MEADOW PLANTING
Refer to Planting Plan
 - S4** PROPOSED RAIN GARDEN PLANTING
Refer to Planting Plan
 - S5** PROPOSED DRY SWALE
Refer to Planting Plan
 - S6** PROPOSED TREE PLANTING
Refer to Planting Plan
 - S7** PROPOSED HEDGE PLANTING
Refer to Planting Plan

- SITE FURNITURE**
- S1** CYCLE STAND WITH CANOPY
120 cycle spaces
Mallford Cycle Hoop and Sheldon Canopy
Q50/210E & B91/330B
 - S2** STEPS
Details TBC
 - S2a** HANDRAILS FOR STEPS
Details TBC
 - S3** RAMP
Details TBC
 - S3a** HANDRAILS FOR RAMP
Details TBC
 - S4** PRE-CAST CONCRETE STEP UNITS
Details TBC
 - S5** RAIN GARDEN WITH INTEGRATED SEATING
Details TBC
 - S6** PROPOSED VEHICLE GATE
Details TBC
 - S7** REMOVABLE BOLLARD
Stainless Steel Bollard
Supplier: Kensington Systems
Location: To car park crossings
Q50/196
 - S8** FIXED BOLLARD
Stainless Steel Bollard
Supplier: Kensington Systems
Location: To car park crossings
Q50/196A
 - S9** EV CHARGING POINT
Details TBC
 - S10** BALUSTRADE
Details TBC
 - S11** BENCH
Concrete Bench
Supplier: Langley Designs
Q50/220A
 - S12** BIN
Supplier: Langley Designs
Wood Finish
Q50/240A
 - S13** DOOR PROTECTION HOOP
Supplier: Langley Designs
Product: Mallford Door Barrier
Q50/210D
 - S15** LIGHTING LOCATION TBC

- FENCING**
- Fencing
Refer to Fencing Plan
 - Pedestrian Parapet
Refer to Fencing Plan
 - Single-leaf Gate
Refer to Fencing Plan
 - Double-leaf Gate
Refer to Fencing Plan
 - Sliding Gate
Refer to Fencing Plan

- STRUCTURES**
- W1** Gabion Retaining Wall
Details TBC

STATUS

S2 - PLANNING

ares
LANDSCAPE ARCHITECTS

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CLIENT :

Bowmer & Kirkland

PROJECT TITLE :

River Academy

DRAWING TITLE :

Landscape General Arrangement Plan

DRAWING SCALE : 1:500
PAPER SIZE : A1

DRAWN BY : MH
APPROVED BY : JG

DRAWN DATE : 10.09.2021
ALA PROJECT CODE : ALA691

DRAWING NUMBER : FS0949-ALA-XX-ZZ-DR-L-0002 S2
STATUS : S2
REVISION : P12

ID	RISK	MITIGATION	DATE MITIGATED	
RESIDUAL PROJECT RISKS				
14/12/2021	P12	Issued for planning	MH JG	
06/12/2021	P11	1. Substation and LV CT Chamber relocated to the front of the sports hall next to the cycle store 2. Ramped access provided from sports hall following comments from J+W 3. Steps rearranged from sports hall to allow for wider landing 4. Raised walkway provided along north elevation of sports hall to allow easier access to toilets from the MUGAs for wheelchair user - ramp and steps rearranged to suit 5. Levels updated around MUGA to allow 1:3 slope and coordinate with Allfield levels 6. Pitches/cricket updated to North/South orientation 7. Integrated steps and ramp to external dining updated following comments from J+W - wider areas around door thresholds required no ramp gradients were updated to provide this 8. External stairs to end of corridors updated to be turn of escape width following J+W comments 9. Ramp arrangement updated to kitchen due to wider landing required 10. Minibus parking being moved to the southern area of the service yard 11. Sixth form ramp updated to provide a wider landing to avoid clash with door threshold 12. Step arrangement to switch/tank room updated to allow for wider landings and avoid clashing with door thresholds	MH	
23/11/2021	P10	1. Lighting columns in southern triangle moved to back of pathway to avoid clash with 14m required for FR	MH JG	
DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY
REVISIONS				