

THE DELTA BUILDING 121 KINGS ROAD, READING

PERMITTED DEVELOPMENT
CHANGE OF USE CLASS

FRAMEWORK
TRAVEL PLAN

MARCH 2025

PROPOSED CHANGE OF USE (E TO C3 RESIDENTIAL)
CLASS MA – PERMITTED DEVELOPMENT
THE DELTA BUILDING, 121 KINGS ROAD, READING, RG1 3ES

FRAMEWORK TRAVEL PLAN

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1. INTRODUCTION

- 1.1 **Firmin Transport Planning Ltd (FTP)** have been instructed by **London Two Ltd** to prepare a Framework Travel Plan (TP) to support a Class MA (Permitted Development) application to Reading Borough Council (RBC) for the change of use of **The Delta Building, 121 Kings Road, Reading, RG1 3ES from Class E (g) to C3 Residential to provide a total of 77 flats.**
- 1.2 The Delta Building is a five-storey commercial building with a total floor area of **54,988 sqft (5,108 sqm)** plus basement parking with a total provision of **84 spaces**. The building is one of three blocks constructed on site.
- 1.3 This TP has been prepared in accordance with the latest national and local guidance documents including the National Planning Policy Framework (NPPF) and the Reading Local Plan and Local Transport Plan and should be read in conjunction with the Transport Statement (TS) submitted with the application.
- 1.4 A Framework TP is the starting point of a long-term management plan implemented by the developer and occupiers of the site to deliver sustainable transport objectives and increase the number of people walking, cycling and travelling using public transport.
- 1.5 The final Travel Plan can be secured by planning condition and will be approved in writing by RBC prior to occupation of the development.
- 1.6 This TP is structured in the following way:
- **Section 2 – Travel Plan Policy;**
 - **Section 3 – The Site and Existing Transport Network;**
 - **Section 4 – Development Proposals;**
 - **Section 5 – Travel Plan Objectives and Targets;**
 - **Section 6 – Travel Plan Measures;**
 - **Section 7 – Monitoring and Review;**
 - **Section 8 - Action Plan; and**
 - **Section 8 – Summary and Conclusions.**
- 1.7 This TP is supported by the following documents which have been prepared and submitted as separate reports and should be read in conjunction with this TP:
- **Transport Statement (TS)**

2. TRAVEL PLAN POLICY

Introduction

- 2.1 This section of the TP reviews the Travel Plan related planning policies at national, regional and local levels which have informed the development proposals.

National Planning Policy Framework (NPPF)

- 2.2 The NPPF was published in March 2012 and most recently updated in December 2024. It sets out the government's planning policies for England and how these are expected to be applied.
- 2.3 Section 9 of the NPPF deals with promoting sustainable transport and paragraph 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*
- 2.4 The NPPF defines a Travel Plan as a *"long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."*
- 2.5 To ensure that development proposals are sustainable paragraph 117 of the NPPF requires applications for development to:

"a) give priority first 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;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Planning Practice Guidance (PPG)

- 2.6 The NPPF is supported by the PPG and a separate section titled *"Travel Plans, Transport Assessments and Statements"* provides advice on when Travel Plans, Transport Assessments or Statements are required and what they should contain. The advice was published in March 2014.
- 2.7 The PPG outlines the purpose of a Travel Plan and states that they are *"long-term management goals for integrating proposals for sustainable travel into the planning process. They are based on evidence of the*

anticipated transport impacts of development and set measures to promote and encourage sustainable travel.”

2.8 The PPG also confirms that Travel Plans, Transport Assessments and Transport Statements make positive contributions to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.*

Local Planning Policy – Reading Borough Council

2.9 Local Transport Policy in the context of the proposals is set out within the Reading Local Plan (adopted November 2019) and the Reading Transport Strategy 2040.

2.10 Policy TR1 of the Local Plan states that *“Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.*

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.”

2.11 The Local Transport Plan (2011 – 2026) was superseded by the Reading Transport Strategy 2040 in June 2024. The Vision of the Reading Transport Strategy is to *“deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities.”*

2.12 Policy RTS5 (Development Control) supports the need for Travel Plans and confirms that developments will be required to provide Travel Plans that align with the visions and objectives of the RTS and that these should be supported by ongoing monitoring and targets.

Policy Summary

2.13 This TP has been prepared in accordance with the national, regional and local transport policies identified above by demonstrating that the site is within a highly sustainable location whereby safe and suitable access is provided for all users.

3. THE SITE AND EXISTING CONDITIONS

The Site

- 3.1 The site is located on the northern side of Kings Road with Gas Works Road forming the south-eastern boundary, commercial buildings forming the western boundary and the River Kennet forming the northern boundary. It is located around 500m east of Reading Town Centre.
- 3.2 The wider site consists of three commercial buildings (Alpha, Beta and Delta) which share an underground car park and access from Gas Works Road. The application site is the eastern building only (The Delta Building). The southern building (Beta) will remain as existing whilst the western building (Alpha Building – Kennet Place) has recently received planning approval for the conversion to a total of 93 residential dwellings.
- 3.3 A site location plan is shown at **Figure 1**.

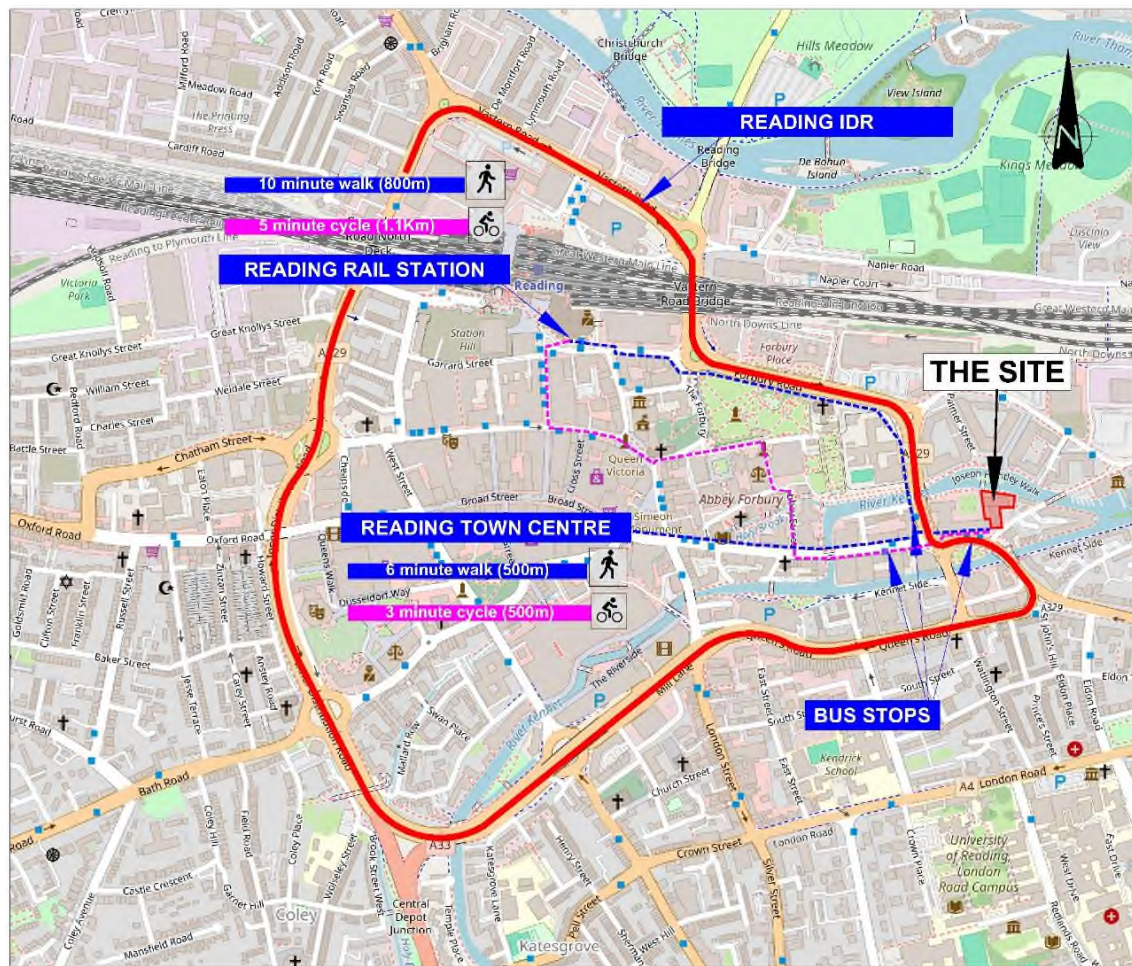


Figure 1: Site Location Plan (OS © OpenStreetMap)

Local Road Network

- 3.4 Kings Road is the primary east-west route connecting the Reading Inner Distribution Road (IDR) with East Reading and Maidenhead / Woking to the east via the A4 / A3290. In the vicinity of the site, it is dual carriageway in an eastern direction only and has double red line road markings on both sides of the road

preventing loading or waiting at any time. It is street lit; subject to a 30mph speed limit; and provides footways on both sides of the road.

- 3.5 Forbury Road forms the eastern side of the IDR which is a mostly dual carriageway ring road around the town centre of Reading. In the vicinity of the site, it is dual carriageway and subject to double yellow line road markings and is classified as an Urban Clearway which prevents any waiting or loading between 7.45 – 9.15am and 4.30 - 6.30pm Monday to Friday. It is street lit; subject to a 30mph speed limit; and provides footways on both sides of the road.
- 3.6 Gas Works Road is a private road between Kings Road and the new Kenavon Drive estate to the north of the River Kennet (and surrounding areas). The bridge over the River Kennet has recently been closed to through traffic due to poor road surface conditions and to prevent rat-running of traffic. It is not understood if the road is due to be opened again to vehicular traffic.
- 3.7 The site is very well located in terms of access to the surrounding Strategic Road Network with direct access to the IDR and surrounding strategic routes including the A33 to the west and the M4 to the south and east.

Parking

- 3.8 The site is not located within a Controlled Parking Zone (CPZ), however all roads within a minimum of 200m of the site are restricted by on-street parking restrictions including double yellow and double-red lines. Therefore, there is no availability of unrestricted on-street parking within a minimum of 200m of the site.

Public Transport – Bus Services

- 3.9 The nearest bus stops are located on Kings Road at the southern side of the building (for eastbound services), Forbury Road on the western side of the building (northbound services) and Kings Road around 200m (2.5-minute walk distance) west of the building for westbound and eastbound services. The eastbound bus stop on Kings Road provides shelters, seating and live timetable information as shown at **Figure 2** below. The northbound bus stop on Forbury Road and the western bus stops on Kings Road provide flagpoles with timetable information as shown at **Figure 3** below.



Figure 2: Eastbound Bus Stop



Figure 3: Northbound Bus Stop

- 3.10 The surrounding bus stops are served by 10 regular bus services as summarised in the table below:

Table 1: Bus services summary

Bus Service	Route	Peak Hour Frequency (per hour)			Weekday	
		Weekday	Saturday	Sunday	First	Last
4 Lion / X4 Lion	Reading – Bracknell	3	3	2	0500	2200
17 Purple	Wokingham Road - Tilehurst	7	7	6	0500	0400
500 P&R	Winnersh Triangle	4	4	-	0820	1840
13 Orange	Reading - Woodley	2	2	1	0515	0030
14 Orange	Reading – Woodley	2	2	1	0500	2300
127 / 128 / 129	Wokingham – Maidenhead	1	1	1	0640	1845
850	Reading – High Wycombe	1	1	-	0540	2310
3 Leopard	Reading – Wokingham	3	3	2	0545	2325
9 Buzz	Reading – Green Park Station	1	1	-	0600	1945
18 / 18a Buzz	Tilehurst Triangle	2	2	1	0650	1915
19A / B / C Little Orange	Central Reading	3	3	-	0630	1850
Total		29	29	14		

3.11 The table above confirms that there are 29 peak hour bus services available from bus stops within a 200m walk distance of the site. The site therefore benefits from very good access to local bus services providing access to the local employment, education and shopping areas including Reading, Wokingham and Maidenhead.

3.12 In addition, a large number of the regular services stop at Reading railway station which is a 3-minute bus journey from the site and will be of benefit to users who have difficulty walking.

Public Transport - Rail Services

3.13 Reading railway station is an 800m (10-minute) walk distance from the main entrance of the building as shown on the site location plan at **Figure 1**. It is a major transport hub served by four operators: Great Western Railway, CrossCountry, South Western Railway and the Elizabeth Line.

3.14 The station is served by an average of around 40 trains per hour with services to London Paddington, London Waterloo, Maidenhead, Slough, Oxford, Swindon, Bristol and the wider surrounding areas.

3.15 The station is accessible by wheelchair to all platforms and provides a ticket office, step-free access, ticket machines, toilets, seating, waiting rooms and wi-fi.

3.16 A total of 344 covered and secure cycle parking spaces are provided at the station. Bicycles are permitted to travel on the trains (with some peak-time restrictions if travelling within London) allowing users to complete the start and end of their journeys by bicycle..

Active Travel – Walking and Cycling

- 3.17 The site is very well served by footway, footpaths and on / off-road cycle routes ensuring that there is excellent access to active modes of travel for future residents at the site.
- 3.18 All roads surrounding the site have good quality, wide and street-lit footways on both sides of the road which provide convenient and direct access to all surrounding facilities including the local bus stops, rail station and town centre.
- 3.19 There are signalised pedestrian crossing points on all major roads, including Forbury Road and Kings Road, providing safe access to the wider area including the town centre and railway station and there are regular crossing opportunities for pedestrians along the main desire lines.
- 3.20 The site also has a direct connection to the canal towpath system along the northern side of the site, and around 100m to the south, which provides convenient and quiet walking routes to the surrounding areas.
- 3.21 The site is also very well located with direct access from Kings Road to the surrounding cycle network including the National Cycle Route 4 and Reading Town Centre route within 100m of the site. NCR4 is a long-distance route between London and Pembrokeshire via Reading, Bath, Bristol and surrounding areas.
- 3.22 The Reading Town Centre cycle route is also accessible within 100m of the site and links all local cycle routes as shown on the map extract at **Figure 4** below.

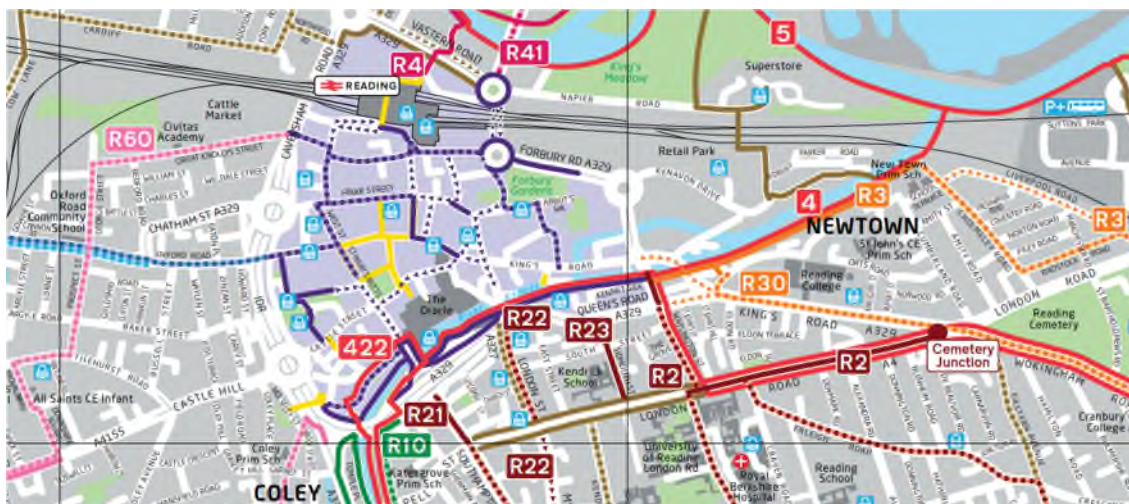


Figure 4: Reading Cycle Network Map Extract (Reading.gov.uk)

- 3.23 The following local cycle routes are accessible from the site:
- South Reading – Green Park & Whitley
 - Reading & Wokingham – RBH, University and Winnerish
 - East Reading & Woodley – Newtown & Bulmershe
 - North Reading – Caversham & Emmer Green
 - West Reading – Tilehurst & Prospect Park
 - South West Reading – Coley Park & Southcote
 - North West Reading – Tilehurst & Oxford Road

3.24 The site is therefore very well connected to the surrounding areas by all modes of transport including bus, rail, walking and cycling and is considered to be a highly sustainable location for development.

3.25 The table below outlines the facilities available within a short walking and cycling distance of the site. The list is not exhaustive but demonstrates that the site has excellent accessibility to all daily needs within a reasonable distance to encourage sustainable travel behaviours.

Table 2: Local Amenities

Amenity / Facility	Location	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Bus Stops	Kings Road, Forbury Road	<80m	1	-
Rail Station	Reading Station	800m	10	5
Town Centre	West of the site	500m	6	3
Outdoor Space	Kins Road Park	<50m	1	-
Supermarket	Tesco Express, Sainsburys and Marks & Spencer	650m	8	4
Leisure Facility	Rivermead Leisure Centre	2.2km	30	13
Nursery / Childcare	Closest 3 Options	<400m	5	-
Primary Education	St Johns Primary	700m	9	2
Secondary Education	Reading School	700m	9	2

Cycling times have not been included when they are less than a 5-minute walking journey.

3.26 The site therefore benefits from excellent access to the surrounding areas by all modes of transport including bus, rail, walking and cycling and is therefore considered to be a highly sustainable location for development.

Car Clubs

3.27 A car club is a short-term car rental service that provides members with access to a vehicle when they need it. Car clubs are a cheaper, more environmentally friendly alternative to owning a car. They can help reduce the number of private vehicles on the road, freeing up parking spaces and reducing CO2 emissions.

3.28 Car clubs are a relatively new service within Reading and it is understood that Reading Borough Council are seeking to encourage provision of new car club vehicles by working with operators to bring vehicles to Reading and also by working with developers to allocated space for car club vehicles within their developments.

3.29 Currently Co-Wheels operate a number of cars within Reading with the closest vehicles to the site being on Filbert Street within 350m (4-minute walk distance) of the site which were provided as part of the Kenavon Drive development to the north.

3.30 There are a total of 3 vehicles provided within a 400m walk distance of the site which will encourage residents to reduce their personal car ownership levels. A photograph of the car club spaces is shown at **Figure 5** below. At the time of the site visit all car club vehicles were in use with one car (not a car club vehicle) parked in one of the bays.

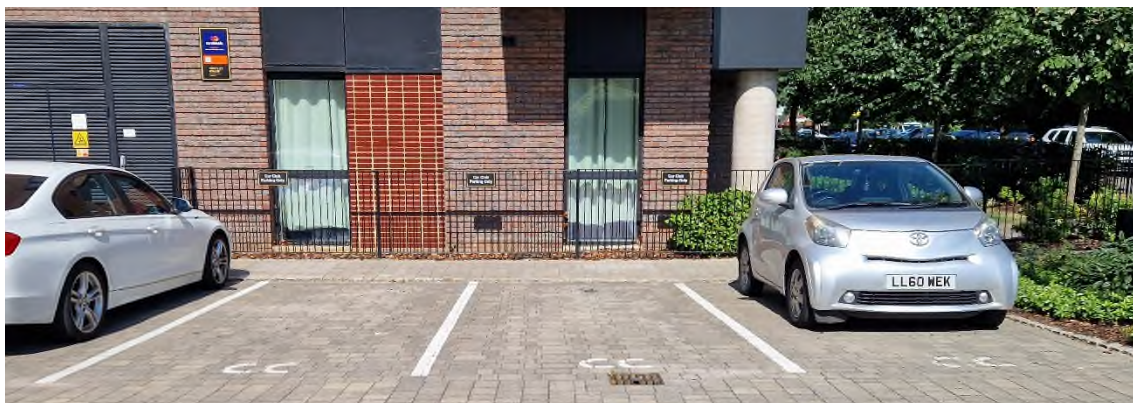


Figure 5: Filbert Street Car Club Bays

The latest 2023 figures from COMO UK (como.org.uk) estimate that each car club vehicle in the UK replaced around 26 private cars and in London this increased to up to 32 private cars.

Census Information

- 3.31 The Census information for the 2011 and 2021 datasets have been interrogated for the mid layer super output area (MSOA) which covers the site and the immediate surrounding area including Reading town centre.

Note: MSOA areas changed between the 2011 – 2021 Census results and the MSOA area boundary varies between the two datasets.

- 3.32 The Census information provides detailed information from 2011 and 2021 on car ownership levels for flats and on the method of travel to work for residents. The Census output reports are attached at **Appendix A** and discussed in detail below.
- 3.33 The table below summarises car ownership levels as calculated for flats in the surrounding area. The Census results demonstrate that car ownership between 2011 and 2021 has reduced with the most recent results showing that 61% of flats do not own a car with 34% owning one car and 5% owning 2 or more cars. Car ownership is therefore considered to be low.

Table 3: Census Output Information – Car ownership levels for flats

	2011	2021
No Cars or Vans	50%	61%
1 Car or Van	44%	34%
2+ Cars or Vans	7%	5%

- 3.34 The table below summarises method of travel to work data for residents. It is widely understood that the results of this query associated with the 2021 census are heavily skewed as a result of the Covid Pandemic due to the very high number of responses relating to working from home. As such work from home data for both the 2011 and 2021 census results have been removed (along with those not in employment) to give the best indication as to the modal split for work journeys.

Table 4: Census Output Information – Method of Travel to Work

	2011	2021
Rail	21%	13%
Bus	12%	17%
Motorcycle	0%	1%
Driving a Car / Van	31%	37%
Passenger in Car / Van	3%	5%
Cycling	3%	4%
Walking	30%	33%

- 3.35 The census results have a large variation between 2011 and 2021 with an increase in the number of residents driving to work and a decrease in the number of residents using underground and rail services. It is understood now that rail and underground usage has returned to pre-pandemic levels in most areas and as such this TP will be based on method of travel to work information from the 2011 dataset as a baseline.

4. DEVELOPMENT PROPOSALS

Development Overview

- 4.1 The development proposals consist of a Class MA (Permitted Development) application to Reading Borough Council (RBC) for the change of use of **The Delta Building, 121 Kings Road, Reading, RG1 3ES from Class E (g) to C3 Residential to provide a total of 77 flats.**
- 4.2 The Delta Building is a five-storey commercial building with a total floor area of **54,988 sqft (5,108 sqm)** plus basement parking with a total provision of **84 spaces**. The building is one of three blocks constructed on site.
- 4.3 The proposals consist of **77 flats** of the following size:
- 19 x Studio / 1 bed / 1 person units;
 - 39 x 1 bed / 2 person units;
 - 14 x 2 bed / 3 person units; and
 - 5 x 2 bed / 4 person units.

Pedestrian and Cycle Access

- 4.4 The proposals do not result in any changes to the access arrangements of the existing site with all vehicular, pedestrian and cycle access remaining the same as existing.
- 4.5 The main pedestrian access to the building is from the courtyard entrance on the western side of the building as shown on the plans at **Appendix B**. Access to the courtyard is available from Forbury Road (step-free) as shown at **Figure 6** or from the southern side of the building from Kings Road as shown at **Figure 7**. The access from Kings Road has steps and is therefore not suitable for cyclists or users with mobility issues.

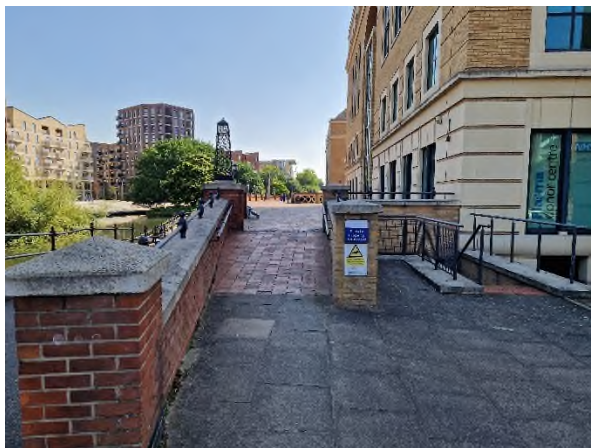


Figure 6: Forbury Road Access



Figure 7: Kings Road Access

- 4.6 There is a secondary point of access to the building from the eastern elevation which is accessible from the service area off Gas Works Road. This access has steps leading up to the building entrance and is therefore not suitable for cyclists or users with mobility issues.

Vehicular Access

- 4.7 As shown at **Figure 8**, vehicular access is from Gas Works Road. Upon entering the site from Gas Works Road there is a ramp on the left-hand side which leads up to the shared surface area forming the courtyard between the three buildings and provides access to the main pedestrian entrance to the building including the stairwell, lifts and reception.
- 4.8 On the right when entering the site from Gas Works Road there is a ramp which leads down to the shared underground car park including bin stores and cycle stores.



Figure 8: Vehicular Access to courtyard (left) and Car Park (right)

- 4.9 The cycle stores are within the basement car park to ensure that they are secure and covered. Access is either via the main ramp from Gas Works Road or residents can carry their bikes up / down the stairwells to the courtyard entrance or use the lifts if their bicycles are clean.

Vehicular Parking

- 4.10 The proposals will retain the existing basement level car park with the following provision:

- 77 unallocated residential parking bays, including 5 disabled bays;
 - 4 visitor parking bays;
 - 7 residential electric vehicle charging points;
 - 2 car club bays, including 1 electric vehicle charging point; and
- Total of 83 parking bays retained.**

Cycle Parking

- 4.11 As detailed within the TS, cycle parking will be provided in excess of the RBC standards and will utilise the existing cycle store within the basement level of the building.
- 4.12 The plan attached at **Appendix B** shows the location of cycle store which provides a total of 48 long-stay spaces.
- 4.13 The proposals also include 4 visitor cycle spaces (2 Sheffield stands) at the bottom of the stair access from Kings Road for visitors and deliveries.

Car Club

- 4.14 Section 9 of the RBC parking standards document confirms that for developments of more than 10 residential units in Zones 1 and 2 developments will be required to provide a minimum of 2 car club vehicles including creation of dedicated car club bays and 6-months of free / discounted memberships for all new residents.
- 4.15 The proposals include provision of 2 car club spaces, including EVCPs, to encourage the uptake of sustainable modes of travel and to assist with the expansion of car club operations in Reading. The location of the parking spaces are shown on the plan at **Appendix B**.
- 4.16 The provision of the car club spaces will be secured via the S106 agreement and the development will fund the provision of car club vehicles through Co-Wheels car club to tie in with the existing car club provision in the surrounding area.
- 4.17 It is considered appropriate for the developer to fund implementation of a single car club vehicle from the outset with the second vehicle being secured once demand requires.

Proposed Trip Generation

- 4.18 As detailed within the TA and based on the proposed modal split the proposals are likely to generate the following number of movements:

Table 5: Proposed Multi-Modal Trips

Travel Mode	Proposed Trips – 77 dwellings		
	AM Peak Hour 0800 - 0900	PM Peak Hour 1700 - 1800	Daily 0700 - 2100
Rail	11	12	97
Bus	6	7	56
Motorcycle	0	0	0
Driving a Car	15	15	144
Passenger in Car	2	2	14
Cycling	2	2	14
Walking	14	15	139
Total People	49	53	463

- 4.19 The table below shows the net impact of the proposals on all transport modes when compared to the existing use of the site:

Table 6: Net Trip Generation Impact

Travel Mode	Net Trip Generation		
	AM Peak Hour 0800 - 0900	PM Peak Hour 1700 - 1800	Daily 0700 - 2100
Rail	+2	-1	+48
Bus	-7	0	-4
Walking	0	+1	-102
Cycling	-1	-1	-8
Vehicles	-15	-3	-37
Total People	-28	-4	-127

- 4.20 Overall, the net impact of the development is negative with the proposals generating fewer total person movements during the AM and PM peak hours and throughout the day when compared to the existing use.
- 4.21 The proposals will result in a reduction of 15 vehicle movements during the AM peak hour, 3 vehicle movements during the PM peak hour and 37 vehicle movements throughout the day. The proposals will therefore have a positive impact on the capacity and highway safety of the surrounding highway network.

5. TRAVEL PLAN OBJECTIVES AND TARGETS

5.1 This Travel Plan has been prepared to encourage future residents, and visitors, of the site to travel using active and sustainable modes of transport from the outset and to reduce reliance on private cars. To achieve this the TP's main objectives are:

- Reduce car ownership amongst future residents;
- Reduce car usage amongst future residents and visitors;
- Contribute to the improved health and well-being of residents by promoting active travel; and
- Contribute to overall reductions in vehicle movements and improvements in air quality when compared to the existing site.

5.2 Travel Plan measures are detailed within **Section 6** of this TP and outline how this TP will be used to meet the objectives outlined above.

5.3 This Framework Travel Plan will be upgraded to a full Travel Plan to discharge any required planning condition prior to occupation of the site. Whilst the objectives of the TP will not change the targets will evolve over time and are designed to be flexible depending on the outcome of the initial baseline surveys.

5.4 A full residential travel survey will be undertaken within 6-months of first occupation or at 25% occupation, whichever occurs first, to form the initial baseline modal split and to provide a comparison with the proposed modal split detailed within the TS.

5.5 An updated TP will be prepared, and submitted to the Travel Plan Officer for approval, within 3-months of the initial travel surveys. From this point, annual surveys and monitoring reports will be prepared for a minimum period of 5-years.

Travel Plan Co-Ordinator

5.6 A Travel Plan Co-Ordinator (TPC) will be appointed to implement and monitor the TP. The TPC will take overall responsibility for the TP and the implementation of the measures detailed within **Section 6**.

5.7 The developer will be responsible for appointing the TPC and contact details of the TPC will be provided to RBC prior to occupation of the site. The TPC will be appointed before the site is occupied so that the TP can be implemented before future residents start to develop travel patterns.

5.8 The developer will be responsible for implementing the initial measures detailed within this TP from the outset and the TPC will be responsible for monitoring the TP; preparing annual reviews and targets; and co-ordinating with the Travel Plan Officer as required.

5.9 All residents will be provided with a Travel Plan Welcome Pack upon first occupation which will include contact details of the TPC along with key information about the site (cycle parking and car club arrangements for example) and the surrounding area.

5.10 The individual responsibilities of the TP are detailed within the Action Plan within **Section 8** however the key responsibilities of the TPC are as follows:

- Confirm that all measures required to be provided by the developer have been implemented during the construction process and flag any missing items to the developer ahead of occupation;
- Be the main point of contact for residents and the Travel Plan Officers regarding the TP;
- Promoting and marketing the TP;
- Organising annual travel survey questionnaires;
- Reviewing the annual survey results against the TP targets and preparing an annual monitoring report;
- Providing all residents with up-to-date information relating to sustainable travel options;
- Providing all residents with details of promotional schemes and green travel days; and
- Regularly monitoring cycle parking storage areas and addressing any issues such as damage or mis-use.

Travel Plan Targets

- 5.11 Travel Plan targets are required to be SMART (Specific, Measurable, Attainable, Relevant and Timed) and targets are required to be specific to the development proposals.
- 5.12 This TP has been prepared in advance of the site being developed and as such initial targets are based on the proposed modal split contained within the TA which in turn is based on the Method of Travel to Work Census information from the 2011 dataset. The proposed modal split is detailed within **Table 8** below.

Table 7: Proposed Modal Split

	Proposed
Rail	21%
Bus	12%
Motorcycle	0%
Driving a Car / Van	31%
Passenger in Car / Van	3%
Cycling	3%
Walking	30%

- 5.13 A full residential travel survey will be undertaken within 6-months of first occupation or at 25% occupation, whichever occurs first, to form the initial baseline modal split and to provide a comparison with the proposed modal split above.
- 5.14 The following initial targets are proposed:
1. Undertake baseline travel surveys within 6-months of initial occupation or 25% of total occupation, whichever occurs first.
 2. If the baseline surveys are significantly less sustainable when compared to the proposed modal split, then the proposed modal split will be used as the initial targets for the TP.
 3. Achieve a minimum 40% modal share for active travel (walking and cycling) with targets of 5% cycling and 35% walking achieved through a reduction in single occupancy vehicles.
 4. Achieve a minimum 40% modal share for public transport usage achieved through a reduction in single occupancy vehicles.

6. TRAVEL PLAN MEASURES

6.1 The TS and this TP include a number of measures which will be implemented as part of the proposed development and will ensure that the proposals are designed to encourage sustainable travel behaviours from the outset.

6.2 There are two types of measures which are proposed which are defined as hard and soft measures.

- **Hard measures** will be built into the scheme from the outset and consist of physical facilities and commitments. Typically these will be implemented by the developer; and
- **Soft measures** are incentives and promotional activities which will be actioned by the TPC.

Hard Measures

6.3 These will be built into the scheme from the outset and will be implemented by the developer.

Cycle Parking

6.4 The approved secure cycle storage areas will be available for use prior to occupation of the development.

Electric Vehicle Charging Points

6.5 A total of 8 Electric Vehicle Charging Points (EVCPs) will be installed for residential use, including 1 EV car club vehicle, within the basement as shown on the plan attached at **Appendix B**.

Car Club

6.6 The development will provide a total of 2 car club bays as shown on the plan at **Appendix B** with 1 electric car club vehicle provided from the outset to be available for initial occupation of the development. The developer will liaise with local car club providers to ensure that the vehicle is available for initial occupation and to agree a scope of soft measures available for residents.

Soft Measures

6.7 These include incentives and promotional activities which will be actioned by the TPC.

Welcome Packs

6.8 All new residents will be provided with a Travel Plan Welcome Pack which will contain the following information:

- Contact details of the TPC;
- Information regarding the TP and annual surveys;
- The benefits of using active and sustainable travel;
- Information on walking and cycle route mapping including advice on how to use freely available mapping systems to plan walking and cycling journeys;
- Information on how to access the latest public transport timetables and network maps;
- Maps of the surrounding area including pedestrian and cycle routes;

- Details of key facilities in the immediate surrounding area;
- Information regarding any financial incentives which may include discounted public transport fares or cycle / equipment vouchers; and
- Information regarding the on-site car club vehicle and details of how to claim the free annual membership and free mileage allowances.

6.9 The Welcome Pack will be maintained by the TPC who will be responsible for ensuring that it is kept up to date and provided to all new residents for the duration of the TP.

Public Transport Incentives

6.10 The TPC will inform all residents of any promotional or marketing opportunities associated with bus and rail services along with advice on how to access the best available public transport prices for seasons tickets.

6.11 The TPC will provide personalised journey planning for any residents who need assistance with planning their public transport journeys to ensure that they achieve the most direct and / or cost-effective journeys.

Car Club

6.12 All eligible residents will be able to claim a minimum 2-year car club membership for the operator of the on-site car club vehicle. This will provide access to the on-site car club vehicle and any other vehicle within the operators wider network. In addition, the initial membership will include a limited free mileage allowance to encourage uptake and usage of the vehicle from the outset.

6.13 At the time of preparing this Framework TP a car club operator has not been selected and details of the car club operator and any financial incentives will be provided within the full TP.

7. MONITORING AND REVIEW

- 7.1 Monitoring and reviewing allows the effectiveness of the Travel Plan to be assessed over time to determine if the targets are being achieved.
- 7.2 The TPC is responsible for undertaking the annual monitoring surveys which will be undertaken at the following intervals:
- baseline travel surveys within 6-months of initial occupation or 25% of total occupation, whichever occurs first; and
 - Annual travel surveys undertaken at each anniversary of the baseline surveys for a minimum period of 5-years.
- 7.3 Following each set of travel surveys, the TPC will prepare a monitoring report to be submitted to the Travel Plan Officer for review along with a review of the targets. At this stage, targets can be reviewed and amended, if necessary, and additional measures can be introduced if required.
- 7.4 To determine if the targets are being achieved, the travel surveys will determine how residents undertake the majority of their daily trips and what alternative methods of travel they would be able to use. The results will then be used to calculate the modal split of the overall development.
- 7.5 The travel surveys will include questions relating to residents' awareness of the Travel Plan. If awareness is deemed to be low then the TPC will be responsible for promoting the Travel Plan further either through organising a Travel Plan event on-site or preparing promotional material to be provided to all residents.
- 7.6 In addition, the TPC will monitor usage of the car club vehicle and cycle parking storage to determine if there is sufficient capacity. If demand is exceeding capacity, then the TPC will explore options to increase capacity such as discussing provision of a second car club vehicle with the car club operator or expanding the cycle storage areas.

Remedial Measures

- 7.7 If the targets are not on track to be met by year-5, or if there has been no change in the modal split by year-3, then remedial measures will be discussed with the Travel Plan Officer to determine what proportionate and reasonable measures can be implemented to ensure that the TP meets the targets by the end of year-5.

8. ACTION PLAN

Table 8: Action Plan

Timescale	Action	Responsibility
Prior to Occupation	Install all Hard measures including cycle parking, car club vehicle and EVCPs.	Developer
Prior to Occupation	Appoint TPC	Developer
Prior to Occupation	Creation of Welcome Packs	TPC
Ongoing	Liaise with residents and provide personalised Travel Planning	TPC
Ongoing	Monitor cycle parking storage areas for damage and capacity	TPC / Site Manager
Ongoing	Liaise with car club operator to monitor usage to determine if / when a second vehicle should be provided.	TPC
Ongoing	Review Welcome Packs every 6-months and provide updates to existing residents with regards to any new services or local facilities.	TPC
Within 6-months of Occupation Or 25% Occupation (whichever Occurs first)	Undertake Baseline Travel Surveys and prepare the initial monitoring report for submission to LHA.	TPC
Annually	Undertake annual Travel Surveys and prepare monitoring reports for submission to LHA.	TPC
Year 5	Submit final monitoring report to LHA.	TPC

9. SUMMARY AND CONCLUSIONS

- 9.1 **Firmin Transport Planning Ltd (FTP)** have been instructed by **London Two Ltd** to prepare a Framework Travel Plan (TP) to support a Class MA (Permitted Development) application to Reading Borough Council (RBC) for the change of use of **The Delta Building, 121 Kings Road, Reading, RG1 3ES from Class E (g) to C3 Residential to provide a total of 77 flats.**
- 9.2 This TP has been prepared in accordance with the latest national and local guidance documents including the National Planning Policy Framework (NPPF) and the Reading Local Plan and Local Transport Plan and should be read in conjunction with the Transport Statement (TS) submitted with the application.
- 9.3 The development site is within a highly sustainable location which benefits from excellent walking, cycling and public transport connectivity to local facilities including Reading Town Centre. As such, this Travel Plan is aimed at encouraging future residents to use active modes of travel (walking and cycling) where possible.
- 9.4 It is expected that a planning condition will be applied requiring this Framework Travel Plan to be upgraded to a full Travel Plan prior to first occupation of the development.

APPENDIX A

CENSUS OUTPUT REPORTS

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 29 July 2024]

population	All households
units	Persons
date	2011
area type	2011 super output areas - middle layer
area name	E02003399 : Reading 011
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

Cars or Vans	One usual resident aged 17 or over in household	Two or more usual residents aged 17 or over in household	Total	%
All categories: Car or van avail	2,416	2,127	4,543	
No cars or vans in household	1,412	838	2,250	50%
1 car or van in household	957	1,027	1,984	44%
2 or more cars or vans in house	47	262	309	7%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 29 July 2024]

population	All households
units	Households
date	2021
area type	2021 super output areas - middle layer
area name	E02006939 : Reading 019
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

Number of cars or vans	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household	Total	%
Total	1,278	1,511	2,789	
No cars or vans in household	872	834	1,706	61%
1 car or van in household	392	557	949	34%
2 or more cars or vans in house	14	120	134	5%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 29 July 2024]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02003399 : Reading 011
rural urban	Total

Method of Travel to Work	2011	%
Underground / Train	1,455	21%
Bus, minibus or coach	806	12%
Taxi	27	0%
Motorcycle, scooter or moped	26	0%
Driving a car or van	2,133	31%
Passenger in a car or van	218	3%
Bicycle	244	3%
On foot	2,066	30%
Total	6,975	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 29 July 2024]

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
area type	2021 super output areas - middle layer
area name	E02006939 : Reading 019

Method of travel to workplace	2021	%
Underground / Train	264	13%
Bus, minibus or coach	341	17%
Taxi	20	1%
Motorcycle, scooter or moped	15	1%
Driving a car or van	756	37%
Passenger in a car or van	109	5%
Bicycle	86	4%
On foot	688	33%
Total	2,279	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

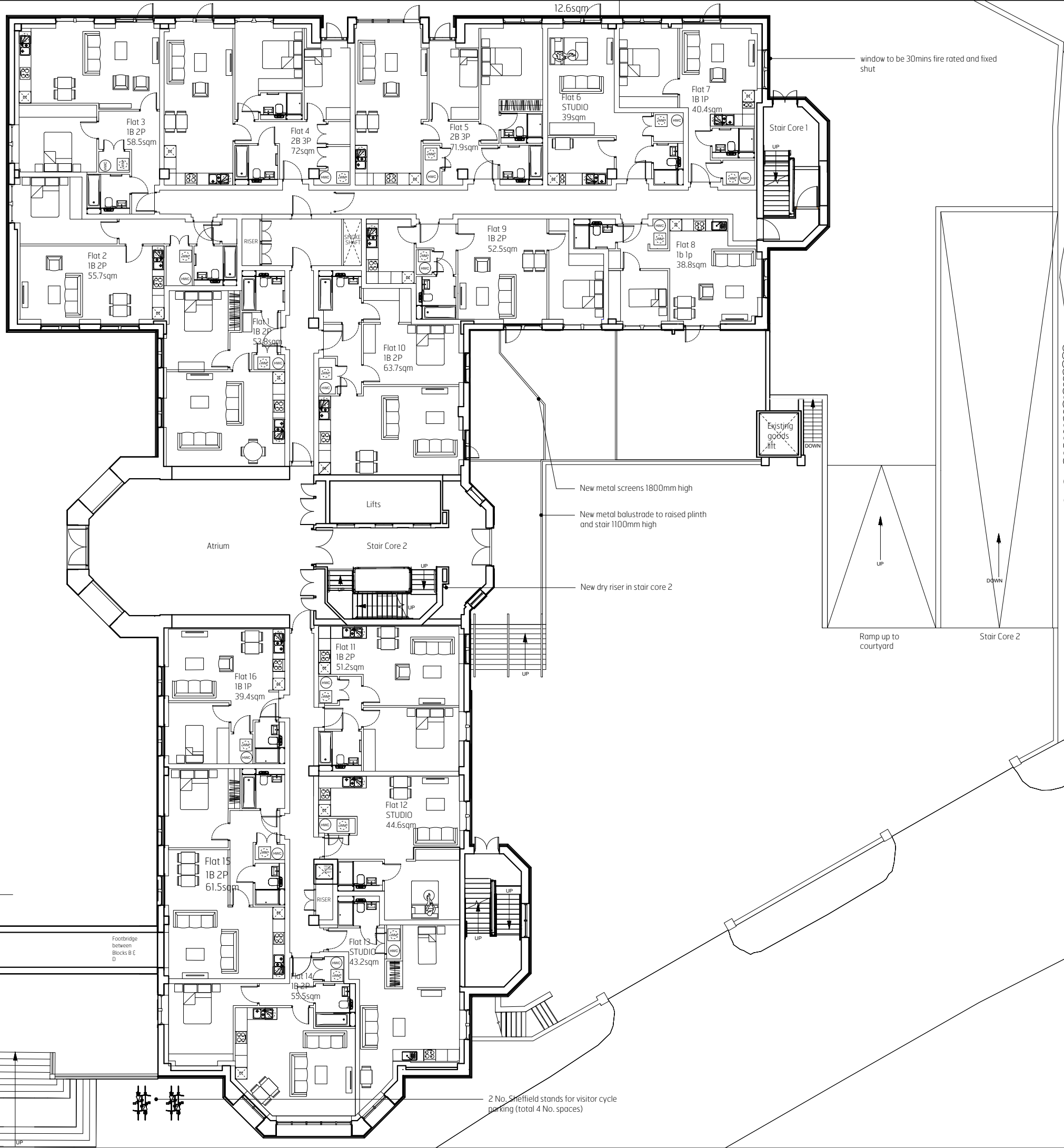
Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>.

APPENDIX B

PROPOSED SITE LAYOUT PLANS

USE FIGURED DIMENSIONS ONLY. DO NOT SCALE FROM THIS DRAWING EXCEPT FOR PLANNING PURPOSES. ALL DIMENSIONS MUST BE CHECKED ON SITE ANY INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT. THE DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE COPYRIGHT OF BROOKS / MURRAY ARCHITECTS. ALL RIGHTS ARE RESERVED. NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS. THESE DRAWINGS ARE INTENDED FOR PLANNING PURPOSES ONLY. THEY ARE NOT TO BE USED FOR BUILDING, AND IF THEY ARE, THIS WILL BE IN BREACH OF BROOKS MURRAY'S COPYRIGHT.

REV.	AMENDMENT	BY:	DATE
P1	Planning submission		AC 13.03.2025



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**brooks
murray**

CLIENT:
PRIVATE CLIENT

JOB:
THE DELTA BUILDING
READING
RG1 3ES

DRAWING TITLE:
PROPOSED GROUND FLOOR PLAN

SCALE:
1:200 @ A3

DATE:
DEC 2024

STATUS:
PLANNING

DRAWING NUMBER: 1378 - 100

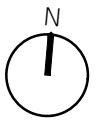
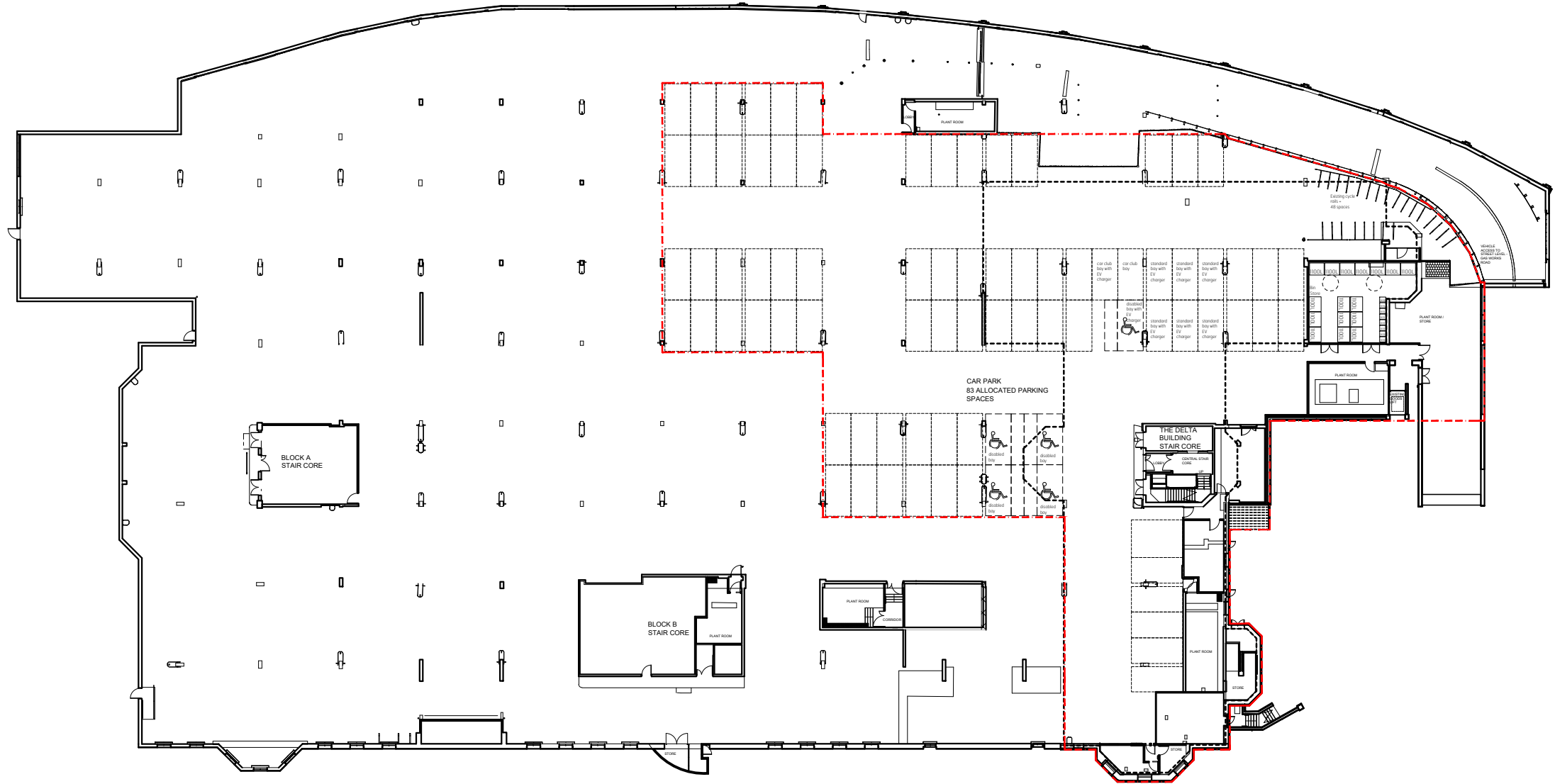
REV: P1

ISSUED BY: AC

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REV.	AMENDMENT	BY:	DATE
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CLIENT:
PRIVATE CLIENT

JOB:
THE DELTA BUILDING
READING
RG1 3ES

DRAWING TITLE:
PROPOSED BASEMENT PLAN

SCALE:
1:500 @ A3

DATE:
DEC 2024

STATUS:
PLANNING

DRAWING NUMBER:	REV:	ISSUED BY:
1378.100	-	AC

Proposed Basement Plan
1:500 @ A3

