



Old Town, Newbury

Framework Travel Plan

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This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

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1. Introduction

1.1 Background

This Framework Travel Plan report has been prepared by Waterman Infrastructure & Environment Ltd (Waterman) on behalf of Lochailort Newbury Ltd in support of a Full Planning Application for a redevelopment of the Kennet Centre in Newbury.

The application site is located in the centre of Newbury and measures approximately 2.2 hectares in size and comprises a shopping centre (now known as the Kennet Centre).

The proposed development (known as 'Old Town') would include 317 dwellings and 5 flexible retail units totalling 342.6 sqm (excluding the community hub).

1.2 Report Layout

Following this introductory section, the layout of the report is as follows:

- Section 2 summarises the function of a Travel Plan;
- Section 3 details the application sites location;
- Section 4 analyses the existing sustainable transport facilities available;
- Section 5 describes the development proposals;
- Section 6 outlines the measures that would be put in place at the application site;
- Section 7 provides the Travel Plan targets and outlines the monitoring strategy;
- Section 8 concludes the report.

2. Aims and Objectives

2.1 What is a Travel Plan?

The aim of a Travel Plan is to reduce the impact of travel on the environment by reducing the amount of car journeys that are made. Travel Plans can also help to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging residents to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the health of the local community.

It is important to highlight that Travel Plans are about encouraging people to use a mix of different modes of transport to undertake their everyday journeys. A Travel Plan is not about the total abandonment of cars or the sudden shift of large numbers of people from using their cars five days a week to using the bus. For each individual, there may be a slightly different modal shift. Some will take the bus, some will car-share, some will cycle, and some will walk (as appropriate to personal circumstances, work address, etc.). The important objective is to make all of these options, as far as is practical, available and attractive.

The key principles of Travel Plans are as follows:

- They are site specific and are, to certain extent, determined by opportunities and constraints;
- They combine hard and soft measures;
- They provide a holistic package in which individual measures are integrated into design, marketing and occupation of the development (rather than “retrofitted” once the proposed development is established). They can provide a key mechanism for ensuring that sustainable access is in place from the earliest stages of development;
- They include measures to support walking, cycling and public transport use; and
- They can include parking restraint.

2.2 Main aims of a Travel Plan

This report outlines the aims and strategy for the development and is primarily targets at residents. It should be recognised that this report represents the initial strategy that would be adopted to develop the Travel Plan in the first instance, and that the Travel Plan would evolve over time. It should also be recognised that the measures to be adopted would also be targeted at visitors as well as residents.

In recognition of these factors, this Travel Plan has the following aims;

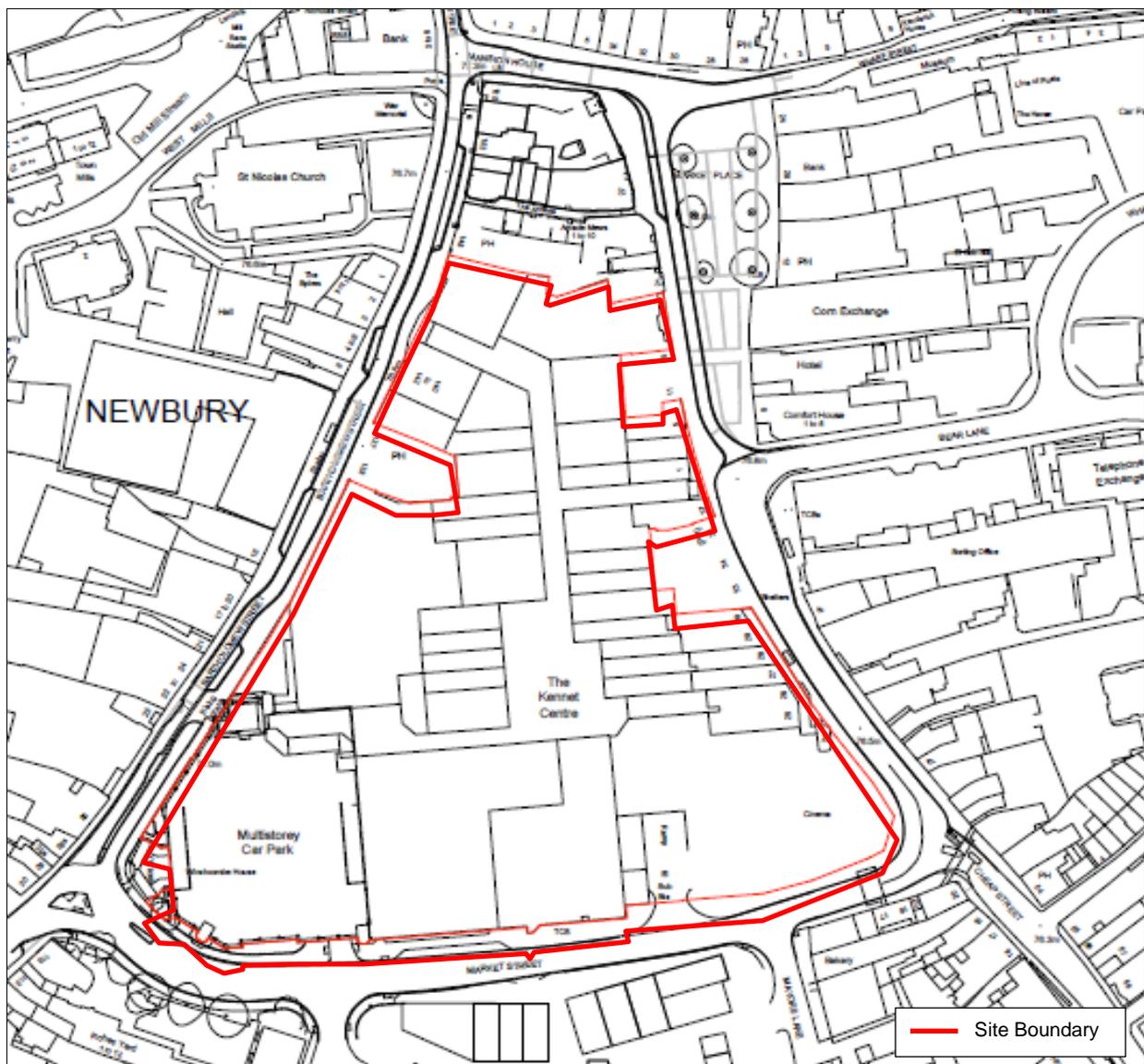
- Manage the demand for travel to the application site;
- Improve the availability and choice of travel mode to the application site;
- Reduce the number of vehicles attending the application site;
- Improve the safety and security of people who travel to the application site;
- Promote the increased use of cycling, walking and public transport and therefore healthier living;
- Promote integration between different transport modes;
- Make positive changes to attitudes in relation to the use of alternative transport modes; and
- Improve accessibility for non-car users and the disabled.

3. Application Site

3.1 Site Location

The application site is located in the centre of Newbury and measures approximately 2.2 hectares in size, with the southern edge defined by Market Street, the eastern edge by Cheap Street/Market Place, and the western edge by Bartholomew Street. On the northern edge, the site boundary adjoins dense historic built form fronting Bartholomew Street, Market Place and Mansion House Street. This part of Newbury contains a large percentage of listed buildings, including Grade II Listed Newbury Town Hall. The application site is surrounded mostly by retail and residential buildings. Error! Not a valid bookmark self-reference. shows the location of the application site. A site location plan is also included in **Appendix A**.

Figure 1: Location Plan



The site boundary excludes several existing buildings located within the triangular site. These include the Grade II listed pubs Catherine Wheel Inn and The Newbury (former Bricklayers Arms), 33-34 Cheap Street, and 11-15 Market Place.

3.2 Site Use

The application site was in residential, commercial and industrial use for more than 200 years before being developed from the 1960s onwards as an inward-looking shopping centre (now known as the Kennet Centre) typical of its era. Changes to the way and the places in which people shop, not just in Newbury but nationwide, has resulted in a terminal decline for the Kennet Centre which now has the impossible task of competing against Parkway Shopping (located to the north of the site) and the larger / more commercially attractive retail town centre.

There are shops and restaurants within the Kennet Centre. Many of these units are now on temporary lets or vacant. A VUE cinema with restaurants and retail units at ground floor level is located in the south-east corner of the application site. In the south-west corner of the application sites lies a Multi Storey Car Park (MSCP), accessed off Bartholomew Street (these are to be retained).

3.3 Multi Storey Car Park

The Kennet Centre MSCP currently includes 415 spaces and is owned by the applicant and leased to West Berkshire Council. The car park is available to the general public and allows for both short and long stay parking. The entry gates shut at 10:30pm each day and the car park closes shortly afterwards at 11pm. The exit onto Market Street always remains open.

The MSCP is accessed off Bartholomew Street (as shown in **Photograph 1** below). The exit from the MSCP is onto Market Street (as shown in **Photograph 2**). Photographs taken on 21/08/2023.

Photo 1: Kennet Centre MSCP Access

Photo 2: Kennet Centre MSCP Exit



The entry gate to the Kennet Centre MSCP shuts at 10:30pm, whilst the exit onto Market Street always remains open.

3.4 Local Highway Network

Market Street borders the application site to the south, connecting to Bartholomew Street to the west and Cheap Street/Bear Lane to the east. The A339 is located east of the site, which is the main road through Newbury.

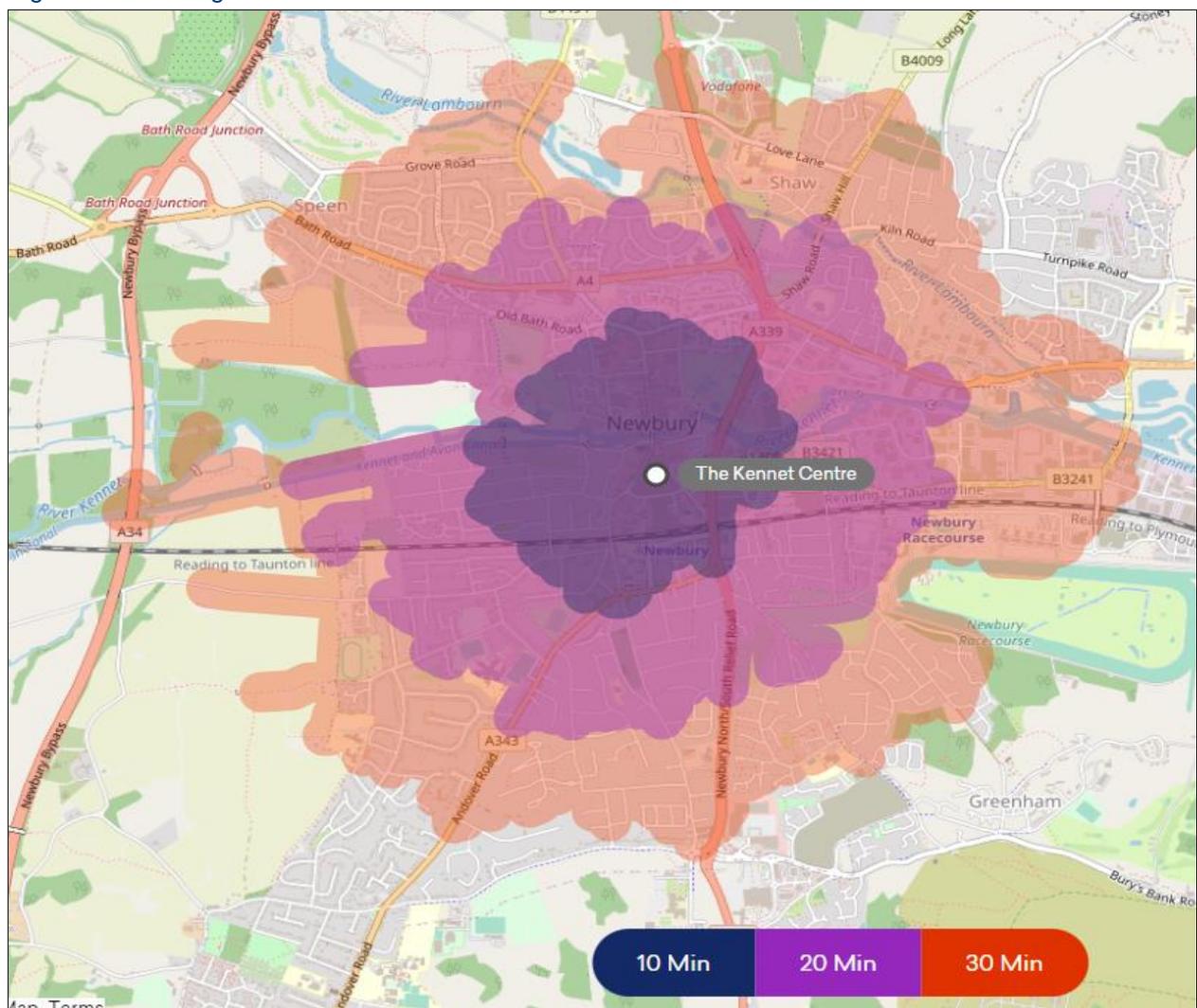
4. Existing Sustainable Transport

To minimise the impact of the proposed development upon the local highway network it is important that the application site can be accessed via a range of sustainable travel options. The following paragraphs consider the existing level of sustainable transport available.

4.1 Walking

Locally there is an extensive network of footways which offer pedestrian access to various facilities and services within Newbury. Using GIS Network Analysis software, typical walk times (up to 30 minutes which equates to approximately 2km) indicate that the following areas are accessible from the application site, see **Figure 2**.

Figure 2: Walking Travel Distances

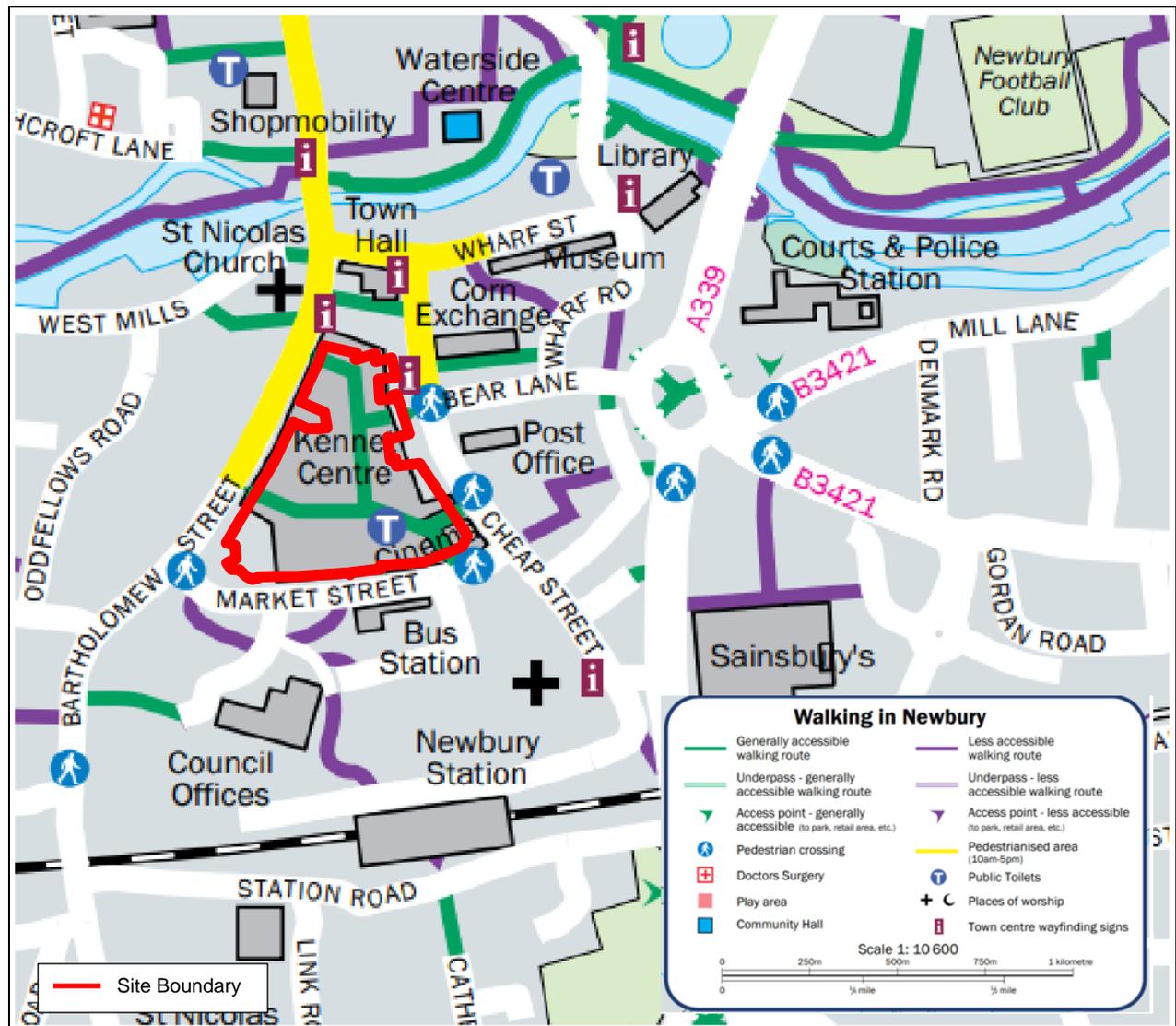


Source: <https://journeyplanner.travelwest.info/explore>

As illustrated in **Figure 2**, the application site is located within a comfortable walking distance from a multitude of facilities/services located in Newbury. These include Newbury Station, various town centre bus stops (including Newbury Bus Station), Parkway Shopping, supermarkets (including Sainsburys, Aldi, Co-op, Lidl and Tesco), schools, leisure facilities, health services and employment areas.

Pedestrian facilities (footways, dropped kerbs, tactile paving, etc) are provided throughout the local area and provide access to the above-mentioned local facilities/services. There are also signalised pedestrian crossings with tactile paving provided at either end of Market Street to enable safe access between Newbury town centre and Newbury Station to the south. Signalised pedestrian crossings are also provided on Cheap Street and Bear Lane. Bartholomew Street is a pedestrian/cycle zone between 10am and 5pm (after 5pm the road is open to traffic). **Figure 3** displays the existing walking infrastructure in the vicinity of the site (downloaded from the West Berkshire Council website).

Figure 3: Local Pedestrian Infrastructure



Source: <https://www.westberks.gov.uk/walkingandcyclingmaps>

The site lies within the Newbury Town Centre Core Walking Zone, identified in the West Berkshire Local Cycling and Walking Infrastructure Plan (LCWIP). Several key walking routes are identified in the LCWIP connecting the town centre to the surrounding areas, which will provide walking routes from the site. These include Key Walking Route 1 (Wash Common to Newbury Town Centre) and Key Walking Route 2 (West Fields to Hambridge Road Employment Area). These routes provide direct connections to the southern part of the site around Bartholomew Street and Market Street.

The LCWIP has focused on identifying key corridors connecting residential areas (both existing and proposed) to destinations such as town centres, local centres, schools, employment sites and transport hubs. In the past investment in active travel infrastructure has often come as a by-product to larger highways schemes or development sites. The LCWIP instead identifies routes where it is possible to construct high-quality infrastructure to the minimum standards set out by the Department for Transport in its 2020 Local Transport Note for Cycle Infrastructure Design.

With regards to Walking Route 1 and Walking Route 2 the LCWIP recommends the following works locally (subject to study, feasibility and consultation):

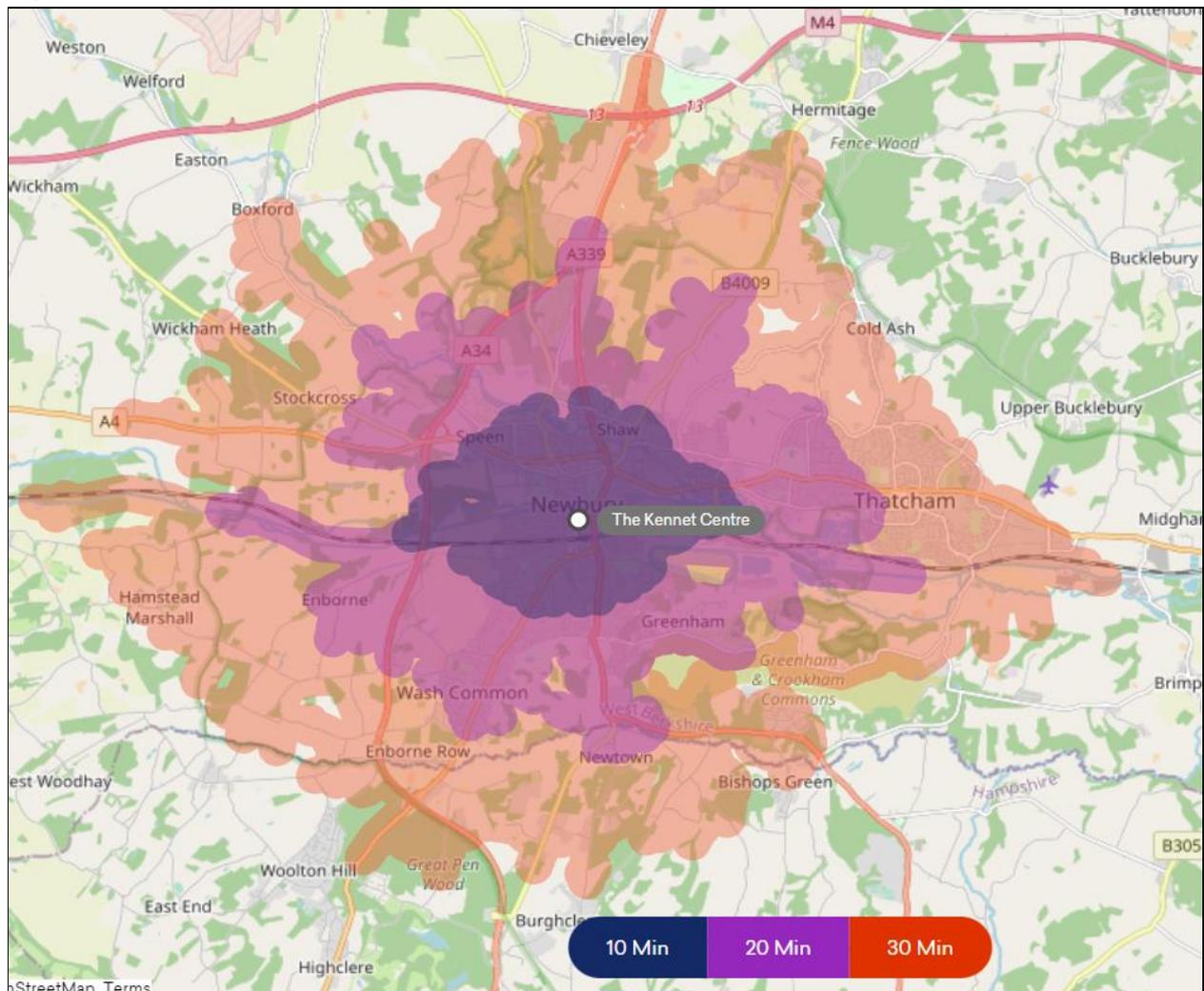
- **Bartholomew Street / Market Street junction:** Redesign junction to enable single-stage crossing movements, with crossings on pedestrian desire lines. Install on-crossing detectors as part of future junction upgrades;
- **Bartholomew Street:** Some lamp columns / advance direction signs are sited in the middle of footway causing pinch points less than 2m. Re-site or re-design street furniture which reduces footway widths.
- **Market Street:** Review and, if required, redesign pedestrian refuge to ensure there is suitable usable width to accommodate all users.
- **Cheap Street & Bear Lane:** Lighting columns, highway direction signs and bus shelters reduce usable footway widths in some locations. Gentle junction radii at Cheap Street / Market Street junction means that signal crossings are located slightly off the desire line to provide sufficient visibility. Re-site or re-design street furniture which reduces footway widths.

Future residents will have genuine opportunities to access local services and facilities via walking as an alternative to car travel.

4.2 Cycling

An acceptable and comfortable distance for general cycling trips is regarded as up to 5 km as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km (circa 30 minutes cycle time). Note: Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable. Using GIS Network Analyst software typical cycle times from the application site are shown in **Figure 4**.

Figure 4: Cycle Travel Distances



Source: <https://journeyplanner.travelwest.info/explore>

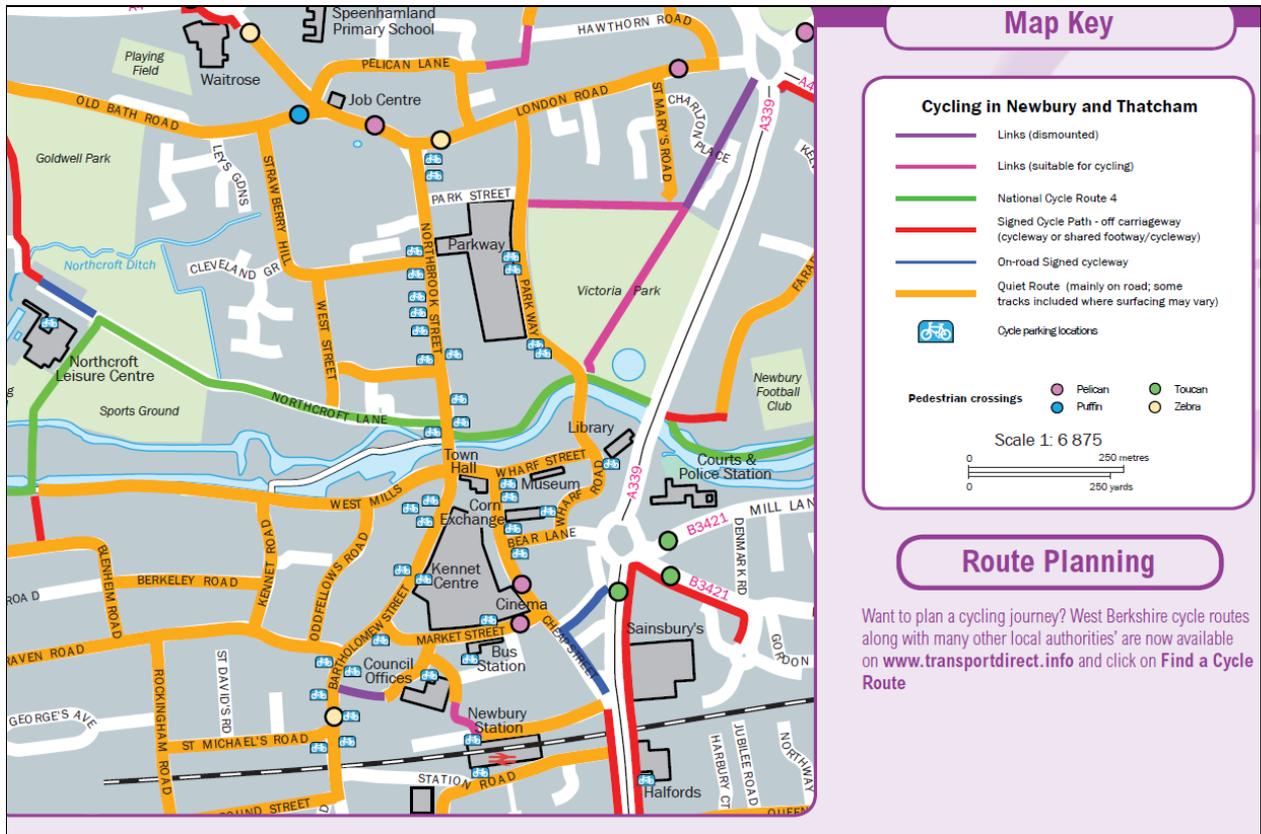
As shown in **Figure 4**, the whole of Newbury is accessible within a 20-minute cycle ride. It is therefore concluded that the application site provides good accessibility to a range of local services and facilities within Newbury and the surrounding areas.

An extensive network of 'quiet cycle routes' are provided across Newbury including both on-road and off-road facilities (suitable for safe cycle travel). Many of these routes radiate from the town centre connecting to areas beyond the town centre, such as London Road Industrial Estate, Hambridge Road, North Newbury/Vodafone campus area. Most of these are identified as Strategic Cycle Corridors in the West Berkshire LCWIP.

There are also several locations where cycle parking is provided across the town including circa 230 spaces within a new bike hub at Newbury Station. Adjacent to the site (on Bartholmew Street, Market Street, Cheap Street and Market Place) there are currently 30 'Sheffield' cycle stands which can accommodate 60 cycles.

A plan illustrating the existing cycle routes and parking locations within Newbury town centre is included as **Figure 5**. A plan detailing the wider area is included as **Appendix B**.

Figure 5: Newbury Cycle Route Map



Source: <https://www.westberks.gov.uk/walkingandcyclingmaps>

As illustrated in **Figure 5**, many of the roads within Newbury town centre are also considered 'quiet routes' i.e. roads which would be suitable for cycling due to the 'quiet route' nature of the surrounding highway network with low speeds and modest traffic flows. These roads include Market Street, Bartholomew Street and Cheap Street. These roads would therefore provide excellent links for cyclists to/from the application site.

Designated cycle routes are also present in the vicinity of the site, with signed cycle routes available on Argyle Road, Station Road and Rockingham Road. The National Cycle Network (NCN) routes through Newbury with National Cycle Route (NCR) 4 accessible to the north of the site from Bartholomew Street. NCR 4 is a long-distance route between London and Fishguard via Reading, Newbury, Bath, Bristol, Newport, Swansea, Tenby, Haverfordwest and St. Davids.

Future residents will have genuine opportunities to access local services and facilities via cycling as an alternative to car travel.

4.3 Public Transport – Bus

The site also benefits from bus stops immediately outside the site on Market Street and Cheap Street and from the Newbury Wharf Bus Interchange a short walk from the site. These provide connections to employment areas further afield along London Road, Newbury Community Hospital, Thatcham (JB1), Greenham Business Park, Basingstoke, as well as links to Newbury College.

Newbury is served by several bus services throughout the week. **Table 1** includes a summary of the bus services operate to/from Newbury (including key destinations served and frequency).

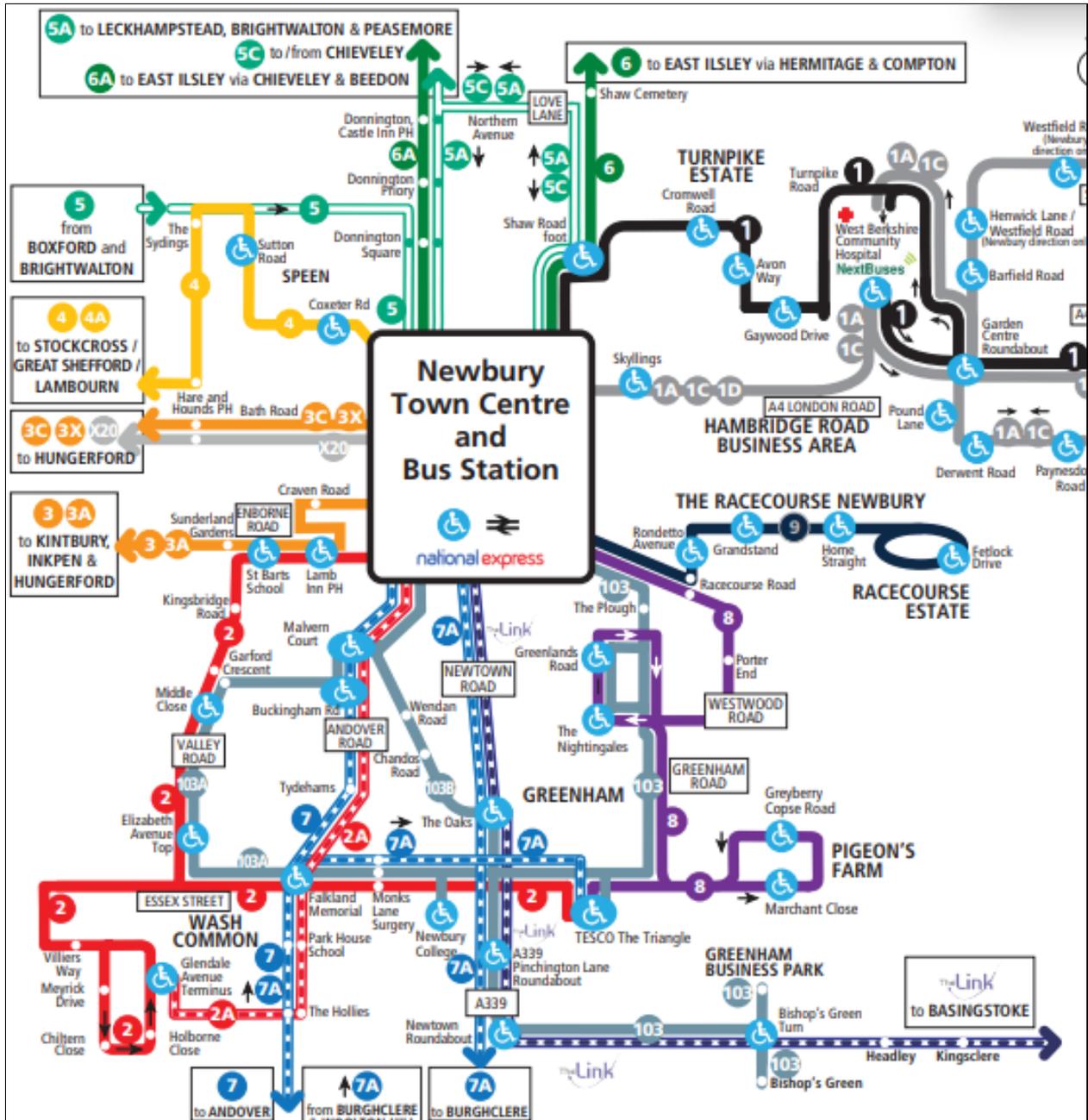
Table 1: Bus Timetables

Service & Operator	Key Destinations	Monday to Saturday Frequency		Sunday Frequency
		Daytime	Evening	Daytime
1 - Jet-black: Reading Buses	Newbury - Reading	Half Hourly	Half Hourly	Hourly
1A: Newbury & District	Newbury – Thatcham - Newbury	Hourly	N/A	N/A
1C: Newbury & District	Newbury – Thatcham - Newbury	Hourly	Hourly	N/A
2: Newbury & District	Newbury – Wash Commons – Greenham – Pigeons Farm	Hourly	Hourly up to 18:30	N/A
2A: Newbury & District	Wash Common – Newbury – Andover Road	Once a day	N/A	N/A
3/3A: Newbury & District	Hungerford – Newbury / Newbury - Hungerford	Every 2-3 Hours	N/A	N/A
3X: Newbury & District	Newbury - Hungerford	1 a Day	N/A	N/A
4/4A/4B/4C: Newbury & District	Newbury - Lambourn	4 a Day	N/A	N/A
	Lambourn - Newbury	4 a Day	N/A	N/A
6: Newbury & District	Newbury – West Ilsey	4 a Day	N/A	N/A
6A: Newbury & District	Newbury – West Ilsey	2 a Day	N/A	N/A
7/7A: Stagecoach South	Andover – Newbury	4 a Day	N/A	N/A
	Newbury - Andover	2 a Day	N/A	N/A
8: Newbury & District	Newbury – Greenham (Tesco)	Hourly	N/A	N/A
9/9C: Newbury & District	Newbury - Racecourse	Hourly	N/A	N/A
103/103A/103B: Newbury & District	Newbury – Greenham Business Park	4 a Day	N/A	N/A
	Newbury – Greenham Business Park	5 a Day	N/A	N/A
	Greenham Business Park - Newbury	5 a Day	N/A	N/A
Link: Stagecoach South	Basingstoke – Newbury	Hourly	Up to 18:29	N/A
	Newbury - Basingstoke	Hourly	Up to 19:24	N/A
V1: Reading Buses	Newbury – Vodafone HQ	Hourly	N/A	N/A
X20: Salisbury Reds	Newbury – Hungerford - Marlborough	One a Day	N/A	N/A

In addition to the above services there are also numerous school services which operate within Newbury, offering a morning and afternoon service.

A plan illustrating the existing bus routes within Newbury town centre is included as **Figure 6**. A plan detailing the wider area is included as **Appendix C**.

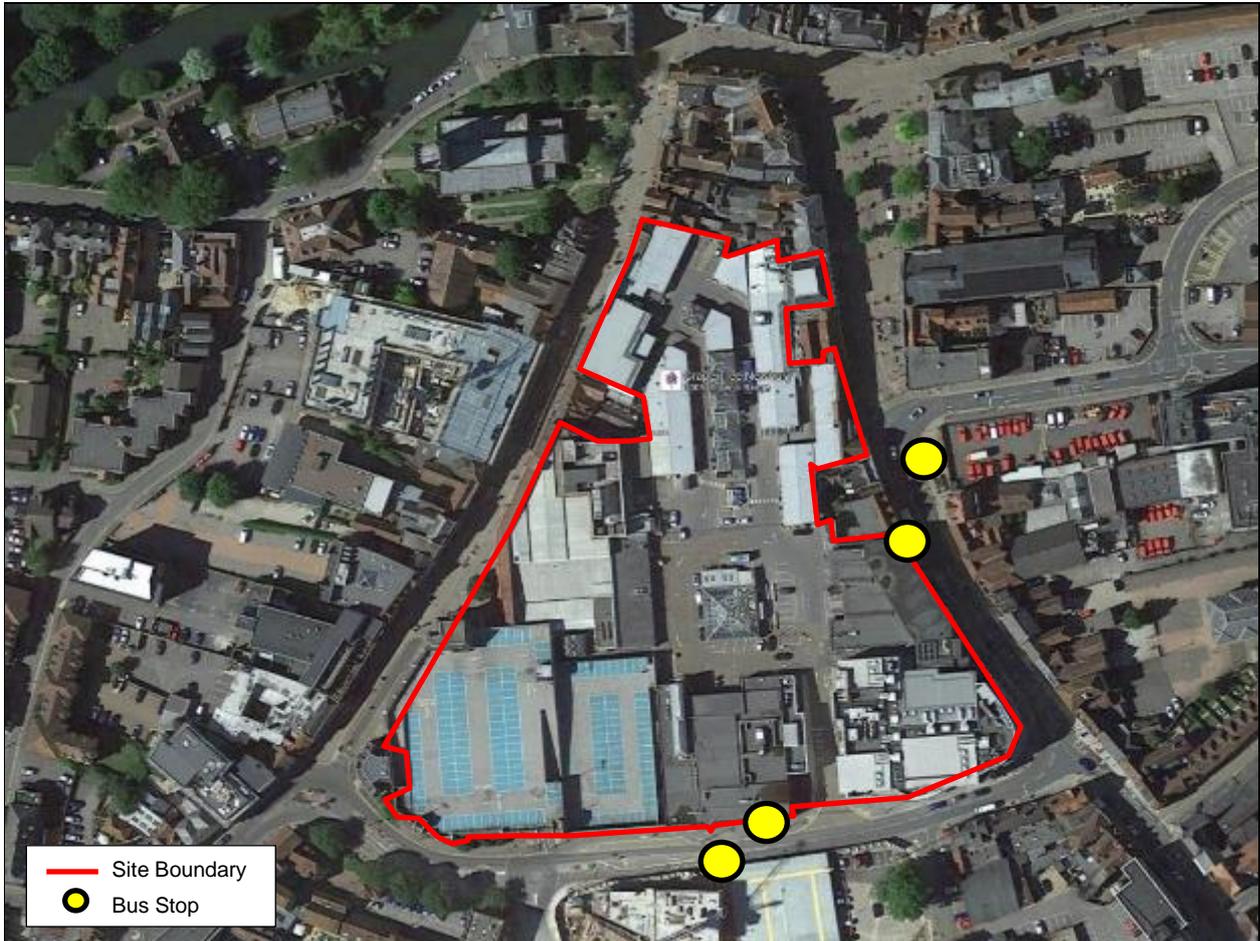
Figure 6: Newbury Bus Route Map



Source: <https://www.westberks.gov.uk/media>

The closest bus stops to the application site are located to the east and south, on Cheap Street and Market Street. These stops lie directly adjacent to the site and are therefore conveniently located for those wishing to travel to/from the site by bus. A plan illustrating the bus stop locations is provided in **Figure 7**.

Figure 7: Bus Stop Locations



Source: <https://www.google.co.uk/maps>

Photographs illustrating the bus stops on Cheap Stret and Market Street are provided below.

Photo 3: Cheap Street Bus Stops (view South)

Photo 4: Maket Street Bus Stops (view West)



Both bus stops on Cheap Street include a bus shelter, timetable information, flagpole and a raised kerb. The southbound bus stop on Cheap Street also includes a bus layby which enables two-way traffic to pass the bus when it is waiting/stopped.

On Market Street a bus layby is included for buses routing westbound along with a shelter, timetable information and raised kerb. The eastbound bus stop on Market Street is currently a flagpole only bus stop.

Periodically, free bus travel has been on offer in West Berkshire as part of World Car Free Day, which encourages motorists to give up their cars for a day and think about using more sustainable transport for everyday journeys. On these days, there are no time restrictions as travel for the day is freely available within Newbury, Thatcham, Reading, Basingstoke and Swindon. This shows a progressive approach to encouraging sustainable transport across local government and the industry.

4.4 Public Transport – Rail

The nearest railway station, Newbury Station, is located approximately 150m to the south of the application site. Newbury Station is operated by Great Western Railway. The station's facilities include a staffed ticket office open on weekdays and weekends; car parks on both sides of the station; covered bicycle storage; taxi rank; toilets, a shop on Platform 2 and waiting rooms on both main platforms.

Great Western Railway opened a new cycle hub at Newbury Station capable of housing 230 bikes in 2021. A photograph of the cycle hub is provided in **Photograph 5**.

Photo 5: Newbury Cycle Hub



- 1.1. Great Western Railway operate hourly (Mon-Sat) semi-fast regional services between London Paddington and Bedwyn that call at Newbury Station, along with a local stopping service to/from Reading (also hourly) calling at all intermediate stations. In the early morning and mid/late evening, these are combined into a single Reading to Bedwyn service.

Additional long-distance services run to Bristol Temple Meads, Exeter St Davids, Frome, Paignton, Plymouth and Penzance. Most of these services run in the evening, though there are also a number of daytime workings with services operating every 60-120 minutes.

4.5 Car Clubs

Enterprise Car Club are the now the official car club provider in Newbury, working in collaboration with West Berkshire Council. The car club enables 24/7 pay-as-you-go access to vehicles parked on streets, car parks and Enterprise Rent-A-Car branches across the town via a mobile app. Members can also access vehicles available across the wider network of 1,400 Enterprise cars and vans located in towns and cities across the UK.

Encouraging residents and business to make use of shared transport provisions, such as car clubs, helps to reduce congestion and improve air quality. Research from shared transport charity 'Collaborative Mobility' shows that car club cars produce 72 per cent lower emissions (PM2.5) than the average car. The positive impact is increased by the fact that between 9-27 private cars are replaced by each car club vehicle on the road.

Enterprise currently have one vehicle located within the Kennet Centre MSCP (located on level three/roof). Other nearby locations where vehicles are parked include; Oddfellows Road, Eight Bells Arcade Car Park, West Street, Fleming Road and Boundary Road. A plan illustrating the Newbury car club vehicle locations (green dot) is provided below in **Figure 8**.

Figure 8: Newbury Car Club Vehicle Locations



Source: <https://www.enterprisecarclub.co.uk/gb/en/programs/regions/south-east-england/newbury.html>

The car club vehicles illustrated in **Figure 8** are located within a short walk (less than 4 minutes from the application site) and one is within the Kennet Centre MSCP. This would provide an attractive option for future residents of the proposed development, should they require a car.

4.6 Sustainable Transport Summary

Overall, the application site represents an excellent location for development, being located at the heart of Newbury town centre, a short walk from excellent public transport connections (bus and rail) and lying within an acceptable walk / cycle catchment of a range of key local services / facilities. The application site is therefore well located to encourage journeys by sustainable modes of transport in place of car journeys to local facilities.

5. Development Proposals

5.1 Development

The development proposals would comprise 317 dwellings and 5 flexible retail units (totalling 342.6 sqm). The residential dwellings would be Build to Rent and/or private sale and would include the following mix of units, as detailed in **Table 2** below.

Table 2: Dwelling Summary

Bedrooms	Houses	Duplex Maisonettes	Duplex Flats	Flats	Total
One-bed	0	19	6	114	139
Two-bed	47	23	20	6	96
Three-bed	47	18	2	2	69
Four-Bed	13	0	0	0	13
Total	107	60	28	122	317

The development proposals would result in the partial demolition of the Kennet Centre resulting in the loss of 14,891.15 sqm of existing commercial floorspace.

The proposals retain the existing Class E floorspace within the south east corner of the site. This includes several restaurants (such as Nando's and Kung Fu) and the Vue Cinema.

The development proposals also include a new floor for parking, increasing the parking provision within the Kennet Centre MSCP to 477 spaces.

A drawing illustrating the proposed site layout is included in **Appendix D**.

5.2 Site Access Arrangements

Five points of access would be provided into the site for vehicles. Retractable bollards would be provided at all of the vehicle access points into/out of the development. Only residents of the development would be able to access and control them using a fob. The on-site concierge would also be able to lower/raise the bollards. The bollards would be sited a minimum distance of 5m within the site to ensure a car can wait clear of the footway/highway when waiting to enter the site.

The five points of access include the following:

- Bartholomew Street – In Only
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Bartholomew Street.
 - The access would measure 3.75m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.
 - The access would be one-way (in only) and would be signed as such.
 - The existing pedestrian zone (applicable between 10am to 5pm), which includes retractable bollards to restrict access, would be relocated to the north of the proposed access. This would allow for 24-hour access into the site for residents.

- Bartholomew Street – Out Only
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Bartholomew Street.
 - The access would measure 3.75m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.
 - The access would be one-way (exit only) and would be signed as such.
 - Visibility splays of 2.4m x 25m would be provided in accordance with the 20mph speed limit.
 - Bartholomew Street would become two-way between the access and the Market Street traffic-signal controlled junction to the south.
 - The existing Market Street / Bartholomew Street junction arrangement currently only allows for northbound movements only. As part of the development proposals this off-site junction would be redesigned to allow for southbound movements on Bartholomew Street. This change would enable drivers exiting the site to travel in both directions on Bartholomew Street, rather than just in a northbound direction (as per the current permitted movements). This avoids a lengthy diversion for drivers wishing to route south of Bartholomew Street. The proposed design (which allows ahead and left turn manoeuvres) would remove the potential for U-turning traffic at the Market Street mini-roundabout, which would occur if drivers were only permitted to turn left out of Bartholomew Street.
- Market Street – In Only
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Market Street and would be the primary access point into the site. This access would directly serve the concierge building.
 - The access would measure 3.75m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.
 - The access would be one-way (in only) and would be signed as such.
 - The access works would include the provision of new delivery/loading bays on Market Street and on the access road.
- Cheap Street – Out Only
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Cheap Street and would be the main egress point from the site.
 - The access would measure 3.75m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.
 - The access would be one-way (exit only) and would be signed as such.
 - Visibility splays of 2.4m x 25m would be provided in accordance with the 20mph speed limit.
 - To prevent vehicles rat-running and to restrict unauthorised use through the site, a retractable bollard (triggered by a pressure plate) would be provided prior to vehicles exiting onto Cheap Street.
 - This access would require the existing bus stop and shelter to be relocated. It is proposed that the bus stop is located to the south (between the new egress and the Market Street traffic signal-controlled junction).
- Cheap Street – Two-way
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Cheap Street.
 - The access would measure 5.0m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.

- The access would be two-way.
- The location of this access lies within the extents of the existing traffic signal-controlled junction on Cheap Street. As part of the access proposals, it is proposed to revert to an unsignalised junction with vehicles exiting the site and Market Place required to give-way to traffic on Cheap Street and Bear Lane.
- Visibility splays of 2.4m x 25m would be provided in accordance with the 20mph speed limit.
- As part of the proposals the existing traffic-signal controlled pedestrian crossing on Bear Lane would be retained in its current position.
- The traffic-signal controlled pedestrian crossing on Cheap Street would be removed and replaced with an uncontrolled crossing which incorporates dropped kerbs and tactile paving.
- The junction would be set on a raised table and would be resurfaced (blockwork type construction) to encourage lower vehicle speeds and create an improved environment for pedestrians.

The existing service ramp access onto Market Street would be removed as part of the proposals.

The existing MSCP entrance onto Bartholomew Street would remain unchanged, as an inbound entrance only. The existing MSCP exit would also remain unchanged as an exit only onto Market Street.

The access proposals are illustrated in the drawing pack provided in **Appendix E**.

5.3 Pedestrian / Cycle Access

Additional pedestrian access points would also be provided into the site from Bartholomew Street, Market Street and Market Place. The pedestrian/cycle access proposals are illustrated in the site layout plan provided in **Appendix D**. Repairing the connectivity and pedestrian links that were lost when the Kennet Centre was constructed is a key element of the scheme's design. The site would ultimately provide a high standard of pedestrian links through the site that connect with Bartholomew Street, Market Place and Market Street. This would be to the benefit of future residents and the general public.

As part of the development proposals a Traffic Regulation Order (TRO) would be submitted to West Berkshire Council to permit southbound cycle movements on Bartholomew Street. Legalising southbound cycle movements would enable cyclists routing south over the canal bridge to continue south towards the Bartholomew Street / Market Street junction. This would significantly improve cycle connectivity within the local area and would not only benefit residents of the proposed development but also existing cyclists who route through Newbury town centre. The proposed cycle improvement works are summarised below and a drawing illustrating the proposed works to Bartholomew Street is provided in **Appendix E**:

- Legalising southbound cycle movements by way of a new Traffic Regulation Order with associated signage.
- Reconstruction of Bartholomew Street when required from Market Street up to and including the new car park access with the provision of a safe cycle route.
- Reconfiguration of the Market Street / Bartholomew Street traffic signal junction with provision for cyclists and pedestrians.
- Relocation of the rising traffic bollards
- Associated works including appropriate signing when required.

These improvements are deliverable and would accord with the aims and recommended works identified within the West Berkshire LCWIP.

5.4 Parking Provision

5.4.1 Vehicle Parking

The development proposals include the provision of 477 spaces within the Kennet Centre MSCP (which includes an additional floor of parking), along with a further 80 parking spaces provided throughout the site. The total parking provision on site would be therefore equal 557 spaces. The breakdown of parking within the Kennet Centre MSCP would be as follows:

- Ground Floor – 73 spaces;
- First Floor – 101 spaces;
- Second Floor – 101 spaces;
- Third Floor – 101 spaces; and
- Fourth Floor/Roof – 101 spaces.

Within the Kennet Centre MSCP there would be:

- 4 car club cars (an increase of 3 cars);
- 22 electric vehicle charging spaces (an increase of 14 EV spaces); and
- 6 motorcycle parking spaces (an increase of 5 spaces).

Across the remainder of the site there would be policy compliant number of electric vehicle charging spaces.

The development proposals include significant investment to the existing Kennet Centre MSCP with improvement works totalling more than £600,000. These works would include resurfacing of the parking areas, repainting of road markings, removal of the existing ventilation and the provision of 14 additional electric vehicle charging spaces. These additional charger points would support the predicted growth in electric vehicles over the coming years. The proposals also include a new level of parking (increasing the parking spaces to 477).

5.4.2 Cycle Parking

The development proposals include 495 cycle parking spaces of which 197 spaces would be provided within the Kennet Centre MSCP.

The cycle parking is proposed on the ground floor in a number of convenient cycle stores which provide level access with no steps in accordance with the above standards. Ten separate secure cycle stores are proposed.

The cycle parking would be unallocated but access would be security-fob controlled. Each residential unit would be offered cycle parking, and this would be incorporated and controlled within the management plan for site.

Appropriate measures would be implemented as part of the development to ensure safety and security of the car park / site, and to ensure no anti-social behaviour or crime, these include: -

- Provision of high-quality lighting;
- The car parking areas would be managed by concierge 24/7;
- The cycle parking within the storage areas would be unallocated but access would be security fob controlled.

The development proposals also include four bike repair stands (one private and three public) which would be provided throughout the site (example stands illustrated in **Photograph 6**). The bike repair stands would provide residents with a self-service station, equipped with essential tools for basic bike repairs and a pump for tyre inflation, accommodating a range of bicycle types. This facility would provide residents with a convenient solution for maintenance needs.

Photograph 6: Example Cycle Repair Stand



6. Travel Plan Measures and Initiatives

This chapter of the report details a range of measures that are proposed within the Framework Travel Plan.

6.1 Travel Plan Co-ordinator (TPC)

As part of the Travel Plan, a Travel Plan Co-ordinator (TPC) would be appointed. The TPC would be employed on a part-time basis to drive the Travel Plan forward and gain support from residents and other interested parties. The TPC would be in place 3 months before first occupation. Details of the nominated TPC are provided below. Any future change in the identity of the TPC would be notified to West Berkshire Council.

The contact details of the TPC are as follows:

David Whalley

Waterman Infrastructure & Environment

david.whalley@watermangroup.com

The TPC would be available as a contact for the full length of the monitoring period. The TPC would be the primary point of contact for residents and other outside organisations in all matters regarding travel.

The TPC's role includes:

- Implementation of the Travel Plan;
- Management of the Travel Plan;
- Conducting travel surveys;
- Co-ordinating the monitoring programme for the Travel Plan;
- Ongoing assessment of the objectives of the Travel Plan; and
- Distribution and promotion of the 'Sustainable Travel Pack' to residents.

The management functions to be undertaken by the TPC would also include:

- Liaison with residents;
- Managing the take up and distribution of cycle/public transport vouchers;
- Liaison with the Travel Plan and Walking/Cycling Officers at West Berkshire Council, with local bus service providers and with other TPC in the area;
- Collation and distribution of public transport information, cycling and walking route information / events / plans;
- Promotion of local car sharing programmes and the on-site car club;
- Designing and implementing effective marketing/awareness raising campaigns to promote the Travel Plan; and
- Preparing and maintaining publicity for alternative travel.

Action 1: Appointment of a TPC. TPC would be available as a contact for the full length of the monitoring period.

6.2 Sustainable Travel Packs

Good communication is a vital part of a Travel Plan and making residents aware of the options available to them is critical. To ensure this, it is proposed that all new residents would be provided with a 'Sustainable Travel Pack'. Residents would be provided with a pack upon first occupation of a unit only. The travel pack would provide useful information in relation to sustainable travel options to assist them in making informed choices for travelling to/from the proposed development. The travel packs would include information such as:

- Plans showing the location of bus stops and Newbury Station;
- Details of bus/rail services and routes;
- Contact details for organisations providing public transport information i.e. Traveline, National Rail;
- Information regarding a time limited free bus pass or voucher for cycling equipment. Vouchers would be made available upon request only;
- Information on local car/bike sharing schemes and car clubs;
- Walking/cycling maps and plans and contact details i.e. Sustrans, rights of way maps.
- Plans showing local amenities and facilities (shops, schools and community facilities);
- Contact details for the TPC; and
- A summary of the Travel Plan.

The TPC would ensure that the travel packs contain up-to-date information (a review would be undertaken annually) and would work in partnership with West Berkshire Council to provide these packs. The travel packs would be provided via email to residents or as a hard copy. It is proposed that the 'Sustainable Travel Packs' are funded and issued by the operator.

Action 2: Provision of a 'Sustainable Travel Pack'.

6.3 Walking & Cycling Initiatives

Associated with a Travel Plan, there are undisputed health benefits from increasing the amount of walking and cycling people undertake, as well as reducing car emissions. The recommended level of exercise is 20 minutes, four times a week. This level of exercise could be achieved as part of a person's journey to work, school, shops etc.

It is essential that, within the overall design of the development, appropriate linkages are provided between local facilities and destinations. The development would be designed in such a way as to provide linkages with existing pedestrian routes on Market Street, Bartholomew Street and Cheap Street.

As part of the development proposals the following works would be undertaken to improve routes for cyclists within the town centre:

- Legalising southbound cycle movements by way of a new Traffic Regulation Order with associated signage;
- Reconstruction of Bartholomew Street from Market Street up to and including the new car park access;
- Reconfiguration of the Market Street / Bartholomew Street traffic signal junction with provision for cyclists and pedestrians;
- Relocation of the rising traffic bollards; and
- Associated works including appropriate signing where required.

Action 3: TRO and associated works to permit southbound cycle movements on Bartholomew Street

As part of the development proposals the Bartholomew Street / Market Street junction would be redesigned to allow southbound movements on Bartholomew Street. As part of the design pedestrian facilities at the junction would be greatly improved. The design would enable single stage crossing movements, with crossings on pedestrian desire lines. In addition to this it is proposed that on-crossing detectors are installed. A copy of the drawing is provided in **Appendix E**. These improvements compliment the aims and aspirations identified within the West Berkshire LCWIP.

Action 4: Improvements to Market Street / Bartholomew Street junction.

To encourage walking to and from the proposed development, the Travel Plan would raise awareness of the health benefits of walking through promotional materials. Walking information would also be provided within the Sustainable Travel Packs by the TPC.

Action 5: TPC to include walking/cycling information in all 'Sustainable Travel Packs', with residents kept informed with changes/updates and promotions.

The development proposals include 495 cycle parking spaces of which 197 spaces would be provided within the Kennet Centre MSCP.

Action 6: Cycling parking provision to be provided on site (495 spaces).

The development proposals include four bike repair stands (one private and three public) which would be provided throughout the site. This would provide residents with a self-service station, equipped with essential tools for basic bike repairs and a pump for tyre inflation, accommodating a range of bicycle types. This facility would provide residents with a convenient solution for maintenance needs.

Action 7: Provide 4 on-site bike repair stands.

Through the provision of the 'Sustainable Travel Packs' the applicant would provide cycle vouchers per household. These would be provided upon request and would be made available up to the end of the Travel Plan monitoring period. Such provision would seek to influence the travel patterns of residents in favour of cycling and can also be promoted in the sales material for the units.

Establishing a culture of cycle use at the early stages of the development's life would also encourage more people to use such modes in the long term. As an alternative to the cycle voucher residents could instead request a public transport discount voucher.

Action 8: Cycle vouchers to be provided to residents upon request and first occupation only.

6.4 Public Transport Initiatives

It is considered that travel by bus/rail could represent an attractive public transport mode for residents. Provision of information on bus/rail services would be easily accessible to all. Information would include details on routes, services, timetables and fares. This information would be displayed in the 'Sustainable Travel Packs'.

Action 9: TPC to include public transport leaflets and information in all 'Sustainable Travel Packs', with residents kept informed with changes/updates.

Through the provision of the 'Sustainable Travel Packs' the applicant would provide vouchers for free time-limited bus passes per household. This would include either 1 x 6-month bus pass or 2 x 3-month bus passes. These would be provided upon request and would be made available up to the end of the Travel Plan monitoring period.

Such provision would seek to influence the travel patterns of residents in favour of public transport. Establishing a culture of public transport use at the early stages of the development's life would also encourage more people to use such modes in the long term.

As an alternative to the public transport voucher residents could instead request a cycle discount voucher (Action 6).

Action 10: Public transport vouchers to be provided to residents upon request and first occupation only.

6.5 Car Sharing

Car sharing is a useful initiative which can help to reduce traffic congestion. It is an effective way of reducing single occupied cars travelling to and from the same origins and destinations, thus reducing the total number of cars on the highway network.

Individuals can select local car sharers by registering with a national or regional car sharing database on the internet. Websites allow people to register personal travelling details and search for other car sharers who live within the vicinity, or wish to car share a specific car journey, for example to workplaces.

The TPC would promote the Newbury Liftshare database (<https://liftshare.com/uk/search/from/newbury-west-berkshire-uk>) with details of the benefits that it brings, which include:

- Reduced costs of running a car;
- Reduced levels of stress associated with driving;
- Possible priority parking at workplaces;
- Contribution towards reducing congestion; and
- Reduces CO2 emissions, creating a cleaner environment.

Action 11: TPC to promote appropriate car sharing schemes including Liftshare.

6.6 Car Club

Enterprise Car Club are the official car club provider in Newbury, working in collaboration with West Berkshire Council. The club gives residents 24/7 pay-as-you-go access to vehicles parked on streets, car parks and Enterprise Rent-A-Car branches across the town via a mobile app. Enterprise currently have one vehicle located within the Kennet Centre MSCP. The development proposals include a 3-vehicle expansion of the existing Enterprise car club (4 total). Each car would be funded by the operator for a period of 3 years. The provision of three additional car club cars would remove the need for residents to have a private car for everyday transport needs, such as trips to family and friends. Research identifies that the greatest proportion of car club users are 'motivated young renters in locations close to jobs and amenities', so a car club is ideal for this development. All car club cars would be parked within the Kennet Centre MSCP on the fourth floor/roof.

The operator would fund the car club which would be ran by Enterprise Car Club who would promote its services through bespoke marketing, advertising and a launch day event. Residents would be entitled to a 3-year free membership package which includes £50 driving credit per membership (combined £100 value/per person per year) and access to and support from the local daily rental branch.

Action 12: A 3-vehicle expansion of the existing Enterprise Car Club

6.7 Electric Car Charing Points

The use of electric vehicles is an important measure in reducing emissions locally and therefore the provision of necessary infrastructure which promotes the use of such vehicles is essential. Growth in the uptake of plug-in vehicles is also steadily increasing and therefore it is important that new developments seek to encourage continued growth and respond to such change.

The development proposals include significant investment to the existing Kennet Centre MSCP with improvement works totalling more than £600,000 proposed by the applicant. These works would include resurfacing of the parking areas, repainting of road markings, removal of the existing ventilation and the provision of 14 additional electric vehicle charging spaces. These additional charger points would support the predicted growth in electric vehicles over the coming years.

Action 13: Provision of 14 additional electric vehicle charging spaces

6.8 Home Working

The operator would investigate, in conjunction with service providers, the possibility of delivering high speed broadband to each unit. This would enable residents to access online shopping/delivery services and allow residents to work from home where possible.

Action 14: Investigate the possibility of delivering high speed broadband to each dwelling.

6.9 Promotion and Awareness

Through the promotion and introduction of Travel Plan initiatives identified above, residents would be able to make more informed, sustainable travel choices. It is key to the success of the Travel Plan that initiatives are effectively marketed and promoted to households within the proposed development.

The TPC would also promote national and local sustainable travel events such as; Bike to Work week, walk week, walk to school week, national car share day etc. This would include an annual event run by the TPC such as a step challenge, cycle challenge etc.

The TPC would also send out twice yearly newsletters which would focus upon walking/cycling in Spring and public transport, car sharing and car clubs in the Autumn.

Action 15: TPC to run an annual event to encourage more people to walk or cycle and would issue a newsletter twice a year.

6.10 Travel Plan Notice Board

A travel information notice board would be provided within the residential lobby or concierge building. The notice board would be regularly updated with all relevant transport and travel information including cycle routes, car clubs, public transport timetables/maps and future events.

Action 16: TPC to promote sustainable transport on a Travel Plan Notice Board.

6.11 Travel Survey

Monitoring would be undertaken in the form of a resident’s travel survey. The travel survey would be undertaken once the development is 75% occupied then repeated annually for a period of 5 years.

Action 17: TPC to Carry out a travel survey on an annual basis for five years. The surveys would be commenced once the build-to-rent units are 75% occupied.

6.12 Summary

A summary of the measures to be implemented, the timescales and the responsibility for implementing each of the measures is provided in **Table 3**.

Table 3: Travel Plan Measures

Task Description	Who is responsible?	To be completed by?
Travel Plan Co-ordinator	Operator	3 months prior to first occupation
Measures associated with the Development		
Sustainable site design	Developer	From onset of occupation
Pedestrian links are to be provided onto Market Street, Bartholomew Street and Cheap Street	Developer	From onset of occupation

Task Description	Who is responsible?	To be completed by?
Bartholomew Street cycle improvement works	Developer	From onset of occupation
Improvements to Market Street / Bartholomew Street junction	Developer	From onset of occupation
Cycle Parking to be provided (495 spaces)	Developer	From onset of occupation
Cycle repair stands (4)	Operator	From onset of occupation
Car Club (3 additional vehicles) – Note: The existing car club space is also to be retained so 4 vehicles available to residents	Operator	On a phased basis, to be agreed with West Berkshire Council
EV Charging Provision (14 additional spaces within the MSCP, policy compliant cross rest of site)	Operator	From onset of occupation
High Speed Broadband	Developer / Service Providers	Determination of application

Measures associated with the Travel Plan

Cycle/Public Transport vouchers to be provided to each household (Available upon request)	Travel Plan Co-ordinator	On first occupation of each dwelling
Promotion of information on public transport, walking and cycling routes and maps	Travel Plan Co-ordinator	From onset of occupation
Promotion of relevant car sharing website/database and car club	Travel Plan Co-ordinator	From onset of occupation
Up to date travel information to be provided to residents	Travel Plan Co-ordinator	On-going throughout Travel Plan monitoring period
Issue residents with a 'Sustainable Travel Pack' including details of sustainable modes of transport (cycle route maps, bus maps etc.)	Travel Plan Co-ordinator	On first occupation of each dwelling

Task Description	Who is responsible?	To be completed by?
Details of travel to school initiatives to be included in the sustainable travel pack to encourage walking and cycling to school.	Travel Plan Co-ordinator	On first occupation of each dwelling
Annual Travel Plan Event and Newsletter(s)	Travel Plan Co-ordinator	Once the build to rent units are 75% occupied then repeated annually for a period of 5 years.
Travel Plan Notice Board	Travel Plan Co-ordinator	From onset of occupation
Carry out a travel survey	Travel Plan Co-ordinator	Once the build to rent units are 75% occupied then repeated annually for a period of 5 years

7. Targets and Monitoring

7.1 Introduction

The development of a Travel Plan is a fluid process which would respond to changing local conditions and shifts in attitude towards different modes of travel. All Travel Plan targets should be SMART: Specific, Measurable, Achievable, Realistic and Time-bound Targets. The aim of this section is to begin the process of establishing targets in advance of the proposed development being occupied. These targets would be subject to change as the development progresses and the consultation process begins.

7.2 Targets

It is important to ensure that the targets for the Travel Plan are achievable and not so challenging as to undermine the whole process. The primary target for the Travel Plan has been developed using Journey to Work Census data for the West Berkshire 019 Super Output Area (middle layer). **Table 4** summarises the modal split from the 2011 and 2021 Census.

Table 4: Census Method of Travel to Work Data

Method of Travel	Proportion of Trips 2011	Proportion of Trips 2021
Work mainly at or from home	5%	44%
Underground, metro, light rail, tram	0%	0%
Train	5%	2%
Bus, minibus or coach	5%	1%
Taxi	0%	0%
Motorcycle, scooter or moped	0%	0%
Driving a car or van	56%	36%
Passenger in a car or van	5%	4%
Bicycle	3%	2%
On foot	18%	10%
Other method of travel to work	1%	1%
Total	100%	100%

Table 4 indicates that in 2011 approximately 38% of work journeys were undertaken by sustainable modes of transport, including walking (18%), cycling (3%), bus (5%), rail (5%) and car sharing (5%). A total of 56% drive to work. In 2021, 20% of work journeys were undertaken by sustainable transport modes including walking (10%), cycling (2%), bus (1%), rail (2%) and car sharing (4%). The proportion of people driving to work had decreased to 36%. The decrease in the number of work journeys undertaken by sustainable modes of transport and driving is the result of a 39% increase in home working. This change was brought about by the Covid-19 pandemic which resulted in a significant increase in home working and improvements in remote working capabilities due to technological advancements.

It is considered highly unlikely that travel to work patterns will return to former levels as lifestyle patterns are now significantly based around online activities. Due to the proximity of the site to the town centre, rail station and walking/cycling infrastructure, travel to work modes are likely to include a high proportion of sustainable travel modes and working from home.

The baseline target for driving a car or van has been set at 46% and the aim would be to reduce this by a further 10% over the monitoring period. The Travel Plan would also aim to increase walking and cycling trips to 15% and 5% respectively.

As the Travel Plan develops the appointed TPC would liaise closely with officers at West Berkshire Council to provide updates on the success of initiatives implemented in helping achieve the primary target and other targets as they are identified. The TPC would review the targets once the travel survey has been undertaken and would agree new targets with West Berkshire Council (if necessary).

Primary Target: Seek to achieve a 10% reduction in journey to work trips by car.

7.3 Monitoring and Review Strategy

A key part of the Travel Plan is to establish a monitoring and review strategy. It is proposed that monitoring is undertaken in the form of a travel survey which would identify mode choice and any travel problems experienced. The TPC would liaise with the Travel Plan officer at West Berkshire Council to discuss the content of the travel survey forms. The travel survey would be undertaken once the development is 75% occupied and then repeated annually for five years. Residents would be encouraged to complete the travel survey through entry into a free prize draw. The survey would be issued via email and as a hard copy paper form. The winner of the prize draw would receive a sustainable travel related prize such as cycling or walking equipment. Data collected from the surveys would comply with the Data Protection Act and GDPR. Residents would be identified only by numbers in the database, and data shall not be used or disclosed except for the purpose it was collected. The survey data would allow for a review by the TPC of how residents are travelling and help identify any issues or obstacles to people travelling sustainably.

The survey would cover:

- What mode of transport they use to get to work;
- Where they travel from/to;
- How long their journey takes them;
- Suggestions to improve facilities/ initiatives at the application site; and
- Awareness of the Travel Plan.

As part of the monitoring process a car park occupancy survey would be undertaken within the on-site car parks. The survey would be undertaken once the development is 75% occupied and then repeated annually for five years. The survey would take place at the same time as the above-mentioned travel survey questionnaire.

During the monitoring period the TPC would also note, over the period of a week, how many of the cycle stands are in use. This too would coincide with the above-mentioned surveys.

The TPC would also continually monitor the uptake of bus and cycle hire vouchers along with the popularity of the bike share scheme.

The monitoring process would culminate in producing annual reports which would summarise the data collected throughout the year, identify any areas which need improving and discuss potential changes for the forthcoming year. The monitoring reports would be forwarded to West Berkshire Council on the following dates:

- First Monitoring Report – Once the development is 75% occupied (within 3 months);
- Second Monitoring Report – one year after the development is 75% occupied;
- Third Monitoring Report – two years after the development is 75% occupied;

- Fourth Monitoring Report – three years after the development is 75% occupied;
- Fifth Monitoring Report – four years after the development is 75% occupied; and
- Final Monitoring Report – five years after development is 75% occupied.

The results of the survey would also be disseminated to residents.

Should the Travel Plan be shown to be failing to meet the agreed primary targets, the Monitoring Report would suggest additional measures that could be implemented at the development to further enhance sustainable transport opportunities.

7.4 Remedial Measures

Should it be necessary to revisit the outcome targets of the Travel Plan and agree new measures to help encourage and incentivise sustainable travel modes, these would be discussed and agreed with West Berkshire Council and the Travel Plan would be revised to reflect these agreed changes.

A set of potential remedial measures, to be triggered in the event that measures outlined fail to meet the required Travel Plan targets could include the following:

- Extend monitoring period of the development;
- More active marketing and promotion of sustainable travel information;
- Personalised Journey Planning for residents to understand current travel patterns and help to identify potential for changing current behaviour; and
- Further incentives for residents to travel sustainably to/from the development.

The remedial measures are different to the Travel Plan measures and, the exact nature of what, if any, remedial measures are required would be identified through the monitoring and review process in conjunction with West Berkshire Council.

7.5 Travel Plan Coordinator Budget

The TPC would have an annual budget of £500.00 made available by the operator of the development for marketing and/or prizes for any surveys/events held throughout the year.

8. Conclusions

The implementation of the Travel Plan for the proposed development is seen as a positive initiative by the applicant to provide travel choice, enhance accessibility and, where possible, to encourage travel by modes other than the private car by residents.

It is seldom possible before a development is occupied to identify the full range of initiatives that are likely to be appropriate to resident's needs. Indeed, almost all established Travel Plans go through significant changes in their early months. The range of initiatives proposed within this Travel Plan cannot therefore be seen as definitive but rather they represent a commitment by the future operator to investigate measures that are appropriate.

Through the appointment of a TPC, a range of measures would be developed over time and tailored to the needs and emerging travel patterns of the residents. The TPC would play a key role in the development of the Travel Plan and its implementation. The TPC would be responsible for the day to day running of the Travel Plan and would provide the co-ordination to ensure the plan's success along with keeping residents up to date on local changes.

All residents would receive a 'Sustainable Travel Pack' containing various information, including walking and cycling routes as well as time limited bus passes or cycle discount vouchers. This pack would also identify the full range of initiatives and facilities that are available to them.

The Travel Plan seeks to achieve a reduction in car journeys to and from the application site through the promotion of alternative modes of transports and implementation of measures to make these attractive to new residents.

Regular monitoring of initiatives would be imperative to ensure the success of the Travel Plan and continued liaison with the Local Highway Authority would provide a co-ordinated approach to transport access to the development as a whole.

The operator would make a commitment to the budgetary requirements for the implementation of this Travel Plan.

APPENDICES

A. Location Plan



NOTES

- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.
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- Direct scaling off the drawing is permissible for planning purposes only.

KEY

 Application Boundary.

REV	DESCRIPTION	DRN	CHD	DATE	
<input type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT		

SCALE 1:1250 @ A3 DATE Jun. 2024

DRAWN AT CHK JAL

DRAWING NO. 19401/1001 REV -

TITLE Old Town, Newbury.

DETAILS Location Plan

LOCHAILORT

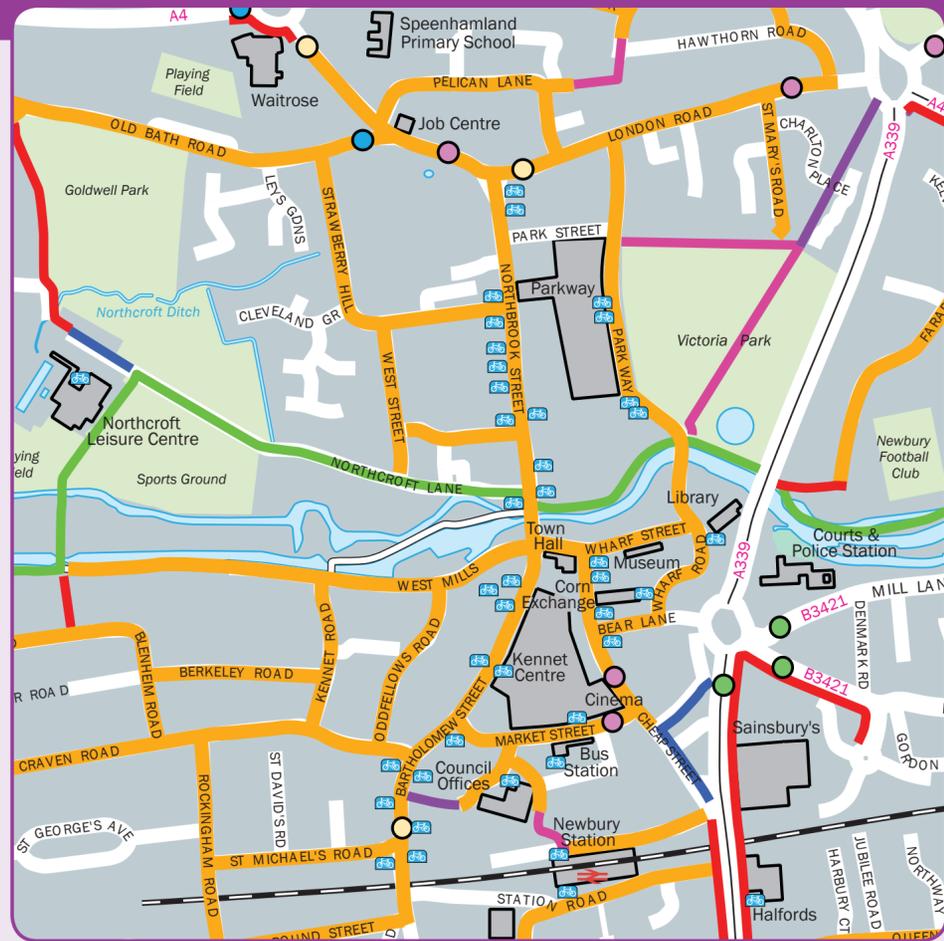
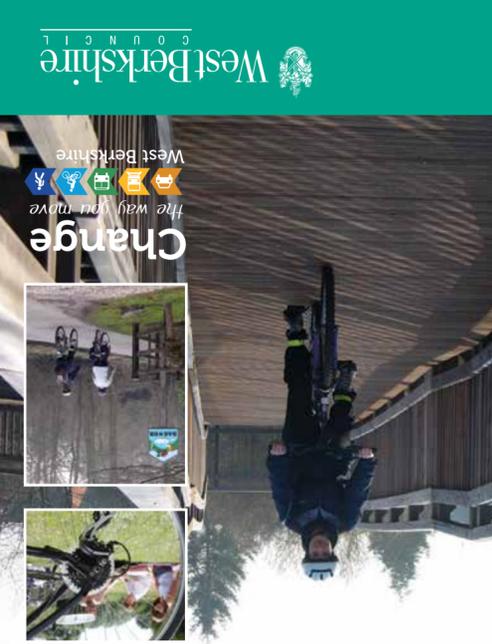
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B. Cycle Map



Map Key

Cycling in Newbury and Thatcham

- Links (dismounted)
- Links (suitable for cycling)
- National Cycle Route 4
- Signed Cycle Path - off carriageway (cycleway or shared footway/cycleway)
- On-road Signed cycleway
- Quiet Route (mainly on road; some tracks included where surfacing may vary)
- Cycle parking locations

Pedestrian crossings

- Pelican
- Puffin
- Toucan
- Zebra

Scale 1: 6 875

Route Planning

Want to plan a cycling journey? West Berkshire cycle routes along with many other local authorities' are now available on www.transportdirect.info and click on **Find a Cycle Route**

Benefits of Cycling

Cycling regularly helps to improve health and fitness as well as being good for the environment.

During the morning rush hour, cycling to work is often quicker than other forms of transport and can reduce stress levels by avoiding traffic queues!

Cycling is also good for the environment as it does not generate pollution!



Kennet & Avon Canal

Cycling is permitted along the length of the Kennet and Avon Canal. The National Cycle Network Route 4 follows much of the towpath and is clearly signed on other suitable routes where the towpath is narrow or uneven. Enjoy cycling along this pleasant route and remember that the canal is popular with walkers and boaters too, many of whom are travelling at speeds slower than you.

More information about the canal can be found at <http://canalrivertrust.org.uk> along with a detailed map which can be downloaded or at www.katrust.org.uk

More information regarding the National Cycle Network is available from Sustrans www.sustrans.org.uk

Interesting facts

On a bike you can travel 3 times faster than walking.

1 in 3 adults in the UK owns a bike, but only 1 in 10 rides regularly.

CYCLING in Newbury & Thatcham

A map & guide to cycling facilities

Useful Contacts

- West Berkshire Spokes** is a voluntary organisation that represents cyclists across West Berkshire through membership and affiliation to other local cycling and related organisations. Although rides are organised the primary function is as a campaigning organisation for better facilities (e.g. cycleways, secure "parking" and lockers) for all cyclists but in particular the utility cyclist. Spokes were formed in December 2002 as a means of providing a communication channel between local cyclists and West Berkshire Council. Spokes members assisted with the update of this map and also provide the manpower for the Council to perform the regular cycle counts www.westberkshirespokes.org
- Newbury Road Club** Promoting cycling and serving cyclists in the Newbury area www.newburyrc.co.uk
- West Berkshire Council** www.westberks.gov.uk If you have any suggestions regarding the provision of cycle facilities or require further information please contact the Council's Transport Policy Team on **01635 519505** or email lt@westberks.gov.uk
- This map (and other walking and cycling maps) can be found on the Council's website www.westberks.gov.uk/activetravel
- For maintenance issues please call the Council's Streetcare Team on **01635 519080** or email customerservices@westberks.gov.uk

- Banjo Cycles** 40 Bartholomew Street, Newbury 01635 43186 www.banjocycles.com
- Specialized Concept Store** 3A Norman House, Hambridge Road, Newbury 01635 33736
- Supernova cycles** 4 Oxford Street, Newbury 01635 46600 www.supernovacycles.co.uk
- Halfords** Unit 2, Greenham Road, Newbury 01635 569078
- Mike Muttram** (Mobile Cycle Repairs) 07909 520 851 www.muttram.co.uk
- Bike Lux Cycles** Bikelux, Motorlux Mazda, Ampere Road, London Road Industrial Estate 01635 818930



Safety First

- Lock it and Leave it** To protect your bike from Theft:
 - Lock it to something solid
 - Use bike parks (where available)
 - Invest in a good quality lock
 - Have your frame postcoded (Speak to your local police station to find out more)
- If using the train make use of the secure cycle lockers at Newbury and Thatcham Station (speak to the station staff to find out more)
- Follow the **Highway Code** and show consideration to other road users, especially pedestrians
- Warn people** of your approach using a bell
- Cycle training** is available from West Berkshire Council's Road Safety Team. Contact roadsafety@westberks.gov.uk for more information.
- Be Organised** – check your brakes, tyres, chains, lights and make sure your bike is safe to ride
- Be Prepared** – carry a puncture repair kit, waterproofs and first aid kit
- Be protected** – wearing a helmet could mean a less severe head injury if you were to have an accident
- Be Seen** – wear bright and/or reflective clothing and use lights outside the hours of daylight.

BE SAFE!

Cyclists Highway Code

- Clothing:**
 - you should wear:**
 - A cycle helmet which conforms to current regulations, is the correct size and securely fastened
 - Appropriate clothes for cycling. Avoid clothes which may get tangled in the chain, or in a wheel or may obscure your lights
 - Reflective clothing and/or accessories (belt, arm/ankle bands) in the dark
 - When riding at night you **MUST** have front and rear lights, a red rear reflector and amber pedal reflectors (if manufactured after 1/10/85). White front reflectors and spoke reflectors will also help you to be seen.
- Cycle Facilities:**
 - Cycle Lanes** are on road and provide a designated area of the road for cyclist. They are marked with a white line (which may be broken). You do not have to use them, but they can make your journey safer. Cycle lanes often have advance stop lanes at traffic lights to give cyclist a head start when the lights change. You must not cross the stop line when the traffic lights are red.
 - Cycle Paths** are off road cycle lanes usually on the pavement. The cycle path can be segregated (marked with a solid white line and cycle symbol) or shared (cycle symbol) with pedestrians. On shared use paths you need to take extra care, and on segregated paths you must cycle on the cycling side of the path.
 - Unless a pavement says it is suitable for cycling you must not cycle on it.
 - Cyclists may use off road bridleways, by-ways and restricted by-ways.
- National Cycle Route 4**, Part of the Sustrans National Cycle Network, this is a mainly off road, partly traffic free, route linking Reading to



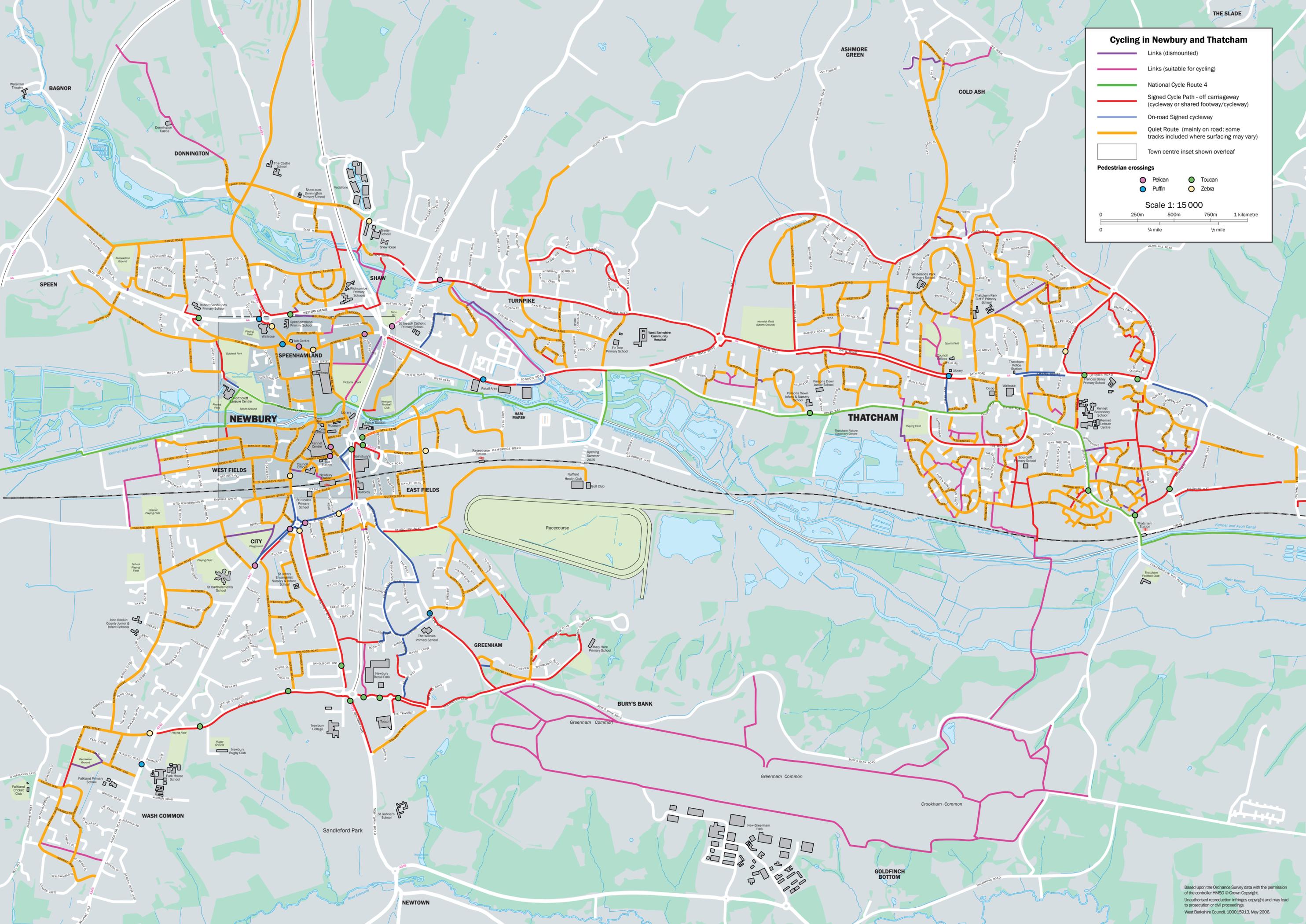
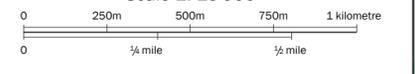
Cycle Signs

- Route to be used by pedal cycles only
- A shared path for cyclists and pedestrians
- No cycling
- A route for use by cyclists and pedestrian on separate sides of the path
- Cycle route ahead
- Advisory route for cyclists to use
- Direction sign showing recommended route for cyclists.

Cycling in Newbury and Thatcham

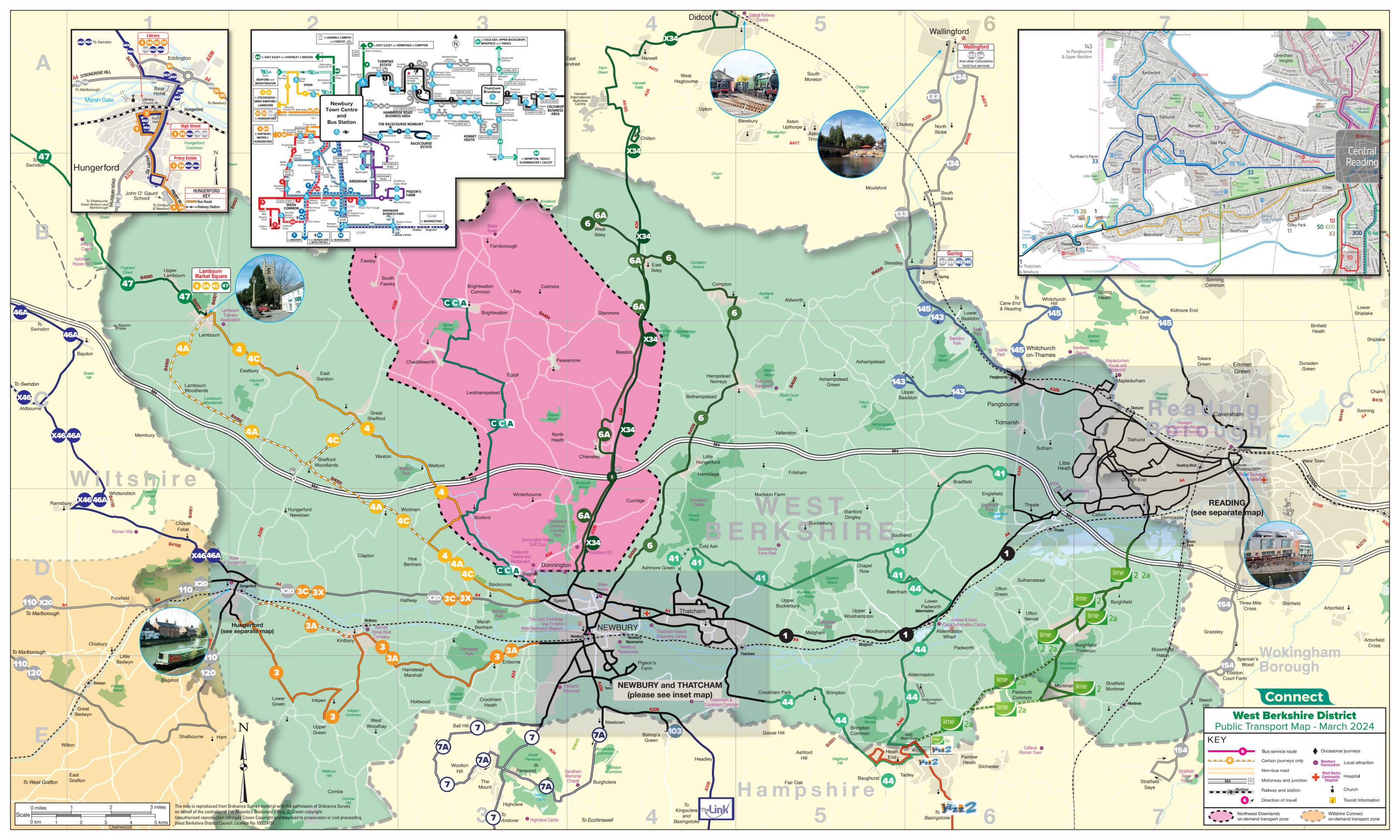
- Links (dismounted)
 - Links (suitable for cycling)
 - National Cycle Route 4
 - Signed Cycle Path - off carriageway (cycleway or shared footway/cycleway)
 - On-road Signed cycleway
 - Quiet Route (mainly on road; some tracks included where surfacing may vary)
 - Town centre inset shown overleaf
-
- Pedestrian crossings**
- Pelican
 - Toucan
 - Puffin
 - Zebra

Scale 1: 15 000





C. Public Transport Map



Scale
0 miles 1 2 3
0 km 1 2 3 4 5

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West Berkshire District Public Transport Map - March 2024

KEY

- Bus service route
- Certain journeys only
- Non-bus road
- Motorway and junction
- Railway and station
- Direction of travel
- Northwest Downs on-demand transport zone
- Wiltshire Connect on-demand transport zone
- Occasional journeys
- Newbury Racecourse Local attraction
- West Berks Community Hospital
- Church
- Tourist Information

0 miles 1 2 3
0 km 1 2 3 4 5

D. Site Layout Plan



- NOTES
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.
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REV	DESCRIPTION	DRN	CHD	DATE	
<input type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT		

SCALE 1:200 @ A0 DATE FEB 2024

DRAWN AT/JPG CHK JAL

DRAWING NO. 19401/1002 REV -

TITLE Old Town, Newbury.

DETAILS Semi-basement Floor Plans, Site Layout.

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- Legend:**
- Metal (black) c.0.9-1.2m high railings.
 - Dwarf Wall (c.0.3m) with c.0.9m railings (black) on top.
 - Brick wall 1.8m min. high.
 - Metal (black) gates (various heights).
 - Way-finding lantern.
 - Retractable Bollard.
 - Bollard.
 - Denotes lockable gates.
 - Elevation Symbols
 - Courtyard Water Hose Stand.
 - CCTV Camera.
 - Cycle Maintenance Stand.
 - Denotes Cycle Store Location.
 - Denotes Refuse Store Location.
 - Denotes GSHIP Location.
 - Denotes Cobble Sets Laid Horizontally.
 - Denotes Cobble Sets Laid in a Fan Pattern.
 - Denotes York Flag Stone.

Bartholomew Street subject to improvement works to enable two-way traffic, in part, to access the site.

Proposed highway improvements to facilitate access into the site.



Level 0 (Ground Floor)
73 spaces
(inc. 18 disabled bays)

REV	DESCRIPTION	DRN	CHD	DATE	
□	PRELIMINARY	□	INFORMATION	□	TENDER
□	CONSTRUCTION	□	AS BUILT		

SCALE: 1:200 @ A0 DATE: FEB 2024

DRAWN: AT/JPG CHK: JAL

DRAWING NO.: 19401/1003 REV: -

TITLE: Old Town, Newbury.

DETAILS: Ground Floor Plans, Site Layout.

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Existing Vehicular Ramp to be made into a Pedestrian Access and Retained by the Existing Dwellings.

Proposed new layby parking.

BUS STOP

BUS STOP

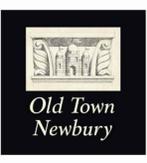
BUS STOP

BUS STOP

Bus Shelter

Legend:

- Metal (black) c.0.9-1.2m high railings.
- Dwarf Wall (c.0.3m) with c.0.9m railings (black) on top.
- Brick wall 1.8m min. high.
- Metal (black) gates (various heights).
- Way-finding lantern.
- Retractable Bollard.
- Bollard.
- Elevation Symbols



NOTES

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Level 2 (Second Floor)
101 spaces

7 Auditorium Cinema - 860 Seating Capacity
Fit Out Retained as Existing
First Floor.

REV	DESCRIPTION	DRN	CHK	DATE	
<input type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT		

SCALE: 1:200 @ A0 DATE: FEB 2024

DRAWN: AT/JPG CHK: JAL

DRAWING NO.: 19401/1004 REV: -

TITLE: Old Town, Newbury.

DETAILS: First Floor Plans, Site Layout.

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