Old Town, Newbury

Transport Assessment

November 2024

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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)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

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Contents

Figures

Tables

Appendices

1. Introduction

Background

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

1.2. The application site is located in the centre of Newbury and measures approximately 2.2 hectares in size and comprises the Kennet Shopping Centre.

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

Aims and Objectives

1.4. The objective of this report is to provide the Local Highway Authority, West Berkshire Council with the necessary level of detail to demonstrate that the application site can be accessed safely and sustainably whilst understanding the transport impacts the proposals may have on the existing highway network.

Report Layout

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

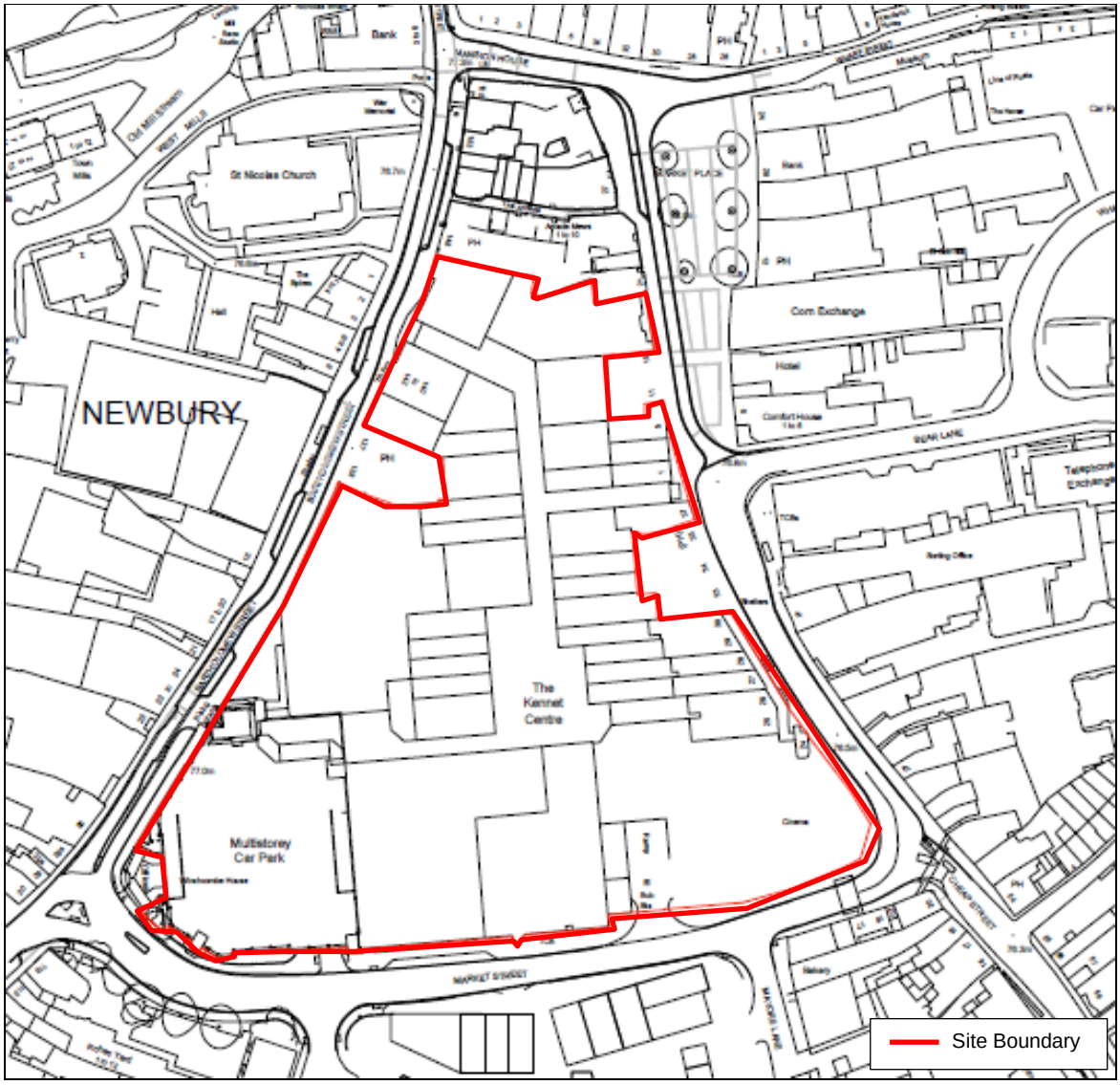
- Section 2 describes the application site and the local highway conditions;
- Section 3 examines the existing sustainable transport facilities available;
- Section 4 considers the accessibility of the site in respect to local amenities/services;
- Section 5 describes the development proposals;
- Section 6 justifies the proposed parking provision;
- Section 7 reviews the proposed Travel Plan measures;
- Section 8 details the existing and proposed trip generation and distribution;
- Section 9 reviews the impact of the development proposals upon the local highway network;
- Section 10 proposes a framework of measures to form part of a Construction Management Plan; and
- Section 11 provides a summary of the report and identifies the main conclusions that can be drawn.

2. Application Site & Local Highway Conditions

Site Location

2.1. 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. **Figure 1** shows the location of the application site. A site location plan is also included in **Appendix A**.

Figure 1: Location Plan



2.2. 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.

Site Use

2.3. 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.

2.4. 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).

Multi Storey Car Park

2.5. The Kennet Centre MSCP currently includes 415 spaces and is owned by the applicant and leased to West Berkshire Council. The car park includes the following number of spaces per floor:

- Ground Floor – 62 spaces (including 21 disabled spaces, 2 EV charging spaces and 2 parent/child spaces);
- First Floor – 85 spaces;
- Second Floor – 164 spaces (including 3 parent/child spaces and 66 spaces over the former Sainsburys); and
- Third Floor – 103 spaces (including 5 EV charging spaces and 1 EV car club space).

2.6. 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 pricing structure includes hourly, daytime, overnight and quarterly charges, as shown in **Photograph 1**.

Photograph 1: Kennet Centre MSCP Charges

2.7. The MSCP is accessed off Bartholomew Street (as shown in **Photograph 2** below). The exit from the MSCP is onto Market Street (as shown in **Photograph 3**). Photographs taken on 21/08/2023.

Photograph 2: Kennet Centre MSCP Access

Photograph 3: Kennet Centre MSCP Exit

2.8. To ascertain the occupancy of the Kennet Centre MSCP, parking accumulation surveys were undertaken between Thursday, 10th November 2022 and Wednesday, 16th November 2022. The surveys were carried out between the hours of 7am and 10pm with parking occupancy levels recorded at 30-minute intervals throughout each day. A copy of the survey data is contained in **Appendix B**.

2.9. A summary of peak occupancy is shown in the **Table 1**, with the peak occupancy highlighted in green.

Table 1: Kennet Centre MSCP - Peak Occupancy Summary

Capacity	Thurs	Fri	Sat	Sun	Mon	Tues	Weds
416	201	204	306	222	181	171	163
	48.3%	49.0%	73.6%	53.4%	43.5%	41.1%	39.2%

Note: The parking survey identified 416 parking spaces within the car park, as opposed to the current parking provision of 415 spaces. All percentages detailed in the above table are based upon 416 spaces.

2.10. **Table 1** demonstrates that the Kennet Centre MSCP is underutilised Sunday-Friday, with a maximum parking accumulation of 53.4% which results in 203 spaces remaining available (222 spaces occupied). The demand for retail parking Sunday-Friday is therefore considered to be low.

2.11. There is increased demand for parking on a Saturday, associated with the retail offering. However, the car park remains underutilised, with a maximum parking accumulation of 73.6% which results in 110 spaces available.

2.12. Car park occupancy levels throughout the day are detailed in **Table 2** overleaf, with the peak daily demand highlighted in red.

Table 2: Existing Kennet Centre MSCP - Daily Occupancy Levels

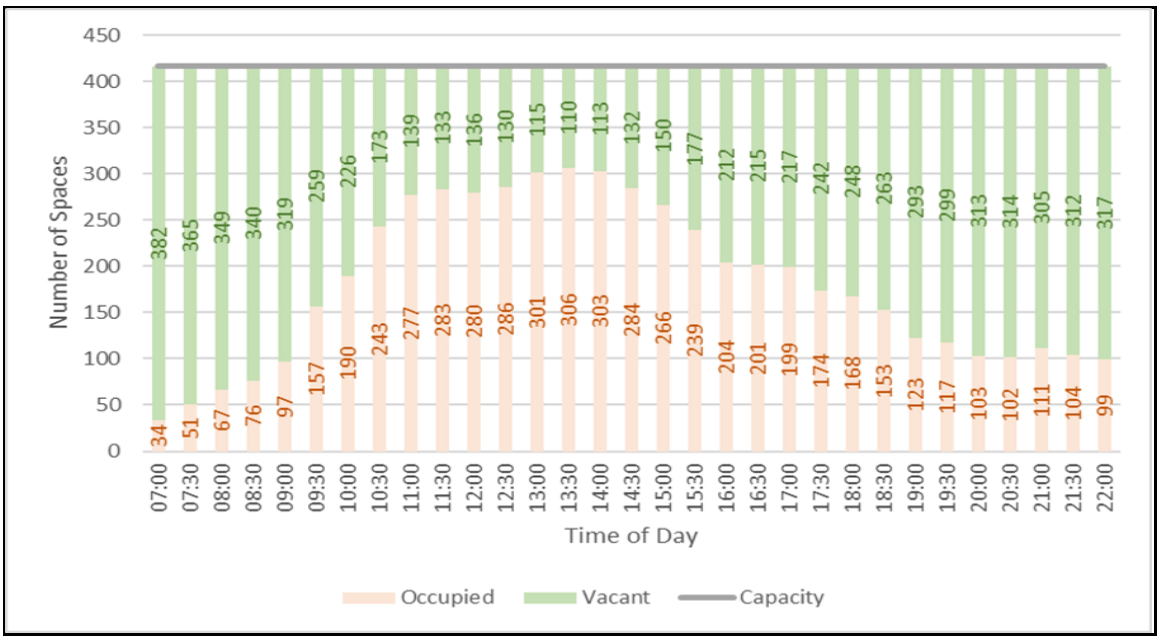
Time	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
07:00	11	16	34	30	19	8	14
07:30	15	20	51	26	35	16	19
08:00	23	21	67	24	45	26	29
08:30	31	34	76	33	56	27	35
09:00	50	58	97	71	67	63	51
09:30	82	89	157	103	103	90	92
10:00	111	106	190	141	141	105	123
10:30	147	131	243	155	145	131	129
11:00	177	182	277	168	150	140	136
11:30	189	179	283	171	152	150	144
12:00	194	186	280	175	157	162	153
12:30	191	188	286	186	162	**171**	159
13:00	201	195	301	199	166	169	158
13:30	**194**	203	**306**	204	171	164	162
14:00	193	**204**	303	214	**181**	162	**163**
14:30	188	201	284	209	152	148	161
15:00	176	188	266	**222**	122	147	130
15:30	159	173	239	213	97	130	118
16:00	143	166	204	179	70	120	97
16:30	119	142	201	128	66	112	82
17:00	111	120	199	72	61	107	79
17:30	115	123	174	70	56	85	73
18:00	98	113	168	65	61	75	71
18:30	74	90	153	58	64	84	74
19:00	71	84	123	67	67	98	83
19:30	76	81	117	61	68	105	84
20:00	75	16	103	58	62	101	88
20:30	71	20	102	54	63	98	76
21:00	64	21	111	39	55	85	65
21:30	59	34	104	33	53	74	54
22:00	59	58	99	30	19	58	52

2.13. As can be seen from the data included in **Table 2**, occupancy levels follow a similar pattern throughout the week with the Kennet Centre MSCP lightly used throughout the evening/nighttime period (between 6pm and 9am). At 10pm there are never more than 99 spaces occupied, which equates to a parking demand of only 23.8% (316 spaces remain unoccupied). At 7am there are never more than 34 spaces occupied which equates to a parking demand of only 8.1% (381 spaces remain available). These results indicate that there is currently very little demand for parking overnight. It should be noted that the entry gate shuts at 22:30pm, whilst the exit always remains open.

2.14. The results in **Table 2** show occupancy levels build throughout the morning period and peak at lunchtime, between 13:30pm and 14:30pm. The only exception to this is on a Tuesday and Sunday where the peak demand occurs at 12:30 on the Tuesday and at 3pm on the Sunday.

2.15. A graph illustrating the occupancy profile for the Saturday survey, which is the busiest day, is shown in **Figure 2**. Occupancy patterns for the rest of the week (Sunday to Friday) follow a similar pattern, albeit the number of spaces shown vacant is higher.

Figure 2: Kennet Centre MSCP - Saturday 12 November 2022



2.16. Overall, the parking survey results summarised above demonstrate that the Kennet Centre MSCP currently operates with ample spare capacity. For the majority of the day/week the Kennet Centre MSCP operates with a vast number of empty spaces, particularly on the upper floors. The peak demand occurs during a Saturday, which is linked to the existing retail component of the site. Parking demand on a Sunday is similar to that of a Thursday or Friday as opposed to a Saturday or Monday-Wednesday.

2.17. **Table 3** (acquired from West Berkshire Council's Parking Team) shows a downward trend in parking at the Kennet Centre MSCP over the past 6 years and particularly between 2022 (when above mentioned survey was taken) and now. It is likely that this trend is reflected across all the car parks in the town centre and is likely to continue into the future with the increasing popularity of online shopping. Since the November 2022 survey, parking demand within the Kennet Centre MSCP has only ever exceeded that recorded during the November 2022 survey in two of 16 months' worth of available data, both of which occurred during the month of December.

Table 3: Parking Levels 2019-2024

Month	2019	2020	2021	2022	2023	2024
January	25,183	28,843	2,144**	18,995	18,987	18,795
February	22,638	26,817	2,378**	18,330	18,369	18,795
March	26,126	14,517*	3,371**	18,010	19,432	15,724
April	24,205	0**	8,227*	19,140	17,713	8,253 (System error, number actually closer to 16,500)
May	26,304	0**	12,994	19,165	17,559	***
June	25,411	3,452*	15,973	18,495	16,963	***
July	24,785	9,731	19,185	19,950	19,627	***
August	27,186	15,739	21,260	20,193	17,489	***
September	26,118	13,332	18,389	19,880	16,242	***
October	29,861	14,777	24,266	24,293	16,784	***
November	23,593	4,973**	21,875	21,097	19,465	***
December	34,543	10,035*	32,704	24,753	23,179	***

** = Lockdown months. ** = Partial lockdown months *** = Data not available*

Town Centre Car Parks

2.18. Newbury not only benefits from a good range of car parking but has an oversupply of both short and long stay parking, across the town. The main car parks in Newbury (Parkway, Northbrook and Rail Station) are clearly signed and indicate availability on Variable Message Signs (VMS), so visitors can make a choice of where to park whilst entering from the main roads on the outskirts of the town. These are all within a short walk of the site and are located as follows:

- Newbury Rail Station Car Park located 150m to the south of the site;
- Northbrook Car Park located 250m to the north of the site; and
- Parkway Shopping Car Park located 500m to the north of the site.

2.19. **Table 4** details the results of parking surveys at a selection of other car parks within Newbury. These results are based upon parking accumulation surveys which were undertaken at the same time as the Kennet Centre MSCP surveys i.e. between Thursday 10th November 2022 and Wednesday 16th November 2022. The full survey data is included as part of **Appendix B**.

Table 4: Newbury Town Centre Car Parks - Peak Occupancy Summary

Car Park	Capacity	Item	Thurs	Fri	Sat	Sun	Mon	Tues	Weds
Parkway	664	No.	306	311	**517**	348	331	384	333
		%	46.1%	46.8%	**77.9%**	52.4%	49.8%	57.8%	50.2%
Northbrook	300	No.	54	62	54	35	52	**74**	74
		%	18.0%	20.7%	18.0%	11.7%	17.3%	**24.7%**	24.7%
Station	494	No.	284	312	62	52	286	**358**	311
		%	57.5%	63.2%	12.6%	10.5%	57.9%	**72.5%**	63.0%
Total (Including Kennet Centre)	**1,873**	**No.**	**809**	**864**	**923**	**619**	**819**	**981**	**858**
		%	**43.2%**	**46.1%**	**49.3%**	**33.0%**	**43.7%**	**52.3%**	**45.8%**

2.20. The results in **Table 4** demonstrate significant spare capacity within the car parks in Newbury town centre. The 3 car parks provide a total of 1,458 spaces and on the busiest day the car parks are only 52.3% occupied which results in 893 available spaces. The weekend peak occupancy is lower at 49%, providing 951 empty spaces. Any visitor parking provision to the development or Newbury town centre would therefore easily be accommodated within the existing town centre provision. There are also many other public car parks in Newbury including the library car park, Newbury Central, Kings Road West, Northcroft Lane, West Street, Camps Hobson, which have not been surveyed.

2.21. VMS are currently provided at strategic points throughout Newbury which display the availability of parking spaces, thus providing early information to enable drivers to redirect to a convenient location (should the Kennet Centre MSCP be full). The information displayed is updated automatically. The VMS are an important part of the traffic management strategy in Newbury town centre.

Local Highway Network

2.22. 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.

Collision History

2.23. A review of collision data from the 'Crash Map' website (http://www.crashmap.co.uk) reveals that for the most recent 5-year period (between 2018 and 2022) that there have been 9 recorded collisions within the immediate vicinity of the site. A plan illustrating the collision locations is provided overleaf as **Figure 3**.

Figure 3: Collision Location Plan (2018-2022)

Source: https://www.crashmap.co.uk/Search

2.24. The collision data illustrated in **Figure 3**, indicates a total of 9 collisions of which 7 are classified as slight in severity and two as serious in severity.

2.25. Overall, the local highway network is considered to be safe and the number/pattern of recorded collisions within the study area are generally consistent with what would be expected for the levels of traffic flow, pedestrian movements and the scale/nature of the roads and junctions within the centre of Newbury. The development proposals are likely to result in a significant reduction in vehicle trips and so are likely to have a beneficial impact on highway safety.

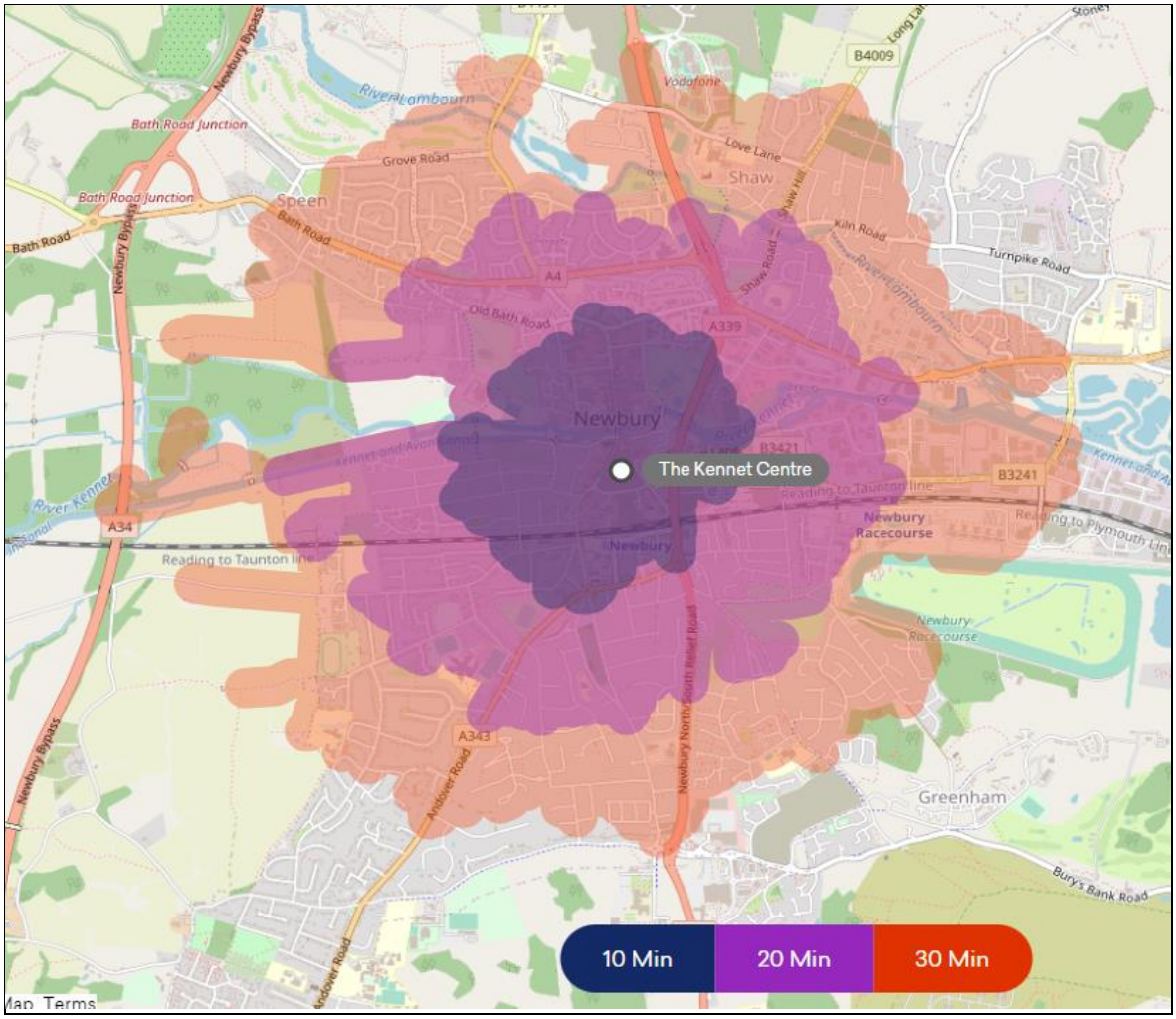
3. Existing Sustainable Transport

3.1. The following paragraphs consider the existing level of sustainable transport available within Newbury.

Walking

3.2. 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 4.**

Figure 4: Walking Travel Distances

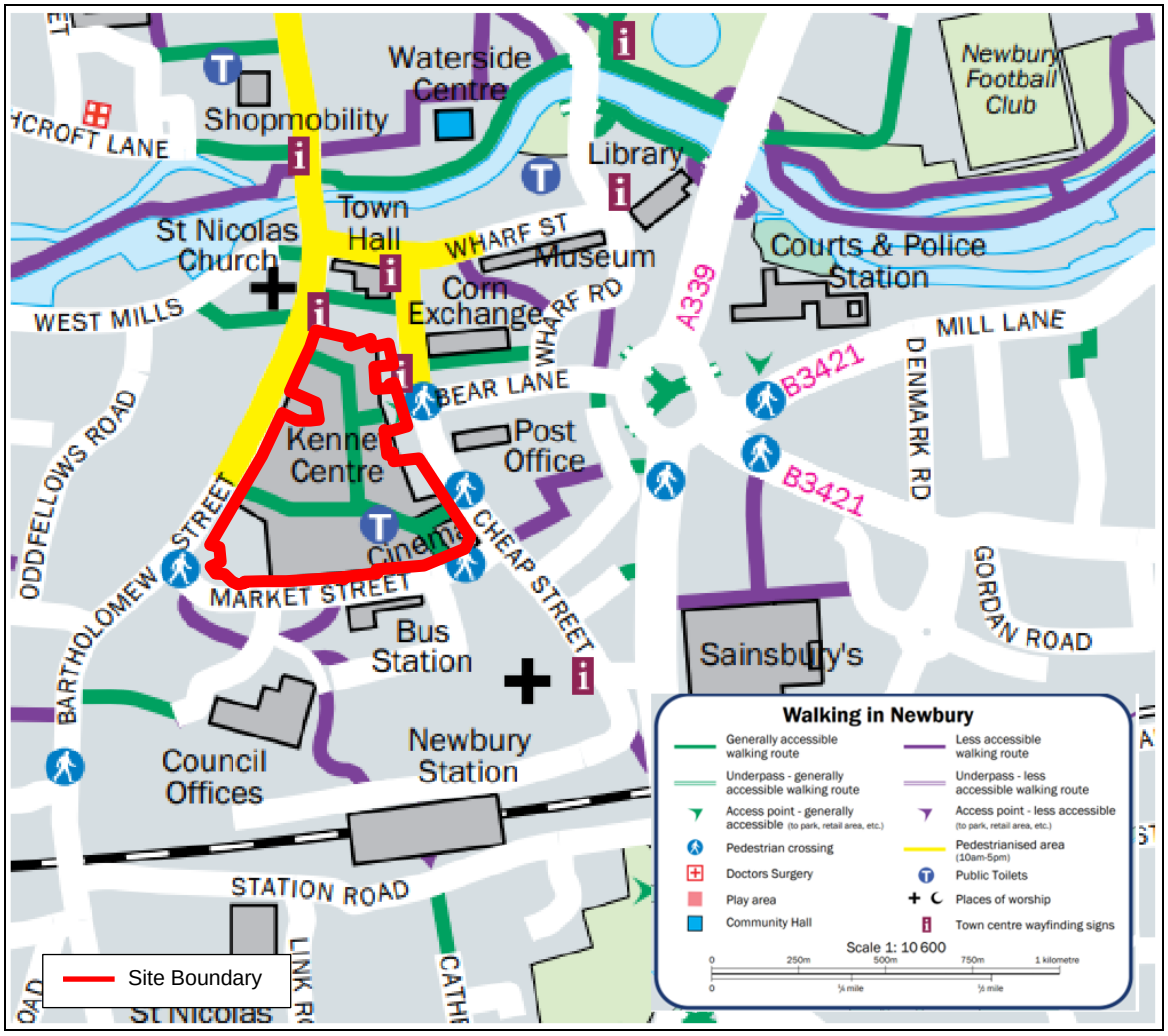


Source: https://journeyplanner.travelwest.info/explore

3.3. As illustrated in **Figure 4**, 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.

3.4. 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 5** displays the existing walking infrastructure in the vicinity of the site (downloaded from the West Berkshire Council website).

Figure 5: Local Pedestrian Infrastructure



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

3.5. 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.

3.6. 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.

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

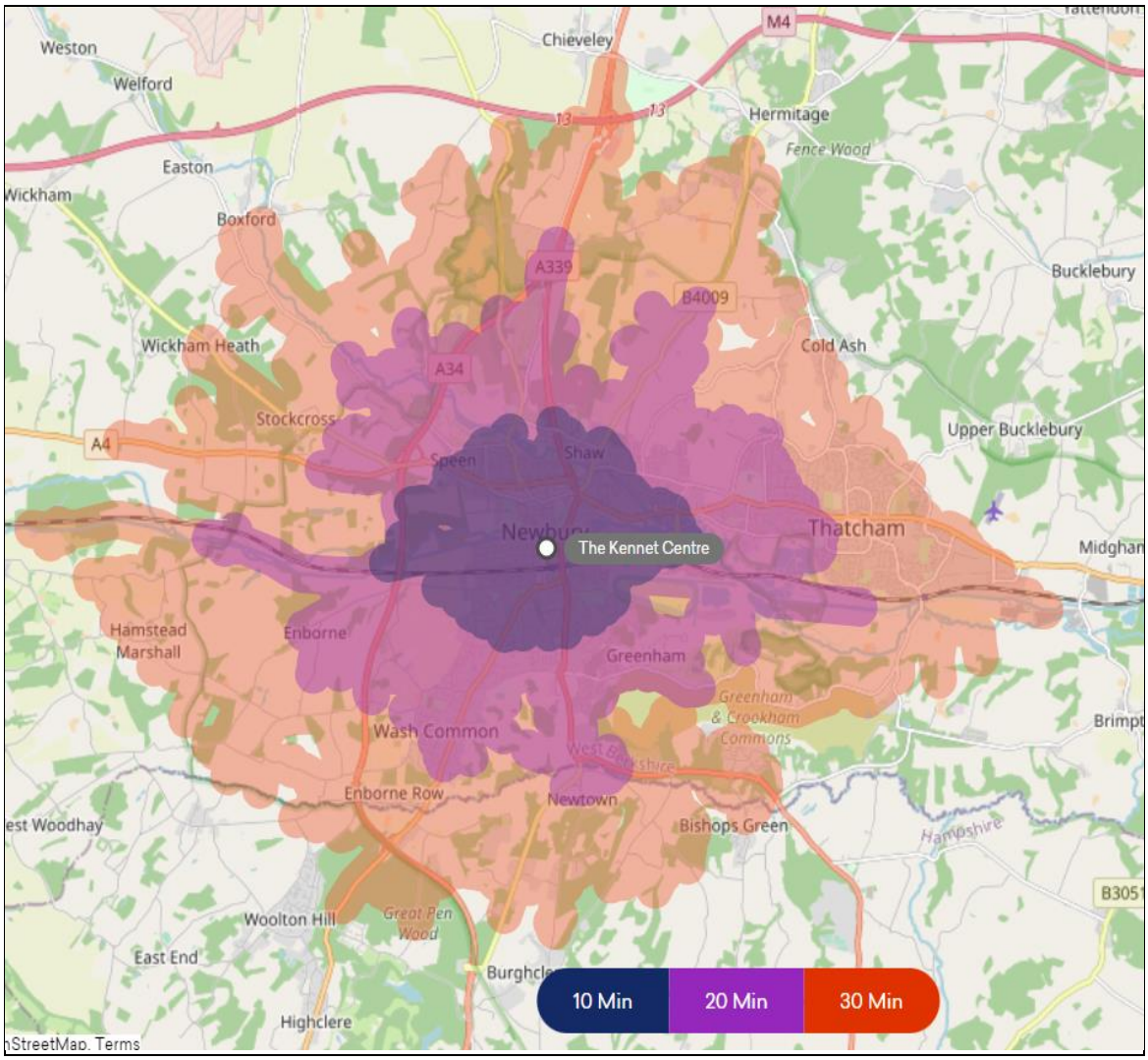
- **Bartholomew Street / Market Street junction**: Redesign junction to enable single-stage crossing movements, with crossings on pedestrian desire lines. Install on-crossing detectors as part of future junction upgrades;
- **Bartholomew Street**: Some lamp columns / advance direction signs are sited 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.

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

Cycling

3.9. 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 6**.

Figure 6: Cycle Travel Distances



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

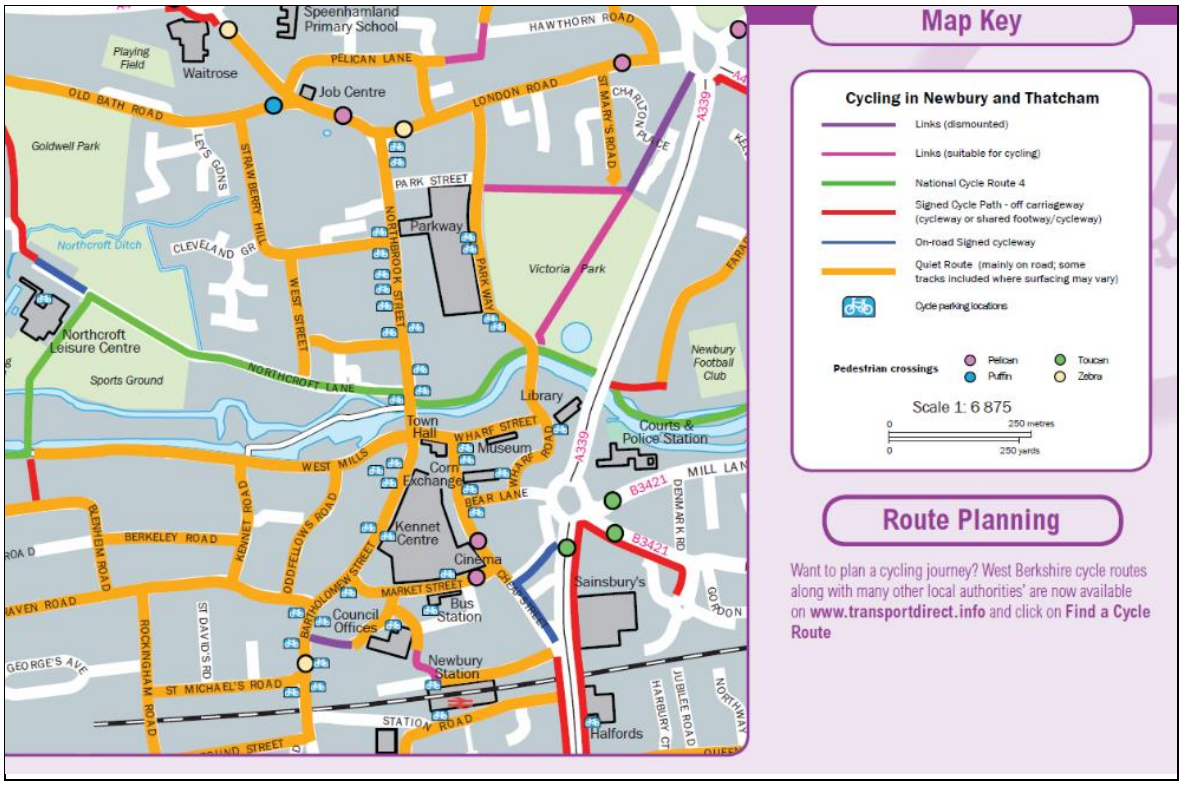
3.10. As shown in **Figure 6**, the whole of Newbury is accessible within a 20-minute cycle ride. It is therefore concluded that the application site provides good accessibility to a range of local services and facilities within Newbury and the surrounding areas.

3.11. 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.

3.12. 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.

3.13. A plan illustrating the existing cycle routes and parking locations within Newbury town centre is included as **Figure 7**. A plan detailing the wider area is included as **Appendix C**.

Figure 7: Newbury Cycle Route Map



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

3.14. As illustrated in **Figure 7** 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.

3.15. 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.

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

Public Transport – Bus

3.17. 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.

3.18. Newbury is served by several bus services throughout the week. **Table 5** includes a summary of the bus services that operate to/from Newbury (including key destinations served and frequency).

Table 5: Bus Timetables

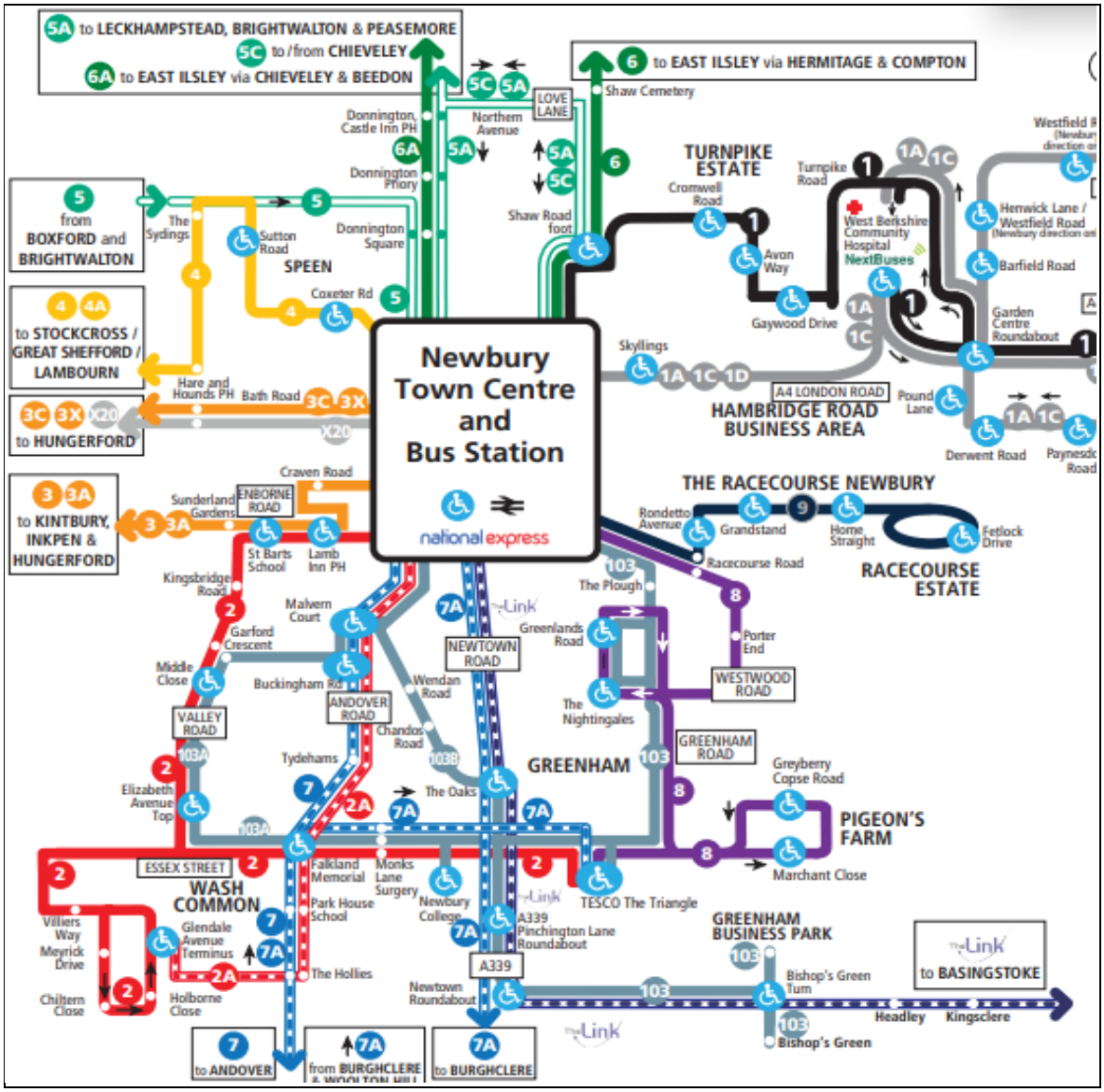
Service & Operator	Key Destinations	Monday to Saturday Frequency		Sunday Frequency
		Daytime	Evening	Daytime
1 - Jet-black: Reading Buses	Newbury - Reading	Half Hourly	Half Hourly	Hourly
1A: Newbury & District	Newbury – Thatcham - Newbury	Hourly	N/A	N/A
1C: Newbury & District	Newbury – Thatcham - Newbury	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

Service & Operator	Key Destinations	Monday to Saturday Frequency		Sunday Frequency
		Daytime	Evening	Daytime
X20: Salisbury Reds	Newbury – Hungerford - Marlborough	One a Day	N/A	N/A

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

3.20. A plan illustrating the existing bus routes within Newbury town centre is included as **Figure 8**. A plan detailing the wider area is included as **Appendix D**.

Figure 8: Newbury Bus Route Map



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

3.21. 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 9**.

Figure 9: Bus Stop Locations

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

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

Photo 3: Cheap Street Bus Stops (view South) Photo 4: Market Street Bus Stops (view West)

3.23. 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.

3.24. 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.

3.25. 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.

Public Transport – Rail

3.26. 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.

3.27. 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**.

Photograph 5: Newbury Cycle Hub

3.28. 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.

3.29. 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.

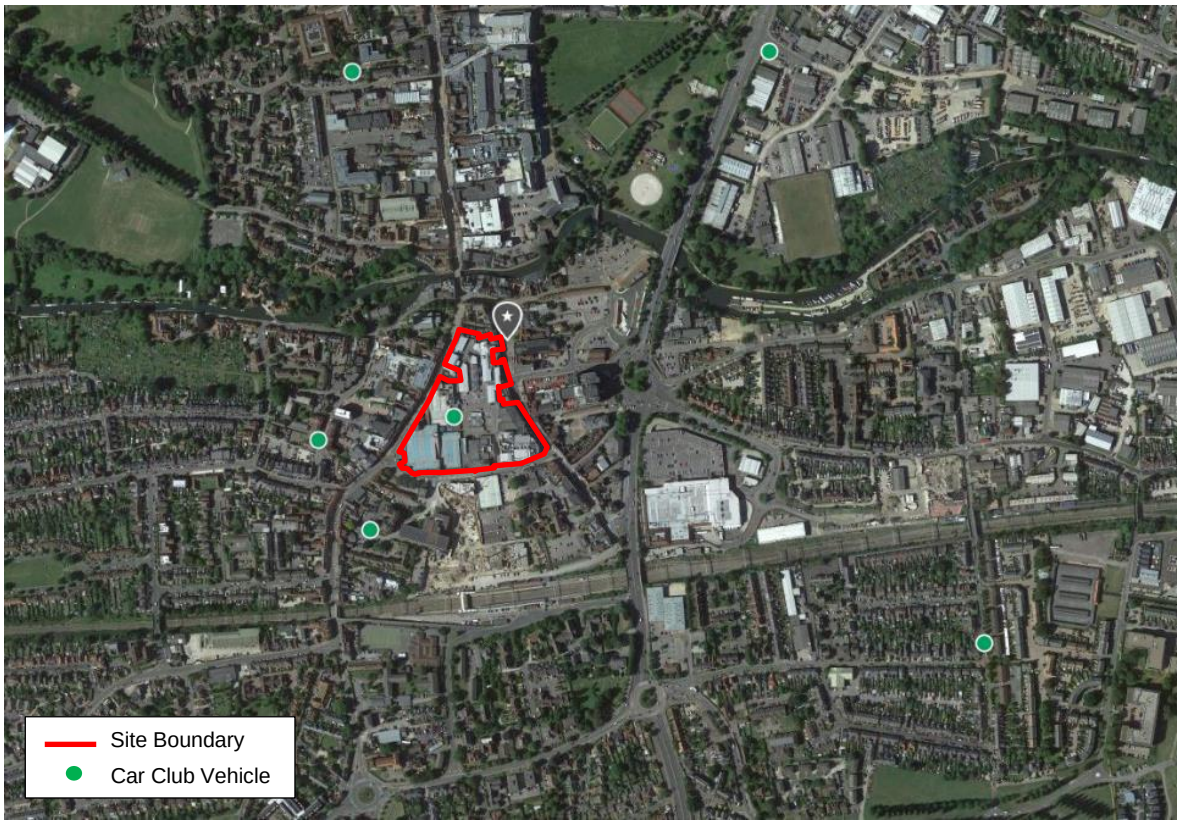
Car Clubs

3.30. 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.

3.31. 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.

3.32. Enterprise currently have one vehicle located within the Kennet Centre MSCP. 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 10**.

Figure 10: Newbury Car Club Vehicle Locations



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

3.33. The car club vehicles illustrated in **Figure 10** 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 and is often a key reason for not purchasing a second car.

Local Travel Characteristics

3.34. In order to gauge an understanding of how people in the local area travel to work, reference has been made to 'Travel to Work' Census data. Data has been downloaded for the population of 'West Berkshire 019C Super Output Area (lower layer) and a summary of the data is shown in **Table 6.**

Table 6: Baseline Modal Share Ward (2011 Census)

Method of Travel to Work	Percentage
Mainly work at or from home	11%
Underground, metro, light rail, tram	0%
Train	6%
Bus; minibus or coach	10%
Taxi	0%

Method of Travel to Work	Percentage
Motorcycle; scooter or moped	1%
Driving a car or van	40%
Passenger in car or van	5%
Bicycle	4%
On foot	23%
Other method of travel to work	1%
Total	**100%**

3.35. The 'Travel to Work' statistics provide a good indication of how people travel in Newbury town centre (West Berkshire 019C) and provide the best indication of how the residents would plan to travel from the proposed development. The table shows that nearly 50% of people choose to travel via sustainable modes of transport, with walking being the most popular of these at 23%. Driving a car to work accounts for only 40% of all journeys to work.

3.36. 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.

Sustainable Transport Summary

3.37. 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.

3.38. The accompanying Framework Travel Plan aims to build upon this to encourage sustainable travel and reduce reliance on the private car.

4. Accessibility to Facilities and Key Services

Overview

4.1. This section considers the accessibility from the development, by modes of sustainable transport to local facilities including education, health services, employment, leisure, and retail.

4.2. Planning policy now highlights the need for developments to have good accessibility to education, health facilities, employment, leisure, and retail.

4.3. The Chartered Institution of Highways & Transportation's (CIHT) guidelines 'Providing for Journeys on Foot' (2001) contains suggested acceptable walking distances for pedestrians to some common facilities as presented below in **Table 7.**

Table 7: CIHT 'Providing for Journeys on Foot' Preferred Walking Distances

Description	Neighbourhood Centre (M)	Commuting/School (M)	Other Trips/Leisure (M)
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1000m

4.4. **Table 7** suggests that for commuting and school journeys, the preferred maximum walking distance is 2,000m, whilst the local neighbourhood centre should be within a preferred maximum of 800m.

4.5. In addition to this, Manual for Streets (MfS) states that 'Walkable' neighbourhoods are typically characterised by having a range of facilities accessible by foot which are within 10 minutes walking distances and a distance of approximately 800m from the proposed development. Following this guidance, the CIHT published 'Planning for Walking' (2015), also sets out a walking distance of 800m (circa 10 minutes' walk) as the parameter for what is considered to be a 'walkable neighbourhood' and a desirable threshold of 1.6km for walking journeys (up to 30 minutes).

4.6. An acceptable and comfortable distance for general cycling trips is considered to be up to 5 km as referred to in Local Transport Note 2/08 (published by DfT). With the possibility of cycle trips forming part of a longer trip on public transport, it is therefore reasonable to conclude that cycle trips up to 8km would be a preferred maximum, with desirable and acceptable distances being 5km and 10km respectively.

4.7. An assessment has been undertaken in order to highlight the accessibility of local services and amenities in the local area with consideration given to education, healthcare, retail/leisure and employment. The following paragraphs summarise the accessibility to these key services/amenities.

Access to Education

4.8. Education is well provided for locally with up to 10 schools located within 1.6km of the site. This includes the following primary/secondary schools, illustrated in **Figure 11** and **Figure 12**.

Figure 11: Local Schools - List

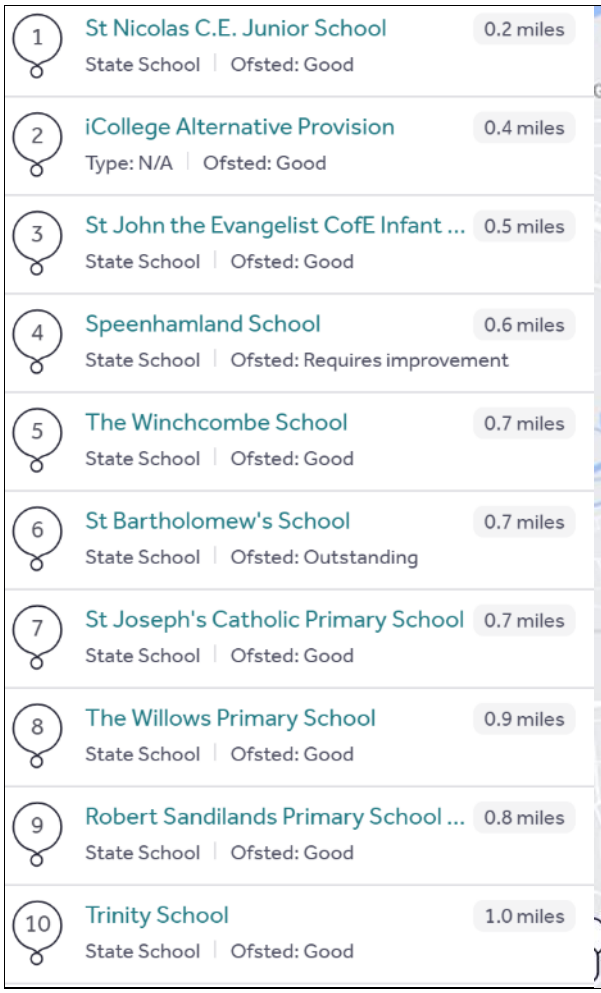
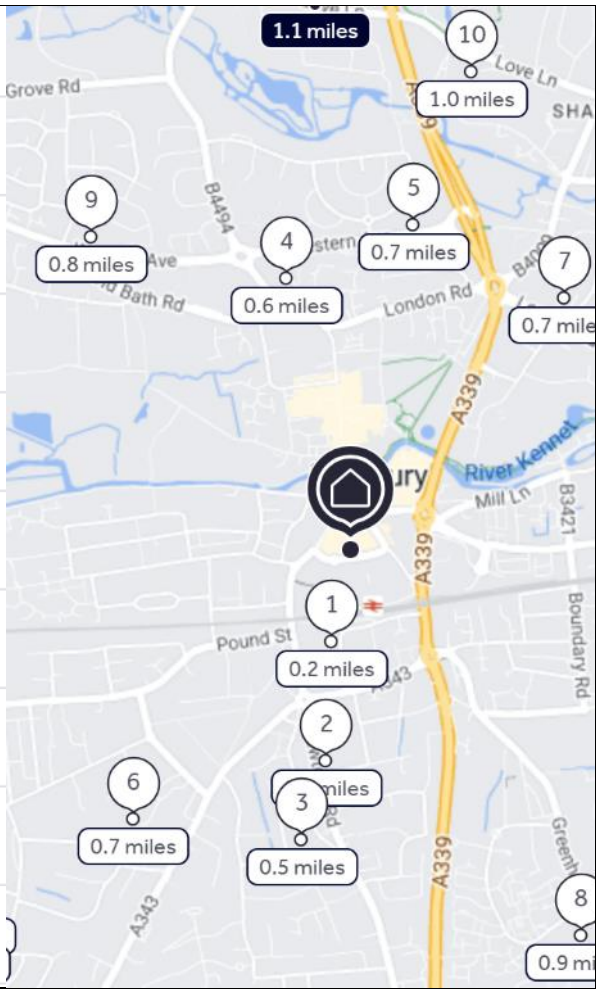


Figure 12: Local Schools - Map



Source: https://www.rightmove.co.uk/properties/131893877#/schools?channel=RES_BUY

Access to Healthcare

4.9. The developments most accessible primary health care facility is the Eastfield House Surgery, approximately 850m to the south of the site. This is considered accessible on foot or by cycle. In addition, the following medical centres are also located within 1.6km of the site:

- Boots Pharmacy (180m); and
- Strawberry Hill Medical Centre (750m).

4.10. The closest major emergency centre is the West Berkshire Community Hospital in Thatcham, which is located 3.3km to the north-east of the application site.

Access to Employment

4.11. Due to the site's location within the centre of Newbury, there are a great number and variety of employment options across the town centre which lie comfortably within a short walk of the site. Newbury is also conveniently located for those wishing to commute in Reading and London with direct trains provided to/from these destinations.

Access to Retail and Leisure

4.12. Retail/leisure facilities locally are focused within the town centre, which because of the location of the application site is well located for pedestrians. The site is also in an area that has good quality footways and pedestrian routes. Local facilities and the distance from the site are listed below:

- Vue Cinema – on site;
- Restaurants – on site;
- Boots Pharmacy – 180m;
- Sainsburys – 400m;
- Post Office – 400m;
- Parkway shopping centre – 400m;
- Victoria Park – 400m;
- Co-operative Food – 400m;
- Northcroft Leisure Centre – 750m;
- Waitrose – 900m;
- Aldi – 900m;
- Lidl – 1,000m;
- Newbury Racecourse – 1,000m; and
- Tesco – 1,600m.

Accessibility Summary

4.13. Based on the above, it is considered that the proposed development lies within the suggested acceptable guidance for walking/cycle distances to key residential amenities and can therefore be considered sustainable in transport terms. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and reducing reliance upon owning a car.

4.14. Overall, the application site could not be in a better or more central location for its residents to live their lives walking or cycling to everyday facilities and using public transport to access destinations further afield.

5. Proposed Development

Development

5.1. 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 8** below.

Table 8: 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**

5.2. 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.

5.3. 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.

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

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

Site Access Arrangements

5.6. 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. In an emergency 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.

5.7. 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 movements on Bartholomew Street and left turn manoeuvres onto Market Street) would also 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 on Cheap Street. 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 Cheap Street / Bear Lane / Market Place existing traffic signal-controlled junction. 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.

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

5.9. 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.

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

Pedestrian / Cycle Access

5.11. Additional pedestrian access points would 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 E**. 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.

5.12. 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 F**:

- 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.

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

Refuse Collection

5.14. Refuse collection would be undertaken by a private collection van (i.e. a box-van).

5.15. Residents would be expected to move their bins to a collection point on site, or alternatively the on-site concierge would be assigned the role of moving the bins.

5.16. The location of the collection points are illustrated on the site plans included in **Appendix E**. The majority of the refuse collection areas are located close to the public highway i.e. Bartholomew Street or Cheap Street.

5.17. Refuse collection vehicles would stop on Bartholomew Street and Cheap Street to collect waste. Refuse collection vehicles would also route within the site with sufficient space provided for a box van to access/egress from Bartholmew Street, Market Street and Cheap Street.

5.18. A vehicle tracking exercise has been undertaken to demonstrate the movements of a box van within the site. Drawings are included in **Appendix G** which demonstrates that there would be sufficient room for a box van to access, egress and manoeuvre within the site.

5.19. The management strategy for refuse collection is included in the Framework Servicing & Management Plan which is submitted with the planning application.

Servicing & Delivery Arrangements

5.20. Given that the scale of commercial activity on the site will reduce significantly following the redevelopment of the site it is proposed that the existing servicing area accessed from Market Street is removed. Commercial deliveries and servicing of the Vue Cinema and retail units in the southeast corner of the site would instead be undertaken within a new loading/delivery bay which would be provided to the east of the proposed Market Street access. This would provide a convenient location for delivery vehicles to park. It is proposed that the layby measures 34m long. This would provide sufficient space for the different land uses on site to receive deliveries at the same time. The use of the loading area would be controlled by a TRO in a similar manner to other loading bays within the town centre, with times restricted as appropriate.

5.21. In addition to the above, the existing layby for taxis on Market Street (located to the west of the proposed access) would be revised to allow delivery vehicles to park within this area. This would also provide a convenient location for delivery vehicles serving the site to park as it lies close to the concierge building. This layby measures 15m long. The use of this area would also be controlled by a TRO in a similar manner to other loading bays within the town centre with times restricted as appropriate.

5.22. Within the site a loading bay would also be provided adjacent to the concierge building. This would be accessed via Market Street and vehicles would be required to exit onto Cheap Street. The layby would measure 8m long.

Parking Provision

Residential Parking Provision

5.23. West Berkshire Council's residential parking requirements are set out in Policy P1 of the Housing Site Allocations DPD 2006-2026 and the National Planning Policy Framework. Developments are also required to accord with Policy CS13 of the West Berkshire District Core Strategy 2006 to 2026. The minimum parking standards that are applicable for residential developments within Zone 1 (Newbury town centre) are as follows:

- Apartments:
  - 0.75 spaces per 1 bedroom apartment;
  - 1 space per 2 bedroom apartment;
  - 2 spaces per 3+ bedroom apartment; and
  - 1 visitor space is required per 5 apartments.
- Houses
  - 1 space per 1 bedroom house;
  - 1 space per 2 bedroom house; and
  - 2 spaces per 3+ bedroom house.

5.24. Based upon the above standards the residential proposals would require 365 parking spaces for residents plus a further 42 visitor parking spaces. The total parking provision required is 407 vehicle parking spaces.

5.25. 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 (as illustrated on the site layout plan in **Appendix E**). The total parking provision on site would be 557 spaces.

5.26. The breakdown of parking within the Kennet Centre MSCP would be as follows, and detailed on the parking schedule included in **Appendix H**:

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

5.27. 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).

5.28. The provision of 557 parking spaces within the scheme exceeds the minimum parking standards as set out in respective policy. In accordance with Policy P1, the development would be required to provide a minimum 407 spaces for the residential proposals.

5.29. A total of 230 parking spaces would be allocated to residents on site (150 spaces within the Kennet Centre MSCP and 80 spaces elsewhere on site). Allocated parking within the Kennet Centre MSCP would not be associated with a specific parking space or floor. All parking would be available on a first come first served basis.

5.30. The management of the car park would be set out in a Car Parking Management Plan.

Non-Residential Parking Provision

5.31. West Berkshire Council do not have specific parking standards for non-residential developments. Instead, car parking is judged on a case-by-case basis and is required to take account of:

- the accessibility of the development,
- mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- and other locally specific issues.

5.32. No additional parking will be incorporated into the development proposals for the 5 new flexible retail units (totalling 342.6 sqm). These units are not expected to generate additional trips to/from Newbury town centre, with the exception of a small number of staff trips and delivery/serving trips. Therefore, there would be negligible demand for parking and any parking would be accommodated within the Kennet Centre MSCP.

MSCP Improvements

5.33. The proposals include significant investment to the existing Kennet Centre MSCP. These works include resurfacing of the parking areas, repainting of road markings, removal of the existing ventilation system and provision of 14 additional electric vehicle charging spaces. These additional spaces would support the predicted growth in electric vehicles over the coming years.

5.34. The development proposals also include a new level/floor for parking, increasing the parking provision within the Kennet Centre MSCP to 477. Currently the Kennet Centre MSCP contains 415 parking spaces.

Cycle Parking

5.35. West Berkshire Council's residential cycle parking requirements are detailed within the document 'Cycle & Motorcycle Advice and Standards for New Development (dated November 2014). The minimum cycle parking standards that are applicable for residential developments (apartments and houses) are as follows:

- 1 space per 1 bedroom apartment/house;
- 2 spaces per 2+ bedroom apartment/house.

5.36. Based upon the above standards the residential proposals would require 495 cycle parking spaces.

5.37. The development proposals include 495 cycle parking spaces of which 197 spaces would be provided within the Kennet Centre MSCP. This level of cycle parking provision accords with West Berkshire Council's residential cycle parking requirements.

5.38. The residents cycle parking provision is proposed on the ground floor in several convenient cycle stores which would be located close to all main entrances into the development i.e. from Bartholomew Street, Market Street and Cheap Street / Market Place, providing level access with no steps in accordance with the above standards. The cycle parking would be unallocated with access to the cycle stores controlled via a security-fob. Each residential unit would be offered cycle parking, and this would be incorporated and controlled within the management plan for site.

5.39. Appropriate measures would be introduced 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 measures 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.

5.40. The development proposals include four bike repair stands (one private and three public) which would be provided in appropriate and accessible locations of the development (example bike repair stands illustrated in **Photograph 6**). The location of these stands are illustrated on the servicing and security plan provided in **Appendix I**. The bike repair stands would provide residents and the public 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 and the public with a convenient solution for maintenance needs.

Photograph 6: Example Cycle Repair Stand

5.41. Across the development cycle parking provision is provided in accordance with West Berkshire Councils minimum cycle parking standards and therefore considered to be appropriate.

6. Justification for Proposed Car Parking Provision

Requirements

6.1. In accordance with Policy P1 of West Berkshire Councils 'Housing Site Allocations DPD 2006-2026' the residential proposals would require 365 parking spaces for residents, plus a further 42 visitor parking spaces. The total parking provision required is therefore 407 vehicle parking spaces.

Proposed Parking Provision

6.2. Currently there are 415 parking spaces within the Kennet Centre MSCP. The development proposals would include 477 spaces within the Kennet Centre MSCP (which includes an additional floor on the MSCP), along with a further 80 new parking spaces within the site. The total parking provision would be 557 spaces which equates to 1.76 spaces per dwelling.

Parking Rationale

6.3. In accordance with Policy P1, the proposed residential part of the development requires 407 car parking spaces including residential visitor parking. With 557 car parking spaces provided, a policy complaint scheme has been provided.

6.4. The Kennet Centre MSCP however is still likely to serve as the main car park for town centre visitor parking. The following paragraphs provide justification for the proposed parking provision, with consideration given to the dual use of the parking of the various uses.

Non-Residents Parking

6.5. **Table 9** details parking demand results from Thursday to Saturday parking surveys, carried out in November 2022 (discussed earlier in chapter 2), along with identifying the number of spaces that would be available to residents, based upon the provision of 557 parking spaces. The full survey data is included as part of **Appendix B**. The peak parking demand is highlighted for each day.

6.6. The figures presented in **Table 9** below assume parking demand, by non-residents, continues at current levels with the Kennett Centre open. This assumption is robust and a worst-case scenario, as demand at the MSCP is expected to decrease following demolition of the existing shopping centre, with the development proposals resulting in a loss of circa 15,000 sqm of commercial floorspace.

Table 9: 2022 Parking Survey Results & Available Parking for Residents

Time	Thursday survey	Available for residential	Friday survey	Available for residential	Saturday survey	Available for residential
07:00	11	546	16	541	34	523
07:30	15	542	20	537	51	506
08:00	23	534	21	536	67	490
08:30	31	526	34	523	76	481
09:00	50	507	58	499	97	460
09:30	82	475	89	468	157	400
10:00	111	446	106	451	190	367

Time	Thursday survey	Available for residential	Friday survey	Available for residential	Saturday survey	Available for residential
10:30	147	410	131	426	243	314
11:00	177	380	182	375	277	280
11:30	189	368	179	378	283	274
12:00	194	363	186	371	280	277
12:30	191	366	188	369	286	271
13:00	201	356	195	362	301	256
13:30	194	363	203	354	306	251
14:00	193	364	204	353	303	254
14:30	188	369	201	356	284	273
15:00	176	381	188	369	266	291
15:30	159	398	173	384	239	318
16:00	143	414	166	391	204	353
16:30	119	438	142	415	201	356
17:00	111	446	120	437	199	358
17:30	115	442	123	434	174	383
18:00	98	459	113	444	168	389
18:30	74	483	90	467	153	404
19:00	71	486	84	473	123	434
19:30	76	481	81	476	117	440
20:00	75	482	83	474	103	454
20:30	71	486	86	471	102	455
21:00	64	493	77	480	111	446
21:30	59	498	76	481	104	453
22:00	59	498	71	486	99	458

6.7. The parking accumulation survey results, detailed in **Table 9,** demonstrate that the Kennet Centre MSCP would have in excess of 350 spaces available to residents Sunday-Friday and in excess of 250 spaces available to residents on a Saturday. The following paragraphs consider the likely parking demand by residents.

Residents Parking & Existing Non-Residents Parking

6.8. The demand for parking by residents has been informed by the results of a parking survey undertaken by West Berkshire Council and included in the committee report for the Eagle Quarter II planning application 23/02094/FULMAJ. The parking survey was undertaken during 2024 and included an assessment of the car parking spaces at the Bartholomew Court development, which is located 150m south of the application site.

6.9. The Bartholomew Court development includes 46 flats and 46 car parking spaces (parking ratio of 1.0). The Bartholomew Court development featured in the car parking surveys that informed the parking standards set in Policy P1. Parking surveys at Bartholomew Court were undertaken on different days and at different times of the day.

6.10. The results of the Bartholomew Court surveys indicate parking per flat at a rate of 0.43 to 0.57 during the daytime. From 4pm, as would be expected (with residents returning from work), higher rates were observed, between 0.57 to 0.70 cars per flat. The observed level of parking was less than the number of parking spaces (30% available at the busiest period), resulting in an overprovision of parking.

6.11. **Table 10** below indicates the number of parking spaces that would remain available when accounting for the existing demand for parking within the Kennet Centre MSCP (indicated in **Table 9)** and the proposed residential demand from the 317 dwellings (using the low and high parking rates obtained from the Bartholomew Court survey).

Table 10: Parking Availability (Existing Demand + Residential Demand using Bartholomew Court parking rates)

Time	High Car Ratio (0.57 daytime and 0.7 evening)			Low Car Ratio (0.43 daytime and 0.57 evening)		
	Thursday	Friday	Saturday	Thursday	Friday	Saturday
07:00	324	319	301	365	360	342
07:30	320	315	284	361	356	325
08:00	312	314	268	353	355	309
08:30	304	301	259	345	342	300
09:00	326	318	279	380	372	333
09:30	294	287	219	348	341	273
10:00	265	270	186	319	324	240
10:30	229	245	133	283	299	187
11:00	199	194	99	253	248	153
11:30	187	197	93	241	251	147
12:00	182	190	96	236	244	150
12:30	185	188	90	239	242	144
13:00	175	181	75	229	235	129
13:30	182	173	70	236	227	124
14:00	183	172	73	237	226	127
14:30	188	175	92	242	229	146
15:00	200	188	110	254	242	164
15:30	217	203	137	271	257	191
16:00	192	169	131	233	210	172
16:30	216	193	134	257	234	175
17:00	224	215	136	265	256	177
17:30	220	212	161	261	253	202
18:00	237	222	167	278	263	208
18:30	261	245	182	302	286	223
19:00	264	251	212	305	292	253
19:30	259	254	218	300	295	259
20:00	260	252	232	301	293	273

20:30	264	249	233	305	290	274
21:00	271	258	224	312	299	265
21:30	276	259	231	317	300	272
22:00	276	264	236	317	305	277

6.12. As illustrated in **Table 10** the peak parking demand would occur on a Saturday lunchtime when 487 spaces would be occupied (70 available). Throughout the entire week and in particular during the evening the on-site parking provision would be more than sufficient to cater for the predicted demand, with large numbers of empty spaces estimated on site.

6.13. The residential parking demand in **Table 10** is based upon survey data of Bartholomew Court, which is a development of flats only. The parking demand for houses is typically higher than that of flats. As a result, a separate exercise has been undertaken which considers a higher parking rate for houses. A parking ratio of 1.55 has been used which is as per Policy P1, which requires 1 parking space per 1-2 bedroom house and 2 parking spaces per 3+ bedroom house. This results in a requirement for 172 parking spaces for the 111 houses proposed on site. The parking ratio of 1.55 is consistent with car ownership statistics from the most recent Census[1], which indicate ownership levels of 1.52 for West Berkshire as a district and 1.55 for Newbury (super output areas 012, 013, 019, 020 and 021).

6.14. **Table 11** indicates the number of parking spaces that would remain available when accounting for the existing demand (indicated in **Table 9)** and the proposed residential demand from the 317 dwellings. The residential parking demand has been calculated using the low and high parking rates obtained from the Bartholomew Court survey (which has been applied to the 206 flats) and the higher requirement of 1.55 parking spaces per house (which has been applied to the 111 houses).

Table 11: Parking Demand (Existing Demand + Residential Demand using Bartholomew Court parking rates for flats and Policy P1 parking rates for the houses)

Time	High Car Ratio			Low Car Ratio		
	Thursday	Friday	Saturday	Thursday	Friday	Saturday
07:00	230	225	207	257	252	234
07:30	226	221	190	253	248	217
08:00	218	220	174	245	247	201
08:30	210	207	165	237	234	192
09:00	218	210	171	253	245	206
09:30	186	179	111	221	214	146
10:00	157	162	78	192	197	113
10:30	121	137	25	156	172	60
11:00	91	86	-9	126	121	26
11:30	79	89	-15	114	124	20
12:00	74	82	-12	109	117	23
12:30	77	80	-18	112	115	17
13:00	67	73	-33	102	108	2
13:30	74	65	-38	109	100	-3
14:00	75	64	-35	110	99	0
14:30	80	67	-16	115	102	19
15:00	92	80	2	127	115	37

[1] https://www.nomisweb.co.uk/query/construct/submit.asp?forward=yes&menuopt=201&subcomp=

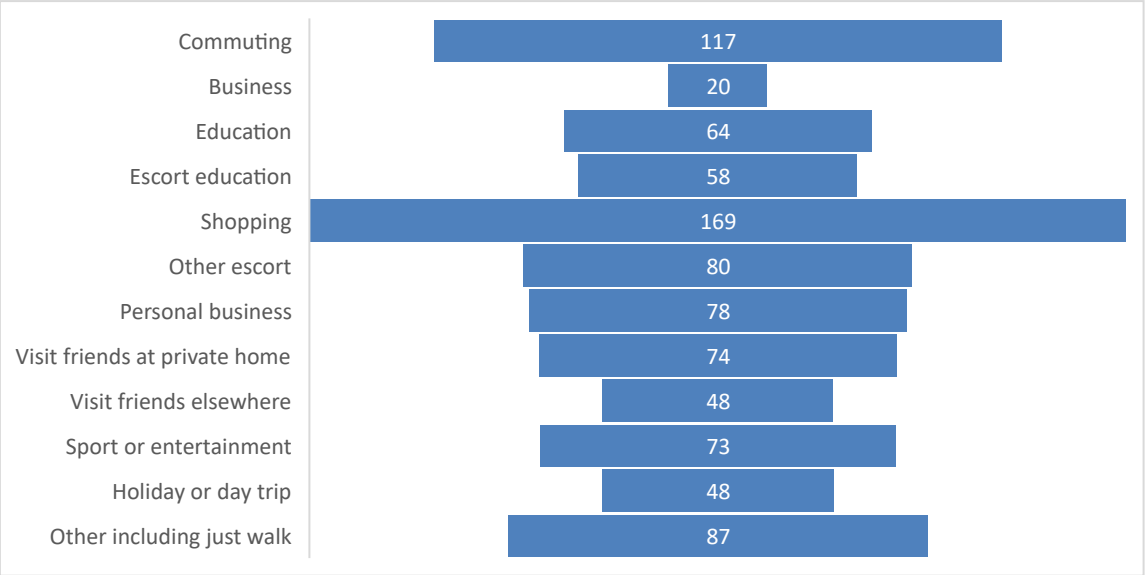
Time	High Car Ratio			Low Car Ratio		
	Thursday	Friday	Saturday	Thursday	Friday	Saturday
15:30	109	95	29	144	130	64
16:00	98	75	37	125	102	64
16:30	122	99	40	149	126	67
17:00	130	121	42	157	148	69
17:30	126	118	67	153	145	94
18:00	143	128	73	170	155	100
18:30	167	151	88	194	178	115
19:00	170	157	118	197	184	145
19:30	165	160	124	192	187	151
20:00	166	158	138	193	185	165
20:30	170	155	139	197	182	166
21:00	177	164	130	204	191	157
21:30	182	165	137	209	192	164
22:00	182	170	142	209	197	169

6.15. As illustrated in **Table 11** the peak parking demand would occur on a Saturday lunchtime when there would be a shortfall of 38 spaces (when applying the high daytime rate of 0.7) or a shortfall of 3 spaces (when applying the low daytime date of 0.4). Where there is a shortfall in parking provision those periods are highlighted red. Throughout the remainder of the week (Sunday to Friday) the on-site parking provision would result in available parking. This assumption is a worst-case scenario, as demand at the MSCP is expected to decrease following demolition of the existing shopping centre, with the development proposals resulting in a loss of circa 15,000 sqm of commercial floorspace.

6.16. The data in **Table 11** does not consider that residents of the 111 houses would not be parked on site at all times (24/7). There will be times during the week when residents need to use their car for commuting to work (as illustrated in **Table 6)**, for business, shopping, visiting friends, entertainment, sport, holiday, day trips etc. This is evident from the results of the 2023 National Travel Survey[2] which indicates that on average people make 915 trips per year and for different purposes, as illustrated in **Figure 13**. The 915 trips are made up of 682 trips Monday to Friday and 233 trips on the weekend. On average people make 2.51 trips per day. This figure dops to 2.33 when considering the weekend only.

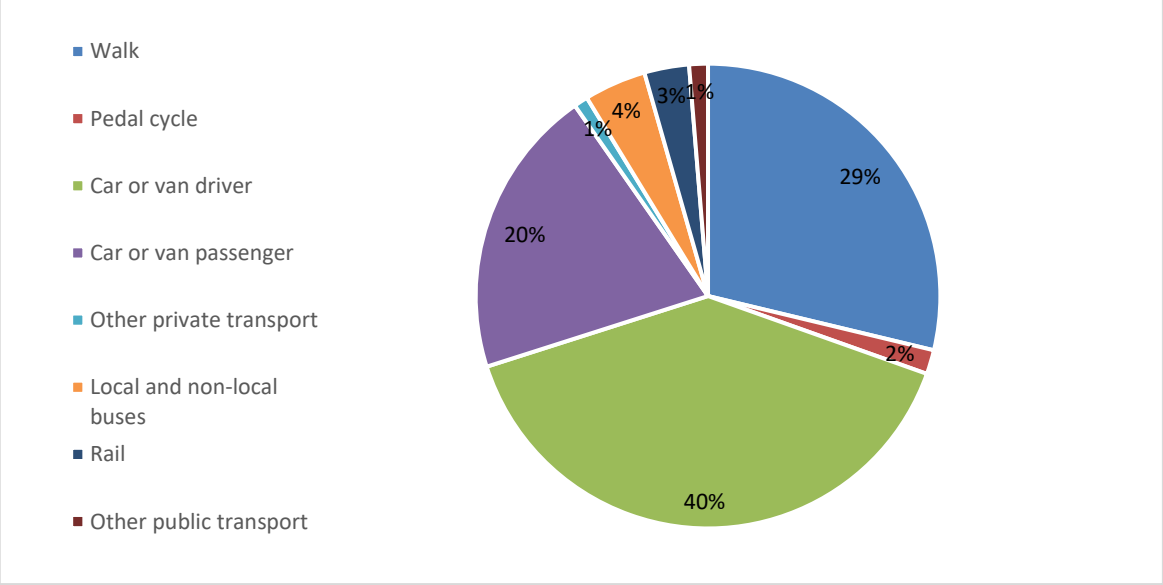
[2] https://www.gov.uk/government/statistical-data-sets/nts05-trips

Figure 13: Average number of trips by day of the week and purpose (trips per person per year)



6.17. The National Travel Survey also details the main mode of transport people use when undertaking the 915 trips per year. The car (driver only) accounts for 40% of trips Monday to Friday and 37% on a weekend. The next most common form of transport is walking, which accounts for 29% of all trips and is followed by passenger in a car which accounts of 20% of trips. The figure of 40% for car driver is consistent with 'Travel to Work' statistics obtained from Census data, which indicates that 40% of all journeys to work from the West Berkshire 019C super output area (which covers the centre of Newbury) are by driving a car or van. **Figure 14** details the Monday to Sunday modal split.

Figure 14: Percentage Modal Split (trips per person per year)



6.18. As evidenced by the National Travel Survey, 40% of all trips are undertaken by car. Applying this percentage to the average number of trips per day (2.51) would result in 1 car trip per day or 0.93 car trips when considering the weekend only (where there are on average 2.33 trips per person).

6.19. For there to be no overspill parking on site, only 38 (23%) of the 172 parking spaces (associated with the housing element of the scheme) would need to be available to non-residents during the critical Saturday lunchtime period (77% occupancy). This is considered realistic/feasible when considering the above information (circa 1 car trip per day on a Saturday) from the National Travel Survey. Alternatively, as stated earlier in this chapter the non-resident demand is considered a worst-case scenario, as demand at the MSCP is expected to decrease following demolition of the existing shopping centre, with the development proposals resulting in a loss of circa 15,000 sqm of commercial floorspace. The loss of the commercial floorspace could result in the loss of the 38 cars parked within the MSCP and could be higher.

6.20. When assuming 77% occupancy during the Monday-Sunday daytime (9am to 4pm) and 100% occupancy throughout the rest of the day/week there would be sufficient parking on site to cater for residents and visitors to Newbury town centre, as evidenced in **Table 12**.

Table 12: Parking Demand (Existing Demand + Residential Demand using Bartholomew Court parking rates for flats and Policy P1 housing rates which are adjusted to take account of 23% of spaces being free during the daytime only)

Time	High Car Ratio			Low Car Ratio		
	Thursday	Friday	Saturday	Thursday	Friday	Saturday
07:00	230	225	207	257	252	234
07:30	226	221	190	253	248	217
08:00	218	220	174	245	247	201
08:30	210	207	165	237	234	192
09:00	286	278	210	321	313	245
09:30	254	247	150	289	282	185
10:00	225	230	117	260	265	152
10:30	189	205	64	224	240	99
11:00	159	154	30	194	189	65
11:30	147	157	24	182	192	59
12:00	142	150	27	177	185	62
12:30	145	148	21	180	183	56
13:00	135	141	6	170	176	41
13:30	142	133	1	177	168	36
14:00	143	132	4	178	167	39
14:30	148	135	23	183	170	58
15:00	160	148	41	195	183	76
15:30	177	163	68	212	198	103
16:00	98	75	37	125	102	64
16:30	122	99	40	149	126	67
17:00	130	121	42	157	148	69
17:30	126	118	67	153	145	94
18:00	143	128	73	170	155	100
18:30	167	151	88	194	178	115
19:00	170	157	118	197	184	145
19:30	165	160	124	192	187	151
20:00	166	158	138	193	185	165
20:30	170	155	139	197	182	166

Time	High Car Ratio			Low Car Ratio		
	Thursday	Friday	Saturday	Thursday	Friday	Saturday
21:00	177	164	130	204	191	157
21:30	182	165	137	209	192	164
22:00	182	170	142	209	197	169

6.21. With parking spaces available on a first-come-first-served basis it is not envisaged that there would be any issues with regards availability of parking spaces during the week.

6.22. The provision of dual use parking, with commercial mainly by day and residents mainly overnight, would ensure the level of parking provision is appropriate (as detailed in **Table 12)**. The additional floor of parking within the Kennet Centre MSCP would ensure that no overspill parking is likely to occur. However, should demand exceed the available parking within the Kennet Centre MSCP (which is highly unlikely to ever occur considering the existing demand and predicted residential demand), there is more than sufficient parking provision available within Newbury town centre (discussed below).

6.23. The results in **Table 11** and **Table 12** indicate that the parking occupancy from the Old Town scheme would be significantly better/lower than the parking occupancy results from the Eagle Quarter II planning application (23/02094/FULMAJ). The Eagle Quarter II scheme (which included more dwellings and fewer parking spaces than the Old Town scheme) estimated that the demand for residential car parking and town centre car parking would exceed the number of car parking spaces provided around the middle of the day by between 40 and 90 cars (low/high ratio) on most Saturdays and Sundays. The S106 obligations requested as part of the Eagle Quarter II scheme (i.e. £500,000 towards the town centre VMS and £70,000 towards the Station MSCP improvements) are therefore not required for this scheme as sufficient parking is available at all times of the day/week for both residents and non-residents (i.e. visitors to Newbury town centre)

Newbury Town Centre Car Parks

6.24. Newbury not only benefits from a good range of car parking but has an oversupply of both short and long stay, across the town. The main car parks in Newbury (Parkway, Northbrook and Rail Station) are clearly signed and indicate availability, so users can make a choice of where to park whilst entering from the main roads on the outskirts of the town. The following car parks are all within a short walk of the site and the centre of Newbury:

- Newbury Rail Station Car Park (494 paces capacity) is located 150m to the south of the site;
- Northbrook Car Park (300 space capacity) is located 250m to the north of the site; and
- Parkway Shopping Car Park (664 space capacity) is located 500m to the north of the site.

6.25. As detailed in **Section 2**, **Table 4**, there is significant spare capacity within the car parks in Newbury town centre. The 3 car parks (Parkway, Northbrook and Rail Station) provide a total of 1,458 spaces and at the busiest period the car parks are only 52.3% occupied, which results in an abundance of available spaces (893). The weekend peak occupancy is lower at 49%, providing 951 empty spaces.

6.26. During June 2024 West Berkshire Council also undertook a series of car parking surveys to determine the occupancy within Newbury town centre car parks for a Thursday and a Saturday. This information is included within the response to the Eagle Quarter II planning application (23/02094/FULMAJ). These surveys focused on the availability of car parking with the car parks between 12:00 and 14:00 hours, particularly those closest to the application site south of the river Kennet. The results of these surveys are provided in **Table 13**.

Table 13: Availability of empty car parking spaces on Saturday June 8th, 2024, 12:00 to 14:00

Car Park	Total Empty Spaces
Newbury Corn Exchange (Bear Lane) Car Park	8
Newbury Central (KFC) Car Park	16
Newbury Library Car Park	29
Newbury Wharf Car Park	6
Newbury Eight Bells Arcade Car Park	21
Newbury Station Multi Storey Car Park - Ground Floor	68
Newbury Station Multi Storey Car Park - 1st Floor	27
Newbury Station Multi Storey Car Park - 2nd Floor	53
Newbury Station Multi Storey Car Park - 3rd Floor	74
Newbury Station Multi Storey Car Park - 4th Floor	84
Newbury Station Multi Storey Car Park - 5th Floor	45
Total	**431**

6.27. The survey results in **Table 13** indicate that there is significant availability of car parking available within the town centre during a Saturday, particularly at the Newbury Rail Station (Market Street) MSCP. In the unlikely events that the Kennet Centre MSCP should be full on a Saturday, the parking survey results form 2022 and 2024 indicate that any overspill parking could easily be accommodated within other existing town centre car parks.

Alternatives to Private Car Ownership

6.28. The scheme proposals include considerable sustainable elements that most other town centre residential developments do not facilitate including extensive cycle parking and access to 3 additional car club cars which would be located within the Kennet Centre MSCP on the fourth floor/roof. Car clubs have been shown to have significant benefits, which are discussed below.

6.29. Collaborative Mobility UK (CoMoUK) are a national charity dedicated to the social, economic and environmental benefits of shared transport. CoMoUK work collaboratively with public, private and third sector organisations, conduct unique research and advise public authorities on shared transport and sustainable transport more broadly.

6.30. CoMoUK prepared a report in 2024 on behalf of the applicant (in support of the Eagle Quarter II planning application 23/02094/FULMAJ) which reviews the proposed shared transport facilities that are included as part of the development proposals i.e. car clubs. A copy of this report is provided in **Appendix J**.

6.31. The CoMoUK report states that car clubs have experienced substantial growth since the pandemic, with c.780,000 members of car club schemes across the UK, more than double the 2019 figure. Car Clubs are considered a highly effective method in reducing car ownership and directly work towards air pollution reduction targets. 14% of the UK's car club fleet is electric, compared to just 2% of the country's overall fleet, and 100% of the UK's car clubs fleet meet standards for low emissions zones.

6.32. The CoMoUK England and Wales Car Club Annual Survey 2022 demonstrates that in England and Wales, between 9 and 22 private cars are taken off the road as a result of each car club vehicle. With 3 additional car club cars available within the Kennet Centre MSCP, this could remove circa 27 to 66 cars. This represents a further and significant decrease in parking demand. Car club cars parked in the Kennet Centre MSCP would also be available for use by any member of the Club, whether resident at the scheme or not. This would increase its accessibility to local residents, therefore enabling a wider reduction in car ownership and benefits of use.

6.33. Three car club vehicles equate to between 27-66 private car spaces not needed at the development. As this is an average figure, the potential number of users per vehicle can be higher, as the vast majority of car club members only use vehicles 1-10 times per year. By working with the existing operator, the other four car club vehicles that are currently within 10 minutes' walk of the site will also be available to residents, catering to any additional demand for car access.

6.34. The CoMoUK report indicated that the site has "good potential for shared transport" with a range of factors influencing this such as:

- High population density;
- Low car ownership and commuting levels;
- Close proximity to public transport services (bus and rail);
- Close proximity to local amenities including health, education, employment, retail and leisure;
- On street parking restrictions; and
- Existing shared transport provision.

6.35. The CoMoUK report indicates that the conditions are already favourable in the area for shared transport and the development would improve the situation. The development is likely to attract and be marketed at young professionals (as discussed above), the demographic most likely to use car clubs. As the development is well-served by nearby amenities and public transport, there is even less need to own a car in this location. This accords with the phrase "I don't need a car very often" being the most-selected reason for joining a car club in CoMoUK's latest annual survey.

6.36. Overall, shared transport is a popular and growing sector that supports transport decarbonisation goals, with car clubs replacing the need for between 9-22 private cars and bike sharing substituting around 245 million car miles annually. The three car club vehicles the applicant is planning to fund remove the need for between 27-66 private car spaces at the development, likely the higher end of this estimate, given that renters are less likely to own cars in the first place.

Planning History

6.37. In 2021 a planning application (21/00379/FULMAJ) was submitted to West Berkshire Council for 367 dwellings on the application site (development known as Eagle Quarter). The development proposals included 575 parking spaces which equated to a parking ratio of 1.57 spaces per dwelling. During post application discussions, West Berkshire Council confirmed that this level of parking provision would be acceptable based upon the dual use of the parking spaces within the Kennet Centre MSCP. No S106 obligations were required in regard to parking. This planning application was subsequently withdrawn in 2023.

6.38. In 2023 a new planning application was submitted to West Berkshire Council, known as Eagle Quarter II (23/02094/FULMAJ). This application included 427 dwellings and 475 parking spaces. This resulted in a parking ratio of only 1.11 spaces per dwelling which was much reduced from the previous planning application. During post application discussions, West Berkshire Council confirmed that this level of parking provision would be acceptable, providing a financial contribution was provided in order to upgrade and replace the wider town centres VMS system. A contribution of £500,000 was sought for these works. West Berkshire Council also requested £70,000 towards improvements to the Market Street MSCP, for use by shoppers. These works would include the following:

- Improvements to doors to enable easier use and opening;
- Improvements to directional signage within the car park
- Improvements to the surface markings of pedestrian routes through the car park to the lift area and to the car park vehicle entrance with coloured surfacing and markings; and
- Improvements to the footway on the western side of Market Street fronting alongside the council office building with footway widening, a raised crossover across the grasscrete access area and a marked and coloured surface route to the car park vehicle entrance.

6.39. Highway Officers at West Berkshire Council agreed that with the above works the planning application would be acceptable from a highway's perspective.

6.40. This planning application (Old Town) reduces the number of dwellings to 317 and provides 557 parking spaces. This results in a parking ratio of 1.76 spaces per dwelling. This level of parking provision exceeds what has previously been proposed and accepted by West Berkshire Council and is therefore considered a significant betterment. A summary of the above-mentioned parking provision is included in **Table 14**.

Table 14: Parking Provision Comparison

Planning Application No.	Dwellings	No. Parking spaces	Parking Ratio	S106 Contributions
Eagle Quarter 21/00379/FULMAJ	367	575	1.57	No contributions requested
Eagle Quarter II 23/02094/FULMAJ	427	475	1.11	£500,000 VMS Contribution £70,000 Station MSCP Improvements
Old Town Planning Application	**317**	**557**	**1.76**	**No contributions proposed**

6.41. The S106 obligations requested as part of the Eagle Quarter II scheme (i.e. £500,000 towards the town centre VMS and £70,000 towards the Station MSCP improvements) are not required for this scheme as sufficient parking is available at all times of the day/week for both residents and non-residents (i.e. visitors to Newbury town centre)

Summary

6.42. In summary, the proposed car parking provision is considered to be appropriate for the following reasons:

- The proposed parking provision is in accordance with the provisions of the existing local and national planning policy;
- The parking provision (1.76 spaces per dwelling) exceeds that considered acceptable as part of previous planning applications on the application site;
- Dual use of the Kennet Centre MSCP is agreed in principle;
- The level of car parking proposed is in line with the expected level of demand for spaces by both residents and non-residents;
- There is a significant existing demand for car-free living within Newbury;
- The site is located within one of the most accessible locations within Newbury;
- The scheme would provide a genuine alternative to private car ownership through the provision of car club vehicles and other sustainable travel incentives such as cycle repair stations;
- There are extensive parking restrictions in the vicinity of the development that would discourage car ownership amongst any car-owning residents who do not have access or wish to pay for a space; and
- A car park management strategy would ensure space capacity and would allow for fluctuations in residents leaving and returning from work.

6.43. The above points are supported by a substantial body of information which shows that the availability of parking within a location, where off-site car parking is limited, is a key driver of determining the levels of car ownership and seek to minimise the reliance of the private car through onsite controls and accessibility to alternative modes (which in this case given the sites location are significant). Overall, the proposed parking provision is considered appropriate for the scale and type of development in this location.

7. Sustainable Transport

Aims and Objectives

7.1. One key objective of the proposed development is to encourage residents to travel by sustainable modes of transport. The Travel Plan has the following aims;

- Manage the demand for travel to the site;
- Improve the availability and choice of travel mode to the site;
- Reduce the number of vehicles attending the site;
- Improve the safety and security of people who travel to the 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.

Framework Travel Plan

7.2. In support of the planning application a Framework Travel Plan report has been prepared. The report sets out the measures that would be put in place to promote sustainable alternatives to private car use. The scope and content of the Travel Plans would be binding through incorporation within a planning condition or Section 106 Agreement on grant of the formal planning permission for the proposed development. The Travel Plan includes the following key measures:

Travel Plan Co-ordinator (TPC)

7.3. 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.

Sustainable Travel Packs

7.4. 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 sharing schemes, car clubs and bike sharing;
- 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.

Bartholomew Street Cycle Improvement Works

7.5. 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 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 where required.

7.6. These improvements are deliverable and accord with the aims and recommended works identified within the West Berkshire LCWIP. A copy of the drawing is provided in **Appendix F**.

Bartholomew Street / Market Street Junction

7.7. As part of the development proposals the Bartholomew Street / Market Street junction would be redesigned to allow southbound movements on Bartholomew Stret. 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 K**. These improvements compliment the aims and aspirations identified within the West Berkshire LCWIP.

Cycle Parking

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

Cycle Repair Stands

7.9. 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.

Cycle / Public Transport Vouchers

7.10. 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.

7.11. 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. 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.

7.12. Such provision would seek to influence the travel patterns of residents in favour of public transport and can also be promoted in the sales material for the units.

Car Club

7.13. Enterprise Car Club are the official car club provider in Newbury, working in collaboration with West Berkshire Council. The development proposals include a 3-vehicle expansion of the existing Enterprise car club. 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. The operator would fund the car club which would be run by Enterprise Car Club who would promote its services through bespoke marketing, advertising and a launch day event.

7.14. Car clubs have experienced substantial growth since the pandemic, with around 780,000 members of car club schemes across the UK, more than double the 2019 figure.

7.15. The Collaborative Mobility UK (CoMoUK) Car Club Annual Survey 2022 demonstrates that in England and Wales, between 9 and 22 private cars are taken off the road as a result of each car club vehicle. With 3 club spaces proposed within the MSCP, this could remove some 27-66 cars likely the higher end of this estimate. This represents a further and significant decrease in parking demand. Note: Vehicles parked in the car club spaces would also be available for use by any member of the Club, whether resident at the scheme or not. This would increase its accessibility to local residents, therefore enabling a wider reduction in car ownership and benefits of use.

7.16. The site has good potential for shared transport such as car sharing with a range of factors influencing this such as:

- High population density;
- Low car ownership and commuting levels;
- Close proximity to public transport services (bus and rail);
- Close proximity to local amenities including health, education, employment, retail and leisure;
- On street parking restrictions; and
- Existing shared transport provision.

Electric Car Charing Spaces

7.17. 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 (22 total including existing). The developer would also provide policy compliant electric vehicle spaces across the rest of the site. These spaces would support the predicted growth in electric vehicles over the coming years.

Travel Plan Measures

7.18. A summary of all Travel Plan measures to be implemented, the timescales and the responsibility for implementing each of the measures is provided in **Table 15**.

Table 15: 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, Cheap Street and Market Place	Developer	From onset of occupation
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 vehicle 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

Task Description	Who is responsible?	To be completed by?
Promotion of relevant car sharing website/database and car club	Travel Plan Co-ordinator	From onset of occupation
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
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 development is 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 development is 75% occupied then repeated annually for a period of 5 years

8. Trip Generation

Existing Trip Generation

8.1. The application site is located in the centre of Newbury and measures approximately 2.2 hectares in size and comprises the Kennet Shopping Centre.

8.2. The development proposals would result in the partial demolition of the Kennet Shopping Centre resulting in the loss of 14,891.15sqm of commercial floorspace (retail and office space). The proposals retain the existing Class E floorspace within Kennet Centre which includes the Vue cinema and four units (including Nando's and Kung Fu).

8.3. To estimate the trips lost by the partial demolition of the Kennet Centre, vehicle-based trip rates have been derived from the TRICS online database for the existing land uses (retail and offices), as detailed in **Table 16** and provided in **Appendix L**. Trip rates have been downloaded for the AM (8am-9am) and PM (5pm-6pm) peak hours as these are the times in which the local highway network is typically under the greatest level of stress. This approach has been selected in favour of undertaken a traffic survey of the existing car park because a number of units within the Kennet Centre are currently vacant/unoccupied and are therefore no longer generating any trips. At any time, these units could reopen and generate trips which would not have been captured by a traffic survey. The use of TRICs therefore provides a robust assessment as it assumes all units are open and enables a direct comparison with the development proposals which assumes all units are occupied/open.

Table 16: Existing Land Use Vehicle Trip Rates & Trip Generation Calculations

Period	Trip Rates (per unit)		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
Retail (14,335.66 sqm)				
AM Peak	0.400	0.071	57	10
PM Peak	0.894	1.365	128	196
Daily	14.682	14.684	2,105	2,105
Office (555.49 sqm)				
AM Peak	0.680	0.085	4	0
PM Peak	0.123	0.661	1	4
Daily	4.805	4.684	27	26
Total				
AM Peak	-	-	61	11
PM Peak	-	-	129	199
Daily	-	-	2,131	2,131

Note: The above trip rates were agreed with West Berkshire Council during the planning application process for planning application 23/02094/FULMAJ.

8.4. Based upon the above trip rates, the existing units within the Kennet Centre (i.e. those units which would be demolished as part of the development proposals) would generate 2,131 vehicle arrivals and 2,131 vehicle departures per day. The above calculations exclude trips associated with the retained Vue Cinema and restaurants (located in the southeast corner of the site).

Proposed Trip Generation

8.5. To estimate the trips likely to be generated by the development, vehicle-based trip rates have been derived from the TRICS online database, as detailed in **Table 17** and provided in **Appendix L**. The development will include Build to Rent and/or private sale. For the purposes of this assessment trip rates have been obtained for the houses privately owned and flats privately owned categories as they typically have a higher trip rate than rented accommodation. The proposed trip generation is therefore considered robust.

Table 17: Vehicle Trip Rates and Trip Generation

Period	Trip Rates (per unit)		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
Flats/Maisonettes (207 units)				
AM Peak	0.043	0.189	5	21
PM Peak	0.170	0.082	19	9
Daily	1.036	1.080	114	119
Houses (110 units)				
AM Peak	0.124	0.300	14	33
PM Peak	0.276	0.152	30	17
Daily	1.875	1.867	206	205
Retail (342.6sqm)				
AM Peak	0.400	0.071	1	0
PM Peak	0.894	1.365	3	5
Daily	14.682	14.684	50	50
Total				
AM Peak	-	-	20	54
PM Peak	-	-	52	30
Daily	-	-	371	374

8.6. Based upon the above trip rates the proposed development would generate 371 vehicle arrivals and 374 vehicle departures per day.

Net Trip Generation

8.7. The net trip generation to/from the application site is detailed within **Table 18** overleaf.

Table 18: Net Trip Generation

Period	Trip Generation		
	Arrivals	Departures	Total
AM Peak	-41	+43	+2
PM Peak	-77	-169	-246
Daily	-1,761	-1,757	-3,518

8.8. The above trip generation calculations demonstrate that the development proposals would result in a significant reduction in vehicle trips throughout the day, with 3,518 trips removed from the local highway network. During the morning peak hour there would be a small increase of 2 vehicle trips onto the highway network, whereas during the evening peak hour there would be a significant decrease of 246 vehicle trips.

8.9. Overall, the development proposals would remove a significant number of cars from the local highway network and would have a **positive** impact in terms of reducing driver delay, congestion, pollution and noise in Newbury town centre. The development proposals would also reduce the number of HGV trips within Newbury (discussed further in section 9).

9. Highway Impact

Network Performance

9.1. West Berkshire Councils VISSIM traffic model (which is operated and maintained by WSP) has been reviewed to consider the likely impact of the proposed development on the local highway network. Consideration has been given to the following local junctions (these are the junctions at which the development would have the greatest impact):

- A339 / Bear Lane / Kings Road Roundabout;
- A339 / Cheap Street Junction;
- Cheap Street / Market Street Junction;
- Bear Lane / The Wharf Junction; and
- Market Street / Bartholomew Street.

9.2. The VISSIM model has been run for the AM peak (8am-9pm) within the 2031 future assessment year. The 2031 future assessment year model includes all known committed developments (including Sandleford Park), all highway improvement schemes and mitigation from strategic housing developments in West Berkshire such as Sandleford Park. The PM peak has not been run as the development would significantly reduce traffic on the network during the period (a reduction of 233 vehicle trips) and would therefore have a beneficial impact. WSP have also updated the model to include a new southbound arm on Bartholomew Street at the Market Street junction and the signals have been adapted for this additional demand.

9.3. The base traffic flows for the 2031 AM future assessment year (without the redevelopment works to the Kennet Centre) are detailed in **Table 19**. Also included in the below table is the percentage increase in traffic flows, should the development be granted planning permission and should the net increase in trips (2 vehicles) pass through that particular junction.

Table 19: 2031 AM Peak Hour Turning flows without Development supplied by WSP

Junction	Lights	Heavies	Total	% Increase
Bear Lane Roundabout	4,683	175	4,858	0.04%
A339 / Cheap Street	3,704	164	3,868	0.05%
Cheap Street / Market Street	936	35	971	0.21%
Bear Lane / The Wharf	627	27	654	0.31%
Market Street / Bartholomew Street	1,359	30	1,389	0.14%

9.4. As detailed in **Table 19** the percentage increase would be negligible at each of the junctions considered during the AM peak hour. The maximum increase would be 0.31%. This level of increase is considered negligible and would be within the level of flow change which typically occurs on a daily basis.

9.5. Key network performance statistics such as average time, distance, speed and delay would all experience a negligible change during the AM peak hour. During the evening peak hour there would be positive change. The daily impact would also be positive with a significant reduction in vehicle trips expected.

National Planning Policy Framework

9.6. The National Planning Policy Framework (NPPF) states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment, and decisions should take account of whether:

- The opportunity for **sustainable transport** modes have been taken up, depending on the nature and location of the site to reduce the need for major transport infrastructure;
- **Safe and suitable access** to the site can be achieved for all people; and
- **Improvements can be undertaken** within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

9.7. The following paragraphs consider how the development impacts upon each of the above bullet points raised within the NPPF.

Sustainable Transport

9.8. Given the level of pedestrian infrastructure around the application site, suitability of local roads for cycling and links to facilities and services within an acceptable walking/cycling distance, the application site is extremely well located to encourage pedestrian/cycle journeys in place of car journeys to local facilities.

9.9. The site is also conveniently located only 150m from Newbury Rail station and 200m from Newbury Bus Station. The Kennet Centre site is considered excellent in this regard.

9.10. Existing services, facilities, amenities, employment opportunities and transport infrastructure are readily available and accessible from the application site.

9.11. A high-density scheme such as the current proposals is considered appropriate in this location given the sustainability credentials of the application site and wider area. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and reducing reliance upon owning a car.

9.12. The scheme would provide a genuine alternative to private car ownership through the provision of car club vehicles and membership and other sustainable travel incentives such as cycle/public transport vouchers (as detailed within the Travel Plan). These measures would increase the take-up of sustainable modes of thus reducing the need for major transport infrastructure.

Safe & Suitable access

9.13. The local highway network is considered to be safe and the number and pattern of recorded collisions within the study area are generally consistent with what would be expected for the levels of traffic flow, pedestrian movements and the scale/nature of the roads and junctions on the highway network. The development proposals, which include accesses onto Bartholomew Street, Market Street, Cheap Street and Market Place are not considered to be detrimental to highway safety. The site can be accessed by all people.

Improvements can be undertaken

Bartholomew Street Cycle Improvements

9.14. Improvements to Bartholomew Street target cyclists and would permit southbound cycle movements on Bartholomew Street. These improvements are deliverable and accord with the aims and recommend works identified within the West Berkshire LCWIP. Drawings illustrating these works is included in **Appendix F**.

Market Street / Bartholomew Street junction

9.15. Improvements are also proposed to the Market Street / Bartholomew Street junction which would permit southbound vehicle movements on Bartholomew Street and would enable pedestrians to cross in a single stage. These works would also include the addition of on crossing detectors. A drawing illustrating these works is included in **Appendix K**. These improvements are deliverable and accord with the aims and recommend works identified within the West Berkshire LCWIP.

9.16. In order to demonstrate that the proposed changes would not have a detrimental impact upon driver delay at the junction a LinSig model has been set up. The LinSig model has been run with traffic flows extracted from the VISSIM model for the 2031 future assessment year. Development trips have been manually added to the base 2031 traffic flows.

9.17. The LinSig analysis for this junction is provided in **Table 20** and the full outputs are provided in **Appendix M**. The LinSig model has been run without the Bartholomew Street (north) stage. This stage is likely to be called infrequently during the morning peak hour.

Table 20: 2031 Bartholomew Street / Market Street LinSig Results (With Pedestrian Stage)

Junction Arm	AM Peak	
	Degree of Sat (%)	Max Queue
Market Street	96.7%	22.9
Bartholomew Street (South)	95.8%	37.1
PRC (%)	-7.5%	
Cycle Time	120 seconds	

9.18. As can be seen in **Table 20**, the junction is predicted to operate slightly over capacity following the proposed amendments to the junction layout. This assessment assumes that the pedestrian stage would be called every cycle. In practice this is considered unlikely when considering the predicted pedestrian demand and desire lines through the junction. The LinSig model has therefore been run without the pedestrian stage. The results of this assessment can be seen in **Table 21**.

Table 21: 2031 Bartholomew Street / Market Street LinSig Results (Without Pedestrian Stage)

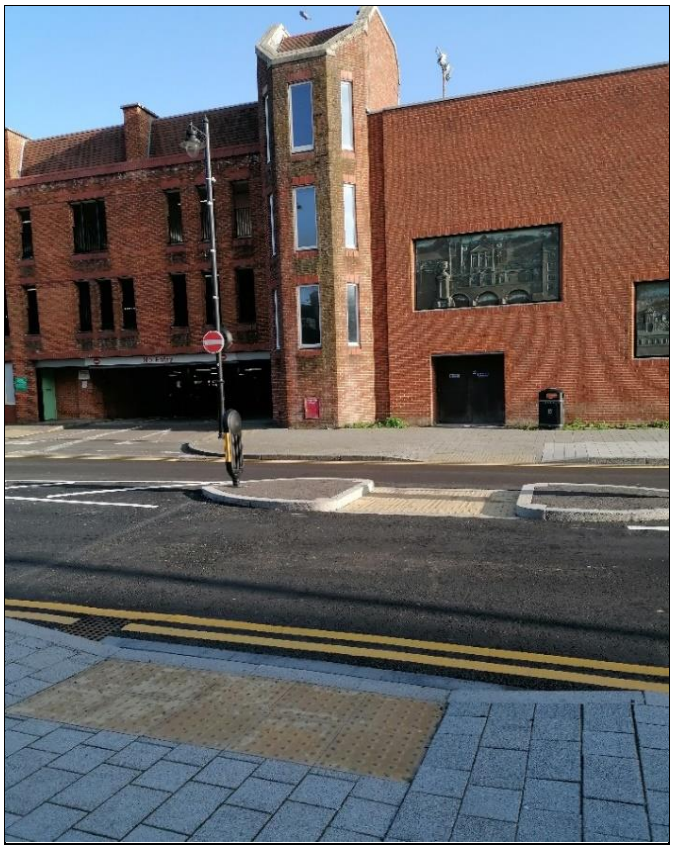
Junction Arm	AM Peak	
	Degree of Sat (%)	Max Queue
Market Street	77.3%	11.6
Bartholomew Street (South)	78.6%	19.0
PRC (%)	14.5%	
Cycle Time	90 seconds	

9.19. As can be seen in **Table 21**, the junction is predicted to now operate well within capacity. The highest degree of saturation occurs on Bartholomew Street (south), reaching 78.7% in the morning peak hour. A queue of 19 vehicles is recorded on the same arm. These results are considered much more representative of how the junction would operate in practice.

Other Improvements

9.20. Other recommendations identified locally within the West Berkshire LCWIP include a review of the Market Street pedestrian refuge and if considered necessary for this to be redesigned so that it is a usable width to accommodate all users. This crossing point has subsequently been reviewed and is considered appropriate for the existing/future level of pedestrian use within Newbury town centre and the level of traffic on Market Street. The crossing includes dropped kerbs, tactile paving and a central pedestrian refuge. A photograph illustrating the existing crossing facility is provided below.

Photograph 7: Market Street Pedestrian Refuge



9.21. The West Berkshire LCWIP also recommends a review into the lighting columns, highway direction signs and bus shelters on Cheap Street and Bear Lane which currently reduce the usable footway widths. Where possible it is recommended that these features are re-sited or re-designed to increase the footway width. The development proposals do include amendments to some items of street furniture, with the bus stop on Cheap Street relocated and the removal of several traffic signal poles at the Cheap Street / Bear Lane traffic signal-controlled junction. These amendments can be undertaken and would benefit pedestrians, therefore according with the West Berkshire LCWIP.

Summary

9.22. Overall, the type and scale of the proposed development is considered consistent with the location and consent for development within the area. Taking these factors into consideration, and in accordance with National Planning Policy Framework (NPPF), the impact of the associated development traffic on the operation and safety of the local highway network, is considered to be beneficial and acceptable.

9.23. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. This is not the case for the proposed development. Beyond the improvements proposed at the Bartholomew Street / Market Stret traffic signal-controlled junction (which are required for access reasons rather than capacity reasons), no additional off-site assessment or improvement schemes are considered necessary.

10. Construction Traffic Management Plan

Traffic Management Measures

10.1. It is important that construction traffic is managed and integrated into the existing road network. This would maintain safety on the highway whilst minimising the risk of inconvenience and disruption to the public.

10.2. This would be achieved through careful management, programming and co-ordination of the works. To minimise the impact of construction traffic on the existing road and highway network the following principles would be actioned:

- Delivery vehicles would access and egress the site from the local highway network. A routing strategy would be prepared, and drivers advised of this in order to limit the impact of vehicles on the local highway network. The Traffic Management Plan would be agreed with the Local Highway Authority;
- All contractors would be made aware of the agreed route and would be expected to enforce its use through the implementation of penalties;
- Signage would be erected within the site to clearly direct traffic;
- The site working hours are likely to be as follows:
  - 8:00am to 6:00pm Monday to Friday;
  - 8:00am to 2:00pm on Saturday; and
  - No works would take place on Sundays or Bank Holidays.
- Delivery vehicles, whenever practical, would avoid peak hours to reduce traffic congestion and nuisance on the local highway network;
- Vehicles associated with the development would not park on the local highway network;
- Where works impact on the public highway, appropriate temporary traffic regulation orders would be put in place;
- On site car parking would be provided for essential contractor vehicles;
- The entrance to the site would be kept clear and clean. Appropriate cleaning/sweeping would be carried out;
- In the interests of the environment and road safety all containers carrying materials would be appropriately covered or secured to prevent soiling of the highway network, causing a hazard to vehicles, pedestrian and cyclists; and
- The site would be appropriately secured;

10.3. The application of the measures outlined above would ensure that there are no vehicle conflicts or potential road safety issues associated with the construction of the development. Following implementation of the arrangements / measures discussed above, there should be no material impact on the existing highway network or road safety.

10.4. The full package of measures would be agreed with the Local Highway Authority within a Construction Traffic Management Plan. It is recommended that this should be conditioned subject to a Resolution to Grant planning permission.

11. Summary and Conclusions

Summary

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

11.2. 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).

11.3. The site is located in an extremely sustainable location with a wide range of facilities and services within a desirable walking and cycling distance of the site. The site also has excellent access to a good level of train services and bus services, which would reduce the dependency on car usage from the site. The site is located within one of the most accessible locations within Newbury.

11.4. A review of collision statistics for the local highway network has been carried out and no trends or clusters have been identified on the local highway network in the vicinity of the site or the site access. It is not expected therefore that the development proposals would result in an impact on highway safety.

11.5. Five points of access would be provided into the site for vehicles along with separate pedestrian/cycle access points onto Bartholomew Street, Market Street, Cheap Street and Market Place.

11.6. Bartholomew Street would become two-way between the access and the Market Street traffic-signal controlled junction to the south. In addition to this a TRO would be submitted to permit cyclists to travel south on Bartholomew Street.

11.7. The existing signalised 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 all movements. 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). 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. These proposals accord with the recommendations within the West Berkshire LCWIP.

11.8. The development proposals include the addition of a new level of parking within the Kennet Centre MSCP along with a further 80 new parking spaces provided on site. The total parking provision on site would be 557 spaces. The provision of 557 parking spaces within the scheme accords with the minimum parking standards set out in Policy P1, which for this development would require a minimum 407 spaces for the residential proposals.

11.9. 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.

11.10. The development proposals also include 495 cycle parking spaces of which 197 spaces would be provided within the Kennet Centre MSCP. The cycle parking provision is considered to be appropriate for the site.

11.11. A Framework Travel Plan for the site has been produced which would ensure that residents travel in a sustainable manner and would limit the impact of the development upon the local highway network.

11.12. The trip generation calculations demonstrate that the development proposals would result in a significant reduction in vehicle trips throughout the day, with 3,518 trips removed from the local highway network. The proposed development also removes HGV trips from the local highway network that are currently associated with the Kennet Centre.

11.13. The proposed development would have a positive impact upon the operation of the local road network (in terms of driver delay, congestion etc).

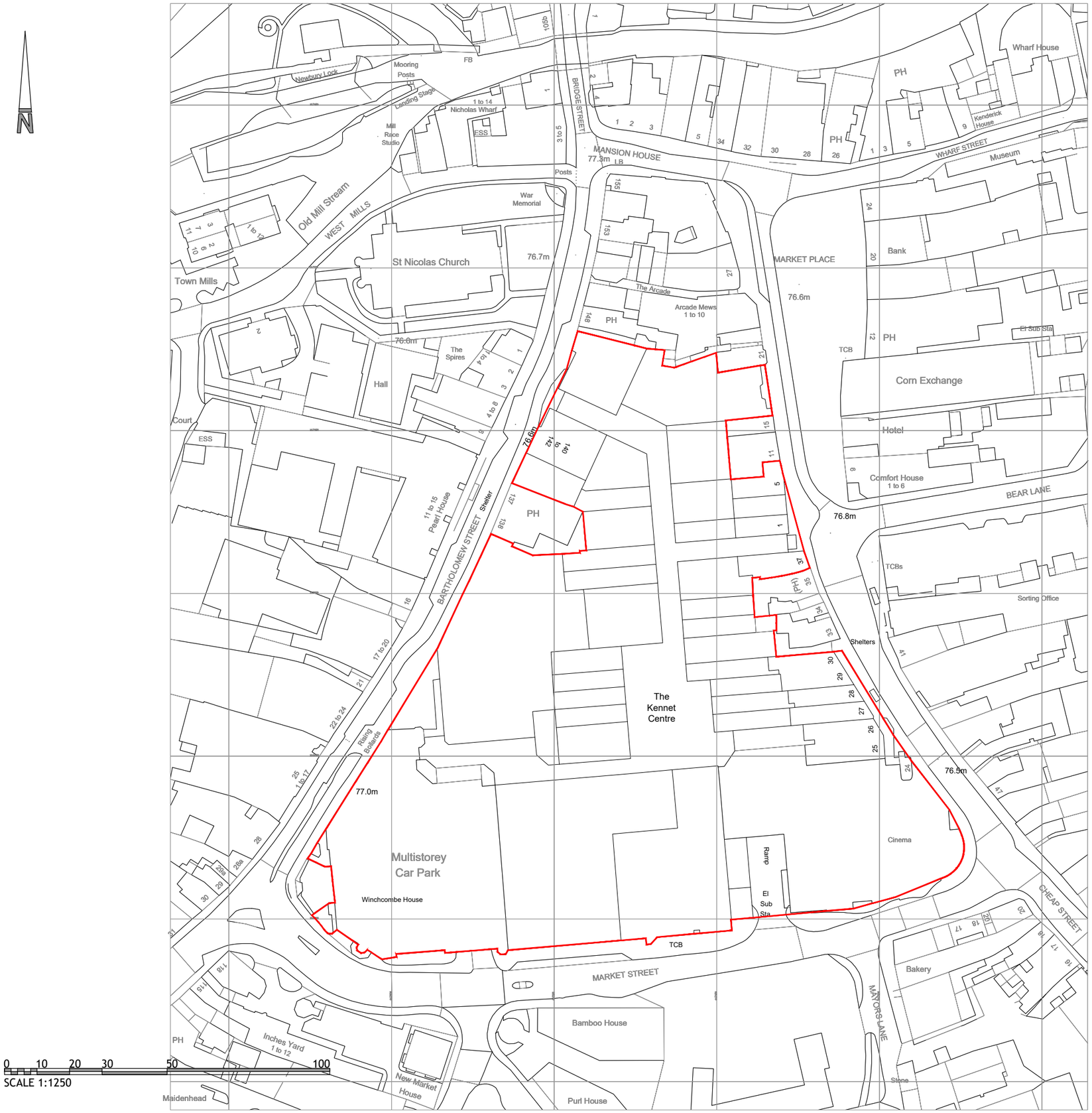
11.14. The type and scale of the proposed development is considered consistent with the location and consent for development within the area. Taking these factors into consideration, and in accordance with National Planning Policy Framework (NPPF), the impact of the associated development traffic on the operation and safety of the local highway network, is considered to be beneficial.

Conclusions

11.15. It can be concluded from the evidence presented in this report that the proposals can be accommodated without detriment to safety or the operation of the local highway network. In addition, the development site is accessible by a choice of transport modes. As such, the impact of the development is not severe and there is no reason why the proposals should be refused on transport and highway grounds.

APPENDICES

A. Site Location Plan



NOTES

1. 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.

2. Reproduced from OS Sitemap ® by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright 2008. All rights reserved. Licence number 100007126.

3. Direct scaling off the drawing is permissible for planning purposes only.

KEY

Application Boundary.

REV	DESCRIPTION	DRN	CHD	DATE

☒ PRELIMINARY ☐ INFORMATION ☐ TENDER
☐ CONSTRUCTION ☐ 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		

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING

B. Parking Accumulation Surveys


NEWBURY
Parkway Shopping Car Park
1
Northbrook Multi Storey Car Park
2
Kennet Shopping
Kennet Centre Multi Storey Car Park
3
Newbury Station Multi...
4
Kings Café
Coffee store
Isabel's Retro
Clothing Shop
Newbury Better Health & Fitness Centre
Queen Victoria's Statue
Newbury Skatepark
Victoria Park
Venue with a skate park & playground
Newbury Adventure Golf
McDonald's
Fast food · £
Parkway Shopping
Outdoor mall with shops & food outlets
Lebanese House
Lebanese · ££
PSA Newbury Serviced Apartments
The Lion
Poundland
Discount shop
Marks and Spencer
Vodafone
Cobrizo Lounge
British · ££
Consol
Euro Car Parks West Street
Camp Hopson Funeral Directors
Northcroft Lane West Car Park
7Bone Burger Co. Newbury
Hamburger · ££
The Lock Stock & Barrel, Newbury
Myblueskydream Bespoke Garden Rooms
Newbury Library Car Park
Newbury Corn Exchange Car Park
Newbury Canoe Club
St Nicolas Church
West Mills Swing Bridge
The Ugly Duckling Pottery Painting
Pottery shop
The Globe
Shaws Newbury
Department store
Newbury Central Car Park
Virtuoso Aesthetics
Fusion Group
Kings Road West On Street Parking Area
Classic Markings
Tattoo shop
B's Tanning And Beauty
Oddfellows Heights
Carole Kolon Kittens
Gamma
Kennet Car Park
Enterprise Car Club - Oddfellows Road...
Mio Fiore
Italian · ££
The Dolphin
Purl House
Philip Brown Violins
Violin shop
Newbury Skip Rental Services
ACE Space
Eight Bells Pay & Display Car Park
Newbury Baptist Church
Newbury Station Car Park...
The Fresh
Cloth & Scissors
St Nicolas C Of E Junior School
Newbury Central Mosque
Andrew Egan Associates
John B's Taxi and Private Hire
Newbury Gardens Day Nursery
Ave Cabs
The Co-operative Food
Fair Close Centre
Marshall SKODA Newbury
MGM Motor Company
PCB Train
Eden Vauxhall Newbury
Car dealer
Enterprise Car & Van Hire - Newbury
CP Hire GB
M&T Motor Company
Car dealer
One Stop Service Centres
Elis Cleanroom
Football Club Pay & Display Car Park
Thames Valley Police - Newbury
Newbury Marina
Temporarily closed
River Kennet
Laundromat Speed Queen
Mill Court Car Park
Stuart Bravery Photography
Taylor and Son Locksmiths
Hair by Gem
Kings Rd
ubitricity Charging Station
SDP Lets @ Newbury
Piper Autos
Vehicle repair shop
Sainsbury's
ATM
Argos Newbury Inside Sainsbury's
Department store
Mole Country Stores - Newbury
Unique Vintage Events
Wedding Shop
Voytas Project
Halfords - Newbury
Auto parts store
PureGym Newbury
Burger King
ATS Euromaster Newbury
Tyre Shop
Sequoia Hair & Beauty Salon
Anna's Nails Newbury
Northway
Newbury Orthodontic Centre
A339
Kennet Rd
Northcroft Ln
Wharf Rd
Wharf St
Northbrook St
Swan Ct
Crawford Pl
Kimbers Cl
Bear Ln
Denmark Rd
Connaught Rd
Orts Rd
Gordon Rd
Hectors Wy
Fleming Rd
Ampere Rd
Faraday Rd
Greenham Ml
B3421
Railway Rd
Station Rd
Link Rd
St Michael's Rd
St Nicholas Rd
St David's Rd
Livingstone Rd
Northway

NEWBURY - Car Park Occupancy Surveys: Thursday 10th November 2022

DAY	TIME	1 Parkway	2 Northbrook	3 Kennet	4 Rail Station	Parked Total	%
Thursday 10th November 2022	700	121	4	11	69	205	10.9%
	730	130	5	15	104	254	13.6%
	800	128	8	23	141	300	16.0%
	830	130	9	31	207	377	20.1%
	900	151	17	50	224	442	23.6%
	930	168	33	82	256	539	28.8%
	1000	200	40	111	284	635	33.9%
	1030	243	46	147	283	719	38.4%
	1100	271	50	177	272	770	41.1%
	1130	287	51	189	269	796	42.5%
	1200	291	54	194	257	796	42.5%
	1230	304	53	191	261	809	43.2%
	1300	295	53	201	250	799	42.6%
	1330	306	50	194	257	807	43.1%
	1400	298	52	193	256	799	42.6%
	1430	271	49	188	264	772	41.2%
	1500	246	51	176	251	724	38.6%
	1530	206	46	159	239	650	34.7%
	1600	179	39	143	211	572	30.5%
	1630	157	32	119	194	502	26.8%
	1700	143	25	111	183	462	24.7%
	1730	122	21	115	161	419	22.4%
	1800	120	18	98	143	379	20.2%
	1830	115	16	74	122	327	17.4%
	1900	116	7	71	117	311	16.6%
	1930	113	7	76	100	296	15.8%
	2000	124	7	75	84	290	15.5%
	2030	112	7	71	71	261	13.9%
	2100	101	7	64	53	225	12.0%
	2130	105	7	59	48	219	11.7%
	2200	106	7	59	37	209	11.2%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Friday 11th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Friday 11th November 2022	700	116	7	16	87	226	12.1%
	730	114	8	20	121	263	14.0%
	800	121	8	21	167	317	16.9%
	830	125	16	34	203	378	20.2%
	900	158	25	58	266	507	27.1%
	930	179	35	89	299	602	32.1%
	1000	193	36	106	311	646	34.5%
	1030	214	42	131	306	693	37.0%
	1100	260	53	182	303	798	42.6%
	1130	271	54	179	312	816	43.5%
	1200	283	56	186	294	819	43.7%
	1230	284	60	188	305	837	44.7%
	1300	297	61	195	293	846	45.1%
	1330	299	62	203	287	851	45.4%
	1400	311	58	204	291	864	46.1%
	1430	305	60	201	274	840	44.8%
	1500	286	55	188	288	817	43.6%
	1530	242	48	173	273	736	39.3%
	1600	222	44	166	269	701	37.4%
	1630	197	35	142	237	611	32.6%
	1700	162	31	120	211	524	28.0%
	1730	155	20	123	192	490	26.1%
	1800	151	16	113	162	442	23.6%
	1830	143	8	90	126	367	19.6%
	1900	137	6	84	133	360	19.2%
	1930	142	6	81	111	340	18.1%
	2000	138	6	83	91	318	17.0%
	2030	148	6	86	77	317	16.9%
	2100	153	6	77	66	302	16.1%
	2130	167	6	76	54	303	16.2%
	2200	171	6	71	49	297	15.8%
	Spaces	664	300	416	494	1874	

Parkway	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Saturday 12th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Saturday 12th November 2022	700	252	6	34	14	306	16.3%
	730	277	13	51	11	352	18.8%
	800	282	14	67	19	382	20.4%
	830	333	20	76	25	454	24.2%
	900	361	23	97	36	517	27.6%
	930	402	29	157	44	632	33.7%
	1000	421	34	190	49	694	37.0%
	1030	446	40	243	50	779	41.6%
	1100	487	44	277	52	860	45.9%
	1130	499	46	283	59	887	47.3%
	1200	491	54	280	62	887	47.3%
	1230	511	52	286	61	910	48.6%
	1300	509	50	301	61	921	49.1%
	1330	512	48	306	57	923	49.3%
	1400	517	44	303	56	920	49.1%
	1430	462	37	284	56	839	44.8%
	1500	411	30	266	53	760	40.6%
	1530	371	22	239	55	687	36.7%
	1600	316	17	204	61	598	31.9%
	1630	259	16	201	61	537	28.7%
	1700	231	15	199	57	502	26.8%
	1730	222	12	174	56	464	24.8%
	1800	217	11	168	55	451	24.1%
	1830	211	9	153	53	426	22.7%
	1900	200	6	123	49	378	20.2%
	1930	206	6	117	48	377	20.1%
	2000	211	6	103	46	366	19.5%
	2030	218	6	102	31	357	19.1%
	2100	213	6	111	28	358	19.1%
	2130	220	6	104	22	352	18.8%
	2200	225	6	99	17	347	18.5%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Sunday 13th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Sunday 13th November 2022	700	214	6	30	11	261	13.9%
	730	203	7	26	13	249	13.3%
	800	211	9	24	14	258	13.8%
	830	198	8	33	14	253	13.5%
	900	182	12	71	16	281	15.0%
	930	177	14	103	17	311	16.6%
	1000	168	19	141	18	346	18.5%
	1030	198	20	155	18	391	20.9%
	1100	265	22	168	19	474	25.3%
	1130	301	30	171	23	525	28.0%
	1200	339	35	175	26	575	30.7%
	1230	340	28	186	39	593	31.6%
	1300	348	22	199	50	619	33.0%
	1330	331	23	204	52	610	32.6%
	1400	297	20	214	51	582	31.1%
	1430	275	21	209	48	553	29.5%
	1500	261	20	222	45	548	29.2%
	1530	244	20	213	46	523	27.9%
	1600	234	21	179	45	479	25.6%
	1630	175	17	128	44	364	19.4%
	1700	109	16	72	41	238	12.7%
	1730	113	17	70	40	240	12.8%
	1800	115	18	65	39	237	12.6%
	1830	115	17	58	36	226	12.1%
	1900	113	5	67	27	212	11.3%
	1930	118	5	61	22	206	11.0%
	2000	121	5	58	19	203	10.8%
	2030	120	5	54	19	198	10.6%
	2100	122	5	39	17	183	9.8%
	2130	120	5	33	11	169	9.0%
	2200	116	5	30	9	160	8.5%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Monday 14th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Monday 14th November 2022	700	91	5	19	74	189	10.1%
	730	89	2	35	113	239	12.8%
	800	82	3	45	152	282	15.0%
	830	109	13	56	197	375	20.0%
	900	143	17	67	210	437	23.3%
	930	185	26	103	260	574	30.6%
	1000	233	29	141	282	685	36.6%
	1030	281	40	145	279	745	39.8%
	1100	330	46	150	281	807	43.1%
	1130	331	50	152	286	819	43.7%
	1200	328	49	157	277	811	43.3%
	1230	308	47	162	261	778	41.5%
	1300	289	48	166	260	763	40.7%
	1330	292	47	171	257	767	40.9%
	1400	279	45	181	249	754	40.2%
	1430	251	49	152	248	700	37.4%
	1500	236	52	122	229	639	34.1%
	1530	207	46	97	240	590	31.5%
	1600	194	39	70	210	513	27.4%
	1630	162	33	66	189	450	24.0%
	1700	125	26	61	182	394	21.0%
	1730	118	21	56	166	361	19.3%
	1800	112	7	61	133	313	16.7%
	1830	121	6	64	125	316	16.9%
	1900	129	3	67	82	281	15.0%
	1930	126	3	68	73	270	14.4%
	2000	125	3	62	79	269	14.4%
	2030	118	3	63	74	258	13.8%
	2100	110	3	55	52	220	11.7%
	2130	111	3	53	48	215	11.5%
	2200	107	3	47	40	197	10.5%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Tuesday 15th November 2022

DAY	TIME	1	2	3	4	Parked	%
		Parkway	Northbrook	Kennet	Rail Station		
						Total	
Tuesday 15th November 2022	700	118	3	8	66	195	10.4%
	730	126	4	16	138	284	15.2%
	800	122	9	26	169	326	17.4%
	830	133	18	27	235	413	22.0%
	900	142	27	63	289	521	27.8%
	930	220	35	90	311	656	35.0%
	1000	239	40	105	327	711	37.9%
	1030	286	44	131	335	796	42.5%
	1100	327	56	140	340	863	46.1%
	1130	351	62	150	329	892	47.6%
	1200	372	73	162	333	940	50.2%
	1230	378	74	171	358	981	52.3%
	1300	384	72	169	336	961	51.3%
	1330	363	69	164	332	928	49.5%
	1400	339	56	162	326	883	47.1%
	1430	303	50	148	330	831	44.3%
	1500	258	47	147	311	763	40.7%
	1530	223	33	130	280	666	35.5%
	1600	217	32	120	259	628	33.5%
	1630	213	30	112	224	579	30.9%
	1700	194	18	107	217	536	28.6%
	1730	169	14	85	198	466	24.9%
	1800	167	10	75	159	411	21.9%
	1830	165	8	84	138	395	21.1%
	1900	166	3	98	116	383	20.4%
	1930	170	3	105	94	372	19.9%
	2000	172	3	101	89	365	19.5%
	2030	160	3	98	69	330	17.6%
	2100	157	3	85	51	296	15.8%
	2130	154	3	74	46	277	14.8%
	2200	132	3	58	36	229	12.2%
	Spaces	664	300	416	494	1874	

Parkway	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

NEWBURY - Car Park Occupancy Surveys: Wednesday 16th November 2022

DAY	TIME	1 Parkway	2 Northbrook	3 Kennet	4 Rail Station	Parked Total	%
Wednesday 16th November 2022	700	117	3	14	70	204	10.9%
	730	120	5	19	119	263	14.0%
	800	129	10	29	151	319	17.0%
	830	140	14	35	209	398	21.2%
	900	167	24	51	241	483	25.8%
	930	199	38	92	286	615	32.8%
	1000	224	43	123	291	681	36.3%
	1030	271	50	129	303	753	40.2%
	1100	302	52	136	311	801	42.7%
	1130	306	57	144	302	809	43.2%
	1200	318	63	153	305	839	44.8%
	1230	324	67	159	308	858	45.8%
	1300	333	71	158	289	851	45.4%
	1330	318	74	162	277	831	44.3%
	1400	311	69	163	279	822	43.9%
	1430	289	58	161	286	794	42.4%
	1500	265	52	130	264	711	37.9%
	1530	227	40	118	271	656	35.0%
	1600	203	34	97	250	584	31.2%
	1630	189	36	82	223	530	28.3%
	1700	177	23	79	202	481	25.7%
	1730	152	17	73	186	428	22.8%
	1800	143	9	71	144	367	19.6%
	1830	139	6	74	134	353	18.8%
	1900	142	4	83	112	341	18.2%
	1930	132	4	84	89	309	16.5%
	2000	130	4	88	76	298	15.9%
	2030	121	4	76	74	275	14.7%
	2100	117	4	65	60	246	13.1%
	2130	108	4	54	50	216	11.5%
	2200	102	4	52	42	200	10.7%
	Spaces	664	300	416	494	1874	

Parkway

	Standard	Disabled	Parent	EV
-1	326	10	0	0
-2	301	16	0	11
	627	26	0	11

Northbrook

	Standard	Disabled	Parent	EV	
Level G	9	17	0	0	
Level 1	33	0	0	0	3 Spaces Unavailable
Leval 1A	26	3	2	0	
Level 2	37	0	0	0	
Level 2A	33	0	0	0	
Level 3	33	0	0	0	
Level 3A	34	0	0	0	
Level 4	37	0	0	0	
Level 4A	36	0	0	0	
	278	20	2	0	

Kennet

	Standard	Disabled	Parent	EV
Ground	36	23	0	4
1	83	0	0	2
2	161	0	3	0
3	104	0	0	0
	384	23	3	6

Rail Station

	Standard	Disabled	Parent	EV	
Level 0	80	3	0	0	
Level 1	66	4	0	2	6 Additional Permit Spaces
Level 2	87	0	0	0	
Level 3	87	0	0	0	
Level 4	86	0	0	0	
Level 5	45	0	0	0	
Outside	4	19	0	2	3 Additional Permit Spaces
	455	26	0	4	

Notes

3 Spaces Not Available for Parking - Level 1 Northbrook - (CP Closes at 7pm)

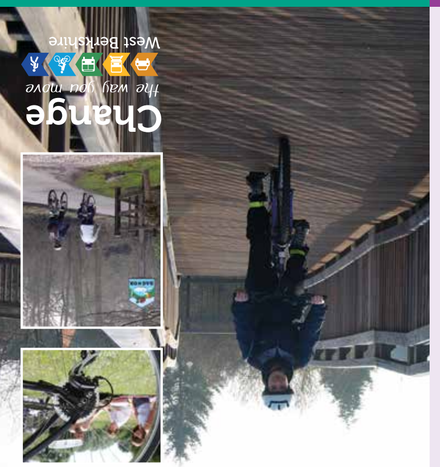
6 Additional Permit Only Spaces - Level 1 Rail Station

3 Additional Permit Only Spaces - Outside Rail Station

Of the 627 Standard Bays available in Parkway - 144 are Designated Residents

C. Cycle Map

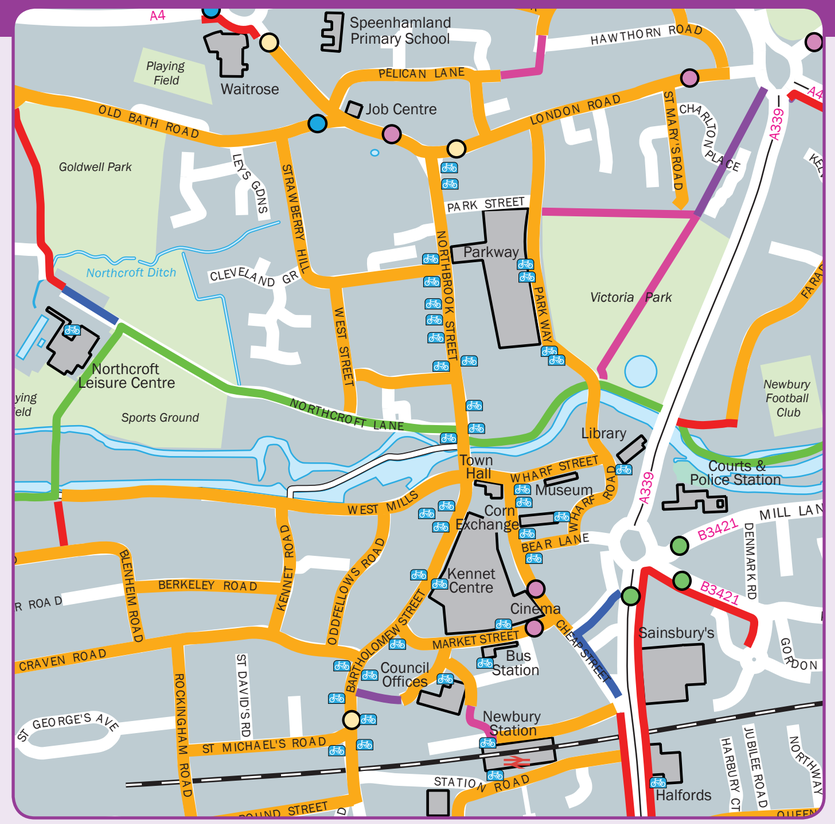
West Berkshire COUNCIL



CYCLING

in Newbury & Thatcham

A map & guide to cycling facilities



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

0 250 metres

0 250 yards

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 improves 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 improved sections 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 walker 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.

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 **ltp@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 you 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 while 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 Newbury and through to Bath and Bristol.

Toucan crossings allow cyclists and pedestrians to cross the road at the same time. They have a 'green bike' as well as a 'green man'

You must obey traffic signs and traffic light signals as if you were driving.

You should:

- Not ride more than two abreast
- Ride in single file on narrow or busy roads
- Not ride close behind another vehicle
- Not carry anything which will affect your balance or may get tangled up with your wheels or chain
- Be considerate of other road users, particularly blind or partially sighted pedestrians. Let them know you are there when necessary, for example, by ringing your bell.

You MUST not:

- Carry a passenger unless your cycle has been built or adapted to carry one
- Hold on to a moving vehicle of trailer
- Ride in a dangerous, careless or inconsiderate manner
- Ride when under the influence of drink or drugs

When parking your bike you must leave it so that it will not endanger or obstruct other road users or pedestrians. Use cycle parking facilities where these are provided.

Road Junctions: Watch out for vehicles turning in front of you, particularly if turning left. Do not ride on the inside of a vehicle. Do not attempt to turn at the same time as another vehicle, wait for them to complete their turn before you turn. When turning right check that it is safe and then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic before completing the turn. It maybe safer to wait on the left until there is a safe gap, or to dismount and push your bike across the road.

Dual Carriageways: Remember that traffic on most dual carriage ways moves quickly. When crossing wait for a safe gap and cross each carriageway in turn. Take extra care when crossing slip roads.

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.

WBC/H&TP/NT/0514

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- 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
- Puffin
- Toucan
- Zebra

Scale 1: 15 000

0 250m 500m 750m 1 kilometre

0 ¼ mile ½ mile

D. Public Transport Map

Connect
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
Occasional journeys
Local attraction
Hospital
Church
Tourist Information
Northwest Downlands on-demand transport zone
Wiltshire Connect on-demand transport zone
Newbury Town Centre and Bus Station
HUNGERFORD KEY
Bus Route
Railway Station
Hungerford
Library
High Street
Priory Estate
Lambourn Market Square
Wallingford
And other Oxfordshire local bus services
Goring
Central Reading
READING (see separate map)
Hungerford (see separate map)
NEWBURY and THATCHAM (please see inset map)
WEST BERKSHIRE
Wiltshire
Hampshire
Reading Borough
Wokingham Borough
Didcot
Newbury
Thatcham
Lambourn
Theale
Pangbourne
Tilehurst
Caversham
Calcot
Aldermaston
Tadley
Kintbury
Compton
Chieveley
Burghfield
Mortimer
To Swindon
To Marlborough
To Andover
To Basingstoke
To Kingsclere and Basingstoke
Scale
0 miles 1 2 3 miles
0 km 1 2 3 4 5 kms
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E. Masterplan

N
THE ARCADE
The Globe Inn
MARKET PLACE
William Hill
BARTHOLOMEW STREET
The Newbury
Pub Terrace
The Catherine Wheel
BUS STOP
CHEAP STREET
ST
Patio
35
Kitchen
Family/ Dining
53
Reception Room
54
Reception Room / Bedroom 2
Reception Room / Bedroom 3
307
MARKET STREET
WEAVERS YARD
0 2 4 6 10 20 30
SCALE 1:200

NOTES

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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.	19401/1002	REV	-

TITLE Old Town, Newbury.

DETAILS Semi-Basement Floor Plans, Site Layout.

LOCHAILORT

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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.
- Retraceable Bollard.
- Bollard.
- Denotes lockable gates.
  (Community Security - Gates to be automatic closing at all times & automatically locking at set times (approx. sunset to sunrise). Residents to have the key code and/or fob granting access).
- Elevation Symbols
- Courtyard Water Hose Stand.
- CCTV Camera.
- Cycle Maintenance Stand.
- Denotes Cycle Store Location.
- Denotes Refuse Store Location.
- Denotes GSHP Location.
- Denotes Cobbled Sets Laid Horizontally.
- Denotes Cobbled Sets Laid in a Fan Pattern.
- Denotes York Flag Stone.

THE ARCADE

The Globe Inn

MARKET PLACE

Artist's Mews (North)

Artist's Mews (South)

Eagle Yard

William Hill

The Sushi Maki

No 21

BARTHOLOMEW STREET

Crown Court

The Newbury

Pub Terrace

Falkland Place

Falkland Place

The Catherine Wheel

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

In (Only)

Alma Court (North) (One-way)

Alma Court (One-way)

Alma Court (South) (One-way)

Alma Court (South) (One-way)

Out (Only)

One-way Vehicular Access

Smith's Yard

Plenty's Place (One-way)

Out (Only)

CHEAP STREET

Proposed highway improvements to facilitate access into the site.

Ashton Thicket

Ashton Court

Victoria Court

Plenty's Place (One-way)

Iron Yard

Proposed new layby parking.

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

MARKET STREET

WEAVERS YARD

Bus Shelter

Level 0 (Ground Floor)

73 spaces
(inc. 18 disabled bays)

SCALE 1:200

Old Town Newbury

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☐	CONSTRUCTION	☐	AS BUILT		

SCALE	1:200 @ A0	DATE	FEB 2024
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DRAWING NO.	19401/1003	REV	-
TITLE	Old Town, Newbury.		
DETAILS	Ground Floor Plans, Site Layout.		

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