

## West Berkshire Local Plan Review 2023-2041 (adopted June 2025)

### Policy DM45

#### Travel Planning

Travel planning measures will be required to be implemented in relation to most non-residential developments where a Transport Assessment is required as set out in policy SP19.

For residential developments of 60 or more dwellings travel planning measures will be required to be implemented. Where appropriate, any development below 60 dwellings may be requested to implement travel planning measures. The judgement regarding the need for travel planning measures lies with the Council and will take into account any relevant specific local circumstances.

Residential developments of 10 or more dwellings will be required to provide new residents with a travel information pack containing relevant details to inform residents of their travel choices and encourage sustainable travel.

Where developments are required to develop travel planning measures, it is expected that necessary targets will be set to restrict single occupancy vehicle journeys and to increase sustainable travel, and undertake monitoring and reporting in line with the requirements of the Council.

### Supporting Text

**12.115** The way in which we are travelling and how we live our lives is changing and is likely to continue to change throughout the plan period as we respond to the Climate Change Emergency. The decarbonisation of transport will play a key part as we prioritise the encouragement of active and sustainable travel, and make provision for the growth in ownership of electric vehicles and the influence of emerging technologies.

**12.116** Therefore, managing the travel needs of new development will be a key consideration in helping to minimise single occupancy vehicle journeys and lessening the negative impacts of traffic generation on local highway networks and communities. Travel planning measures are an effective means of encouraging safe, healthy and sustainable methods of travel. They also offer people with more choice in how they travel, particularly for those without access to a car.

**12.117** Travel planning measures fulfil an important role in encouraging the uptake of sustainable and active travel and supporting the use of the various infrastructure and facilities built into developments – both residential and non-residential. Such measures could include but are not limited to: cycle training and promotion, personalised travel planning, discounted or taster tickets for bus or rail travel, car clubs and car sharing.

**12.118** All Travel Plans will be expected to contain targets to reduce single occupancy vehicle journeys and develop measures to increase use of sustainable travel choices. Effective monitoring will be critical to ensuring that Travel Plans and the individual measures contained within are robustly delivered and that there is a regular review to process to ensure that progress towards meeting headline targets is being achieved. Results of monitoring and reviews of progress will need to be submitted to the Council, with an outline of remedial measures that could be implemented if monitoring suggests that targets are not on-track to be achieved.

**12.119** Commonly Travel Plans should be monitored for a period of five years, which should allow for travel patterns to become established. However, for large multi-occupancy developments which may be built over an extended period, the monitoring period may cover a period encompassing the construction and final occupation of the development and include a period of up to five years beyond final occupation. In these incidences, the monitoring period will be agreed between the Council and the developer.

**12.120** The Council recognises that the preparation and sustained implementation of travel planning measures can pose an onerous demand for developers to fulfil their Travel Plan obligations in accordance with that agreed as part of the development management process. Therefore, the Council is currently developing an alternative approach where Travel Plans are required, whereby developers would have an option to allow the Council to have responsibility for developing and delivering travel planning measures (although developers will still be expected to provide the necessary hard infrastructure associated with development). This would be secured by means of a set financial contribution (for instance on a cost per unit basis), in lieu of producing and delivering a Travel Plan. Details of the new approach for travel planning, and the options for developers, will be outlined in a specific Travel Planning SPD.