

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

Policy DM42

Transport Infrastructure

Proposals for new development will be expected to demonstrate the type and level of travel activity likely to be generated. In order to assist in tackling the climate emergency, this travel activity will be expected to be minimised by the design of developments that support low levels of travel with a focus on local journeys that can be made sustainably. Developments will be required to be supported through a range of infrastructure associated with different transport modes. New development will only be supported where the relevant transport infrastructure is delivered in a timely manner. Development will, where necessary, be required to make a proportionate contribution to the provision of or improvement to transport infrastructure including, where relevant, the following:

- a. Connections and improvements to local pedestrian, cycle and equestrian networks, including access to public transport routes;
- b. Walking, cycling and equestrian infrastructure identified in relevant Local Cycling and Walking Infrastructure Plans;
- c. Secure cycle and motorcycle parking;
- d. Improvements to passenger facilities across a range of transport interchanges;
- e. Provision of real time passenger information at bus stops along key bus routes;
- f. New or improved passenger transport services;
- g. Improvements to the safety and operational capacity of the local road network;
- h. Works to allow the re-use of former railway line alignments as walking, cycling, and equestrian routes; and
- i. Provision of electric vehicle charging points and associated infrastructure.

Supporting Text

12.99 The NPPF states that transport issues should be considered at the earliest stage of development proposals, so that the potential impact on transport networks can be addressed, that opportunities from existing and proposed infrastructure are realised, and that opportunities to improve walking, cycling and public transport are identified and pursued. At all stages, proposals should consider the need of reducing the need to travel, especially during the working day. Where possible, services and facilities should be located within an acceptable walking distance and cycling distance of new places of employment or residences.

12.100 The development and delivery of transport infrastructure will need to contribute to the aims of policy SP19 and relevant Council strategies and plans, such as the West Berkshire Environment Strategy (July 2020)⁽¹⁴⁵⁾ and the Local Transport Plan⁽¹⁴⁶⁾. There is a need for development to assist in the provision of deliverable measures that will contribute towards modal shift to sustainable modes of travel for residents and employees of both new development, and if possible, for existing communities.

12.101 The Council actively seeks to further develop walking, cycling, and equestrian networks in the District to encourage more travel by sustainable modes. As part of this, Local Cycling and Walking Infrastructure Plans (LCWIPs) identify specific walking and cycling improvements on key corridors. These are largely centred on the urban areas with one covering Newbury and Thatcham urban area and the other including the Eastern Urban Area. For the latter plan the Council has partnered with Reading and Wokingham Borough Councils in the development of a LCWIP for the wider Reading urban area. The LCWIPs will be used to inform the Council's own future investment strategies and CIL funding bids as well as to guide the delivery of the most appropriate walking, cycling, and equestrian infrastructure to support new development.

12.102 The Council as both local planning and local highway authority will need to ensure that development proposals will not result in an unacceptable impact for any user of both the local and strategic road networks.

12.103 Whilst it is anticipated that the majority of development will be focused in existing urban areas and within settlement boundaries, it is important that improvements are also sought to encourage sustainable leisure and recreational opportunities in the rural areas of the District. Specifically this could include opportunities to replace that part of the former Didcot, Newbury & Southampton railway line between Hermitage and Newbury to provide a route

¹⁴⁵ West Berkshire Environment Strategy (July 2020): <https://westberks.gov.uk/environmentstrategy>

¹⁴⁶ Local Transport Plan: <https://westberks.gov.uk/ltp>

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for both leisure and potentially commuter use, incorporating existing minor roads and bridleways as a walking, cycling, and equestrian route. Opportunities at other locations, including use of the Kennet & Avon Canal towpath, will be sought where applicable.

12.104 The provision of electric vehicle charging points and associated infrastructure supports the need for readiness for the banning the sale of new petrol, diesel or hybrid cars in the UK, which will occur during the lifetime of the Plan, by 2030. While the provision of such infrastructure will be mandated in developments, developers will be encouraged to go further to help achieve a comprehensive public charging network in public car parks, supermarkets and retail parks, railway stations, and where is safe to do so, at petrol filling stations. The provision of such infrastructure is essential to contribute towards the achievement of a zero carbon West Berkshire by 2030.