



Reading Police Station

Framework Travel Plan

May 2026

S2 Estates



MIXED-USE DEVELOPMENT READING POLICE STATION

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Framework Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of S2 Estates to support an application at Reading Police Station for ‘Full planning permission for the demolition of the existing building and the erection of a residential-led mixed-use development comprising Use Class C3 residential units, with Use Class E and Sui Generis on the ground floor and with some elements at lower ground floor, plus public realm, hard and soft landscaping, access and servicing arrangements, cycle parking, and other associated works.’
- 1.2 The location of the proposed development site is outlined in **Figure 1**, with the proposed site plan is attached within **Appendix A**.

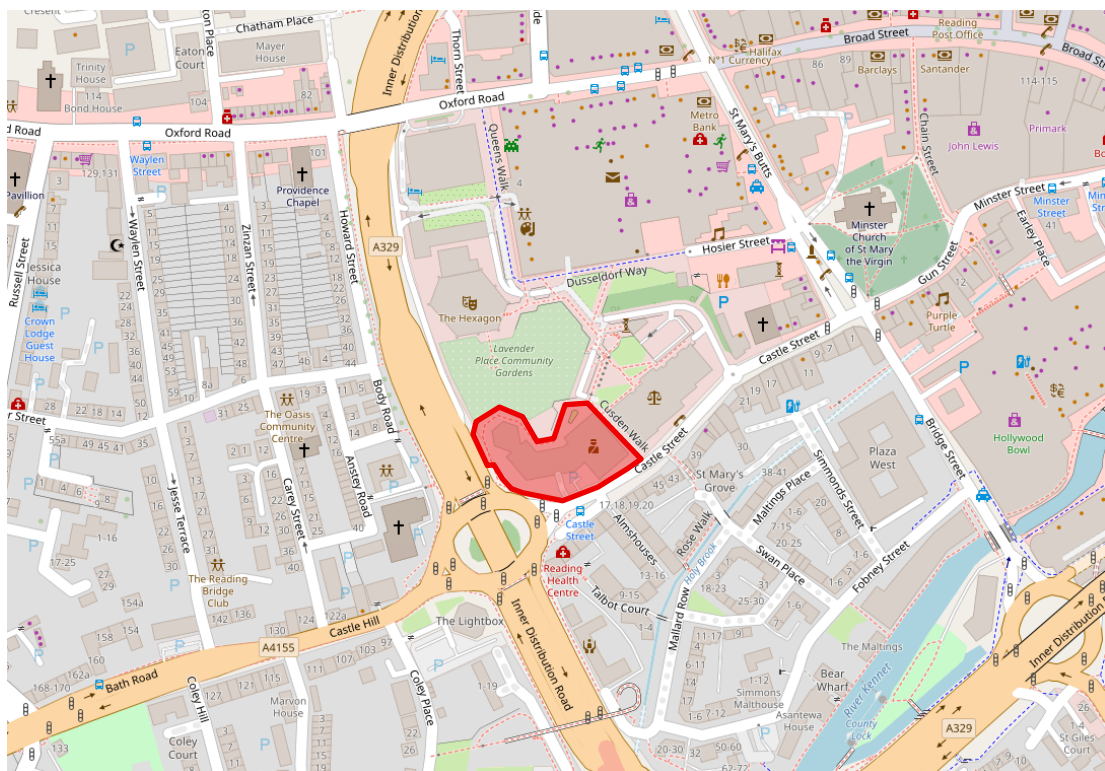


Figure 1: Site Location

- 1.3 In addition to this Framework Travel Plan (TP), Paul Basham Associates have also prepared a Transport Assessment (TA) and Framework Delivery and Servicing Management Plan (DSMP) in support of the application. The ensuing Framework Travel Plan (TP) should be read alongside both documents.
- 1.4 In addition, the production of this Framework Travel Plan meets the Building Research Establishment’s Environmental Assessment Methodology (BREEAM) requirements for credits related to TRA01: Transport Assessment and Travel Plan and TRA02: Sustainable Transport Measures (2018 guidance).

Purpose of the Travel Plan

- 1.5 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.6 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (S2 Estates) and the Local Authority (Reading Borough Council). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.7 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

- 1.8 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Existing Conditions and Local Accessibility
 - Chapter 4 – Proposed Development
 - Chapter 5 – Indicative Baseline and Targets
 - Chapter 6 – Travel Plan Strategy
 - Chapter 7 – Implementation and Monitoring

2. PLANNING POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF)
- Reading Local Plan (2019);
- Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024); and
- Minster Quarter Area Development Framework (2018)

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024, as amended February 2025) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is *'a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed'* and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

(NPPF Para. 118)

- 2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and therefore the NPPF continues to be dated December 2024. A consultation draft of a revised NPPF was published in December 2025, however, this is yet to be adopted.

Reading Local Plan (2019)

- 2.4 The Reading Borough Local Plan was adopted in November 2019 and contains various policies to assist in guiding development up to 2036. The Reading Local Plan (2019) references the 'West Side Major Opportunity Area', outlining the following vision:

'The west side area will be a mixed-use extension to the west of the centre containing high-quality mixed-use environments and fostering stronger east-west links into the central core.'

- 2.5 Policy CR12 outlines the intention of development in the West Side Major Opportunity Area, with the policy listed below:

CR12: WEST SIDE MAJOR OPPORTUNITY AREA

Development in the West Side Major Opportunity Area will:

- i) Contribute towards providing a mix of uses including residential. Development for education will be an acceptable part of the mix;
- ii) Help facilitate greater pedestrian and cycle permeability, in particular on key movement corridors and east-west links through the area and between development areas and the station, including improved crossings of the IDR where achievable;
- iii) Safeguard land which is needed for mass rapid transit routes and stops;
- iv) Provide additional or improved areas of open space where possible, generally in the form of town squares, and provide additional green infrastructure where possible;
- v) Give careful consideration to the areas of transition to low and medium density residential and conservation areas and conserve and, where possible, enhance listed buildings and conservation areas and their settings;
- vi) Give careful consideration to the archaeological potential of the area and be supported by appropriate archaeological assessment which should inform the development;
- vii) Demonstrate that it is part of a comprehensive approach to its sub-area, which does not prevent neighbouring sites from fulfilling the aspirations of this policy, and which contributes towards the provision of policy requirements that benefit the whole area, such as open space; and
- viii) Give early consideration to the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.

- 2.6 The Reading Local Plan (2019) also outlines various policies in relation to transport, which the proposed development aims to accord with. The relevant transport policies included within the Reading Local Plan (2019) are listed below:

TR1: ACHIEVING THE TRANSPORT STRATEGY

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

Planning permission will not be granted for major development proposals unless there is a commitment to implement

measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

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

TR3: ACCESS, TRAFFIC AND HIGHWAY-RELATED MATTERS

In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where:-

- i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;
- ii) The development would not have a material detrimental impact on the functioning of the transport network;
- iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;
- iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and
- v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided. Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.

TR4: CYCLE ROUTES AND FACILITIES

Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.

TR5: CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING

Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Development should make the following provision for electric vehicle charging points:

- All new houses with dedicated off-street parking should provide charging points;
- Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.

Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024)

- 2.7 The Reading Borough Council Local Transport Plan 4 (LTP4) was adopted in June 2024 and sets out the Reading Transport Strategy up to 2040. The document contains a number of policies and principles to help guide development and initiatives to achieve the overall vision which aims to generate a substantial change in modal shift towards sustainable travel choices in Reading. The overall transport vision for 2040 outlined in LTP4 is as follows:

'Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities.'

2.8 Several policies are outlined within the LTP4, with the most relevant to the development being:

Policy RTS1 | Sustainable Transport

- 1.1. We will prioritise sustainable travel modes to offer an attractive and realistic alternative to private car trips.
- 1.2. We will increase the capacity of the sustainable transport network by reallocating road space to sustainable modes.
- 1.3. Where we reallocate road space away from private cars, we will deliver complementary measures, such as Healthy Streets, on local residential roads to reduce any potential through-traffic and rat-running.
- 1.4. We will promote the use of electric vehicles or alternative ultra-low emission vehicles for essential car journeys.
- 1.5. We will complement any increase in general traffic capacity with sustainable transport improvements.
- 1.6. We will work with neighbouring authorities and other significant land owners to identify land suitable for delivering transport infrastructure.
- 1.7. We will support schools, businesses and organisations to develop travel plans, and to join national travel accreditation programmes, such as Modeshift STARS.
- 1.8. We will deliver mobility hubs, integrating multiple modes of transport in a single location to allow easy interchange and mode choice, encourage sustainable travel and reduce transition times between modes.

Minster Quarter Area Development Framework

2.9 The development site is located within the Minster Quarter Area, for which Reading Borough Council adopted a Development Framework in 2018. The location of the site in the context of the wider Minster Quarter Framework Masterplan is shown in **Figure 2**.

2.10 In respect of movement and transport, the framework sets out the following:

- Pedestrian & cycle access within the area to be improved
- Provision of an appropriate level of cycle parking
- New shared public realm for pedestrians/cyclists at podium level
- Utilisation of existing undercroft parking and servicing zones

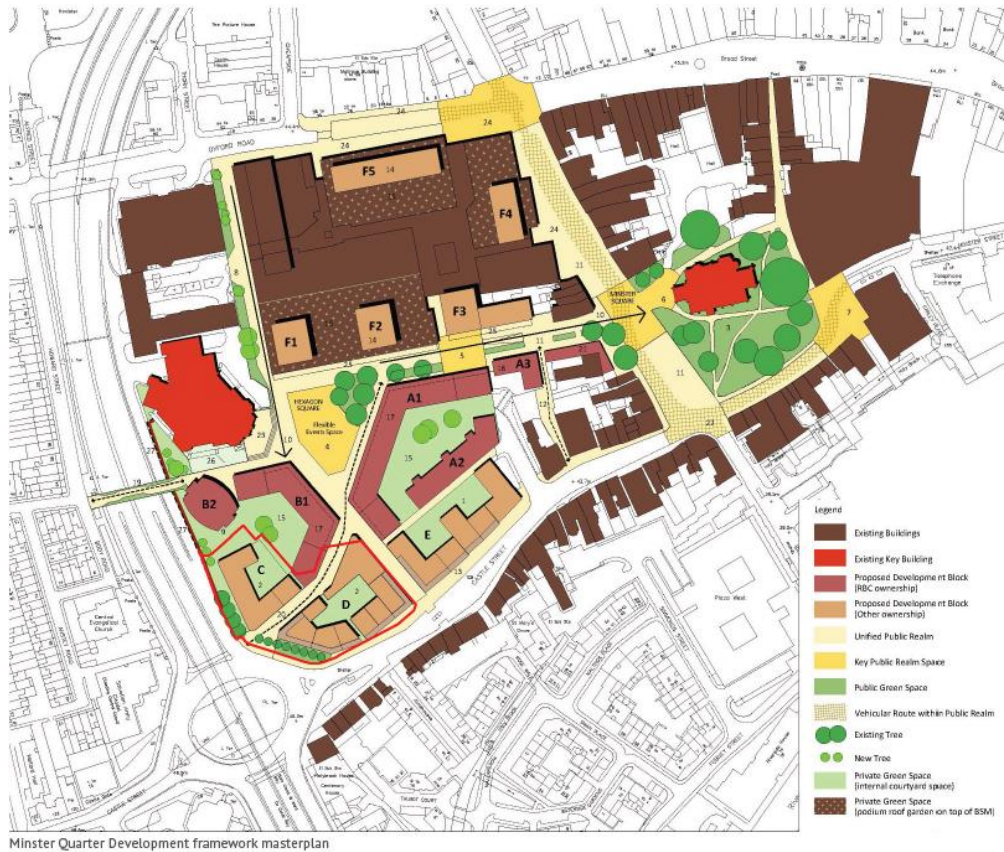


Figure 2: Minster Quarter Development Framework Masterplan

2.11 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within Reading Borough and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING CONDITIONS

- 3.1 The development site currently comprises Reading Police Station and is bound by the A329 Inner Distribution Road (IDR) to the west, Castle Street to the south, Cusden Walk to the east and the Hexagon to the north. The police station is on a podium, with a basement accessed from a service road that connects Castle Street through to Broad Street Mall Car Park, the Hexagon and eventually back to the IDR.
- 3.2 There are several existing vehicular access points, including two from Castle Street, basement access to the rear of the site, and a further basement access directly from the IDR. Pedestrian access is also located on the southern side of the building from Castle Street as well as to the rear via Cusden Walk. The existing conditions of the development site are pictured in **Photographs 1** and **2**.



Photograph 1: Existing Site Frontage on Castle Street



Photograph 2: Existing Basement Access

Local Road Network

- 3.3 Castle Street is a single carriageway road measuring approximately 8.0m wide along the site frontage and is subject to a 30mph speed limit. Castle Street links the IDR and town centre, albeit to the east private vehicle usage is discouraged given the combination of restrictions. At the southwest corner of the site, Castle Street meets the IDR at a grade separated signalised roundabout. The existing conditions along Castle Street are displayed in **Photographs 3** and **4**.



Photograph 3: Castle Street Existing Conditions (Facing West)



Photograph 4: Castle Street Existing Conditions (Facing East)

3.4 Castle Street is subject to various parking restrictions with double-yellow lines bordering both sides of the carriageway on the site frontage to prevent any on-street parking from taking place. Along the northern side of the carriageway immediately east of the site, there are 4 disabled parking bays, allowing for Blue Badge holders to parking in this location for up to 4 hours. On the southern side of the carriageway in this location, there is approximately of on-street parking, restricted between 10am – 4pm for Permit Holders only or Pay & Display for up to 2 hours. The parking restrictions on the northern side of Castle Street are shown in **Photograph 5**.



Photograph 5: Castle Street Disabled Parking Bays

3.5 Approximately 85m to the east of the site there is a mini-roundabout, which supports access towards Broad Street Mall multi-storey car park, Reading Civic B car park and the basement access for Reading Police Station. Beyond this mini-roundabout to the east, the remainder of Castle Street is subject to a 20mph speed limit and 'Red Route' restrictions. Double-red lines prevent any stopping from occurring at any time, including loading and unloading, with the only exceptions being Hackney carriages,

private hire vehicles and Blue Badge holders, with these vehicles only able to stop to allow passengers to get in/out – no waiting for passengers is permitted. Along this extent of Castle Street, there are some marked areas that allow for on-street parking/waiting with c. 30m extent on both the northern and southern side of the carriageway allowing for Pay & Display parking for up to 2 hours. Additionally, on the northern side, there is a dedicated loading bay allowing for a maximum stay of 20-minutes. To the north on St Mary's Butts, town centre entry restrictions apply 7am – 11am and 4pm – 7pm. The existing conditions along this extent of Castle Street are pictured in **Photograph 6**.



Photograph 6: Castle Street Mini-Roundabout and 20mph Zone

- 3.6 The A329 is a dual-carriageway road that forms part of the Reading ring road, also known as the Inner Distribution Road. This section of the A329 that runs adjacent to the development site is subject to a 40mph speed limit.
- 3.7 As outlined above, access to the basement of the site is provided via an unnamed access road which links to Castle Street via the 3-arm mini-roundabout 85m east of the site, with this access road also providing access to Broad Street Mall multi-storey car park and Reading Civic B car park. The unnamed access road is a single carriageway road measuring approximately 7.0m wide with double-yellow lines bordering both sides to prevent any on-street parking from occurring. The existing conditions along this road are displayed in **Photographs 7 and 8**.



Photograph 7: Access Road Existing Conditions



Photograph 8: Access Road Existing Conditions

Pedestrian and Cycle Connectivity

- 3.8 Noting the development site's location within Reading Borough Council's 'Central Core' area, it is evident that the site benefits from excellent pedestrian and cycle links into the town centre. Castle Street is flanked on both sides by 2.0m – 3.0m wide footways, which are continuous and well-lit throughout. The footways are also continuous on both sides onto all connecting roads including Castle Hill to the west, and St Mary's Butts and Bridge Street to the east. The footway infrastructure along Castle Street is demonstrated in **Photographs 9** and **10**.



Photograph 9: Castle Street Northern Footway Conditions



Photograph 10: Castle Street Southern Footway Conditions

3.9 The footways along Castle Street benefit from a crossing with pedestrian refuge adjacent to the southeastern corner of the site, comprising buildouts, dropped kerbs, tactile paving and bollards as pictured in **Photograph 11**.

3.10 At the eastern end of Castle Street, there is a signalised crossing formed of dropped kerbs, tactile paving and road markings, whereas at the western end adjacent to the development site, there is a staggered crossing facility comprising dropped kerbs, tactile paving, road markings, bollards and barriers on both sides, with the latter facility displayed in **Photograph 12**.



Photograph 11: Castle Street Pedestrian Refuge Island Crossing



Photograph 12: Castle Street Staggered Crossing

3.11 In addition, the 4-arm roundabout at the western end of Castle Street adjacent to the development site benefits from pedestrian crossing infrastructure on all arms comprising either signalised or staggered crossings formed of the above features. Examples of the pedestrian crossing infrastructure on the 4-arm roundabout are provided in **Photographs 13** and **14**.



Photograph 13: 4-Arm Roundabout Signalised Crossing



Photograph 14: 4-Arm Roundabout Signalised Crossing

3.12 Further to the above, the local area around the site also benefits from designated walkways offering more attractive pedestrian routes to the nearby amenities. Cusden Walk runs along the eastern boundary of the site and connects to the footway along the northern side of Castle Street. Cusden Walk measures more than 5m wide and provides pedestrian access to the rear of the site. The existing conditions along Cusden Walk are pictured in **Photographs 15** and **16**.



Photograph 15: Cusden Walk Existing Conditions (Facing South)

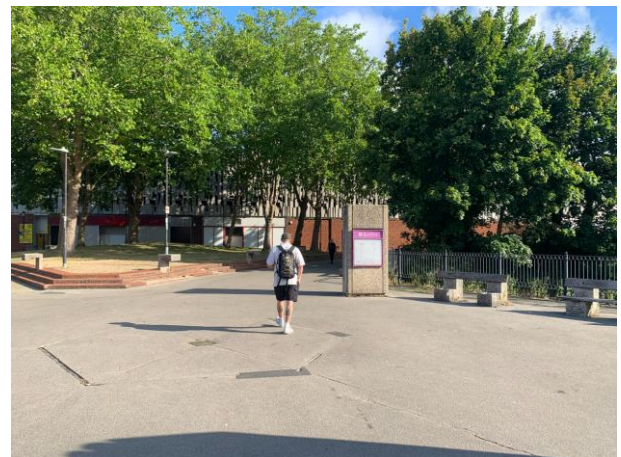


Photograph 16: Cusden Walk Existing Conditions (Facing North)

3.13 North of the site, Cusden Walk becomes San Francisco Libre Walk, a similar walkway measuring in excess of 6m wide which runs over the top of the access road to the basement and car parks. San Francisco Libre Walk benefits from barriers at either end to prevent vehicular access as well as a number of public realm features including 5 cycle parking stands, landscaping, multiple benches and signage to guide pedestrians to key areas within the town centre. The existing conditions along San Francisco Libre Walk are displayed in **Photographs 17** and **18**.



Photograph 17: San Francisco Libre Walk Existing Conditions (Facing South)



Photograph 18: San Francisco Libre Walk Existing Conditions (Facing North)

3.14 San Francisco Libre Walk connects onto other walkways in the area including Clonmel Walk, Dusseldorf Way and Queens Walk, which provide access to key local amenities including The Hexagon theatre and Broad Street Mall, as well as onto Oxford Road and St Mary's Butts which lead into the town centre. Reading town centre is also highly pedestrianised with continuous, well-lit and wide footways bordering all roads supported by various pedestrian crossing facilities. In addition, there are various bus gates and pedestrian zones to discourage car travel within the town centre including along Oxford Road, St Mary's Butts and Broad Street.

3.15 **Figure 3** indicates the areas surrounding the site that can be reached within a 5-minute (orange), 10-minute (red) and 15-minute (blue) walk.

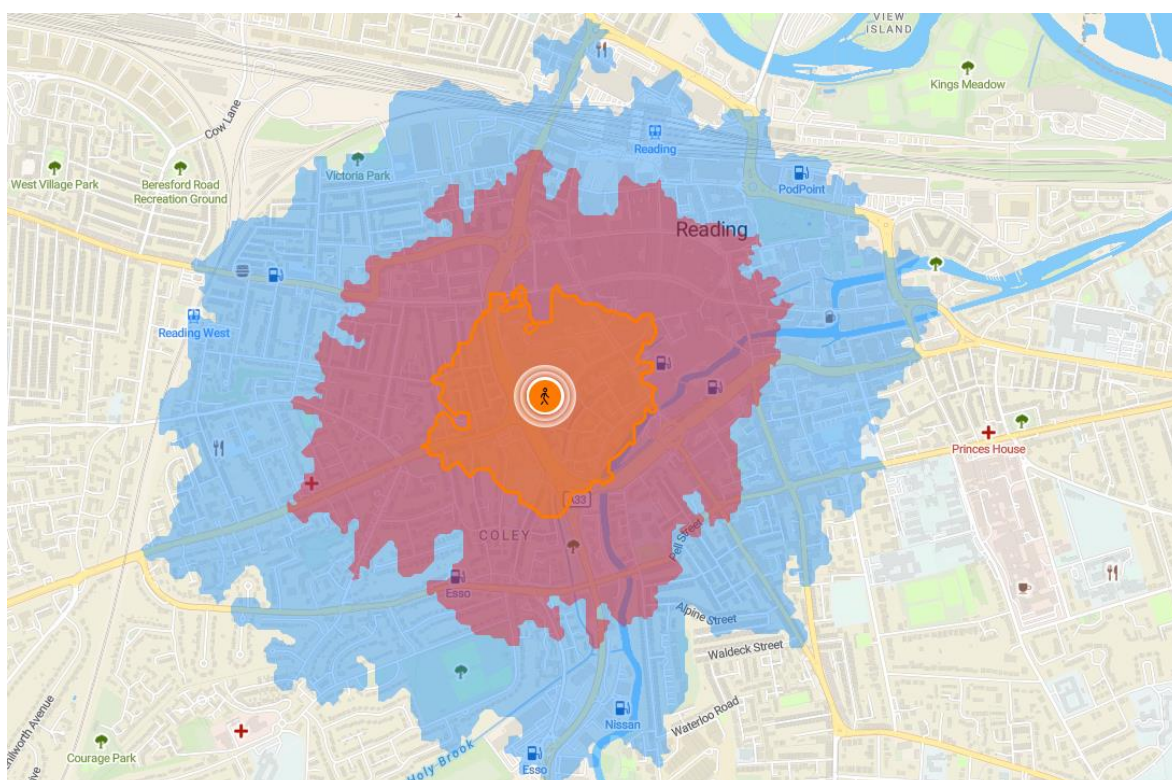


Figure 3: Walking Isochrone Map (Source: TravelTime.com)

3.16 Although there are no dedicated cycle lanes in the immediate vicinity of the site, the town centre location in conjunction with the low-speed roads and restricted areas for drivers creates a conducive cycling environment. In addition, there are various cycle parking facilities available throughout the town centre, predominantly formed of cycle stands positioned sporadically to enable cycling to local amenities. Furthermore, although there are no dedicated cycle lanes in the immediate locality of the development site, the National Cycle Network (NCN) is accessible with Routes 422 and 4 situated nearby. In addition, local cycling routes, including R21 and R10, are located nearby with **Figure 4** providing an extract of the Reading Borough Council cycle map.

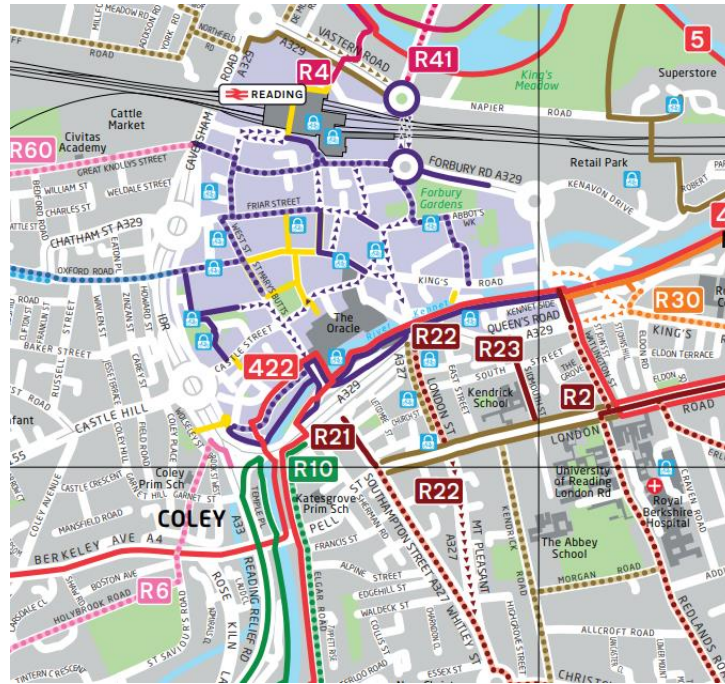


Figure 4: Reading Borough Cycle Map Extract (Source: Reading Borough Council)

3.17 **Figure 5** outlines the area surrounding the site that can be reached within a 10-minute (orange), 20-minute (red) and 30-minute (blue) cycle. This demonstrates that all of Reading and the surrounding settlements, including Theale, Woodley, Earley and Caversham, are accessible on bike.

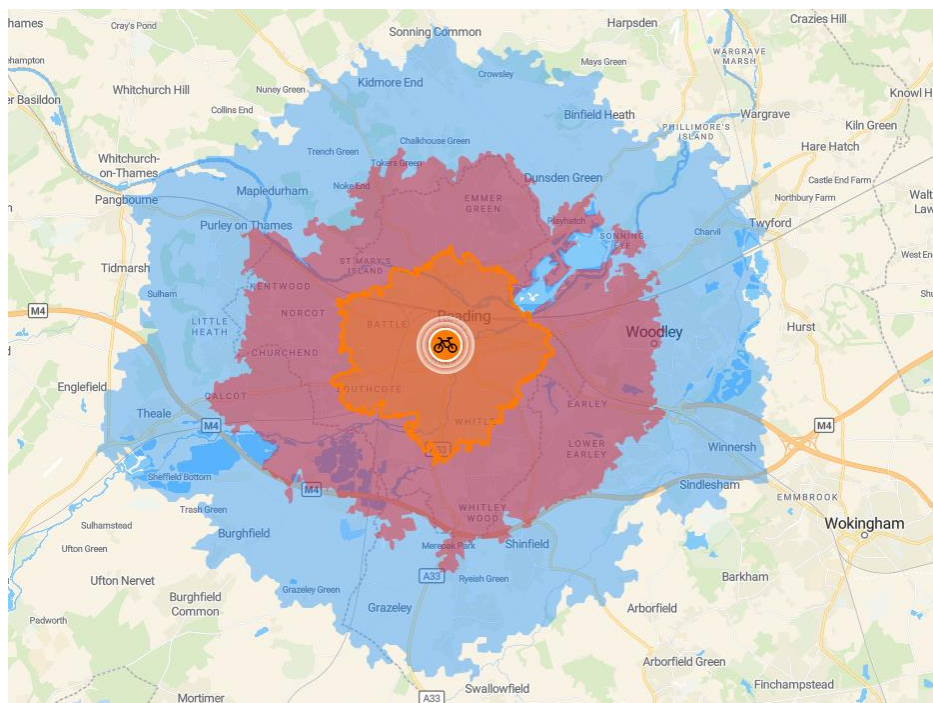


Figure 5: Cycling Isochrone Map (Source: TravelTime.com)

3.18 In addition, RBC have adopted a Local Cycling and Walking Infrastructure Plan (LCWIP) which identifies Castle Street to be a key town centre cycle route. It is understood that improvements to the existing cycling facilities are being developed by RBC.

3.19 Overall, it is evident that the location of the site aligns with Chapter 9 'Promoting sustainable transport' of the National Planning Policy Framework (NPPF) (December 2024) as it allows for opportunities to promote walking and cycling to and from the site, which in turn supports the creation of a sustainable development. The pedestrian and cycle routes and infrastructure will be promoted to residents and visitors as part of the Travel Plan (TP).

Public Transport

Bus Travel

3.20 There are excellent public transport connections available within the locality of the site, presenting future residents and visitors with alternative sustainable transport options. The nearest bus stops to the development site are situated in the immediate locality, with the westbound stop located directly opposite the site on Castle Street whilst the eastbound stop is approximately 40m to the east. Both bus stops comprise a flagpost with printed timetables and road demarcations, with the westbound stop additionally benefitting from sheltered seating, barriers and real-time information. Both bus stops are pictured in **Photographs 19** and **20**.



Photograph 19: Castle Street Westbound Bus Stop



Photograph 20: Castle Street Eastbound Bus Stop

- 3.21 The westbound stop is served by multiple local bus services, whereas the eastbound is solely served by the 26 Yellow service. **Table 1** provides a summary of all frequent bus services accessible from the bus stops nearest to the development site.

Service	Bus Operator	Bus Route	Frequency		
			Mon-Fri	Sat	Sun
1 Jetblack	Reading Buses	Reading – Calcot – Theale – Lower Padworth – Woolhampton – Thatcham – Newbury	Twice per Hour	Twice per Hour	Hourly
2/2a Lime	Reading Buses	Reading – Southcote – Burghfield – Mortimer – Brimpton Common	Twice per Hour	Twice per Hour	Hourly
26 Yellow	Reading Buses	Reading – Southcote – Fords Farm – Calcot – Calcot IKEA	Four Times per Hour	Four Times per Hour	Twice per Hour
33 Royal Blue	Reading Buses	Reading – Prospect Park – Tilehurst – Little Heath	Three Times per Hour	Three Times per Hour	Twice per Hour

Table 1: Summary of Local Bus Services

- 3.22 As detailed in **Table 1**, there are multiple local bus services available from the nearest bus stops that provide frequent services to key destinations outside of Reading town centre including Theale, Thatcham, Calcot and Newbury. These services offer future residents and visitors the opportunity to travel sustainably to/from these locations whether as part of their daily commute or for leisure.
- 3.23 Several more bus services are available from additional bus stops located along St Mary’s Butts and Bridge Street 250m – 350m (3 – 5-minute walk) northeast and southeast of the development site, including regular services to Wokingham, Bracknell and Lower Earley. As such, it is evident that there are excellent bus links available within the local area to support sustainable travel to destinations outside of Reading town centre.

Rail Travel

- 3.24 In addition to bus travel, there is also the opportunity to promote rail travel to future residents and visitors with Reading railway station located within walking distance of the development site being situated 800m (11-minute walk/3-minute cycle) to the north. Reading railway station is formed of 15 platforms located across various National Rail lines as well as the Elizabeth Line and is managed by Network Rail. Train operators that runs services through Reading railway station include Great Western Railway, South Western Railway, CrossCountry and Elizabeth Line. Reading railway station benefits from step-free access to all platforms, ticket offices, public facilities (e.g. waiting areas, shops, Wi-Fi etc) and extensive cycle storage with 344 spaces available.

- 3.25 Reading railway station provides direct rail services to a wide range of destinations, for example Maidenhead (12-minutes), Oxford (23-minutes), London Paddington (23-minutes), Southampton (55-minutes), Bristol Temple Meads (1-hour 10-minutes) and Birmingham New Street (1-hour 30-minutes). This offers sustainable travel opportunities to future residents and visitors who are commuting to/from Reading as well as for leisure purposes, assisting in the implementation of a low-car development.
- 3.26 The bus and rail frequency information has been entered into the BREEAM Accessibility Index (AI) calculator. As displayed in **Figure 6**, the local public transport connections generate a good BREEAM AI of 29.11.

BREEAM 2018 Tra01/02 Accessibility Index calculator **BREEAM® UK**
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type:

No. nodes required:

Select

NODE 1

Public transport type	Bus																				
Distance to node (m)	40																				
Average frequency per hour	<table border="1"> <tr> <th>Service 1</th> <th>Service 2</th> <th>Service 3</th> <th>Service 4</th> <th>Service 5</th> <th>Service 6</th> <th>Service 7</th> <th>Service 8</th> <th>Service 9</th> <th>Service 10</th> </tr> <tr> <td>2</td> <td>2</td> <td>4</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	2	2	4	3						
Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10												
2	2	4	3																		

NODE 2

Public transport type	Bus																				
Distance to node (m)	275																				
Average frequency per hour	<table border="1"> <tr> <th>Service 1</th> <th>Service 2</th> <th>Service 3</th> <th>Service 4</th> <th>Service 5</th> <th>Service 6</th> <th>Service 7</th> <th>Service 8</th> <th>Service 9</th> <th>Service 10</th> </tr> <tr> <td>7</td> <td>5</td> <td>5</td> <td>2</td> <td>4</td> <td>2</td> <td>3</td> <td>3</td> <td>3</td> <td>4</td> </tr> </table>	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	7	5	5	2	4	2	3	3	3	4
Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10												
7	5	5	2	4	2	3	3	3	4												

NODE 3

Public transport type	Bus																				
Distance to node (m)	300																				
Average frequency per hour	<table border="1"> <tr> <th>Service 1</th> <th>Service 2</th> <th>Service 3</th> <th>Service 4</th> <th>Service 5</th> <th>Service 6</th> <th>Service 7</th> <th>Service 8</th> <th>Service 9</th> <th>Service 10</th> </tr> <tr> <td>4</td> <td>4</td> <td>4</td> <td>5</td> <td>2</td> <td>2</td> <td>3</td> <td></td> <td></td> <td></td> </tr> </table>	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	4	4	4	5	2	2	3			
Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10												
4	4	4	5	2	2	3															

NODE 4

Public transport type	Rail																				
Distance to node (m)	800																				
Average frequency per hour	<table border="1"> <tr> <th>Service 1</th> <th>Service 2</th> <th>Service 3</th> <th>Service 4</th> <th>Service 5</th> <th>Service 6</th> <th>Service 7</th> <th>Service 8</th> <th>Service 9</th> <th>Service 10</th> </tr> <tr> <td>1</td> <td>2</td> <td>16</td> <td>3</td> <td>2</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	1	2	16	3	2	2				
Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10												
1	2	16	3	2	2																

Accessibility Index **29.11**

Figure 6: BREEAM Accessibility Index (AI)

- 3.27 The public transport connections in the local area also support Chapter 9 'Promoting sustainable transport' of the latest NPPF (December 2024) as there are opportunities to promote public transport and offer a choice of travel modes, creating a sustainable development.

Accessibility to Local Amenities

- 3.28 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.
- 3.29 Additionally, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys is decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' from 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15-minutes to 17-minutes.
- 3.30 The location of the site in proximity to the local amenities offers an excellent opportunity to develop a sustainable development. Being positioned within Reading's 'Central Core' there are an abundance of amenities available within walking distance of the site including supermarkets, shops, restaurants, public houses, pharmacies amongst many more.
- 3.31 In addition, the development proposals include for ground floor commercial units, which in turn will create further amenities for residents to have convenient access to. The nature and type of commercial units is flexible at this stage.
- 3.32 Overall, it is evident that there is a wide range of facilities within 10-minute (800m) walking distance to characterise the area as being a 'walking neighbourhood' in line with CIHT guidance. Furthermore, the walking length to the various local amenities is significantly less than the average duration and distance outlined in CIHT's 'Planning for Walking' (April 2015).
- 3.33 As such, it is concluded that the location of the development site presents an excellent opportunity to produce a sustainable development when considering the excellent pedestrian/cycle routes in place throughout the local area to support local trips to the nearby facilities, plus the availability of the numerous public transport connections in the form of bus and rail to support sustainable transport to destinations further afield. Therefore, the location of the site would remove the need for future residents to own a private vehicle as well as lowering the need for any visitors to drive to the development, helping to create a low-car development.

Department for Transport (DfT) Connectivity Tool

- 3.34 In order to explore the connectivity of the site further, the DfT Connectivity Tool has been utilised which combines transport and land-use data to generate a national connectivity score for England and Wales, helping planners and decision-takers consider access to jobs, schools, healthcare and other everyday services by walking, cycling, public transport and driving. When considering the site location on the Department for Transport's (DfT) Connectivity Tool, the site receives an overall score of between 88 to 89 out of 100, as shown in **Figure 7**. This demonstrates an extremely high connectivity rating and further proves the accessibility credentials of the development site.
- 3.35 In addition, when this is reviewed within the Local Authority banding, the site receives a banding rating of A, with A this being the highest possible score, as shown in **Figure 8**. This analysis is useful when considering the overall sustainability and connectivity of the site which demonstrates a high-level of accessibility and confirms the site is suitable for the creation of a sustainable development.

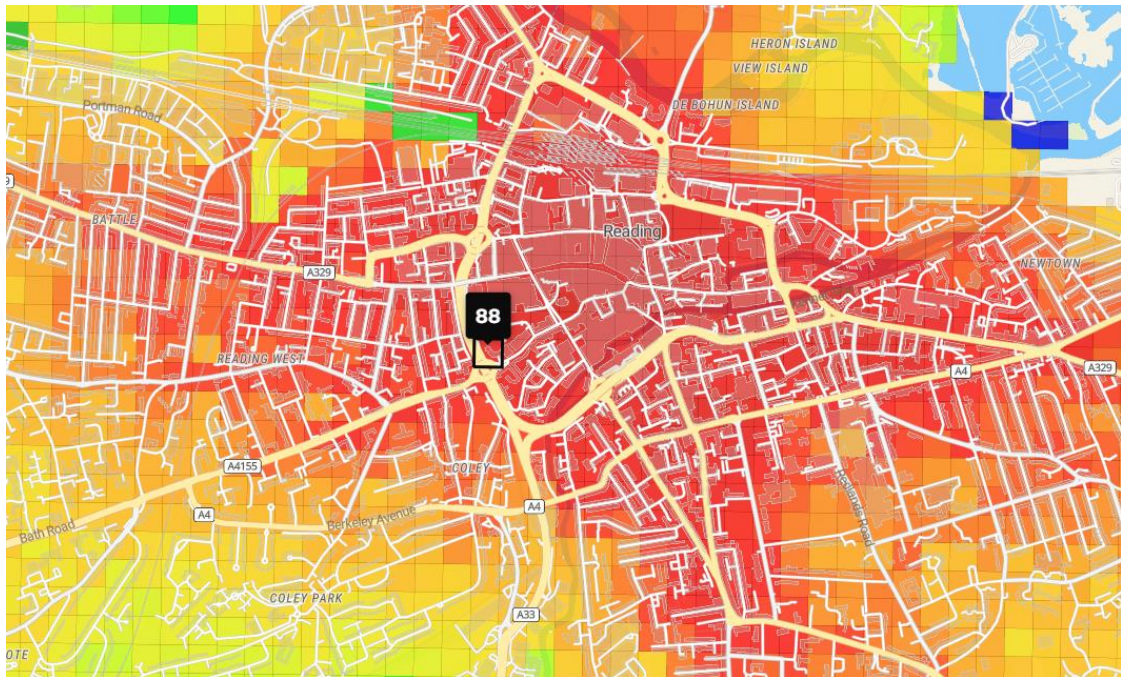


Figure 7: Connectivity Tool Overall Score

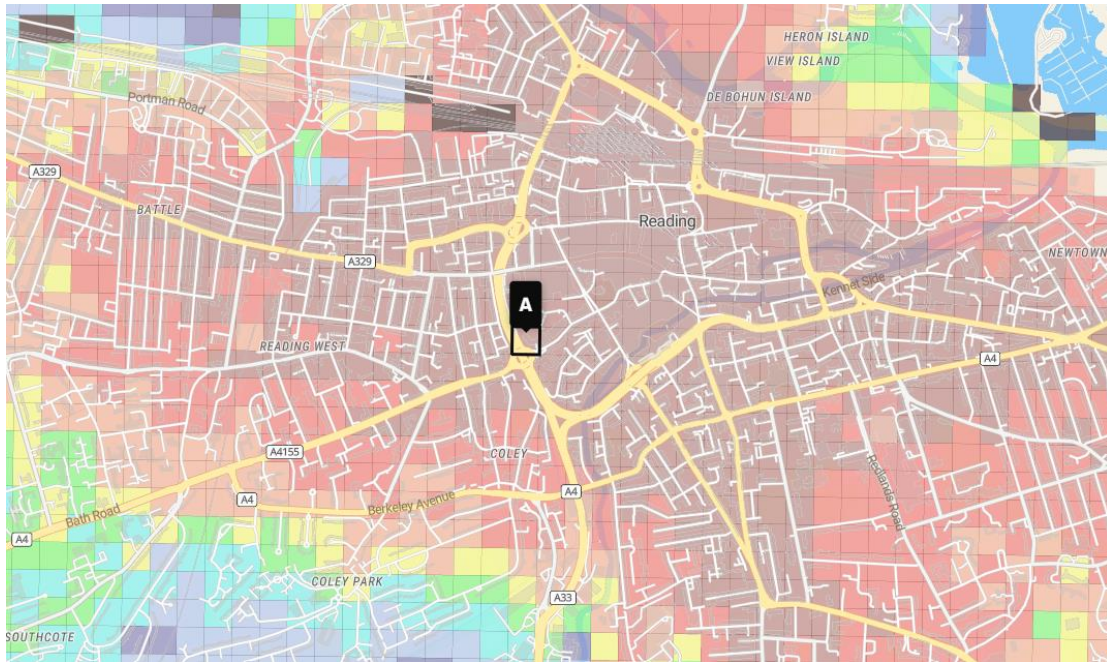


Figure 8: Connectivity Tool Local Authority Banding

Active Travel England Toolkit

- 3.36 As the proposals are for over 150 dwellings, the Active Travel England Planning Assessment Toolkit checklist has been completed and can be found in **Appendix B**.

Summary of Site Accessibility

- 3.37 Overall, the site is considered very well located to support a range of travel modes, with the town centre location enabling future site users to access a range of amenities on foot and removes the need to own a private vehicle. There are excellent pedestrian and cycle links to enable the promotion of sustainable travel via walking and cycling to the local amenities. The site is also well positioned to promote public transport use for any trips to/from Reading due to the availability of several highly frequent bus services as well as the proximity of the development site to Reading railway station. This stance is evidenced by the overall score and local banding on DfT's Connectivity Tool as well as the BREEAM AI score and assists in promoting a low-car development.

4. PROPOSED DEVELOPMENT

- 4.1 The proposals are for the demolition of the existing building and the erection of a residential-led mixed-use development comprising Use Class C3 residential units, with Use Class E on the ground floor and with some elements at lower ground floor, plus public realm, hard and soft landscaping, access and servicing arrangements, cycle parking, and other associated works at Reading Police Station.
- 4.2 The proposed site plan is attached within **Appendix A**, with the accommodation schedule for the BTR units and non-residential units outlined in **Tables 2** and **3**.

Unit Type	Unit Numbers
1 Bedroom	80
1 Bedroom M4(3)	9
2 Bedroom	101
2 Bedroom M4(3)	6
3 Bedroom	9
Total	205

Table 2: Accommodation Schedule – BTR Units

Unit Type	Unit Size
Community	86.51m ²
Convenience Food Store	641.27m ²
Non-Resi	854.04m ²
Police Room	98.06m ²
Total	1,679.87m²

Table 3: Accommodation Schedule – Non-Residential Units

- 4.3 The proposals are for a Build To Rent (BTR) scheme, which offer purpose-built and professionally managed residential units designed specifically for long-term renting as opposed to private sale. BTR schemes are primarily aimed at young professionals and located in major town/city centres, ensuring they are highly sustainable and offer a high level of accessibility to amenities, public transport links and workplaces. As a result, BTR schemes are often low-car/car-free developments. BTR schemes also typically include shared living spaces, with on-site amenities such as lounges, co-working areas and gyms often included, as is the case here.

Access Arrangements

Vehicular Access

- 4.4 The only vehicle access to the proposed development is via the service road to the rear, leading to the basement. The two existing access points on Castle Street and the IDR slip road will be closed. This reduction in access points will improve general road safety by removing conflict points.
- 4.5 The entry point to the basement measures 11.0m wide, with the internal road within the basement measuring between 6.0m – 7.5m wide.

Pedestrian and Cycle Access

- 4.6 Pedestrian access to the development will be provided at ground level directly from the existing public realm, Cusden Walk to the east, Castle Street to the south and Flint Street (the name for the new public route through the site separating the two proposed buildings). Flint Street has been orientated to directly connect the existing signalised pedestrian crossing at the signalised roundabout with future Minster Quarter development to the northeast.
- 4.7 All cycle stores for both the BTR units and non-residential units will be located within the basement with step-free access and lifts to be in place to support movement down to the basement from ground level as well as multiple stairwells for all users. Additionally, Sheffield stands are proposed in the public realm, equating to 26 cycle parking spaces, which are aim at providing cycle parking for visitors of the non-residential units to encourage cycling to/from the site. This further supports the development site being BREEAM compliant.

Parking Provision

Car Parking

- 4.8 The development proposes to operate as predominantly car-free, with provision made for 12 car parking spaces comprising 8 Blue Badge holder bays, 4 police bays and a loading area. This approach to parking is in keeping with the typical approach for sustainably located BTR development and was agreed with the local highway authority at RBC during pre-application discussion, aligning with the various transport policies outlined in both the Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024). All spaces will be provided with EV charging points to comply with national guidelines as well as exceeding BREEAM standards.

- 4.9 Further details for justifying the approach to the car parking provision for the proposal are provided within the accompanying Transport Assessment (TA).

Cycle Parking

- 4.10 The proposals will provide 116 cycle parking spaces across 3 separate secure and covered stores in the basement area for the BTR units and an additional secure and covered store containing 16 cycle parking spaces for the non-residential units plus 4 cycle parking spaces for the Police. Based on the local standards, a sufficient level of cycle parking is therefore proposed for the non-residential units subject to staff requirements, and the number of residential cycle parking spaces also complies with the standards. Furthermore, 13 Sheffield stands are proposed in the public realm, equating to 26 cycle parking spaces, which are aim at providing cycle parking for visitors of the non-residential units to encourage cycling to/from the site.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

To support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users.

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

5.4 Before setting specific targets, understanding how residents currently travel to work from the area is essential. In the first instance, the multi-modal TRICS database has been consulted to estimate the total number of trips that a Build To Rent (BTR) development of this scale in this location would generate. As part of this assessment, the 'Shared Living Developments' parameter has been applied; however, it is noted that only 1 survey is available on TRICS at the time of writing.

5.5 The results of this multi-modal TRICS assessment are set out in **Table 4**, with the full outputs attached within **Appendix C**.

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			Daily (0700 – 2100)
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Total Trip Rate per Flat	0.036	0.309	0.345	0.193	0.051	0.244	2.428
Total Trip Generation (205 Flats)	7	63	71	40	11	51	498

Table 4: Multi-Modal TRICS Assessment

- 5.6 As per **Table 4**, the multi-modal TRICS database estimates that the proposed 205 BTR units would generate 71 two-way trips in the AM peak (0800 – 0900), 51 two-way trips during the PM peak (1700 – 1800) and a total of 498 two-way trips daily (0700 – 2100).
- 5.7 In order to assign the estimated trips to each mode of travel for the proposed BTR units, the ‘Method used to travel to work’ (TS061) 2021 Census dataset has been interrogated for the ‘E02006939: Reading 019’ Middle Super Output Area (MSOA), as outlined in **Figure 9**.

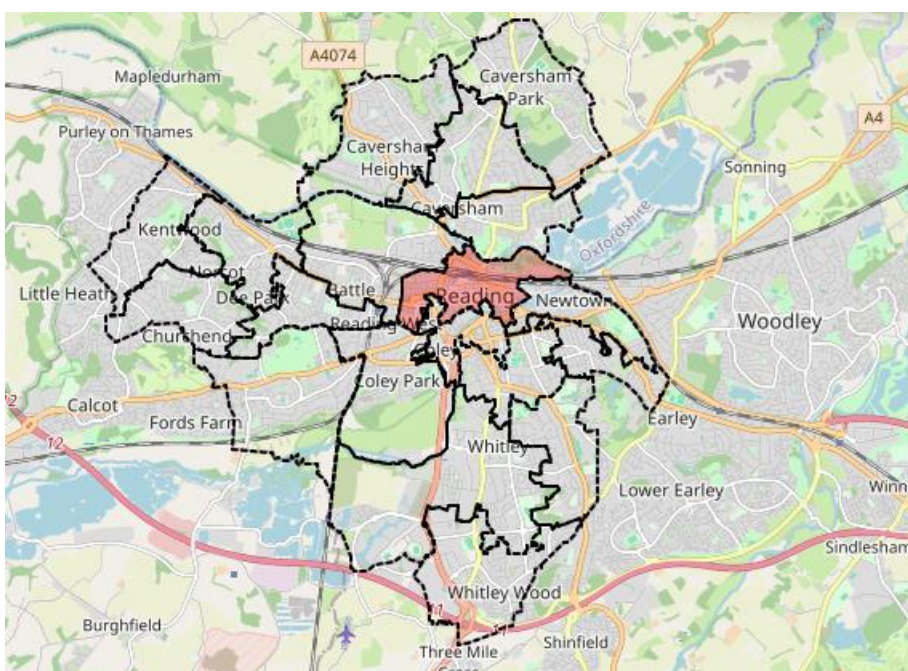


Figure 9: E02006939: Reading 019 Output Area (Source: NOMIS)

- 5.8 The information contained within the ‘Method used to travel to work’ (TS061) 2021 Census dataset for the ‘E02006939: Reading 019’ Middle Super Output Area (MSOA) details the modal split of existing residents within the area, with the full data attached within **Appendix D. Table 5** lists the modal split based on the Census data and applies the estimated daily trip rate of the proposed development (498), as per against each percentage to estimate the likely number of trips associated with each mode of travel. It should be noted that the percentages have been round to the nearest whole number with those less than 1% rounded up to equate to 100%. These figures are based on the latest Census data available, with a baseline survey to be conducted once the Travel Plan has been triggered to establish actual modal splits.

Mode of Travel	Percentage	Estimated Trip Rate (Daily)
Car Alone	33%	164
Car Share	5%	25
Train	11%	55
Bus	15%	75
Cycle	4%	20
Walk	30%	149
Motorcycle	1%	5
Taxi	1%	5
Other	2%	10
Total	100%	498

Table 5: Baseline Modal Split

Travel Plan Targets

- 5.9 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.
- 5.10 Utilising the baseline modal split figures, an indicative 5-year target of a 10% reduction in single occupancy vehicle trips is targeted. **Table 6** outlines the targeted 10% reduction in single occupancy vehicle trips and associated increase in all other sustainable modes of travel, with an overall 10% increase across all sustainable modes targeted at this stage.

Mode of Travel	Indicative Baseline	Year 5 Target
Car Alone	164	115 > 23% (-10%)
Car Share	25	383 > 77% (+10%)
Train	55	
Bus	75	
Cycle	20	
Walk	149	
Motorcycle	5	
Taxi	5	
Other	10	
Total	498	498 > 100%

Table 6: Indicative Baseline Targets Based on 2021 Census Data

- 5.11 It is proposed that to determine the 'actual' travel patterns, surveys would be completed within 3 months of 50% occupation. This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before too many units are occupied. The Travel Plan would also be updated upon occupation of the 50% of the site once a robust survey opportunity is available.

- 5.12 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and Reading Borough Council (RBC) Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

- 6.2 In addition to the physical on-site infrastructure, such as cycle parking facilities and public realm improvements, the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.
- 6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 10% modal shift. These measures have been identified through the Transport Assessment and Framework Travel Plan submitted as part of the outline application.

Key Stages: Preliminary

- 6.4 In order to meet the objectives of the TP, it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Table 7**). These include:
- Appoint a Travel Plan Coordinator (developer)
 - Confirm the Action Plan for implementation (Travel Plan Coordinator);
 - Ensure the final site design is consistent with the approved Travel Plan (Travel Plan Coordinator);
 - Establish liaison arrangements with the Reading Borough Council (RBC) Travel Plan Officer (Travel Plan Coordinator);
 - Produce Resident Welcome Pack including (Travel Plan Coordinator):
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Five Years Following 50% Occupation of the Development

- 6.5 It is proposed that the TP period would become fully active upon occupation of the 50% of the development and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and RBC have signed off the TP, ownership would pass to the local community.
- 6.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, Reading Borough Council and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan.

Modal Measures: Walking and Cycling

- 6.7 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the biannual newsletters (as discussed later in the report).
- 6.8 The baseline modal splits indicate that walking is a key travel mode for existing residents in the area, which is expected considering the town centre location. With the predominantly car free proposals, there is an opportunity to further promote walking to/from the site due to both the existing pedestrian infrastructure coupled with abundance of local amenities within proximity to the proposed development.
- 6.9 Additionally, whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing residents, it is hoped that through promotion of the cycle network as well as the on-site cycle parking facilities, cycling will become a more favourable travel mode. As stated, secure covered cycle stores will be provided within the basement area for residents and visitors to encourage cycling to and from the site and residents will be made aware of this provision when purchasing their home. Whilst, Sheffield stands are also proposed in the public realm to encourage cycling to/from the site for visitors.
- 6.10 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling, the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

- 6.11 The TPC will promote free health apps including (but not limited to) Better Points, NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel.

Modal Measures: Public Transport

- 6.12 As the proposals aim to implement a predominantly car free scheme, promotion of the local public transport services will be pivotal in ensuring that there is no reliance upon owning a private vehicle for travel outside of a walking/cycling distance. The baseline modal splits indicate that 15% of existing residents currently travel to work by bus and therefore it is considered that the development location provides an excellent opportunity to promote bus travel as an alternative mode, especially considering the predominantly car free nature of the scheme.
- 6.13 The variety and attractiveness of the bus services, particularly those from Castle Street and St Mary's Butts, would be supported and promoted through tailored promotions.
- 6.14 Promotion of rail travel will also be important in creating a largely car free scheme, with 11% of existing residents in the area utilising trains as part of their daily commute. The development site benefits greatly from being positioned within walking distance of Reading railway station, which is served by several rail services to key destinations – most notably London Paddington.
- 6.15 Maximising resident use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.

Modal Measures: Car Sharing

- 6.16 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident interaction and creating a sense of community.
- 6.17 Liftshare is a well-established scheme and would be promoted to residents through their welcome pack and biannual newsletters to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Car Clubs

- 6.18 Car clubs are a great option for those individuals who may require access to a car, on occasion, without the need to own a vehicle, noting the car free intent. These are essentially hire vehicles, that can be used from one hour and are located either in private car parks or on-street and available for car club members to hire, as and when required.
- 6.19 CoMo would be promoted to residents to establish car club availability in the local area. <https://www.como.org.uk/shared-cars/existing-schemes-and-operators>.

Modal Measures: Home/ Remote Working and Other Modes

- 6.20 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.
- 6.21 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the RBC Travel Plan Officer.

Personalised Travel Planning

- 6.22 Upon moving into their new home or starting their new job, residents/staff will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication

- 6.23 To ensure the ongoing promotion of the Travel Plan to residents and staff, over its life a number of marketing and communication elements would be implemented.
- 6.24 Firstly, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents with up-to-date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.

- 6.25 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

- 6.26 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, the schools' TPC, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

- 6.27 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Travel Plan would be secured through a planning condition, which would confirm the proposed measures as well as any monitoring costs, required by Reading Borough Council (RBC).

Travel Plan Coordinator

- 7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on 50% occupation of dwellings
- 7.3 The TPC role and contact details will be finalised with RBC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.
- 7.4 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support;
 - Liaising with public transport operators, local interest groups, RBC;
 - Designing and implementing an effective marketing strategy and raising awareness;
 - Attending relevant networking events;
 - Organising travel-based events;
 - Acting as the point of call for all TP enquiries; and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Action Plan and Targets

- 7.5 An indicative Action Plan for the application of the Travel Plan has been developed. As measures are reviewed, this Action Plan will be updated through the development of the Travel Plan.
- 7.6 The Action Plan does not yet include dates as these would be dependent on construction schedules and occupation dates. The indicative Action Plan is displayed in **Table 7**.

	Action	Responsibility	Timescale
Preliminary	Travel Plan Coordinator (TPC) to be appointed	Developer	Prior to occupation
	TPC to confirm Action Plan with Reading Borough Council	TPC	Prior to Occupation
	TPC to establish point of contact with Reading Borough Council's TPO	TPC	
	TPC to prepare a Travel Welcome Pack to include: Travel Plan Leaflet, Information on local area, details of on-site cycle storage, pedestrian routes, public transport information	TPC	
	TPC to decide on communication strategy for use with residents and create a webpage	TPC	
	TPC to prepare TP action database for logging/recording the following details: Actions, resident details, queries and advice	TPC	
Walking/Cycling	Maintenance of local area walking/cycling route/duration map with residents, focusing on journey times/routes	TPC	Ongoing
	Promote use of local walking facilities and on-site cycle storage		
	Co-operation and co-ordination with local, regional and national campaigns/events such as: Bike Week (www.bikeweek.org.uk) Sustrans Big Cycle and Walk Challenge (www.getmeactive.org.uk)		
	Co-operate with local Walking Groups and local events/groups		
Public Transport	Maintenance of maps/journey times/routes of public transport	TPC	Ongoing
	Maintain dialogue with local public transport service operators for service changes and promotions		
Communication and Marketing	Prepare leaflet highlighting sustainable modes of travel	TPC	Ongoing
	Provide regular social media updates		
	Prepare promotional material for the webpage, social media and newsletters		
	Dedicated webpage/website for local updates and for residents to communicate and share ideas		

Table 7: Action Plan

Surveys and Feedback

7.7 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales;
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors;
- Adoption of the TP by local residents beyond the TP's active period: and
- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

- 7.8 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the TP. The resultant monitoring structure for the TP is therefore set out within **Table 8** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Baseline survey 3 months after 50% occupation	Resident Travel Survey & Monitoring Report	Resident Travel Survey & Monitoring Report	Resident Travel Survey & Monitoring Report	Resident Travel Survey & Monitoring Report	Resident Travel Survey & Monitoring Report

Table 8: Monitoring Strategy

- 7.9 A baseline survey will be undertaken 3 months after 50% occupation to determine the residents' actual travel patterns to/from the development and set revised targets for the TP. This would then be repeated at the end of each subsequent year. The travel survey would be sent to RBC's Travel Plan Officer (TPO) for their review prior to distributing to residents. An example of a resident travel survey is attached within **Appendix E**.
- 7.10 Over the duration of the TP, it is anticipated that the response rate will fall and, in such situations, the TPC will work in liaison with Reading Borough Council's TPO to verify that the response rates are adequate. In later years of the development, or if response rates prove to be low, further incentives may be considered.
- 7.11 The results of the survey will be available for residents to view on the development's dedicated Travel Plan webpage and also included within newsletters, when appropriate.
- 7.12 An annual monitoring/progress report will be produced and submitted to RBC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

- 7.13 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with RBC's TPO will ensure that mismanagement does not occur.
- 7.14 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with RBC's Travel Plan Officers. The 5-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.
- 7.15 If the five-year target is not achieved, the requirement for remedial measures would be explored with RBC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

- 7.16 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TPC.
- 7.17 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with RBC's TPO as the TP draws to an end.

Appendix A

Notes

Do not scale from this drawing.
All contractors must visit the site and be responsible for taking and checking dimensions.
All construction information should be taken from figured dimensions only.
Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
This drawing & the works depicted are the copyright of JTP.

This drawing is prepared for the specific project stage in the Drawing Status section below and it is not intended to be used for any other purpose. Whilst all reasonable efforts are used to ensure drawings are accurate, JTP accept no liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated in the Drawing Status below.

- Key
- Basement Car Park
 - Car Park Vent
 - Cold Water Tank Room
 - Comms Room
 - Cycle Store (Non Resi)
 - Cycle Store (Residential)
 - Generator
 - HHP3 Sprinkler & Wet Riser
 - Life Safety Switchroom
 - Low Temperature Hot Water Plant Room
 - Police Room
 - Protected Lobby
 - Refuse
 - Refuse (Non Resi)
 - Residential Parcel Room
 - Risers
 - Smoke Shaft
 - Sprinkler Tank (Residential)
 - Ventilated Common Corridor
 - Ventilated Evacuation Lobby
 - Building footprint above
 - Shaft above - Lift/Stair does not provide access to basement
 - Indicative column locations

P1 24.04.26 Planning Submission JTP DJF

Rev	Date	Description	Drawn	Chkd
-----	------	-------------	-------	------

Drawing Status

PLANNING

Client

S2 Estates

jtp

JTP Studios, Unit 5
The Rum Warehouse
Pennington Street
London, E1W 2AP
+44 (0) 20 7017 1780
www.jtp.co.uk

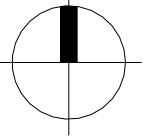
Project

Reading Police Station

Drawing Title

Proposed Sitewide - Basement Plan

Scale @A1 1 : 200	Job Ref. 01962
Drawing No. SP_01	Revision. P1
Scale Bar	0 2 4 6 8 10 m



Indicative Ground Cut

Notes

Do not scale from this drawing.
All contractors must visit the site and be responsible for taking and checking dimensions.
All construction information should be taken from figured dimensions only.
Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
This drawing & the works depicted are the copyright of JTP.

This drawing is prepared for the specific project stage in the Drawing Status section below and it is not intended to be used for any other purpose. Whilst all reasonable efforts are used to ensure drawings are accurate, JTP accept no liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated in the Drawing Status below.

- Key
- Community
 - Convenience Food Store
 - Final Exit Route
 - Final Exit Route (Non-Resi)
 - Lobby
 - Non-resi
 - Protected Lobby
 - Residential Amenity
 - Residential Low Voltage Switchroom
 - Retail Low Voltage Switchroom
 - Risers
 - Service Corridor
 - Smoke Shaft
 - Substation
 - Ventilated Common Corridor
 - Ventilated Evacuation Lobby

P1 24.04.26 Planning Submission JTP DJF

Rev	Date	Description	Drawn	Chkd
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Drawing Status

PLANNING

Client

S2 Estates



Project

Reading Police Station

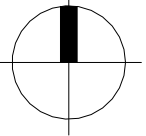
Drawing Title

Proposed Sitewide - Ground Floor Plan

Scale @A1 1 : 200 Job Ref. 01962

Drawing No. SP_02 Revision. P1

Scale Bar 0 2 4 6 8 10 m



Appendix B

Criterion	Description	Common Shortfalls	Rating	Appraiser Comments	Local Policy & Guidance
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	Source data is not representative of the proposed development, is out-of-date or is confined to commuting journeys only. Forecasted trip generation is limited to motor vehicle traffic or peak hours only. Future year forecasts do not realise the potential of the development to support a greater number of walking, wheeling and cycling journeys or do not align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.	Pass	Trip generation assessments are completed within the Transport Statement with specific multi-modal assessment set out in the Travel Plan and Delivery & Servicing Management Plan	Narional Plannign Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4); Reading Transport Strategy 2040 (June 2024).
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	Local pedestrian and cycling routes are only identified in application documents by their location, with no assessment provided on whether these are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20). Applications that include new dwellings have not demonstrated how local schools and colleges will be accessed by active travel modes. Qualitative analysis to inform any necessary improvements to the design and accessibility of key routes does not include maps, photographs and comments nor has regard to the following guidance, tools and plans in the assessment of key routes: • Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate); • PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12); • LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool); • the government's Walking Route Audit Tool; and • any adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs).	Pass	A detailed assessment of the existing pedestrian and cycle infrastructure and routes in the local area is provided in the Transport Statement and Travel Plan with Isochrone maps included and DfT's Connectivity Tool analysed. A site visit has also been completed to assess the real conditons with photographic evidence provided.	Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4); Reading Transport Strategy 2040 (June 2024).
3. Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	Trip lengths to key amenities as presented in application documents are based on straight-line distances from site boundaries or main access points. There are few everyday amenities within the recommended distance from most buildings using safe and accessible routes for pedestrians. Footpaths/ways to local amenities do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: • have a minimum width of 2m, with limited pinch points no less than 1.5m; • are step-free; • have a smooth, even surface; • have seating at regular intervals; • are uncluttered; • have good natural surveillance and clear lines of sight; • have street lighting; • have wayfinding; and • have crossing points suitable for the speed and traffic flow of the road(s).	Pass	The site is located within Reading's 'Central Core' and is located within 800m of numerous facilities and amenities including bus stops, train station and a variety of shops, restaurants etc within the nearby shopping centres and high street	Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4); Reading Transport Strategy 2040 (June 2024).
4. Cycling accessibility	Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?	Cycle routes relied on by the development are not coherent, direct, safe, comfortable or attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). This may be due to physical features, steps, steep gradients or surface quality; or the absence of ramps, lighting or appropriate crossing facilities. The development relies on shared use routes in full or intermittently, which conflicts with the clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians. There is insufficient protection from motor traffic in accordance with the suitability and segregation standards in LTN 1/20 (see Figure 4.1 and Section 6) such that some potential cyclists would be excluded.	Pass	The site is located in close proximity to the National Cycle Network and various amenities and facilities can be reached by bicycle including the high street and railway station. There are cycle parking facilities in these locations. However, there are no dedicated cycle lanes in the immediate vicinity of the site.	Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4); Reading Transport Strategy 2040 (June 2024).
5. Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	There are no public transport nodes with a regular service (this will differ between urban and rural areas) within the recommended distances. Local bus stops do not have good natural surveillance or do not provide seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs. Local rail stations do not provide sufficient cycle parking, including spaces for non-standard cycles. Footpaths/ways to public transport nodes do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: • have a minimum width of 2m, with limited pinch points no less than 1.5m; • are step-free; • have a smooth, even surface; • have seating at regular intervals; • are uncluttered; • have good natural surveillance and clear lines of sight; • have street lighting; • have wayfinding; and • have crossing points suitable for the speed and traffic flow of the road(s).	Pass	There are bus stops located within 1-minute of the site served by frequent services to key destinations including Newbury, Thatcham and Tilehurst. The nearest bus stop benefits from sheltered seating and real time infromaiton. Access to the bus stops on foot is safe and convenient with 2m+ wide footways. Access to Reading railway station is also convenient, with the station located 800m to the north and reachabel in a 11-minute walk/3-minute cycle. Full details are set out in the Transport Statement and Travel Plan.	Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4); Reading Transport Strategy 2040 (June 2024).
6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	The application fails to identify necessary, directly related and proportionate improvements or contributions to: • footpaths/ways in line with the design standards identified in criteria 3 and 5; • cycling routes in line with LTN 1/20 standards identified in criteria 4; or • public transport infrastructure (where this is not provided on-site) that may include: new or extended services; seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs at bus stops; and secure cycle parking with pumps and repair tools at rail stations and mobility hubs. The application fails to identify the mechanism to secure identified improvements and the trigger point(s) for delivery or payment. Proposed road/junction improvements do not prioritise pedestrian and cycling movements, including appropriate crossings.	N/A - exclude	No off-site transport improvements has been identified as being required through pre-application discussions with RBC.	Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4); Reading Transport Strategy 2040 (June 2024).
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	Opportunities have been missed to maximise accessibility for active travel modes, including: • the development does not provide or safeguard pedestrian and cycling connections to neighbouring sites including future phases of development; • routes for pedestrians and cyclists are not at least as direct – and preferably more direct – than the equivalent by car; • routes are not fully accessible or do not have adjacent accessible alternatives (e.g. ramps alongside steps or bound paths next to unbound paths); • inappropriate or infrequent crossings are proposed (see Inclusive Mobility Sections 4.10-4.11, PAS 6463 Section 7.6.2, LTN 1/20 Table 10-2, Manual for Streets Section 6.3 and Manual for Steets 2 Section 9.3); • pedestrians and cyclists are not prioritised at side road crossing points (see LTN 1/20 Figure 10.13); • priority junctions have radli that interrupts the pedestrian desire line (see Manual for Streets Sections 6.3-6.4 and Manual for Streets 2 Section 9.4); • there are red/zero scores when applying the Junction Assessment Tool in LTN 1/20; • signalised junctions do not have pedestrian aspects on some arms; • where cyclists would mix with motor vehicles, lane widths are between 3.2m and 3.9m (paragraph 7.2.5 of LTN 1/20 identifies that such widths allow motor vehicles to drive alongside a cyclist without a safety margin for their comfort and protection); • there are unsafe or poorly signed transitions for cyclists when moving between cycleways on and off the carriageway; or • cycleways within commercial sites are not continuous through to cycle parking areas. Shared use routes for pedestrians and cyclists are proposed and these do not meet the limited situations listed in paragraph 6.5.6 of LTN 1/20. Where shared use routes are acceptable, their widths are below 3m (<300 cyclists per hour) or below 4.5m elsewhere, contrary to LTN 1/20 Table 6-3.	Exemplar	The proposals are intended to be predominently car free with only a small number of disabled persons and visitor bays to be provided. Additonaally, public realm improvements are to be provided within the site. The proposals prioritise pedestrian and cycle movements on this basis.	Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4); Reading Transport Strategy 2040 (June 2024).

8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	The design of streets does not encourage social interaction or create attractive, safe and accessible open spaces that would support an active life for everyone, contrary to the National Design Guide (See Part 2). This may include missed opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de-sac), equipped play facilities, seating at regular intervals, and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking). Aspects of the proposed design give rise to personal and highway safety concerns, including: • streets, public transport nodes and other public spaces do not benefit from appropriate levels of natural surveillance and lighting; • the requirements of disabled people have not been appropriately considered; • the development includes 'blind-spots', sharp turns or high-sided boundary treatments; • the development does not provide continuous and legible routes or is not supported by an effective wayfinding strategy; or • residential or local streets encourage traffic movements through the site or are not designed for a 20mph speed limit (see Manual for Streets Section 7.4 for guidance on achieving appropriate traffic speeds). There are gaps in the provision of well-located, on-site amenities to support the quantum of development proposed, in conflict with paragraph 83 of the National Design Guide. For larger residential-led developments, this may include a lack of evidence that the applicant has utilised local authority pupil yield data (or the Department for Education's Pupil Yield Dashboard in the absence of such) to inform the need for new schools and early years settings.	Exemplar	The proposals aim to development a sense of place with the public realm improvements, access to the non-residential units and predominant car free approach. Existing infrastructure in the vicinity of the site also lend to this as detaield in the Transport Statement and Travel Plan.	Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	Cycle parking is not provided in accordance with up-to-date local standards, or Section 11 of LTN 1/20 in the absence of such. Details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate is not provided (highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels). For workplaces, public buildings (including those used for leisure and recreation) larger retail developments and other developments with communal parking: • internal cycle stores cannot be accessed from building frontages, are not step-free or require passing through more than two sets of doors; • a proportion of cycle parking (typically 5%) is not provided for non-standard cycles to accommodate people with mobility impairments, which is contrary to paragraph 11.3.2 of LTN 1/20 (Table 11-2 also advises on bay lengths and access aisle widths for larger cycles using Sheffield stands); or • high-quality facilities including showers, lockers, changing rooms and drying areas are not provided for cyclists in non-residential settings (see Section 11.7 of LTN 1/20, BREEAM guidance and any local standards). The quantum and quality of the cycle parking and trip-end facilities proposed does not align with travel plan targets for cycling or application objectives to deliver a sustainable form of development.	Pass		Narional Planning Policy Framework (NPPF) and RBC's 'Revised Parking Standards and Design' SPD (October 2011).
10. Travel planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	A 'full', 'framework' or 'interim' travel plan has not been submitted as appropriate (a framework travel plan is generally only appropriate for commercial developments where the end user is unknown, while an interim travel plan can be acceptable where the split of uses is not yet confirmed). Where the appropriate travel plan has been submitted: • targets for active travel mode share lack ambition or do not align with the national target (or any adopted local target) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030; • mode share targets are not set for the end of each phase (where identifiable) nor extend to five years beyond the final occupation of the development; • there is an absence of travel plan targets for all uses proposed within the application site as appropriate; • the travel plan does not provide sufficient detail on the active travel and public transport infrastructure to be provided or improved (both on and off-site) or how its use will be embedded by initiatives and incentives to be secured through planning conditions and obligations; or • there are no details of effective and influential actions to be taken if targets are not met, with the intention for these to be secured and monitored (if triggered) through planning conditions and obligations.	Pass	A Travel Plan has been producedand is considered to contain ambitous targets	Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Reading Police Station, Castle Street, Reading, RG1 7TH
Summary of proposal	Mixed-use development for 205 Build to Rent units with non-residenital ground units
ATE reference	
Local authority reference	
Local planning authority	Reading
Local highway authority	Reading
Completed by	Luke Millar
Date (DD/MM/YY)	17 March 2026
Application type	Full planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Pass	Trip generaton assessments are completed within the Transport Statement with specific multi-modal assessment set out in the Travel Plan and Delivery & Servicing Management Plan	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ; Narional Plannign Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).
2. Active travel route audit	Pass	A detailed assessment of the existing pedestrian and cycle infrastructure and routes in the local area is provided in the Transport Statement and Travel Plan with Isochrone maps included and DfT's Connectivity Tool analysed. A site visit has also been completed to assess the real conditons with photographic evidence provided.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ; Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).
3. Pedestrian access to local amenities	Pass	The site is located within Reading's 'Central Core' and is located within 800m of numerous facilities and amenities including bus stops, train station and a variety of shops, restaurants etc within the nearby shopping centres and high street	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ; Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Reading Police Station, Castle Street, Reading, RG1 7TH		
Summary of proposal	Mixed-use development for 205 Build to Rent units with non-residenital ground units		
ATE reference			
Local authority reference			
Local planning authority	Reading		
Local highway authority	Reading		
4. Cycling accessibility	Pass	The site is located in close proximity to the National Cycle Network and various amentiiies and facilties can be reached by bicycle including the high street and railway station. There are cycle parking faciitiies in these locations. However, there are no dedicated cycle lanes in the immediate vicinity of the site.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).
5. Access to public transport	Pass	There are bus stops located within 1-minute of the site served by frequent services to key destinations including Newbury, Thatcham and Tilehurst. The nearest bus stop benefits from sheltered seating and real time infromaiton. Access to the bus stops on foot is safe and convenient with 2m+ wide footways. Access to Reading railway station is also convenient, with the station located 800m to the north and reachabel in a 11-minute walk/3-minute cycle. Full details are set out in the Transport Statement and Travel Plan.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ; Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).
6. Off-site transport infrastructure	N/A - exclude	No off-site transport improvements has been identified as being required through pre-application discussions with RBC.	

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Reading Police Station, Castle Street, Reading, RG1 7TH		
Summary of proposal	Mixed-use development for 205 Build to Rent units with non-residential ground units		
ATE reference			
Local authority reference			
Local planning authority	Reading		
Local highway authority	Reading		
7. Site permeability	Exemplar	The proposals are intended to be predominantly car free with only a small number of disabled persons and visitor bays to be provided. Additionally, public realm improvements are to be provided within the site. The proposals prioritise pedestrian and cycle movements on this basis.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ; National Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).
8. Placemaking	Exemplar	The proposals aim to develop a sense of place with the public realm improvements, access to the non-residential units and predominant car free approach. Existing infrastructure in the vicinity of the site also lend to this as detailed in the Transport Statement and Travel Plan.	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ; National Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).
9. Cycle parking and trip-end facilities	Pass	0	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ; National Planning Policy Framework (NPPF) and RBC's 'Revised Parking Standards and Design' SPD (October 2011).

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Reading Police Station, Castle Street, Reading, RG1 7TH		
Summary of proposal	Mixed-use development for 205 Build to Rent units with non-residenital ground units		
ATE reference			
Local authority reference			
Local planning authority	Reading		
Local highway authority	Reading		
10. Travel planning	Pass	A Travel Plan has been producedand is considered to contain ambitious targets	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ; Narional Planning Policy Framework (NPPF), Reading Local Plan (2019) and Reading Borough Council Local Transport Plan 4 (LTP4): Reading Transport Strategy 2040 (June 2024).

Appendix C

Audit Code: 8e7c42a5-5ac2-4629-b12e-5e820118b57c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: Q - SHARED LIVING DEVELOPMENTS

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT
		1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 8e7c42a5-5ac2-4629-b12e-5e820118b57c

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Accom. Units
Actual Range:	550 to 550 (units:Accom. Units)
Range Selected by User:	550 to 550 (units:Accom. Units)
Parking Spaces Range:	All Surveys Included

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/03/20 to 05/03/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	1 days
----------	--------

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	1
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Suburban Area	1 days
---------------	--------

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1 days
-----------------	--------

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	1 days
----------------------------	--------

Audit Code: 8e7c42a5-5ac2-4629-b12e-5e820118b57c

Secondary Filtering Selection:

Use Class:

N/A	1 surveys
-----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

5840 - 5840

Population within 1 mile:

25,001 to 50,000	1 surveys
------------------	-----------

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	1 surveys
-----------------	-----------

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
------------	-----------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 8e7c42a5-5ac2-4629-b12e-5e820118b57c

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 - Good 1 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 8e7c42a5-5ac2-4629-b12e-5e820118b57c

1	BT-03-Q-01	CO-LIVING & WORKSPACE	BRENT
OLD OAK LANE			
PARK ROYAL			
OLD OAK			
Suburban Area			
Industrial Zone			
Accom. Units: 550.00			
Survey date: Thursday 05/03/2020			
			Survey Type: Manual

Audit Code: 8e7c42a5-5ac2-4629-b12e-5e820118b57c

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

Total Vehicles

Calculation factor: 1 Accom. Units

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Accom. Units	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	1	550	0.005	0.004	0.009
08:00-09:00	1	550	0.005	0.011	0.016
09:00-10:00	1	550	0.011	0.013	0.024
10:00-11:00	1	550	0.007	0.007	0.014
11:00-12:00	1	550	0.004	0.004	0.008
12:00-13:00	1	550	0.004	0.004	0.008
13:00-14:00	1	550	0.004	0.005	0.009
14:00-15:00	1	550	0.002	0.004	0.006
15:00-16:00	1	550	0.000	0.000	0.000
16:00-17:00	1	550	0.000	0.000	0.000
17:00-18:00	1	550	0.009	0.009	0.018
18:00-19:00	1	550	0.004	0.002	0.006
19:00-20:00	1	550	0.005	0.002	0.007
20:00-21:00	1	550	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.060	0.065	0.125

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8e7c42a5-5ac2-4629-b12e-5e820118b57c

Parameter Summary:

Trip rate parameter range selected:	550 - 550 (units: Accom. Units)
Survey date date range:	05/03/2020 - 05/03/2020
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 8e7c42a5-5ac2-4629-b12e-5e820118b57c

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

Total People

Calculation factor: 1 Accom. Units

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Accom. Units	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	1	550	0.020	0.253	0.273
08:00-09:00	1	550	0.036	0.309	0.345
09:00-10:00	1	550	0.062	0.125	0.187
10:00-11:00	1	550	0.075	0.075	0.150
11:00-12:00	1	550	0.065	0.085	0.150
12:00-13:00	1	550	0.047	0.080	0.127
13:00-14:00	1	550	0.049	0.067	0.116
14:00-15:00	1	550	0.056	0.045	0.101
15:00-16:00	1	550	0.055	0.045	0.100
16:00-17:00	1	550	0.100	0.033	0.133
17:00-18:00	1	550	0.193	0.051	0.244
18:00-19:00	1	550	0.285	0.031	0.316
19:00-20:00	1	550	0.098	0.022	0.120
20:00-21:00	1	550	0.051	0.015	0.066
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.192	1.236	2.428

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8e7c42a5-5ac2-4629-b12e-5e820118b57c

Parameter Summary:

Trip rate parameter range selected:	550 - 550 (units: Accom. Units)
Survey date date range:	05/03/2020 - 05/03/2020
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D

TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 20 February 2026]

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

Method of travel to workplace

	2021		Minus	
	number	%	WFH	%
Total: All usual residents aged	4,386	100.0	2,321	100%
Work mainly at or from home	2,065	47.1	-	
Underground, metro, light rail, t	6	0.1	6	0.3
Train	258	5.9	258	11.1
Bus, minibus or coach	341	7.8	341	14.7
Taxi	20	0.5	20	0.9
Motorcycle, scooter or moped	15	0.3	15	0.6
Driving a car or van	756	17.2	756	32.6
Passenger in a car or van	109	2.5	109	4.7
Bicycle	86	2.0	86	3.7
On foot	688	15.7	688	29.6
Other method of travel to work	42	1.0	42	1.8

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

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

Appendix E

– Resident Travel Survey

Thank you for taking the time to complete our residents travel survey. This will help us (your Travel Plan Coordinator) understand your travel needs and should only take a few minutes.

If you have any questions regarding our work, the survey or relating to the travel voucher, please do not hesitate to get in touch! And, don't forget to fill out your details at the end to receive your travel voucher!

You can send your completed survey to us via:

- ☐ Post using the pre-paid envelope: Paul Basham Associates, ###
- ☐ Survey Monkey at ####
- ☐ QR code

QR Code



1. How do you currently travel?

	Daily	Couple of times a week	Weekly	Fortnightly	Monthly	Occasionally	Never
Car (alone as driver)							
Car (with passengers)							
Walking							
Cycling							
Scooter							
Bus							
Coach							
Overground Rail							
Underground Rail							
Ferry							
Motorbike							
Other: _____							

2. For your most frequent journey how far do you travel?

- ☐ 0-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ 21-30 miles
- ☐ 31+ miles

3. To which location do you travel to most frequently? (tick one)

- ☐ ##
- ☐ ##
- ☐ ##
- ☐ ##

☐ Other (Please specify)

4. What is your most frequent journey for? (please choose one)

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other (please specify)

5. If you were to change your main mode of travel what mode would you most likely change to:

6. If you travel by car, why do you travel by car? (Please tick all that are relevant)

- ☐ 1. I don't own a car
- ☐ 2. Car essential to perform job
- ☐ 3. Reliability/ quicker than alternatives
- ☐ 4. Health reasons
- ☐ 5. Lack of alternatives
- ☐ 6. Cost
- ☐ 7. Comfort
- ☐ 8. Personal safety
- ☐ 9. Things to do on way home
- ☐ 10. Other (please specify)

7. Which of the above is the most important when travelling by car? (state the number)

8 If you usually travel by car, how do you travel when your car is unavailable (i.e. is being serviced)

Please Turn Over

9. Which of the following would most encourage you to use the listed travel modes (or use them more frequently if you do so already?)

	Discounts	More Information	Improved Reliability & Frequency	Increased Safety Measures	Cycle Storage/ Training	Better Facilities	Improved Routes	Knowledge of Local Clubs/ Events	Nothing	Other (please specify)
Walking										
Cycling										
Bus										
Rail										

10. How many cars do you own?

- ☐ 1
☐ 2
☐ 3+
☐ N/A (do not own a car)

11. What type of cars do you own?

- ☐ Petrol
☐ Diesel
☐ Hybrid
☐ Electric
☐ N/A (do not own a car)

12. How many bicycles do you own?

- ☐ 1
☐ 2
☐ 3+
☐ N/A (do not own one)

13. Is there any information you would like to see in future newsletters?

14. Is there anything else you would like to tell us about travel in your local area?

15. I would like to request: (Select One)

- ☐ £## Halfords Voucher *
☐ £## Bus Pass **
☐ I have already claimed

Please note all voucher requests will be reviewed before we can confirm a claim. One voucher available for each address. If a claim has already been made for your address you will not be eligible to receive a voucher. See Terms and Conditions for further details.

What have/will you use your voucher for:

In order for us to process your voucher request, we require the following information. Please write in capitals.

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

Please note that this information is kept in accordance with Data Protection policy found at: <https://paulbashamassociates.com/privacy-cookie-policy/>. Email travelplan@paulbashamassociates.com for further details.

Terms & Conditions

One voucher available per address within ##. If a previous resident has claimed you will not be eligible. To confirm eligibility please provide us with your address information. Sustainable Travel Vouchers are a gift from the developer and the offer(s) may be amended or removed at any time. ###

The full list of Terms and Conditions can be found at: ###