



Reading Police Station

Transport Assessment

May 2026

S2 Estates



MIXED-USE DEVELOPMENT READING POLICE STATION

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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MIXED-USE DEVELOPMENT READING POLICE STATION

TRANSPORT ASSESSMENT

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1. INTRODUCTION

- 1.1 This Transport Assessment (TA) 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 attached within **Appendix A**.

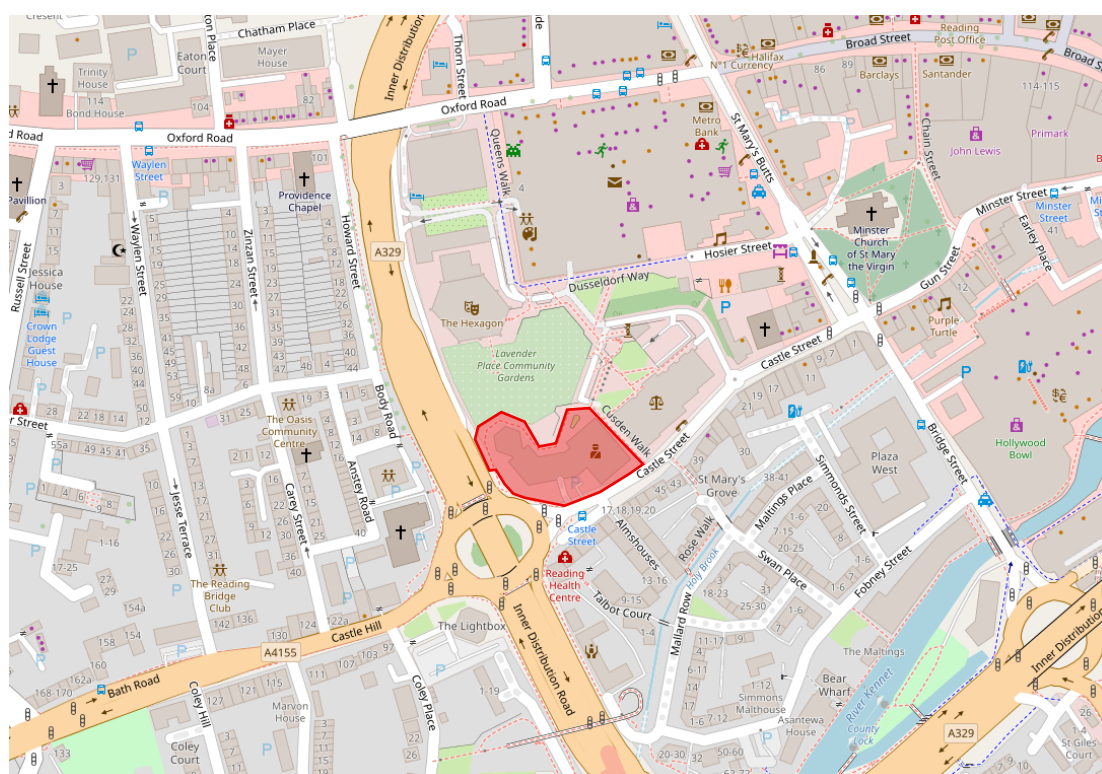


Figure 1: Site Location

- 1.3 In addition to this Transport Assessment (TA), Paul Basham Associates have also prepared a Framework Travel Plan (TP) and Framework Delivery and Servicing Management Plan (DSMP) in support of the application. The ensuing Transport Assessment (TA) should be read alongside both documents.
- 1.4 Various pre-application discussions have taken place with Reading Borough Council, which have informed the design of the proposed scheme. In addition, the production of this Transport Assessment (TA) 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).

1.5 Specifically, this Transport Assessment (TA) will incorporate the following:

- Planning Policy:
 - A summary of the local, regional and national transport policies which the proposals and subsequent sections of this Transport Assessment (TA) will aim to accord with.
- Site Location:
 - A description of the existing site conditions, local road network and surrounding area, as well as an overview of the accessibility of the local area with reference to the pedestrian and cycle infrastructure, public transport connections and nearby amenities.
- Proposed Development:
 - An outline of the development proposals with an overview of the highways elements including the pedestrian and cycle connectivity, parking provision and fire and refuse strategies, supported by associated drawings where applicable.
- Highway Impact:
 - An analysis of the impact that the development proposals would have on the local road network in relation to trip generation through the application of TRICS data as well as an assessment of trip distribution and junction capacity utilising survey data.
- Summary and Conclusions:
 - A synopsis of the Transport Assessment (TA) regarding the above elements with an overall conclusion.

2. PLANNING POLICY

2.1 The proposed development and supplementary reports have been prepared in accordance with national, regional and local policy, including:

- National Planning Policy Framework (NPPF)
- Active Travel England Standing Advice Note: Active Travel and Sustainable Development (June 2024);
- 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 in February 2025) acts as the central guidance for development planning. Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development' and encourages local planning authorities to positively seek opportunities to meet the development needs of their area. As defined in NPPF Annex 2: Glossary, a Transport Assessment is '*A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will need to deal with the anticipated transport impacts of the development*'. The following NPPF paragraphs are relevant to the proposed development:

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 <i>(NPPF Para.110)</i>
In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach. <i>(NPPF, Para. 115)</i>
Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. <i>(NPPF, Para. 116)</i>
Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. <i>(NPPF, Para. 117)</i>
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. <i>(NPPF, Para. 118)</i>

- 2.3 As noted above, 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 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.

Active Travel England Standing Advice Note: Active Travel and Sustainable Development (June 2024)

- 2.4 The Active Travel England (ATE) Standing Advice Note serves as a guiding document for planning applications focused on active travel and sustainable development. It supports the UK government's ambition to transform England into a nation that prioritises walking, wheeling, and cycling, aligned with the 'Gear Change' strategy and subsequent investment plans. These strategies aim to increase the use of active travel modes, with a target that 50% of journeys in towns and cities will be by walking, wheeling, or cycling by 2030.

- 2.5 All new developments are required to include a Travel Plan and Transport Assessment. These should forecast trip rates, assess existing infrastructure, and outline proposed improvements to facilitate active travel. The assessment should align with national and local targets, particularly the 2030 objective.
- 2.6 Junction designs within developments should prioritise a movement hierarchy that elevates walking and wheeling above other modes. Crossings must be designed to ensure accessibility and must adhere to national standards, providing safe and inclusive routes.

Reading Local Plan (2019)

- 2.7 The Reading Borough Local Plan was adopted in November 2019 and containing 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.'

- 2.8 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.

- 2.9 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)

- 2.10 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.’

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

Policy RTSS | Development Control

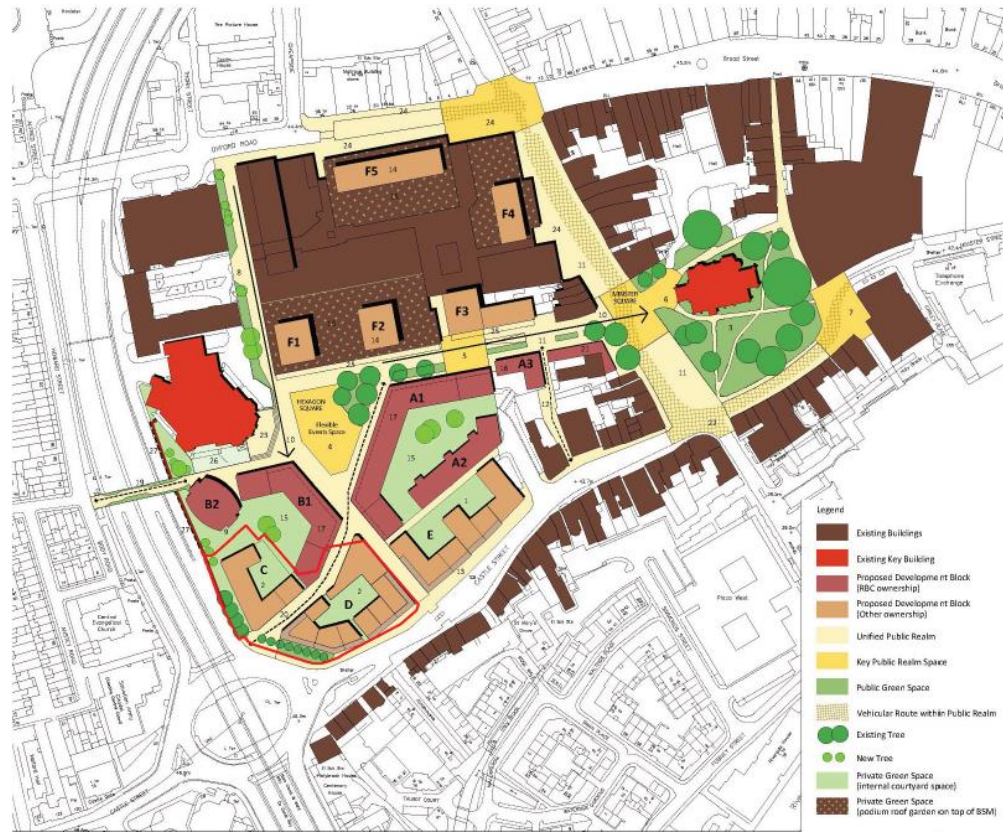
- 5.1. We will work with developers to adopt a ‘decide and provide’ approach to transport planning for development, to design development that supports delivery of the Reading Transport Strategy and helps achieve our vision for transport in Reading.
- 5.2. We will work with developers to secure land for transport infrastructure where required.
- 5.3. New developments will be required to demonstrate how they will deliver healthy streets, and provide connection to new and existing facilities, creating walkable neighbourhoods. They must demonstrate that they will make a positive contribution to the walking, cycling and public transport network and supporting sustainable and low-carbon travel.
- 5.4. We will require developers to develop and submit travel plans aligned with the vision and objectives of the RTS, including climate, equalities and health and wellbeing priorities. We will also require developments to carry out and submit evidence of travel plan monitoring, and will require remedial actions to be taken as appropriate, in line with relevant planning consents.
- 5.5. Private sector contributions, including Section 106 and the Community Infrastructure Levy, will be used where appropriate to improve the transport network and mitigate the impact of development, including through enhancement of walking, cycling and public transport facilities.
- 5.6. We will work with developers to maintain access during construction works for sustainable modes of travel as far as possible.

Minster Quarter Area Development Framework

- 2.12 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**.

- 2.13 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



Minster Quarter Development framework masterplan

Figure 2: Minster Quarter Development Framework Masterplan

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 community gardens / 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 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)

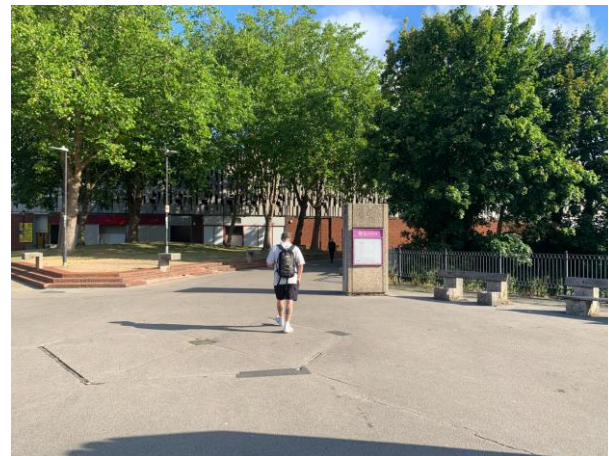


Photograph 16: Cusden Walk Existing Conditions (Facing North)

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.

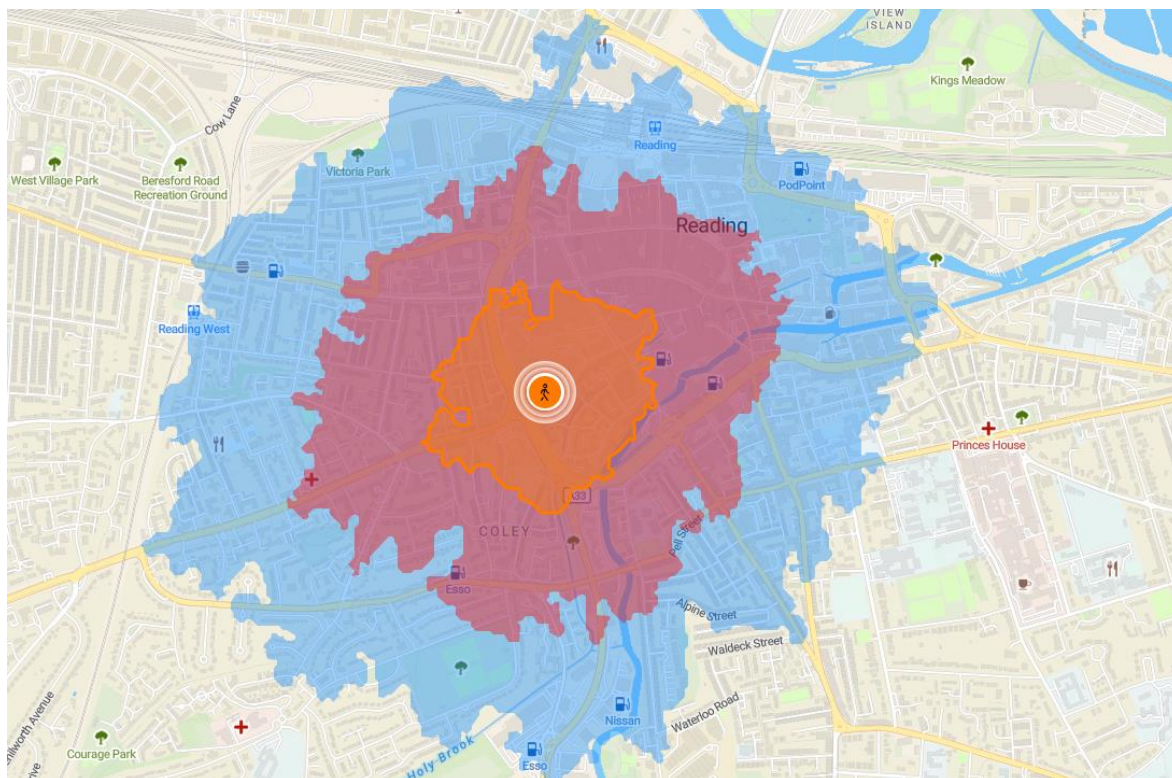


Figure 3: Walking Isochrone Map (Source: TravelTime.com)

- 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.

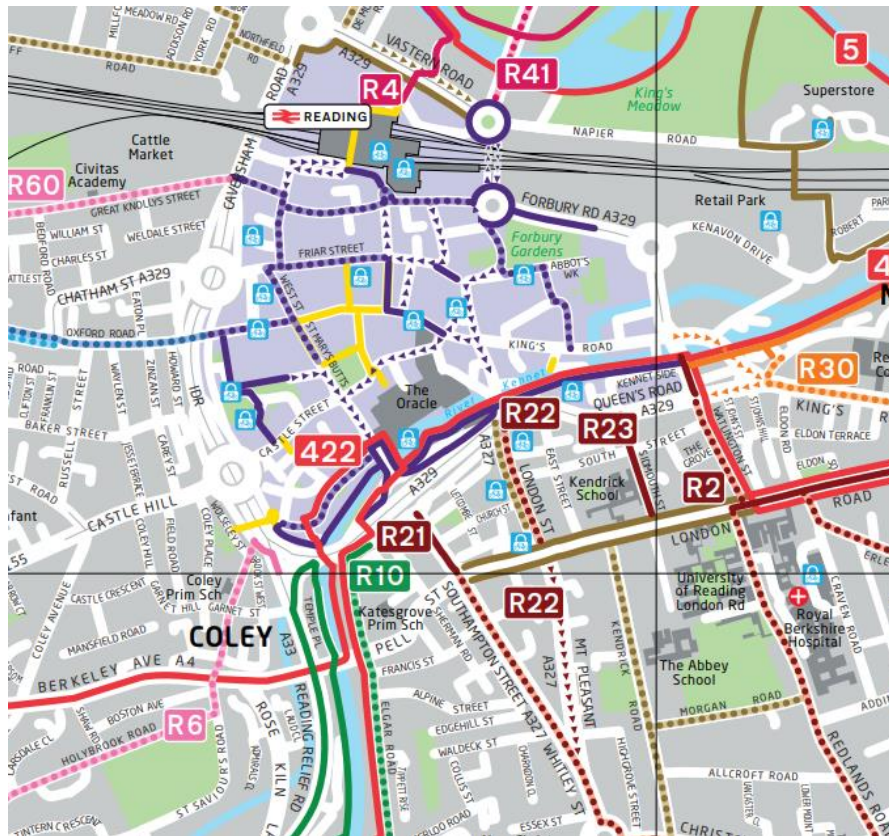


Figure 4: Reading Borough Cycle Map Extract (Source: Reading Borough Council)

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.

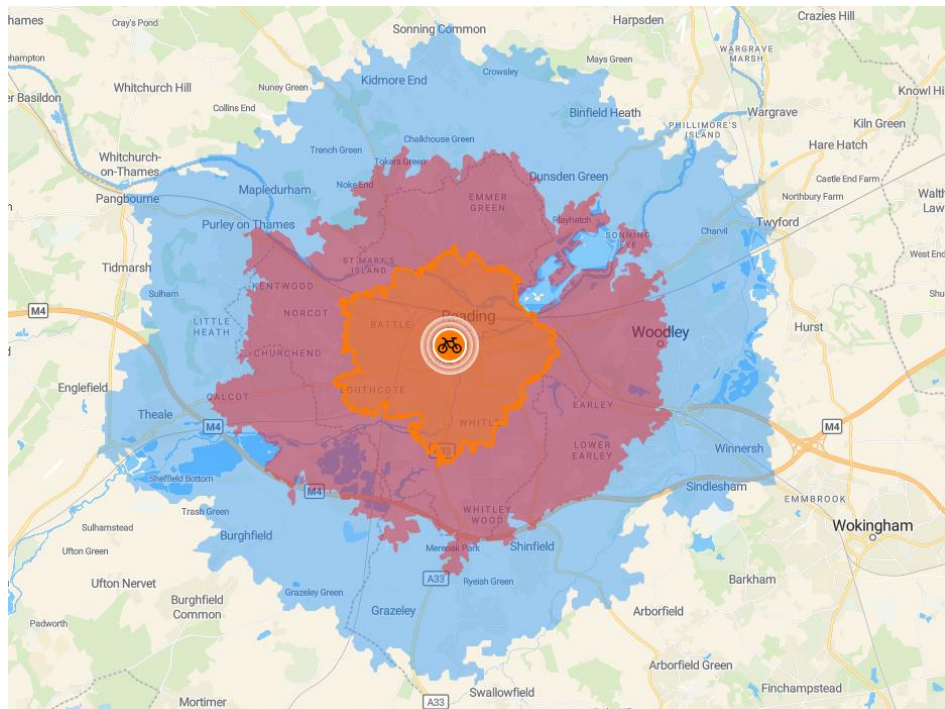


Figure 5: Cycling Isochrone Map (Source: TravelTime.com)

- 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 accompanying 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 Service

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: Multi-residential

4

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	40										
		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour		2	2	4	3						

NODE 2

Public transport type	Bus										
Distance to node (m)	275										
		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour		7	5	5	2	4	2	3	3	3	4

NODE 3

Public transport type	Bus										
Distance to node (m)	300										
		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour		4	4	4	5	2	2	3			

NODE 4

Public transport type	Rail										
Distance to node (m)	800										
		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour		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, 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.

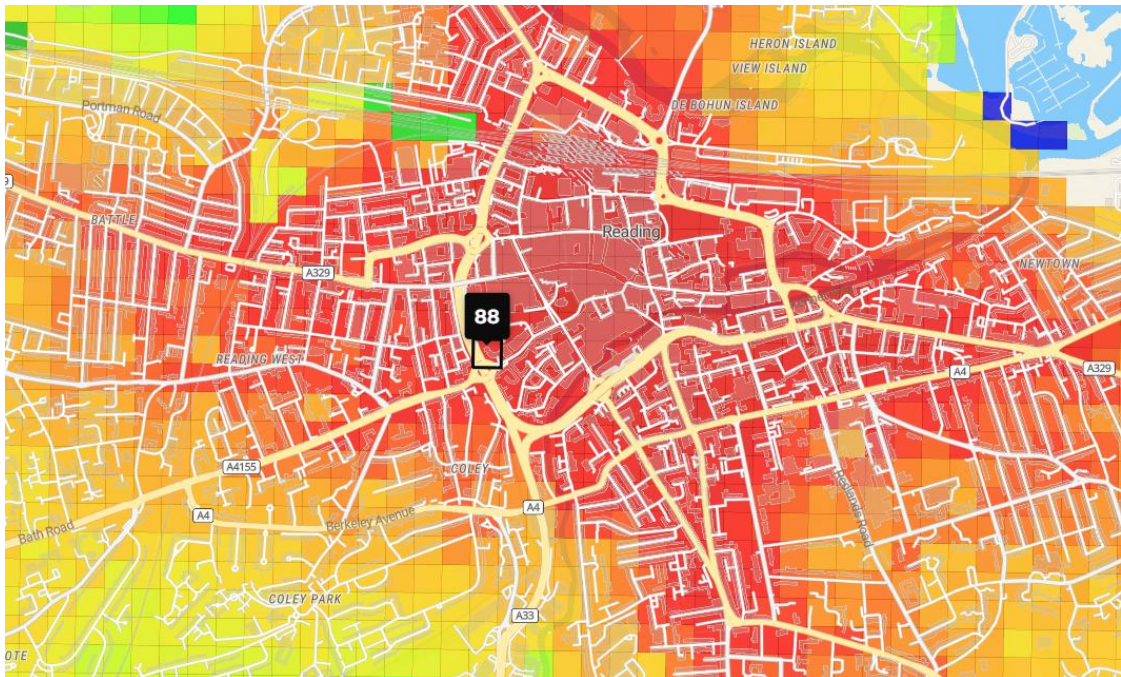


Figure 7: Connectivity Tool Overall Score

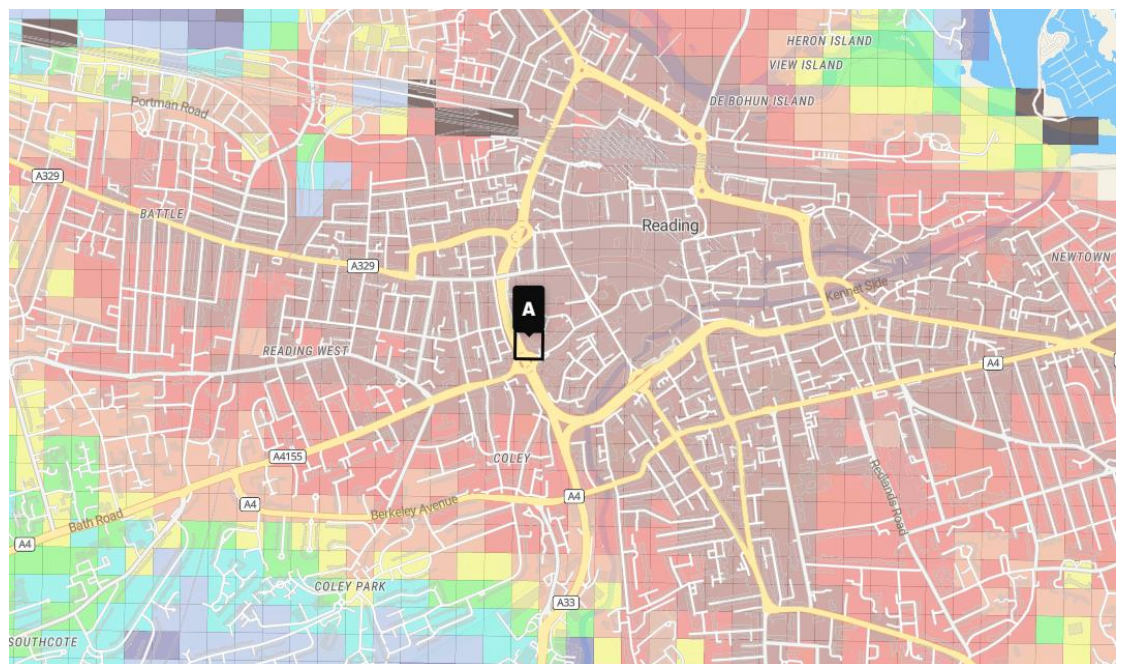


Figure 8: Connectivity Tool Local Authority Banding

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**.

Personal Injury Accident (PIA) Data

- 3.37 In order to assess the safety and operational situation of the existing local road network, Personal Injury Accident (PIA) data has been obtained from the Department for Transport's (DfT's) Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recent 5-year period between 01/01/2020 – 31/12/2024. Patterns in the data can be assessed with regards to the frequency, proximity and distribution of accidents that have occurred in the locality of the site. All incidents to have occurred within a 300m distance of the western site access within the specified 5-year period are indicated within **Figure 9** below.

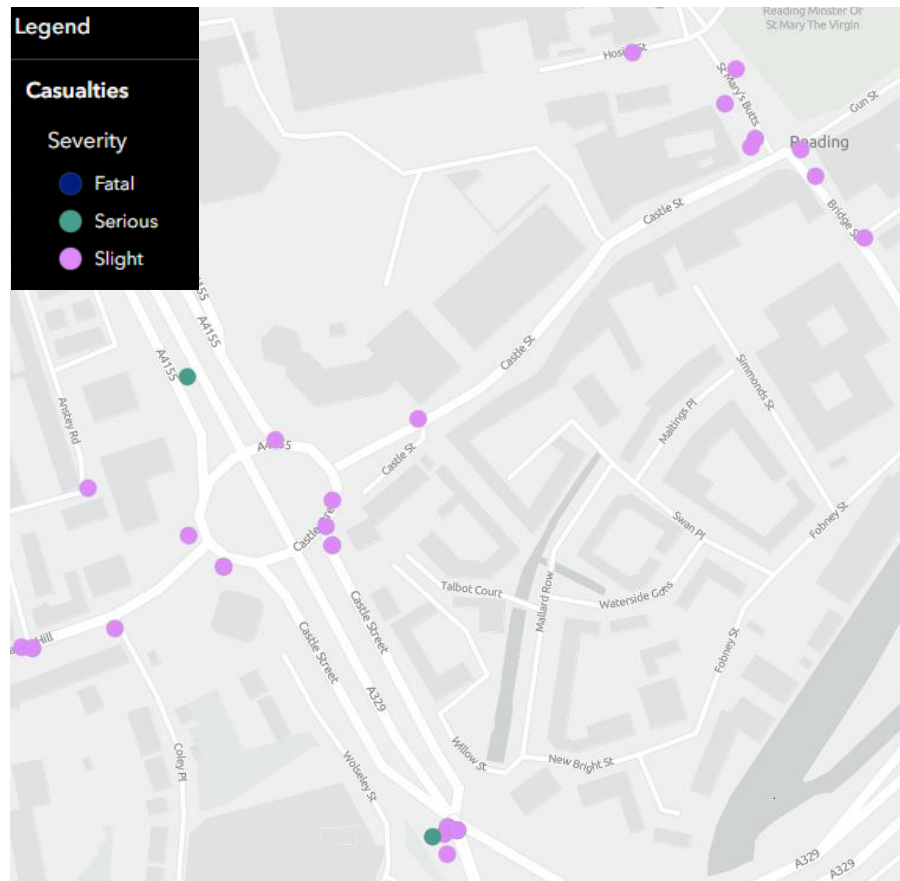


Figure 9: Personal Injury Accident (PIA) Data 01/01/2020 – 31/12/2024 (Source: DfT's MAVRIC)

- 3.38 As displayed within **Figure 9**, there have been a total of 25 incidents within a 300m distance of the development site across the most recently recorded 5-year period (01/01/2020 – 31/12/2024), which equates to an average of 5 incidents per year. This is at least in part likely to be a function of the nature of the local road network (including the high volume IDR). Of the 25 incidents recorded within this period, 23 were classified as 'slight' on the severity scale with the remaining 2 deemed 'serious – no incidents were reported as being fatal.

- 3.39 It has also been identified that only 1 incident has taken place along the extent of Castle Street fronting the development site, with this incident being 'slight' in severity and involving a motorcyclist with no other vehicles or casualties involved.
- 3.40 Overall, when considering the frequency and general severity of incidents to have occurred, it is concluded that there is no inherent safety issue within the vicinity of the site which would impact or be exacerbated by the proposed development. The safety and operation of the local road network is expected to be further improved following the development proposals due to the low-car approach and associated net reduction in vehicle movements, as set out in the remaining sections of this Transport Assessment (TA).

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. This supports two-way vehicle movement as demonstrated in **Appendix C**.

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. This further supports the development site being BREEAM compliant.

Parking Provision

Car Parking

- 4.8 The local parking standards have been consulted, with the latest adopted standards understood to be those set out in RBC's 'Revised Parking Standards and Design' SPD (October 2011). Car parking standards are listed in Section 3.0 of the document, with all retail uses located in Zone 1 (Central Core Area) to be served by public parking in line with RBC's parking strategy. As there are public parking facilities located within walking distance of the site, most notably Broad Street Mall multi-storey (750 spaces) 160m to the north and Civic B car park (170 spaces) immediately adjacent to the site, and any visitors to the non-residential units are expected to already be in the area as part of a linked visit to the town centre, no specific car parking is proposed. The size of the units is such that they are not anticipated to attract specific new trips to the area, instead forming part of chained trips and/or to serve those living in the area.
- 4.9 For C3 residential developments in Zone 1, 0.5 space per 1-2 bed flats and 1 space per 3+bed flats is required. For the proposed development, this would equate to a requirement of 107 car parking spaces. However, a predominantly car-free approach is proposed given the highly sustainable nature of the location, and similar approaches consented elsewhere within Reading. In addition, a car free approach was discussed and agreed in principle during pre-application discussions with highways officers at Reading Borough Council.

- 4.10 Standards for disabled parking are outlined in RBC's 'Revised Parking Standards and Design' SPD (October 2011), in which it is stated that a staggered level of provision is provided in addition to the standard bays required. For up to 200 spaces, 3 disabled spaces or 5% of total capacity is required, whichever is greater.
- 4.11 Provision has been made for 12 car parking spaces comprising 8 Blue Badge holder bays (equating to 100% of residential parking), 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.
- 4.12 Additionally, a predominantly car-free development would align with the observed car ownership levels in the local area. The 2021 Census dataset 'TS045 – Car or van availability' has been interrogated for the 'E020006939: Reading 019' Super Middle Output Area (MSOA), which has established that 56% of all households in the MSOA do not own any cars/vans, whilst less than 8% own more than one. This further supports the viability of a predominantly car-free development as a minimum of 115 units out of the proposed 205 would not require a parking space. Furthermore, this figure likely underestimates the potential for car-free living as it includes all residential development (not just BTR), and the development will be marketed as car-free, attracting residents who are predisposed to or comfortable with not owning a car. The full Census data can be found within **Appendix D**.
- 4.13 If necessary, visitors have several convenient alternatives for parking nearby, with Broad Street Mall multi-storey (750 spaces) 160m to the north and Civic B car park (170 spaces) immediately adjacent to the site. Both car parks offer 24-hour Pay & Display parking, as is the case for all public car parks in the centre of Reading. In line with the walking isochrone map presented within **Figure 3**, a summary of all public car parks with significant spaces is provided in **Table 4**. Note that the number of spaces at Broad Street Mall will reduce if a consented redevelopment scheme is implemented.

Car Park	Number of Spaces	Approx Distance from Site Access	Restrictions in Place
Civic B	170	>50m	Pay & Display 24/7
Broad Street Mall	750	160m	Pay & Display 24/7
The Oracle – Holy Brook	595	350m	Pay & Display 24/7
The Oracle – Riverside	1,611	450m	Pay & Display 24/7
Chatham Place	586	650m	Pay & Display 24/7

Table 4: Nearby Public Car Parks

- 4.14 Additionally, as previously detailed in **Section 4**, Castle Street offers some on-street parking, which are restricted between 10am – 4pm for Permit Holders only or Pay & Display for up to 2 hours.
- 4.15 The unnamed access road is flanked by double yellow lines for its entirety. Similarly, Castle Street is also bordered by double yellow lining, double red lining and parking available for permit holders only/restricted Pay & Display and therefore, no on-street parking is likely to occur that would be to the detriment of highway safety.
- 4.16 The above approach to parking ensures the development aligns with the sustainability goals of the scheme and RBC. It encourages visitors to use alternative transport modes, such as bus, rail, walking and cycling, while utilising the extensive existing public parking infrastructure in the area.
- 4.17 RBC's 'Revised Parking Standards and Design' SPD (October 2011) also includes the recommended minimum dimensions for parking spaces, stating that for *'Parking spaces are recommended to be designed at 5000mm long x 2500mm wide, however guidance set out within 'Manual For Streets' will be considered on merit'*. In addition, disabled car parking spaces must measure a minimum of 2.4m (wide) x 4.8m (length) with a further 1.2m of hatching to provide clearance to the side and rear of the space.
- 4.18 All car parking spaces within the basement will be provided in excess of the above standards, with all parking bays to measure 2.6m (width) x 5.0m (length) whilst the disabled parking bays will be provided with an additional 1.2m of hatching to the side and rear. Swept path analysis has also been completed to ensure suitable vehicular manoeuvrability can be achieved, as demonstrated in **Appendix C**.

Cycle Parking

- 4.19 RBC's 'Revised Parking Standards and Design' SPD (October 2011) also provides minimum cycle parking standards for all uses. For retail, minimum cycle parking standards are dependent on the exact use and operator, with all standards listed in **Table 5**.

Retail	Minimum Cycle Parking Standards
Food Retail	1 space per 6 staff and 1 space per 300m ²
Non-Food Retails up to 1,000m ²	1 space per 6 staff and 1 space per 250m ²
Non-Food Retails over 1,000m ²	1 space per 6 staff and 1 space per 300m ²
Restaurants & Cafés	1 space per 6 staff and 1 space per 300m ²
Eating Establishments	1 space per 6 staff and 1 space per 300m ²
Hot Food Takeaway	1 space per 6 staff and 1 space per 300m ²

Table 5: RBC Minimum Cycle Parking Standards – Retail Uses

- 4.20 Similarly, minimum cycle parking standards are provided for residential uses, with a minimum of 0.5 space per 1-2 bed flats and 1 space per 3+bed flats required.
- 4.21 As the exact use and operator of the non-residential uses is unknown at this stage, including the number of staff that would be required, a worst-case scenario has been applied on the basis of all units being 'Non-Food Retails up to 1,000m²'. In this scenario, based on the accommodation schedule outlined in **Table 3**, the non-residential units would require a minimum of 6 cycle parking spaces plus further spaces for staff parking, whereas the residential units would require a minimum of 107 cycle parking spaces.
- 4.22 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.

Fire, Refuse and Delivery Servicing

- 4.23 In order to comply with Building Regulations (Document B), a fire tender must be able to get within 18m of all dry riser systems within the proposed buildings. Although this is achievable from the roadside for some dry risers as part of the proposed development plan, a fire tender would be required to navigate the public realm in order to access the dry risers to the rear of the main block. As demonstrated within **Appendix E**, a fire tender is capable of navigating Cusden Walk and the proposed Flint Street, turn within

the available space and exit via the same route to access the dry risers without impacting upon any proposed landscaping/public realm features.

- 4.24 Refuse collection will take place within the basement area, with the refuse vehicle required to be able to get within 10m of all refuse stores to align with the maximum drag distance of Eurobins for refuse operatives as outlined in Manual for Streets (MfS). As shown in **Appendix E**, RBC's refuse vehicle can enter, navigate and turn within and exit the basement area in a forward gear suitably whilst getting within 10m of all refuse stores provided.
- 4.25 Similarly, deliveries associated with the non-residential units will be accommodated within the basement area. Although the exact type of vehicle used would be dependent on each occupant, a small city-size articulated vehicle is capable of entering, turning and exiting the basement in a forward gear appropriately, as displayed in **Appendix E**. Full details on the delivery and servicing arrangements for the proposed development is set out within the accompanying Delivery and Servicing Management Plan (DSMP); which should be referred to for further information.
- 4.26 Overall, suitable emergency, refuse collection and delivery strategies would both be in place at the proposed development, ensuring that all arrangements can be carried out safely and appropriately.

5. HIGHWAY IMPACT

- 5.1 The subsequent section of this Transport Assessment (TA) calculates the likely vehicular trip generation rate associated with the proposed development through consulting the TRICS database and the impact this would have on the local road network, noting that the development will be predominantly car-free.

Former Use Trip Rate

- 5.2 In order to calculate an accurate estimation of the trip generation rate associated with the former police station, the TRICS (v.8.25.12) database has been consulted with 'Office' applied as the closest approximation in the absence of any specific police station land use. The existing GFA for the former police station has been utilised to generate an accurate trip rate. It is unclear what areas were utilised for use within the building; therefore, for robustness, the basement levels have been discounted with the remaining levels all applied, equating to 8,694.22m² GFA. The following parameters applied overall:

- Land use: 'Employment', 'Office';
- 118 – 175,000m² GFA;
- Weekday surveys only; and
- 'Town Centre' locations only.

- 5.3 The results of this TRICS assessment are outlined in **Table 6**, with the full outputs attached within **Appendix F**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Office per 100m ²	0.666	0.072	0.738	0.056	0.536	0.592	4.692
Former Police Station (8,694.22m ²)	58	6	64	5	47	52	408

Table 6: Former Use Trip Rate

- 5.4 As presented in **Table 6**, based on an office land use the TRICS database estimates that the former police station generated 64 two-way vehicle movements in the AM peak (0800 – 0900), 52 two-way vehicle movements in the PM peak (1700 – 1800) and a daily total of 408 vehicle movements.

Proposed Trip Rate

5.5 As detailed throughout this Transport Assessment (TA), the proposed development aims to be predominantly car-free with only a small number of disabled bays and police bays provided within the basement area. As such, it is expected that the proposals will result in a significant reduction in vehicle movements.

5.6 Nevertheless, in order to complete a robust assessment, the TRICS (v.8.25.12) database has also been interrogated for the proposed development. For the proposed 205 BTR units, 'Shared Living Developments' has been applied due to the nature of the scheme, though only 1 survey is available on TRICS at the time of writing.

5.7 Whereas for the proposed non-residential uses, as the scheme is to be car-free and any movements to the units are expected to already be present on the local network, only delivery and servicing vehicle trips have been considered. As such, a multi-modal TRICS assessment has been completed for LGV/OGV movements. With the exact operators unknown at this stage, 'Shopping Centre – Local Shops' has been applied to produce a general accurate estimation, with the full parameters listed below:

- Land use: 'Retail', 'Shopping Centre – Local Shops';
- 122 – 3,394sqm GFA;
- Weekday surveys only; and
- 'Town Centre' locations only.

5.8 The results of both TRICS assessments are outlined in **Table 7**, with the full outputs for both attached in **Appendix G**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Shared Living Developments per 1 Unit	0.005	0.011	0.016	0.009	0.009	0.018	0.125
205 BTR Units	1	2	3	2	2	4	26
Trip Rate (OGVs) per 100m ² GFA	0	0	0	0	0	0	0.050
OGV Trip Generation per 1,679.87m ²	0	0	0	0	0	0	1
Trip Rate (LGVs) per 100m ² GFA	0	0	0	0	0	0	1.167

LGV Trip Generation per 1,679.87m ²	0	0	0	0	0	0	20
Total	1	2	3	2	2	4	47

Table 7: Proposed Uses Trip Rate

- 5.9 As set out in **Table 7**, the TRICS database estimates that a development of this nature and scale would typically generate 3 two-way vehicle movements in the AM peak (0800 – 0900), 4 two-way vehicle trips in the PM peak (1700 – 1800) and 47 vehicle trips in total daily.

Net Traffic Impact

- 5.10 With consideration of the above, a net traffic impact assessment has been completed to compare the trip generation rates of the former and proposed uses, with the results set out within **Table 8**.

	AM Peak	PM Peak	Daily
Former Site Use (Former Police Station)	64	52	408
Proposed Development (Mixed-Use Development)	3	4	47
Net Impact	-61	-48	-361

Table 8: Net Traffic Impact Assessment

- 5.11 As set out in **Table 8**, the proposed development is estimated to result in a significant reduction in vehicle trips compared to the former Police Station with 61 less vehicle trips in the AM peak (0800 – 0900), 48 less vehicle trips in the PM peak (1700 – 1800) and a daily reduction of 361 vehicle trips.
- 5.12 The National Planning Policy Framework (NPPF) (December 2024) states in paragraph 116 that *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios’*.
- 5.13 Therefore, based on the above trip generation assessment in which it is evident that the proposed development will result in a significant reduction in vehicle movements due to the predominant car-free approach compared to the former Police Station, it is concluded that the proposed development should not be prevented or refused on highways grounds.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Assessment (TA) 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 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.'*
- 6.2 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 community gardens / 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.
- 6.3 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.
- 6.4 Personal Injury Accident (PIA) data analysis has been undertaken. Overall, when considering the frequency and general severity of incidents to have occurred, it is concluded that there is no inherent safety issue within the vicinity of the site which would impact or be exacerbated by the proposed development. The safety and operation of the local road network is expected to be further improved following the development proposals due to the low-car approach and associated net reduction in vehicle movements.
- 6.5 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.

- 6.6 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.
- 6.7 The development is proposed to operate as predominantly car-free, with provision made only 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 pods to comply with national guidelines as well as exceeding BREEAM standards.
- 6.8 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.
- 6.9 Suitable emergency, refuse collection and delivery strategies would both be in place at the proposed development, ensuring that all arrangements can be carried out safely and appropriately with fire access achievable at ground level and refuse collection/deliveries taking place in the basement.
- 6.10 Based on the TRICS database, it is estimated that the proposed development would result in a significant reduction in vehicle trips compared to the former Police Station with 61 less vehicle trips in the AM peak (0800 – 0900), 48 less vehicle trips in the PM peak (1700 – 1800) and a daily reduction of 364 vehicle trips.
- 6.11 The National Planning Policy Framework (NPPF) (December 2024) states in paragraph 116 that *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios’.*

- 6.12 Based on the above assessment, the proposed development should not be prevented or refused on highways grounds as the level of vehicle movements generated would be minimal and a large reduction against the former site use due to the aim to generate a predominantly car free development. As such, the development is expected to result in a betterment to the operation and safety of the local road network. Paul Basham Associates would therefore encourage the local highway authority at Reading Borough Council to look favourably upon this development from a highways perspective.

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.
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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

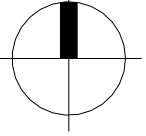
Drawing Title

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.
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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

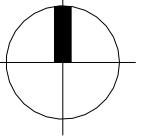
Client
S2 Estates



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

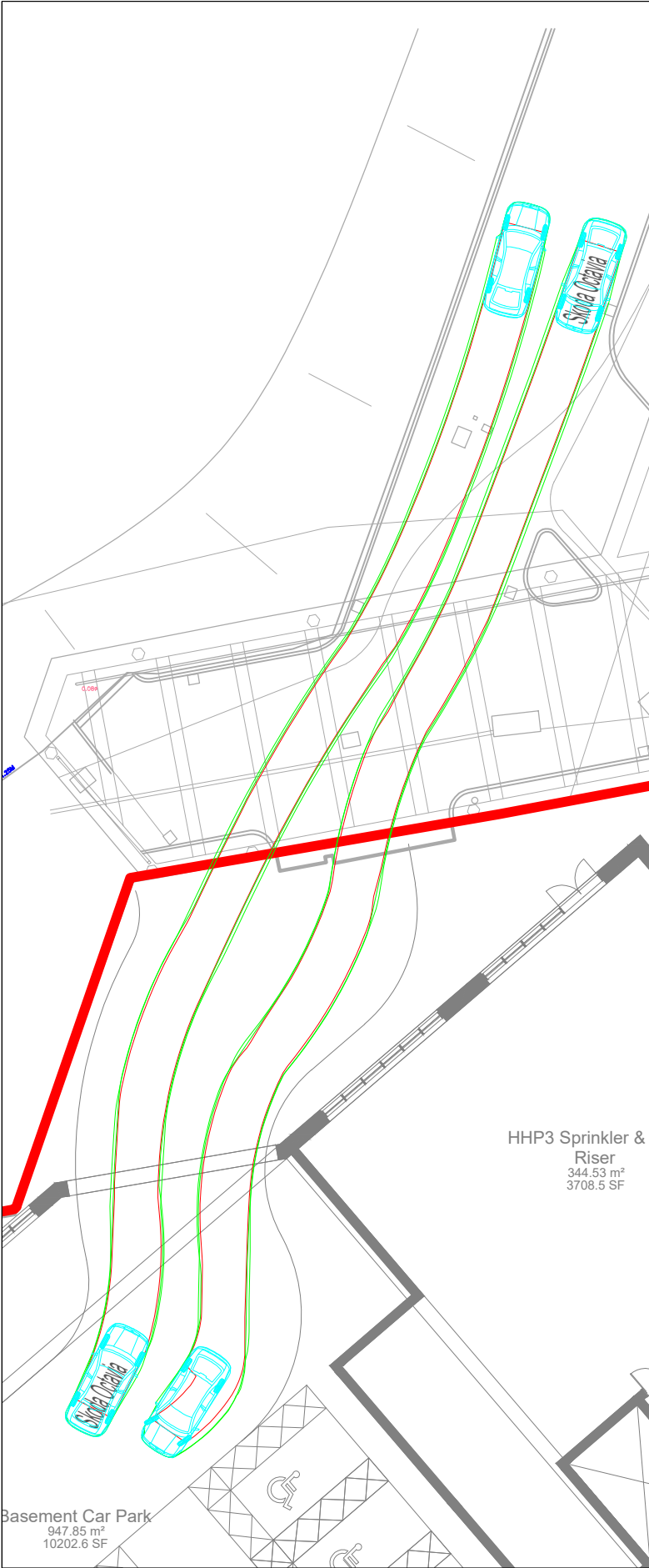
Site address	Reading Police Station, Castle Street, Reading, RG1 7TH		
Summary of proposal	Mixed-use development for 205 Build to Rent units with non-residential ground units		
ATE reference			
Local authority reference			
Local planning authority	Reading		
Local highway authority	Reading		
7. Site permeability	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.

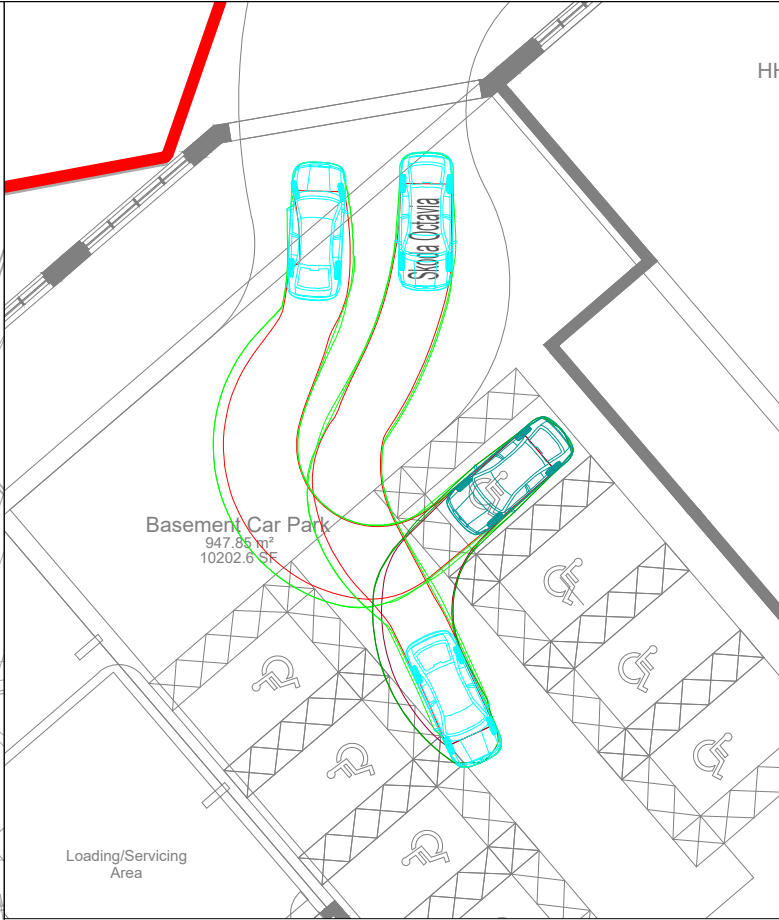


Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

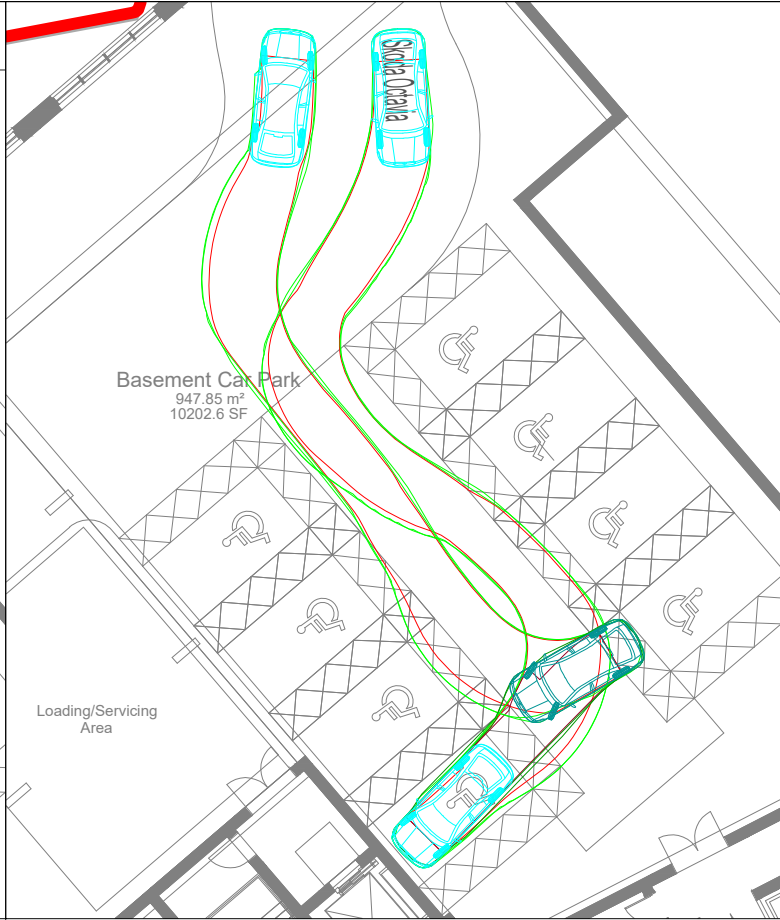
Site address	Reading Police Station, Castle Street, Reading, RG1 7TH		
Summary of proposal	Mixed-use development for 205 Build to Rent units with non-residenital ground units		
ATE reference			
Local authority reference			
Local planning authority	Reading		
Local highway authority	Reading		
10. Travel 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).



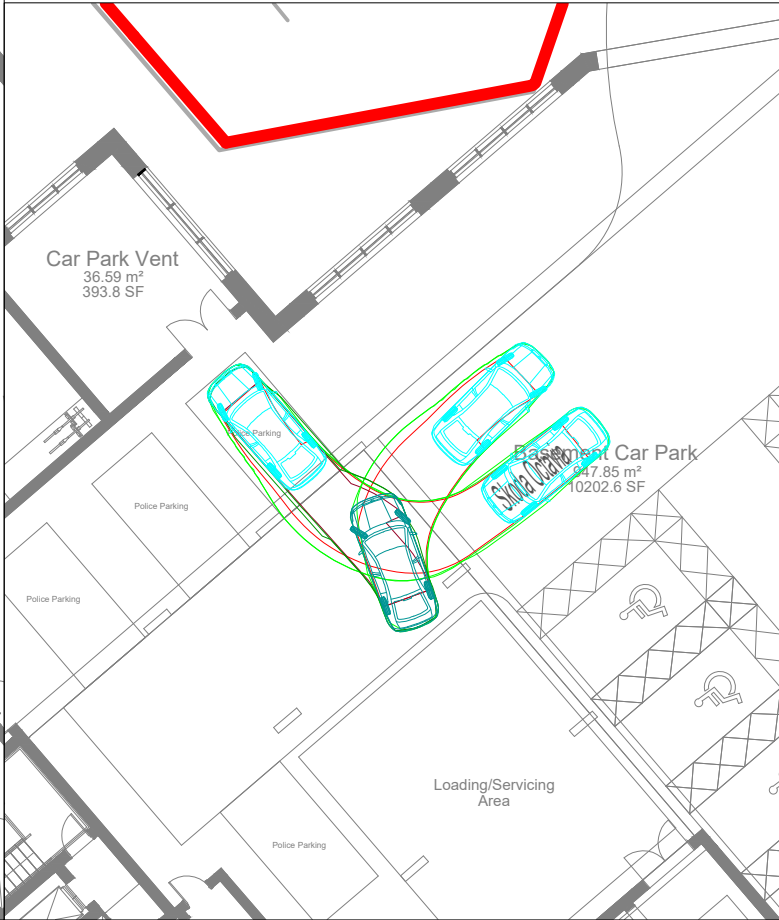
BASEMENT TWO-WAY VEHICLE TRACKING



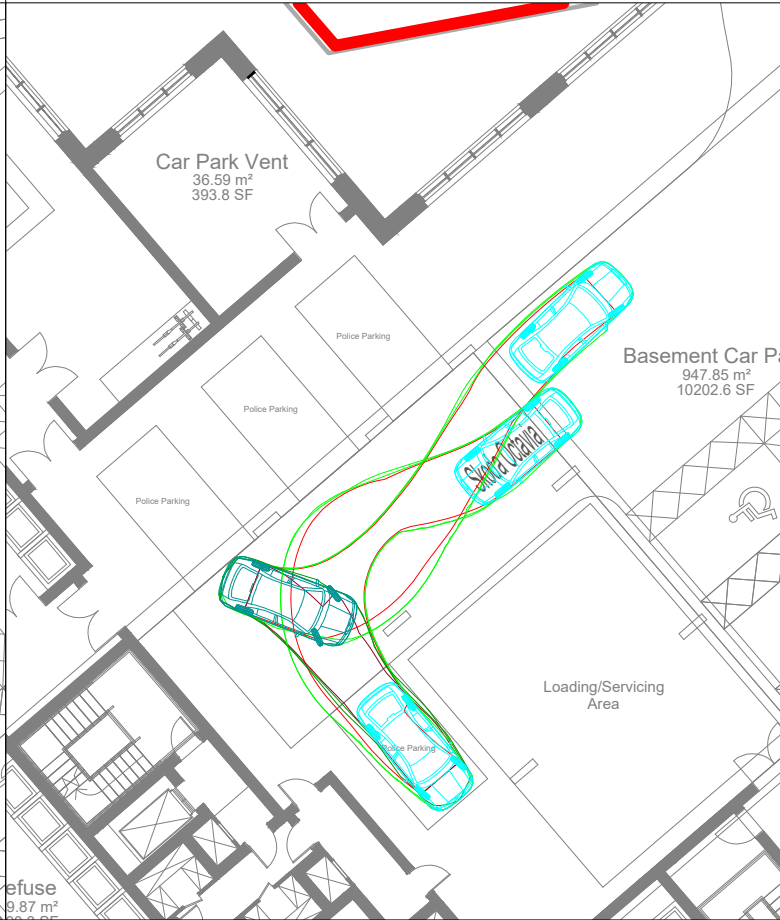
BLUE BADGE HOLDER BAY VEHICLE TRACKING 1



BLUE BADGE HOLDER BAY VEHICLE TRACKING 2



POLICE BAY VEHICLE TRACKING 1



POLICE BAY VEHICLE TRACKING 2

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- ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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 - Topographical Survey
 - Site Layout
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VEHICLE PROFILE

Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to kerb Turning Radius	

NORTH

0m 10m

1:250

P01	FIRST ISSUE	07/05/2026	LOM	JNR
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
30.04.26	LOM	JNR	-	
PBA Project Number		Scale	(AT A3)	
502.0242		1:500		
PBA Drawing No:				Revision
502.0242-0001				P01

Project Name READING POLICE STATION	Title SWEPT PATH ANALYSIS: PRIVATE VEHICLE	paulbasham associates Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com	Client S2 ESTATES
Project Phase PRELIMINARY			

QMS2011/v9/020525/IDR

Appendix D

TS045 - Car or van availability

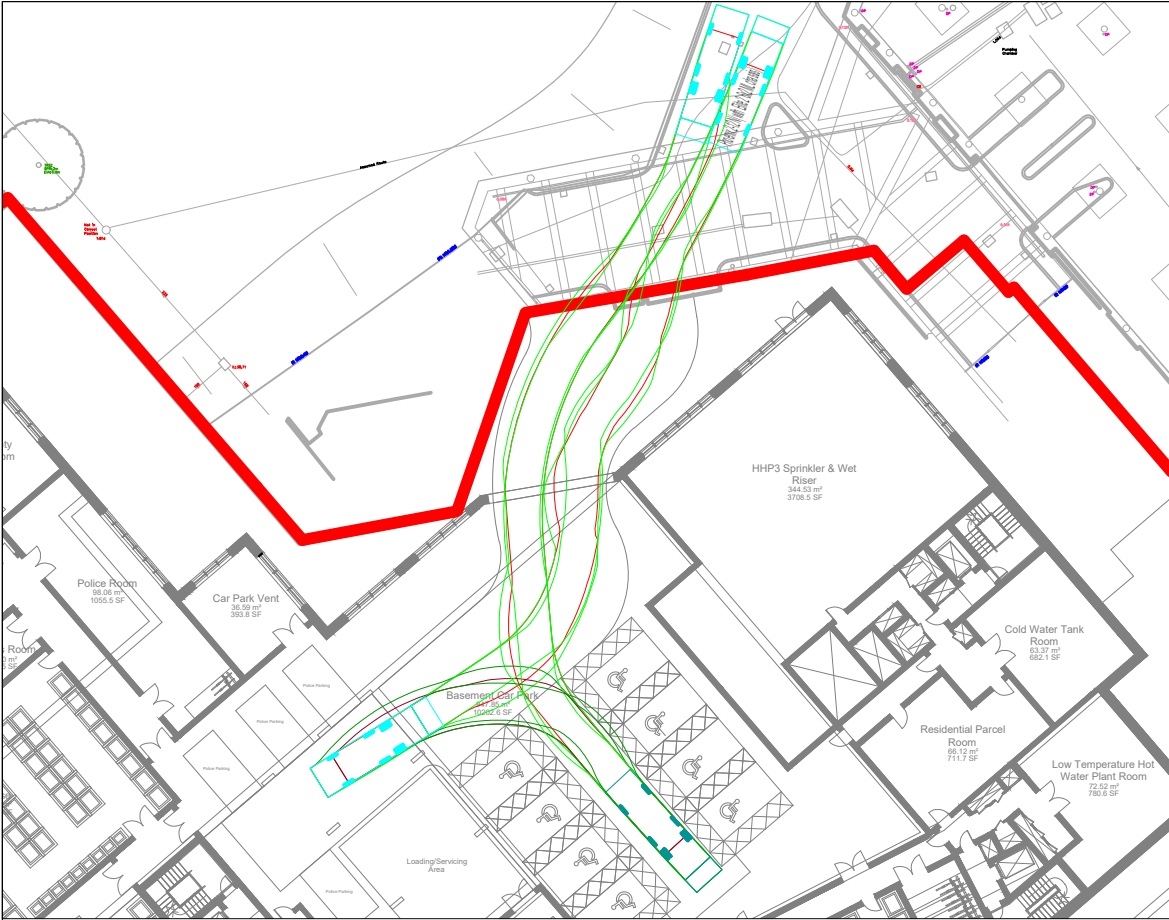
ONS Crown Copyright Reserved [from Nomis on 13 March 2026]

population	All households
units	Households
area type	2021 super output areas - middle layer
area name	E02006939 : Reading 019

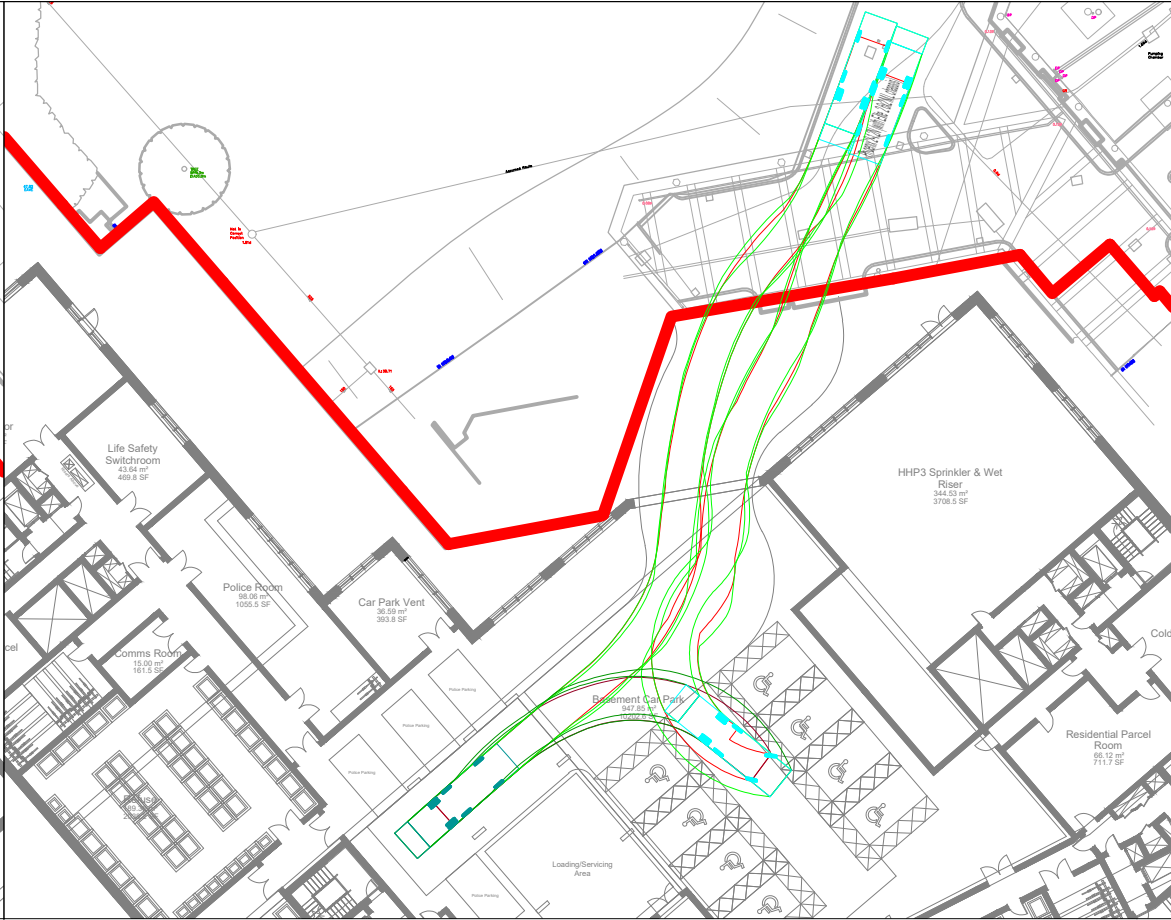
Number of cars or vans	2021	
	number	%
Total: All households	3,379	100.0
No cars or vans in household	1,893	56.0
1 car or van in household	1,233	36.5
2 cars or vans in household	223	6.6
3 or more cars or vans in house	30	0.9

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.

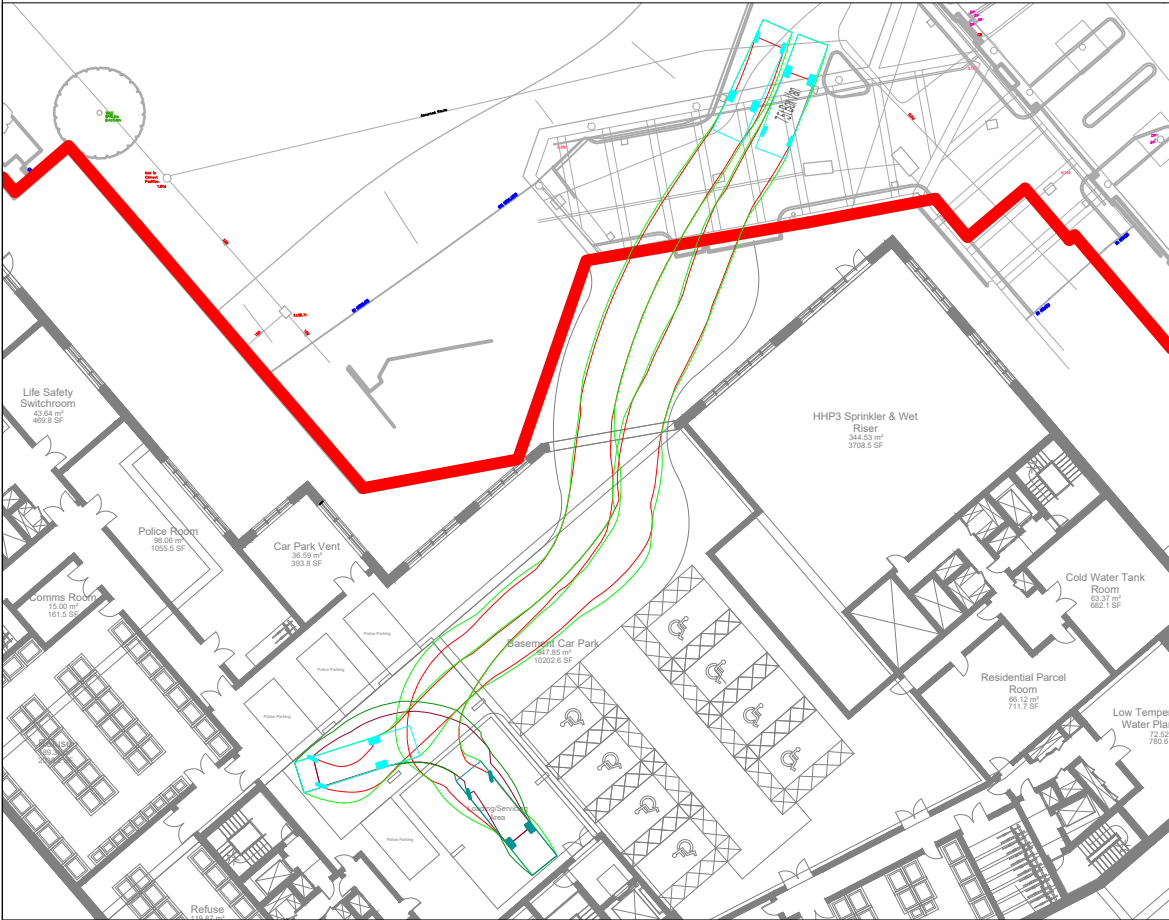
Appendix E



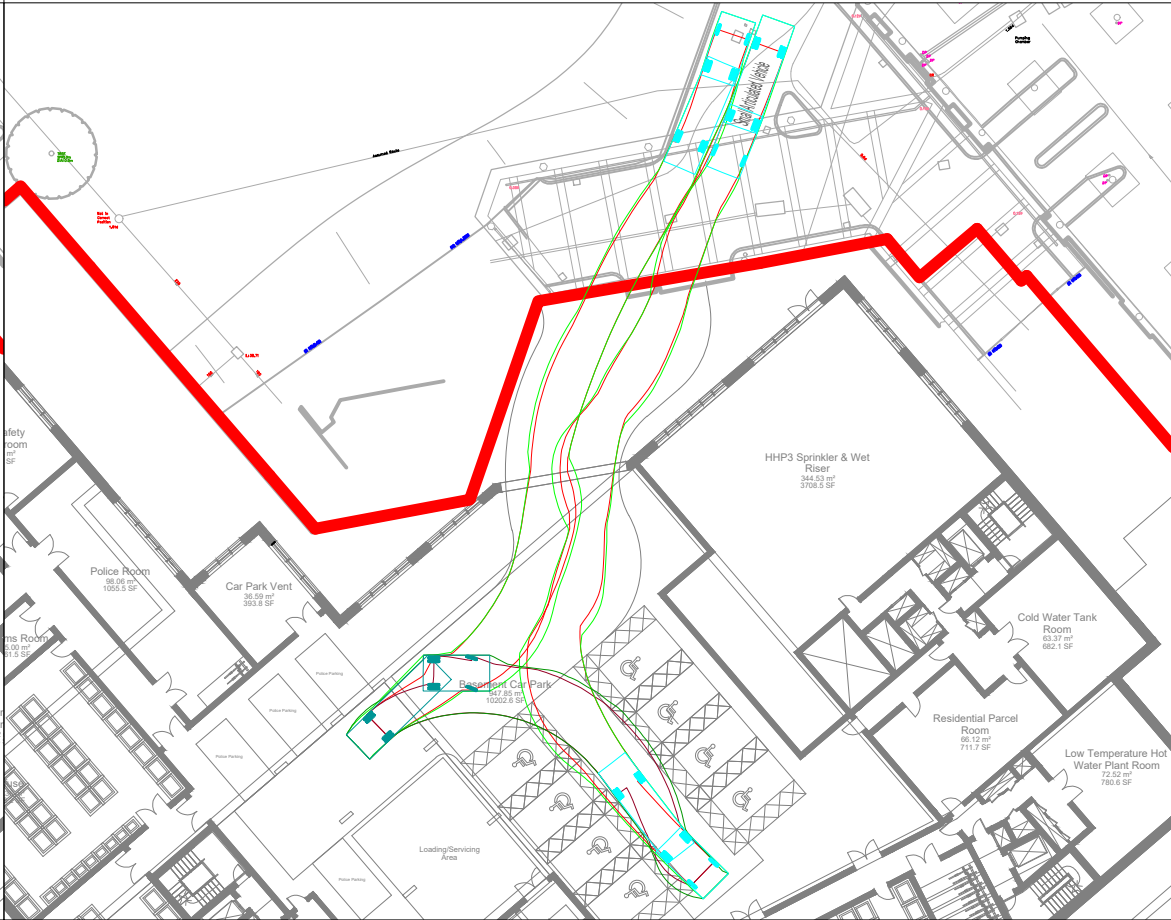
REFUSE VEHICLE TRACKING MANOEUVRE 1



REFUSE VEHICLE TRACKING MANOEUVRE 2



7.5T BOX VAN TRACKING MANOEUVRE



SMALL ARTICULATED VEHICLE TRACKING MANOEUVRE

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 - Topographical Survey
 - Site Layout
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE

Phoenix 2-12N (with Elite 2 6x2 ML chassis)

Overall Length	8.970m
Overall Width	2.250m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.850m

Small Articulated Vehicle

Overall Length	10.700m
Overall Width	2.360m
Overall Body Height	3.604m
Min Body Ground Clearance	0.382m
Track Width	2.240m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	5.740m

7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

NORTH

0m 25m

P02	REVISED PLAN	07/05/2026	LOM	JNR				
P01	FIRST ISSUE	10/09/2025	LOM	THP				
Rev	Description	Date	By	App'd				
Date Created	10.09.25	Drawn By	LOM	Approved By	THP	Suitability Code	-	
PBA Project Number	502.0242	Scale	1:500	(AT A3)				
PBA Drawing No:				502.0242-0001		Revision		P02

Project Name READING POLICE STATION	Title SWEPT PATH ANALYSIS: BASEMENT REFUSE AND DELIVERY VEHICLES	Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com	Client S2 ESTATES	Date Created 10.09.25	Drawn By LOM	Approved By THP	Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 502.0242	Scale 1:500	(AT A3)	
				PBA Drawing No: 502.0242-0001	Revision P02		

QMS2011/v9/020525/IDR

Appendix F

Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	CI	CITY OF LONDON 4 days
	CN	CAMDEN 3 days
	EN	ENFIELD 1 day
	HD	HILLINGDON 1 day
	HM	HAMMERSMITH AND FULHAM 1 day
	LB	LAMBETH 1 day
	SK	SOUTHWARK 1 day
	WH	WANDSWORTH 1 day
02	SOUTH EAST	
	ES	EAST SUSSEX 1 day
	SC	SURREY 3 days
	SO	SLOUGH 1 day
	SS	SOUTHEND ON SEA 1 day
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE 2 days
	BR	BRISTOL CITY 2 days
	GS	GLOUCESTERSHIRE 1 day
04	EAST ANGLIA	
	NF	NORFOLK 1 day
	PB	PETERBOROUGH 1 day
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE 1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS 2 days
	WO	WORCESTERSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS	KIRKLEES 1 day
08	NORTH WEST	
	BB	BLACKBURN WITH DARWEN 1 day
	GM	GREATER MANCHESTER 3 days
	MS	MERSEYSIDE 1 day
09	NORTH	
	TV	TEES VALLEY 1 day
	TW	TYNE & WEAR 2 days
10	WALES	
	WR	WREXHAM 1 day
11	SCOTLAND	
	EB	CITY OF EDINBURGH 1 day
	GC	GLASGOW CITY 2 days
	PK	PERTH & KINROSS 2 days
	SR	STIRLING 1 day
12	CONNAUGHT	
	CS	SLIGO 1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	MG	MONAGHAN 1 day

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

Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

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:	GFA
Actual Range:	118 to 175000 (units:sqm)
Range Selected by User:	118 to 175000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	18/09/84 to 05/06/25

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:	
Friday	9 days
Monday	6 days
Thursday	9 days
Tuesday	15 days
Wednesday	9 days

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

Selected survey types:	
Manual count	48
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:	
Town Centre	48 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:	
Built-Up Zone	27 days
Commercial Zone	11 days
High Street	6 days
No Sub Category	4 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 Excluded	1 days
Servicing vehicles Included	7 days
Servicing vehicles Unknown	40 days

Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

Secondary Filtering Selection:

Use Class:

Not Known

48 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:

209 - 7851

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	3 surveys
100,001 or More	2 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	5 surveys
25,001 to 50,000	16 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	10 surveys
Not Known	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	13 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	8 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	3 surveys
500,001 or More	18 surveys
Not Known	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	5 surveys
0.6 to 1.0	27 surveys
1.1 to 1.5	14 surveys
1.6 to 2.0	1 surveys
Not Known	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: 3720d47c-01ea-45db-bc96-1fe1a00510dd

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	44 surveys
Yes	4 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	2 surveys
5 - Very good	1 surveys
6a - Excellent	1 surveys
6b - Excellent	6 surveys
No PTAL Present	38 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

1	BB-02-A-01	TOWN HALL	BLACKBURN WITH DARWEN
KING WILLIAM STREET BLACKBURN Town Centre Built-Up Zone Gross floor area: 11225.00 sqm Survey date: Thursday 17/06/2004			
			Survey Type: Manual
2	BC-02-A-02	BANK HQ	BOURNEMOUTH CHRISTCHURCH & POOLE
WIMBORNE ROAD POOLE Town Centre Built-Up Zone Gross floor area: 40500.00 sqm Survey date: Tuesday 06/03/1990			
			Survey Type: Manual
3	BC-02-A-03	H.M. CUSTOMS	BOURNEMOUTH CHRISTCHURCH & POOLE
SERPENTINE ROAD POOLE Town Centre Built-Up Zone Gross floor area: 1936.00 sqm Survey date: Tuesday 06/03/1990			
			Survey Type: Manual
4	BR-02-A-02	PLANNING & ENGINEERING	BRISTOL CITY
ST THOMAS STREET BRISTOL Town Centre Built-Up Zone Gross floor area: 5736.00 sqm Survey date: Friday 29/11/2013			
			Survey Type: Manual
5	BR-02-A-03	ARCHITECTS	BRISTOL CITY
COLSTON STREET BRISTOL Town Centre Built-Up Zone Gross floor area: 118.00 sqm Survey date:			
			Survey Type: Manual
6	CI-02-A-01	OFFICES	CITY OF LONDON
50 CANNON STREET BANK CITY OF LONDON Town Centre Built-Up Zone Gross floor area: 1386.00 sqm Survey date: Wednesday 21/10/2009			
			Survey Type: Manual
7	CI-02-A-02	OFFICES	CITY OF LONDON
GRACECHURCH STREET CITY OF LONDON MONUMENT Town Centre Commercial Zone Gross floor area: 9803.00 sqm Survey date: Friday 29/11/2013			
			Survey Type: Manual
8	CI-02-A-03	OFFICES	CITY OF LONDON
MONUMENT STREET CITY OF LONDON			

Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

MONUMENT Town Centre Commercial Zone Gross floor area: 1951.00 sqm Survey date: Friday 29/11/2013 Survey Type: Manual			
9	CI-02-A-04	OFFICES	CITY OF LONDON
BISHOPSGATE CITY OF LONDON Town Centre Built-Up Zone Gross floor area: 80000.00 sqm Survey date: Thursday 03/04/2025 Survey Type: Manual			
10	CN-02-A-02	OFFICES	CAMDEN
GRAYS INN ROAD CLERKENWELL Town Centre Built-Up Zone Gross floor area: 6056.00 sqm Survey date: Wednesday 22/10/2008 Survey Type: Manual			
11	CN-02-A-03	PLANNING & ENGINEERING	CAMDEN
FITZROY STREET FITZROVIA Town Centre Built-Up Zone Gross floor area: 26639.00 sqm Survey date: Wednesday 06/12/2017 Survey Type: Manual			
12	CN-02-A-04	OFFICE	CAMDEN
CHARTERHOUSE STREET FARRINGDON Town Centre Built-Up Zone Gross floor area: 20129.00 sqm Survey date: Tuesday 28/06/2022 Survey Type: Manual			
13	CS-02-A-02	COUNCIL OFFICE	SLIGO
QUAY STREET SLIGO Town Centre Built-Up Zone Gross floor area: 2750.00 sqm Survey date: Friday 01/11/2013 Survey Type: Manual			
14	EB-02-A-06	REGUS OFFICES	CITY OF EDINBURGH
ST ANDREW SQUARE EDINBURGH Town Centre Built-Up Zone Gross floor area: 4500.00 sqm Survey date: Wednesday 16/03/2016 Survey Type: Manual			
15	EN-02-A-01	MICROSOFT OFFICES	ENFIELD
GENOTIN ROAD ENFIELD Town Centre Built-Up Zone Gross floor area: 6552.00 sqm Survey date: Tuesday 07/06/2022 Survey Type: Manual			
16	ES-02-A-01	OFFICES	EAST SUSSEX



Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

SOUTH STREET EASTBOURNE Town Centre High Street Gross floor area: 506.00 sqm Survey date: Thursday 21/03/2024				Survey Type: Manual
17	GC-02-A-01	CALL CENTRE	GLASGOW CITY	
ROBERTSON STREET GLASGOW Town Centre Commercial Zone Gross floor area: 10000.00 sqm Survey date:				Survey Type: Manual
18	GC-02-A-02	CALL CENTRE	GLASGOW CITY	
ROBERTSON STREET GLASGOW Town Centre Commercial Zone Gross floor area: 9000.00 sqm Survey date: Thursday 19/06/2008				Survey Type: Manual
19	GM-02-A-07	LAW OFFICES	GREATER MANCHESTER	
MOSELEY STREET MANCHESTER Town Centre Built-Up Zone Gross floor area: 4200.00 sqm Survey date: Wednesday 19/10/2011				Survey Type: Manual
20	GM-02-A-08	REGUS	GREATER MANCHESTER	
FOUNTAIN STREET MANCHESTER Town Centre Built-Up Zone Gross floor area: 3960.00 sqm Survey date:				Survey Type: Manual
21	GM-02-A-11	OFFICES	GREATER MANCHESTER	
SAINT PETER'S SQUARE MANCHESTER Town Centre Built-Up Zone Gross floor area: 6420.00 sqm Survey date: Friday 22/04/2022				Survey Type: Manual
22	GS-02-A-01	HM LAND REGISTRY	GLOUCESTERSHIRE	
TWYVER HOUSE GLOUCESTER BRUTON WAY Town Centre Built-Up Zone Gross floor area: 10265.00 sqm Survey date: Friday 23/04/2021				Survey Type: Manual
23	HD-02-A-01	OFFICE	HILLINGDON	
GEORGE STREET UXBRIDGE Town Centre No Sub Category Gross floor area: 12528.00 sqm Survey date: Wednesday 13/07/1988				Survey Type: Manual

Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

24 QUEEN CAROLINE STREET HAMMERSMITH Town Centre Built-Up Zone Gross floor area: 2036.00 sqm Survey date:	HM-02-A-01	REGUS OFFICES	HAMMERSMITH AND FULHAM	Survey Type: Manual
25 BRADFORD ROAD CLECKHEATON Town Centre High Street Gross floor area: 442.00 sqm Survey date: Friday 23/09/2016	KS-02-A-01	INSURANCE COMPANY	KIRKLEES	Survey Type: Manual
26 STREATHAM HIGH ROAD STREATHAM Town Centre High Street Gross floor area: 3054.00 sqm Survey date: Tuesday 05/11/2019	LB-02-A-02	MUSIC COMPANY	LAMBETH	Survey Type: Manual
27 SOUTHFIELD ROAD LOUGHBOROUGH CHARNWOOD Town Centre High Street Gross floor area: 6913.00 sqm Survey date: Thursday 30/11/2000	LE-02-A-02	COUNCIL OFFICES	LEICESTERSHIRE	Survey Type: Manual
28 MARKET STREET MONAGHAN Town Centre High Street Gross floor area: 400.00 sqm Survey date: Wednesday 11/09/2013	MG-02-A-01	MOTOR TAX OFFICE	MONAGHAN	Survey Type: Manual
29 CASTLE STREET LIVERPOOL Town Centre Commercial Zone Gross floor area: 9000.00 sqm Survey date: Tuesday 19/06/2007	MS-02-A-01	OFFICES	MERSEYSIDE	Survey Type: Manual
30 SURREY STREET NORWICH Town Centre Commercial Zone Gross floor area: 5910.00 sqm Survey date: Tuesday 22/04/2025	NF-02-A-06	OFFICES	NORFOLK	Survey Type: Manual
31 NEW ROAD PETERBOROUGH Town Centre Built-Up Zone	PB-02-A-03	OFFICES	PETERBOROUGH	



Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

Gross floor area: 8793.00 sqm
Survey date: Tuesday 16/12/2014

Survey Type: Manual

32 WHITEFRIARS CRESCENT PERTH WHITEFRIARS BUS. PARK Town Centre Commercial Zone Gross floor area: 1020.00 sqm Survey date: Tuesday 26/05/1998	PK-02-A-01	COUNCIL OFFICES	PERTH & KINROSS	Survey Type: Manual
33 WHITEFRIARS CRESCENT PERTH WHITEFRIARS BUS. PARK Town Centre Commercial Zone Gross floor area: 1020.00 sqm Survey date: Tuesday 26/05/1998	PK-02-A-02	COUNCIL OFFICES	PERTH & KINROSS	Survey Type: Manual
34 WOKING Town Centre No Sub Category Gross floor area: 5400.00 sqm Survey date: Tuesday 17/02/1987	SC-02-A-01	OFFICE	SURREY	Survey Type: Manual
35 ASHLEY CENTRE EPSOM Town Centre No Sub Category Gross floor area: 5400.00 sqm Survey date: Wednesday 11/02/1987	SC-02-A-06	OFFICE	SURREY	Survey Type: Manual
36 WALNUT TREE CLOSE GUILDFORD Town Centre Built-Up Zone Gross floor area: 4312.00 sqm Survey date: Tuesday 19/06/2001	SC-02-A-10	GOVERNMENT OFFICE	SURREY	Survey Type: Manual
37 THE QUEENS WALK SOUTHWARK Town Centre Commercial Zone Gross floor area: 17187.00 sqm Survey date: Tuesday 21/10/2008	SK-02-A-01	GLA HQ	SOUTHWARK	Survey Type: Manual
38 HIGH STREET SLOUGH Town Centre High Street Gross floor area: 1800.00 sqm Survey date: Thursday 27/02/2014	SO-02-A-01	COUNCIL OFFICES	SLOUGH	Survey Type: Manual
39 VIEWFORTH STREET STIRLING	SR-02-A-01	COUNCIL OFFICES	STIRLING	

Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

Town Centre No Sub Category Gross floor area: 13057.00 sqm Survey date: Wednesday 07/06/1995				Survey Type: Manual
40	SS-02-A-01	HMRC	SOUTHEND ON SEA	
VICTORIA AVENUE SOUTHEND-ON-SEA Town Centre Built-Up Zone Gross floor area: 45000.00 sqm Survey date: Wednesday 23/10/2013				Survey Type: Manual
41	TV-02-A-04	COUNCIL OFFICES	TEES VALLEY	
CORPORATION ROAD MIDDLESBROUGH Town Centre Commercial Zone Gross floor area: 3950.00 sqm Survey date: Tuesday 08/10/2013				Survey Type: Manual
42	TW-02-A-02	UNION OFFICES	TYNE & WEAR	
JOHN DOBSON STREET NEWCASTLE-UPON-TYNE Town Centre Built-Up Zone Gross floor area: 1675.00 sqm Survey date: Tuesday 03/05/2005				Survey Type: Manual
43	TW-02-A-07	OFFICES	TYNE & WEAR	
MULGRAVE TERRACE GATESHEAD Town Centre Built-Up Zone Gross floor area: 2090.00 sqm Survey date:				Survey Type: Manual
44	WH-02-A-02	OFFICES	WANDSWORTH	
BATTERSEA PARK ROAD BATTERSEA Town Centre Built-Up Zone Gross floor area: 1215.00 sqm Survey date: Thursday 10/05/2012				Survey Type: Manual
45	WM-02-A-03	BANK ADMIN	WEST MIDLANDS	
BRUNSWICK STREET BIRMINGHAM BRINDLEY PLACE Town Centre Commercial Zone Gross floor area: 8200.00 sqm Survey date: Thursday 27/11/2008				Survey Type: Manual
46	WM-02-A-05	OFFICES	WEST MIDLANDS	
WARWICK ROAD COVENTRY Town Centre Built-Up Zone Gross floor area: 960.00 sqm Survey date: Thursday 17/10/2013				Survey Type: Manual
47	WO-02-A-01	OFFICES	WORCESTERSHIRE	

Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

ST MARY'S STREET
WORCESTER
Town Centre
Built-Up Zone
Gross floor area: 22657.00 sqm
Survey date: Friday 23/05/2014

Survey Type: Manual

48	WR-02-A-01	COUNCIL OFFICES	WREXHAM
----	------------	-----------------	---------

RHOSDDU ROAD
WREXHAM
Town Centre
Built-Up Zone
Gross floor area: 2500.00 sqm
Survey date:

Survey Type: Manual

Audit Code: 3720d47c-01ea-45db-bc96-1fe1a00510dd

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	1	5400	0.130	0.000	0.130
07:00-08:00	45	7937	0.262	0.030	0.292
08:00-09:00	48	9378	0.666	0.072	0.738
09:00-10:00	48	9378	0.376	0.100	0.476
10:00-11:00	48	9378	0.162	0.123	0.285
11:00-12:00	48	9378	0.137	0.136	0.273
12:00-13:00	48	9378	0.137	0.157	0.294
13:00-14:00	48	9378	0.138	0.146	0.284
14:00-15:00	48	9378	0.126	0.132	0.258
15:00-16:00	48	9378	0.107	0.185	0.292
16:00-17:00	48	9378	0.101	0.414	0.515
17:00-18:00	48	9378	0.056	0.536	0.592
18:00-19:00	44	9482	0.026	0.137	0.163
19:00-20:00	3	10310	0.003	0.087	0.090
20:00-21:00	1	20129	0.005	0.005	0.010
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.432	2.260	4.692

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: 3720d47c-01ea-45db-bc96-1fe1a00510dd

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	11/02/1987 - 22/04/2025
Number of weekdays (Monday-Friday):	48
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 G

Audit Code: c6ad5522-6ead-4e27-a44b-c6c16b1797b3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: Q - SHARED LIVING DEVELOPMENTS

Selected Vehicle Type: Total Vehicles

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: c6ad5522-6ead-4e27-a44b-c6c16b1797b3

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: c6ad5522-6ead-4e27-a44b-c6c16b1797b3

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: c6ad5522-6ead-4e27-a44b-c6c16b1797b3

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: c6ad5522-6ead-4e27-a44b-c6c16b1797b3

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: c6ad5522-6ead-4e27-a44b-c6c16b1797b3

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: c6ad5522-6ead-4e27-a44b-c6c16b1797b3

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: 7d39e8a0-24a6-4cd7-8700-5ffcc51bb963

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: I - SHOPPING CENTRE - LOCAL SHOPS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	HD	HILLINGDON
		1 day
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE
		1 day
14	LEINSTER	
	WC	WICKLOW
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN
		1 day
	DN	DONEGAL
		1 day

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

Audit Code: 7d39e8a0-24a6-4cd7-8700-5ffcc51bb963

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:	GFA
Actual Range:	545 to 3394 (units:sqm)
Range Selected by User:	122 to 8310 (units:sqm)
Parking Spaces Range:	0 - 147

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	19/08/88 to 17/06/25

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:

Friday	3 days
Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
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:

Town Centre	5 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:

Built-Up Zone	2 days
High Street	1 days
No Sub Category	1 days
Residential 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 Included	1 days
Servicing vehicles Unknown	4 days

Audit Code: 7d39e8a0-24a6-4cd7-8700-5ffcc51bb963

Secondary Filtering Selection:

Use Class:

N/A	4 surveys
Not Known	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:

500 - 4100

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 25,000	1 surveys
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:

1.1 to 1.5	4 surveys
1.6 to 2.0	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: 7d39e8a0-24a6-4cd7-8700-5ffcc51bb963

Petrol filling station:

PFS is present at the site but is excluded from the count 5 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.

Travel Plan:

No 5 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

No PTAL Present 4 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: 7d39e8a0-24a6-4cd7-8700-5ffcc51bb963

1	BC-01-I-02	SHOPPING CENTRE	BOURNEMOUTH CHRISTCHURCH & POOLE
CROWN MEAD,HANHAM ROAD WIMBORNE MINSTER Town Centre Built-Up Zone Gross floor area: 3324.00 sqm Survey date: Friday 19/08/1988			
		Survey Type: Manual	
2	CV-01-I-01	LOCAL SHOPS	CAVAN
COLLEGE STREET CAVAN THE PLAZA Town Centre Built-Up Zone Gross floor area: 545.00 sqm Survey date: Wednesday 13/09/2023			
		Survey Type: Manual	
3	DN-01-I-02	LOCAL SHOPS	DONEGAL
PEARSE ROAD LETTERKENNY Town Centre No Sub Category Gross floor area: 3394.00 sqm Survey date: Friday 26/09/2014			
		Survey Type: Manual	
4	HD-01-I-01	LOCAL SHOPS	HILLINGDON
EALING ROAD NORTHOLT Town Centre Residential Zone Gross floor area: 905.00 sqm Survey date: Thursday 25/06/2015			
		Survey Type: Manual	
5	WC-01-I-01	LOCAL SHOPS	WICKLOW
MAIN STREET KILCOOLE Town Centre High Street Gross floor area: 640.00 sqm Survey date: Friday 15/10/2010			
		Survey Type: Manual	

Audit Code: 7d39e8a0-24a6-4cd7-8700-5ffcc51bb963

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	4	1371	1.112	1.003	2.115
08:00-09:00	5	1762	2.691	1.919	4.610
09:00-10:00	5	1762	3.236	2.509	5.745
10:00-11:00	5	1762	3.258	3.088	6.346
11:00-12:00	5	1762	2.929	3.145	6.074
12:00-13:00	5	1762	3.156	3.099	6.255
13:00-14:00	5	1762	3.304	3.361	6.665
14:00-15:00	5	1762	3.236	3.190	6.426
15:00-16:00	5	1762	3.065	3.417	6.482
16:00-17:00	5	1762	3.690	3.622	7.312
17:00-18:00	5	1762	3.361	4.212	7.573
18:00-19:00	5	1762	2.827	3.054	5.881
19:00-20:00	4	1354	3.823	4.470	8.293
20:00-21:00	3	697	3.923	4.306	8.229
21:00-22:00	2	772	3.625	4.142	7.767
22:00-23:00					
23:00-00:00					
Total Rates:			47.236	48.537	95.773

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: 7d39e8a0-24a6-4cd7-8700-5ffcc51bb963

Parameter Summary:

Trip rate parameter range selected:	122 - 8310 (units: sqm)
Survey date date range:	19/08/1988 - 13/09/2023
Number of weekdays (Monday-Friday):	5
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.