



BREEAM Travel Plan

**David Lloyd Reading, Thames Valley Business Park,
Reading**

David Lloyd Leisure Ltd.

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Basis of Report

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Table of Contents

1.0	Introduction	1
2.0	TRA-01 – Transport Assessment and Travel Plan	4
3.0	TRA-02 – Sustainable Transport Measures	14
4.0	Objectives and Targets	16
5.0	Measures and Initiatives	18
6.0	BREEAM Credits	23
7.0	Monitoring, Reporting and Review.....	26
8.0	Action Plan	27
9.0	Summary and Conclusion	29

Tables in Text

Table 2.1: Existing Development Vs Proposed Development.....	5
Table 2.2: Summary of Train Services from Reading Railway Station.....	9
Table 2.3: Existing Mode Share for the Site Area (Census 2011 Data)	10
Table 4.1: Travel Plan Targets	17
Table 6.1: BREEAM Scope of Work.....	23
Table 8.1 – Action Plan	27

Figures in Text

Figure 1.1: Site Location	1
Figure 2.1: Connectivity Between Rights of Way and Existing Active Travel Links	8
Figure 2.2: Accessible Amenities within 500m.....	11

Appendices

Appendix A	Proposed Site Layout
Appendix B	Public Transport Accessibility Index Calculation
Appendix C	Sample Staff Travel Questionnaire



Acronyms and Abbreviations

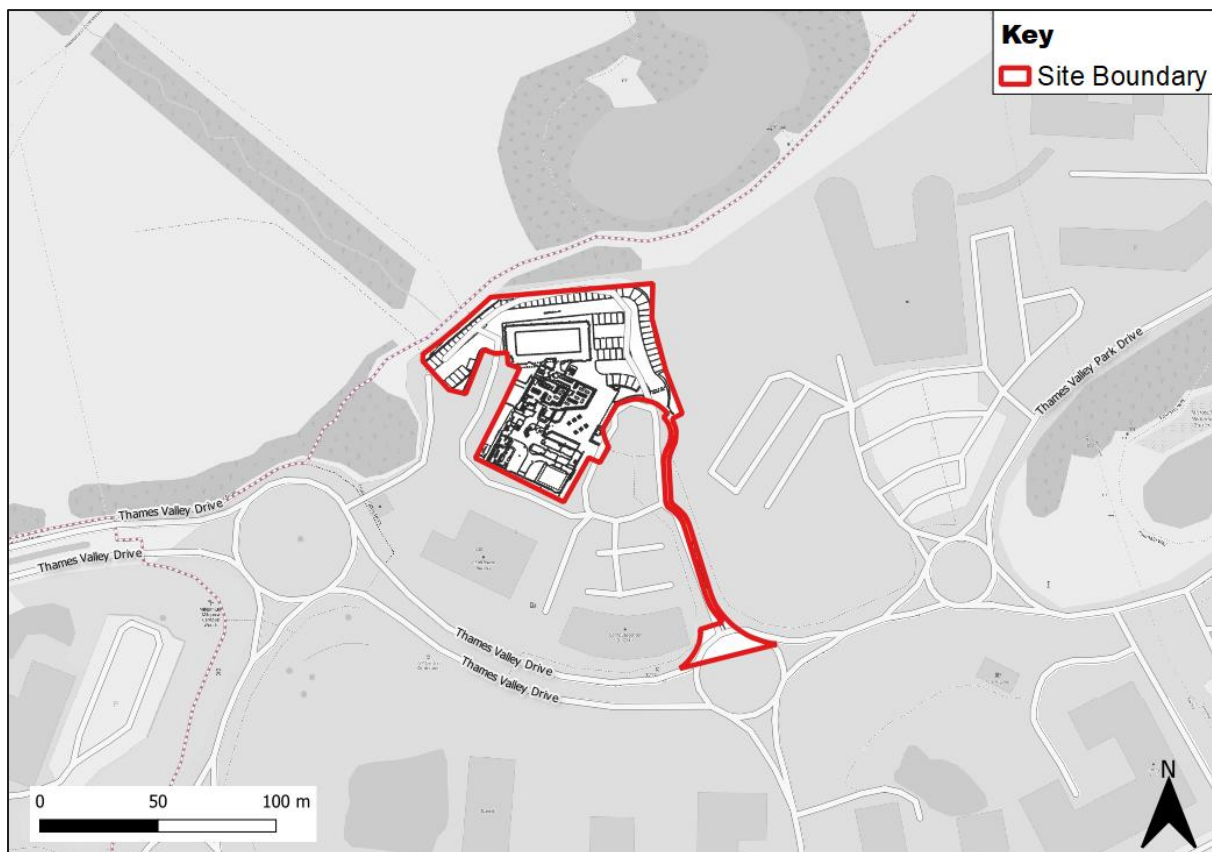
BREEAM	Building Research Establishment Environmental Assessment Method
EV	Electric Vehicle
GIA	Gross Internal Area
MSOA	Super Output Area – Middle Layer
NCN	National Cycle Network
PRoW	Public Rights of Way
PTAI	Public Transport Accessibility Index
TA	Transport Assessment
TP	BREEAM Travel Plan
TPC	Travel Plan Coordinator
WBC	Wokingham Borough Council



1.0 Introduction

- 1.1 SLR Consulting has been appointed by David Lloyd Leisure Ltd to prepare a BREEAM Travel Plan (TP) in relation to a proposed extension of the existing David Lloyd Club at Thames Valley Business Park in Earley, Reading.
- 1.2 The application site is located within the Thames Valley Business Park approximately 3.2 km east of Reading town centre and 3.7km north of Earley bounded directly in the south by a children's nursery facility (Waterside Early Care & Education Centre) and another building which previously housed a tech service provider (Computacenter). Access to the site is currently gained via an access shared with these adjoining facilities and forms the northern arm of a four-arm roundabout junction within the Thames Valley Business Park.
- 1.3 The site falls within the administrative boundary of Wokingham Borough Council (WBC) as both local planning authority and local highway authority.
- 1.4 The site within its local context is shown in **Figure 1.1**. An indicative layout of the site is provided at **Appendix A**.

Figure 1.1: Site Location



Proposed Development

- 1.5 The existing site currently comprises a two-storey main club building with an adjoining pool, spa and gym building on its northern section. The David Lloyd Club benefits from a dedicated car park of 75 spaces and a further 113 spaces provided through a shared car park with other users (nursery and offices) on the wider site which also benefit from their own allocated car parks. For clarity the wider site uses and car parking arrangement is summarised below:
 - David Lloyd: 75 spaces allocated



- Nursery: 13 spaces allocated
 - Office: 50 spaces allocated
 - Further 113 spaces shared.
- 1.6 The proposed development comprises an extension of the existing pool, spa and gym building to provide a refurbished pool, an extended gym and a new external spa garden at the site.
- 1.7 The proposed development will also displace 5 spaces of the 20 parking spaces currently provided directly to the east of the existing pool, spa and gym building, and relocate the remaining 15 spaces closer to the vicinity of the main club building access and the proposed pool, spa and gym rear access. This would bring the total car parking provision at the site to 70 spaces allocated and further spaces for shared parking between facilities within 1 Thames Valley Park.
- 1.8 The reduction in car parking spaces from the spaces exclusive to David Lloyds (6% reduction) is buffered by the 113 existing shared car parking spaces provided within 1 Thames Valley Park which visitors and staff of David Lloyd, the nursery facility and future occupants of other buildings within the wider premises can use. The 113 shared parking spaces comprises 102 standard car parking spaces, 4 disabled parking spaces, 4 Electric Vehicle charging bays and 3 parent and child car parking spaces.
- 1.9 A Transport Assessment (TA) has been produced and will form part of the planning submission. This report should be read in conjunction with the TA.
- 1.10 The purpose of this document is to gain a BREEAM certification for the proposed David Lloyd health, fitness and sports facilities. Specifically, this report will provide information relating to BREEAM 2025 focusing on sections TRA-01 and TRA-02.
- 1.11 The requirements and specifications for TRA-01 and TRA-02 are outlined in the BREEAM UK New Construction Technical Manual – SD6074 Version 7.0 (July 2025) hereafter referred to as ‘BREEAM guidance’.
- 1.12 Furthermore, the policy context of this proposal has also been set out in detail in section 2 of the supporting TA. The following policy and guidance documents have been considered (in addition to the BREEAM guidance) in the preparation of this BREEAM TP according to the requirements set out therein:
- The National Planning Policy Framework (December 2024);
 - National Planning Practice Guidance;
 - Adopted Core Strategy Development Plan Document (2010)
 - Adopted Managing Development Delivery Local Plan (2014)
 - Wokingham Borough Local Plan Update 2023 – 2040 Proposed Submission Plan
 - Wokingham Borough Council Local Transport Plan 4 – Connecting People and Places (2025).
- 1.13 A scheme layout plan is provided at **Appendix A**. The final occupants of the site are a David Lloyd Leisure Club.

Travel Plan Scope

- 1.14 This TP contains all the relevant information needed to effectively implement and monitor the TP itself.
- 1.15 The remainder of this document is structured as follows:



- **Section 2** – Sets out the BREEAM guidance for TRA-01 and how this BREEAM Transport Assessment and Travel Plan applies;
- **Section 3** – Sets out the BREEAM guidance for TRA-02 and then specifies the measures that the development will implement;
- **Section 4** – Sets out the objectives and targets of the Travel Plan;
- **Section 5** – Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
- **Section 6** – Outlines the BREEAM credits that have been achieved;
- **Section 7** – Set out the monitoring and review process for the travel plan;
- **Section 8** – Outlines the action plan for the site; and
- **Section 9** – Summarises the report and provides a final conclusion.



2.0 TRA-01 – Transport Assessment and Travel Plan

2.1 This section outlines the criteria as part of TRA-01 and how the BREEAM Transport Assessment and this Travel Plan accords with the BREEAM Guidance.

2.2 The aim of this section of the assessment as detailed within the BREEAM guidance is to “enhance awareness of existing local transport and identify opportunities for sustainable transport improvements”. A total of two credits is available under this category.

TRA-01 Criteria 1

2.3 In relation to Criteria 1 of TRA-01, the BREEAM guidance states that applicants should:

“Conduct a site-specific transport assessment by the end of the Concept Design stage.”

2.4 As mentioned in **Section 1**, a planning application is being submitted for the development. The planning submission includes a detailed TA as a standalone report as well as this document which forms the BREEAM compliant TP for the site. The TA has been referenced within this report where necessary.

2.5 The methodology for a transport assessment as outlined within the BREEAM guidance requires the following elements to be covered as a minimum:

1. **“Development description:** An overview of the proposed development, including its size, type, location, and intended use.
2. **Existing transport infrastructure:** An analysis of current transport infrastructure and services to identify relevant constraints and opportunities. This must include the travel patterns of existing building users in relation to:
 - a. Walking infrastructure: sidewalks, paths and crossings
 - b. Cycle infrastructure: cycling lanes and cycle parking
 - c. Public transport: the site’s connectivity to public transport services
3. **Inclusive design:** Evaluation of transport infrastructure for people with disabilities, such as mobility, visual, and age-related requirements.
4. **Accessible amenities:** The number and type of existing accessible amenities within 500 m of the site. The distance to an amenity must be measured via a safe pedestrian route from the main building entrance. See Definitions and Table 7.1.
5. **Public Transport Accessibility Index (PTAI):** Calculate the existing PTAI, see M2.
6. **Future travel patterns:** Predicted travel patterns and transport impacts of future building or site users.
7. **Stakeholder engagement:** Consultation with local authorities, building users, and the surrounding community to ensure the travel plan aligns with local needs.”

2.6 The BREEAM guidance allows for elements not applicable to the proposal to be excluded from consideration.



“When certain elements may not be applicable or relevant, a brief justification can be provided for each consideration, explaining why it is not relevant to the project's scope or scale.”

Development Description

- 2.7 The existing development occupies a floor space of 3047.7 sqm GIA. The proposed development will provide an additional 871.2 sqm GIA of floor space (comprising 838 m² GIA for the gym and pool refurbishment and 33.2 sqm GIA for the proposed sauna building) bringing the total floor space at the existing Health and Fitness Club to 3918.9 sqm GIA. This proposal represents a 29% increase in floor area.
- 2.8 The proposed development will provide 70 allocated spaces which is a reduction of 5 spaces from the current provision of 75 allocated spaces for David Lloyd. The site will also retain use of 113 shared parking spaces available to all facilities within 1 Thames Valley Park Drive.
- 2.9 **Table 2.1** summarises the existing and proposed development.

Table 2.1: Existing Development Vs Proposed Development

DEVELOPMENT ELEMENT	EXISTING DEVELOPMENT	PROPOSED DEVELOPMENT
Main leisure facilities	- Main club building - Gym, swimming pool and indoor spa	- Main club building - Refurbished gym, pool and indoor spa - New outdoor spa
Floor area	3047.7 sqm GIA	871.2 sqm GIA
Parking spaces exclusive to David Lloyd	75 spaces	70 spaces
Shared parking spaces	113 spaces	113 spaces

- 2.10 The proposal will not alter other parking and access arrangements at the site including cycle parking and servicing at the site. These will continue to operate as is.
- 2.11 The Leisure club will be accessed from an existing access to the southeast of the site. The proposed layout of the site is provided in **Appendix A**.

Pedestrian and Cycle Access

- 2.12 Pedestrians will be able to access the site through the main access point which benefits from a footway on both sides of the existing access road. The internal footways extend north into the site where pedestrians can utilise zebra crossings provided to access the frontage of the main club building via a passage through a shared parking area.
- 2.13 For cyclists, the internal roads within the wider site premises operate a one-way circulation system, are subject to a 5mph speed limit and feature speed calming features (speed rumbles at the access and speed bumps within the site) which altogether enable mixed traffic along the internal roads allowing cyclists to travel on carriageway.



Vehicular Access

- 2.14 Vehicular access to the site will be via an existing access to the south of the site. This access is taken from the northern arm of a four-arm priority-controlled roundabout junction. This access operates safely at present as corroborated by personal injury collision analysis outlined in Section 3 of the accompanying TA. The analysis was undertaken using data obtained from DfT's Mapping Application for Visualising Road Injury Casualties (MAVRIC)¹ for the most recent five-year period spanning 2020 – 2024 to gain insight into any potential underlying safety issues or transport-related conditions present within the vicinity of the site. The MAVRIC data showed no collisions have been recorded within the vicinity of the site access nor on any section along Thames Valley Park Drive within 200m of the site access for the five-year period considered.

Car Parking

- 2.15 There are no car parking standards provided within the BREEAM guidance. The parking standards for Use Classes D2 (Leisure Centres and Gyms) are set out at Section 1.15 of Appendix 2 within the Adopted Managing Development Delivery Local Plan (2014) and does not cover similar uses to those provided at the site.
- 2.16 However, the policy document recognizes that there are development uses which will not fit into these narrow sub-categories and allows for parking to be provided based on an assessment of requirements.

"0.2) It will be the responsibility of the developer to prove that parking provision has been adequately catered for on a proposed site. The developer must prove that parking will not have a detrimental effect on traffic safety or on the character of an area due to an increase in parking on the public highway. This should be set out in the Transport Statement or Transport Assessment as part of the planning application.

0.3) The parking standards should be regarded only as a starting point in any discussions with the Borough Council as it should be recognised that each development site will need to be assessed on its own merits, within the wider context of the area in which the development sits..."

- 2.17 Consequently, a car parking accumulation exercise has been carried out in Section 4 of the TA based on observed traffic counts at the site access. Assuming all vehicles observed entering the wider premises require a parking space, then peak parking at the site is expected to occur between 11:00 – 12:00 with about 126 vehicles expected on site. This includes vehicles to the adjoining nursery facility.
- 2.18 The proposed development will provide 70 allocated parking spaces with an additional 113 shared spaces available to site users and other visitors and staff of other facilities within the wider site. The other buildings within the wider premises (including the nursery and a vacated employment site) also have dedicated parking spaces with at least 63 spaces between them.
- 2.19 It is therefore considered that the proposed parking at the site will be adequate to contain parking demand at the site in line with one of the objectives of this TP. Dimensions of spaces within the proposed car park are provided in Appendix E of the TA. In summary, the standard parking bay dimensions are 5m x 2.5m, the disabled bay dimensions are 6m x 3.6m and the parent and child bays are 6m x 3.6m.

¹ <https://dft.maps.arcgis.com/apps/dashboards/ea3b071df62a434aa21ed80a6214d690>



Cycle Parking

- 2.20 The BREEAM guidance requires a provision of 1 space for every 10 staff and visitors subject to a sliding scale for sites with more than 200 users. The BREEAM requirement for “Assembly and Leisure” developments is to provide 1 space for every 10 employees and 1 space per 10 visitors.
- 2.21 However, as the proposal for the site is largely for a refurb of an existing use at the site, existing cycle parking arrangements and protocol which currently serve the site adequately will be retained. This includes 20 cycle parking spaces currently provided at two locations at the site close to the main building access.
- 2.22 This approach is considered to accord with the requirements of BREEAM in respect of cycle parking and would achieve 1 point as informed by Table 7.3 of the BREEAM guidance (Option 7).

Delivery, Servicing and Emergency

- 2.23 The proposed site will maintain a dedicated servicing and loading area to the rear of the club building (west of the main building) and a further loading bay at the front (east of the main club building). Vehicle tracking presented in Section 4 of the TA demonstrates that the site will continue to accommodate a 10.755 X 2.55m refuse vehicle, a 10m X 2.55m rigid vehicle and a fire tender from the respective bays safely. This is shown in Appendix E of the TA.
- 2.24 The types of vehicles expected at the site will not change with the current proposal and so no further assessment is deemed necessary for the site access.

Existing Transport Infrastructure (Walking and Cycling)

Walking

- 2.25 The site can be accessed on foot directly from the south using existing footways along Thames Valley Park Drive. The existing footways in the direct vicinity of the site are extensive along Thames Valley Park Drive on both sides of the carriageway and align seamlessly with existing internal provisions within the site at the site access and shared pedestrian and cycle paths in the wider area forming a continuous route to access the site from the surrounding area.
- 2.26 The footways along Thames Valley Park Drive are safely segregated from the carriageway by a grassed verge. For outbound journeys towards Reading, pedestrians and cyclists will be able to connect shared use paths west of the site access along Thames Valley Park Drive which link seamlessly with off-road shared use paths (Thames Path and Kennet Side) en route to the town centre using these existing footway provisions.
- 2.27 The footways are sufficiently wide on all sections to accommodate different active modes passing side by side including pedestrians and wheelers (i.e. wheelchair and mobility scooter users).
- 2.28 Crossing facilities are also provided along Thames Valley Park Drive in the form of zebra crossings and pedestrian refuges equipped with Belisha beacons and reflective bollards respectively to signal the presence of these crossing points to oncoming vehicles in low visibility conditions. Both formal (zebra crossing) and informal (pedestrian refuge) crossing points in the vicinity of the site are equipped with dropped kerbs and tactile paving to facilitate unimpeded access especially for pedestrians with mobility impairments.

Cycling

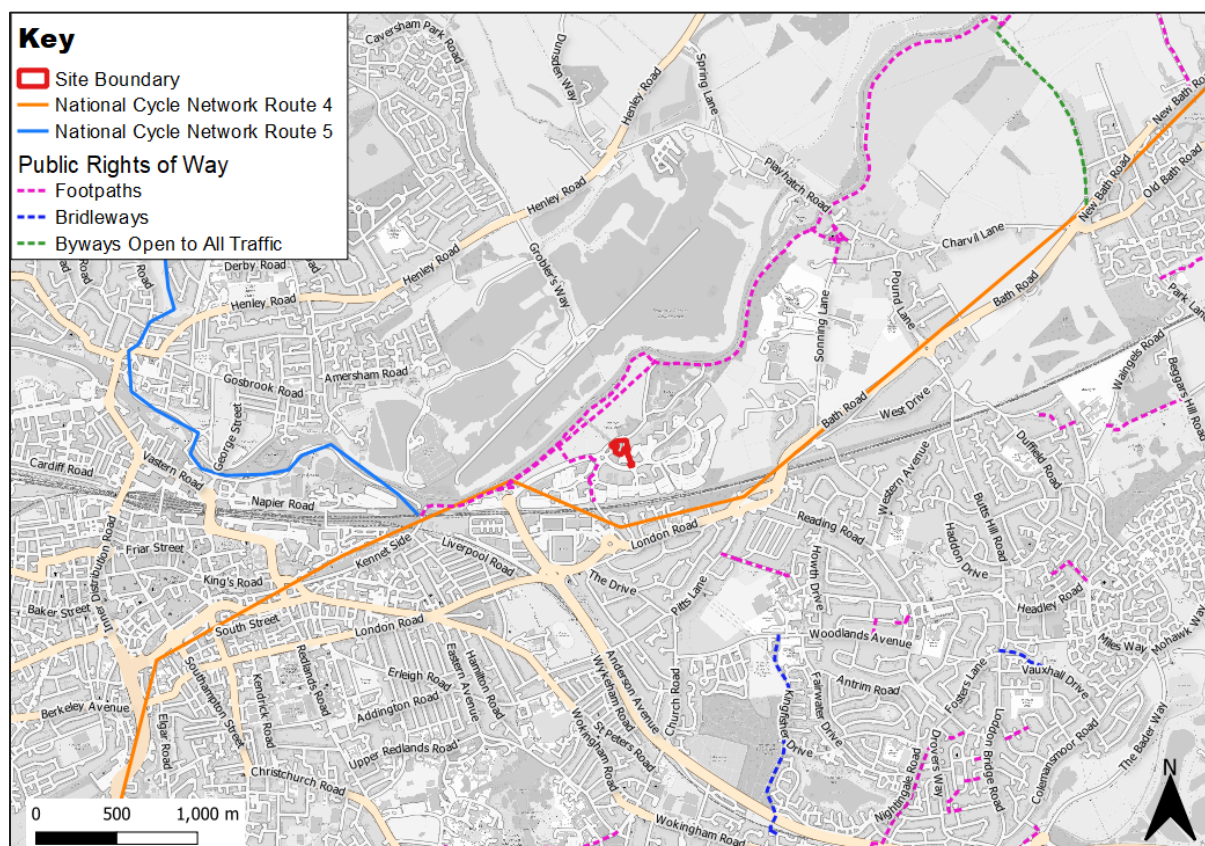
- 2.29 Cyclists will be able to access the site combining use of the shared use paths on some sections of Thames Valley Park Drive and travelling on-carriageway along other sections of Thames



Valley Park Drive. On-carriageway cycling to the site is made possible by a posted speed limit of 15mph in effect along Thames Valley Park Drive and a 5mph speed limit within the site.

- 2.30 The maximum speed limit along the main road is enforced in the vicinity of the site access by traffic cameras, speed-related signages and existing speed calming features along the road in the form speed rumbles.
- 2.31 There are established cycle routes which can be accessed from the site. The sections of the shared use path west of the Thames Valley Park Drive/ Oracle Parkway junction enroute the town centre forms part of the National Cycle Network (NCN) route 4 which is a long-distance east to west route (circa 698km) connecting London to Fishguard in Wales via the site area. More locally, the NCN route 4 connects the site to Maidenhead in the northeast and Whitley and Thatcham in the southwest. NCN Route 5 can also be accessed along Thames Path for journeys to Caversham.
- 2.32 These external links are of high quality and are shown in **Figure 2.1**.
- 2.33 The site also benefits from an extensive network of Public Rights of Way (PRoWs) within the area which may be used by future staff from the surrounding residential area to access the site. The interconnectivity between the PRoWs and other local active travel links provides a coherent network in the local area. This is shown in **Figure 2.1**.

Figure 2.1: Connectivity Between Rights of Way and Existing Active Travel Links



Bus

- 2.34 The site is very accessible by bus.



- 2.35 There is a dedicated bus service (Bus TVP²) for employees and visitors to the Thames Valley Business Park with a stop accessible circa 30m from the site access equivalent of 1 minute walk.
- 2.36 The Bus TVP operates every 15 minutes from Thames Valley Park to Reading Mondays to Fridays, no services are available on bank holidays, Saturdays and Sundays. The TVP service is operated by Stewarts Coaches.

Rail

- 2.37 The closest railway station to the site is the Reading railway station located approximately 3.3km west of the site (equivalent to a 40-minute walk or a 13-minute cycle). It is very unlikely pedestrians will walk from the train station to the site. A cycle route from the site to the station routes through the shared use path along Thames Valley Park and then Thames Path along the banks of River Thames before turning south towards the station via Kings Meadow Road, Napier Road and Bagnail Way through Thames Path to arrive the station.
- 2.38 The following facilities are provided at Reading railway station:
- 344 cycle storage spaces at the front of the station and within car park areas;
 - 1387 vehicle parking spaces including 8 accessible parking spaces;
 - Seating provided within a sheltered area;
 - Shops available;
 - Accessible toilets available; and
 - Category A Station: Step-free access to all platforms
- 2.39 **Table 2.2** provides a summary of the services available from Reading railway station. Only direct services are accounted for. The station is managed by Network Rail with services conjointly operated by Great Western Railway, CrossCountry, South Western Railway, and the Elizabeth line.

Table 2.2: Summary of Train Services from Reading Railway Station

DESTINATION	PEAK PERIOD FREQUENCY	JOURNEY TIME (APPROXIMATE)
Didcot Parkway	Five services an hour	12 Mins
Bournemouth	One service an hour	83 Mins
Bristol Temple Meads	Two services an hour	65 Mins
Cheltenham Spa	One service an hour	96 Mins
London Paddington	14 services an hour	54 Mins
London Waterloo	Two services an hour	84 Mins

Baseline Travel Patterns of Existing Building Users

- 2.40 Data on travel patterns and mode choice for the site is not available. However, the travel to work patterns for staff of the site would have been captured in the census. Therefore, insight can be drawn from the 2011 Census *WU03EW - Location of usual residence and place of*

² <https://thamesvalleypark.com/getting-here/>



work by method of travel to work (MSOA level) dataset. The site is located within Wokingham 006 Super Output Area – Middle Layer (MSOAs). Although data from the 2021 Census is now available, the 2011 census data is considered more representative of existing travel behaviour given that 2021 falls within the COVID-19 pandemic when there were a higher number of people either working from home or not working.

- 2.41 The census travel dataset relates to commuting journeys and provides useful insight into baseline travel patterns for the site in terms of mode choice. This is presented in **Table 2.3** for indicative purposes.

Table 2.3: Existing Mode Share for the Site Area (Census 2011 Data)

MODE OF TRAVEL	MODE SPLIT (%)
Driving a car or van	73%
Bus, minibus or coach	7%
Train	6%
On foot	5%
Bicycle	4%
Passenger in a car or van	3%
Underground, metro, light rail or	1%
Motorcycle, scooter or moped	1%
Other method of travel to work	0%
Taxi	0%
Total	100%

- 2.42 The census mode share outlined in **Table 2.3** confirms an expected baseline travel mode share of 73% for car drivers, 9% for active travel and about 14% for public transport. These census mode shares will inform the baseline mode share targets to be set for this TP.

Inclusive Design

- 2.43 The site features a clearly defined and segregated pedestrian route within the site with level threshold access into the building on all access points. This will be maintained as part of the current proposals for the site. The main building façade are bounded by a paved footpath leading to a level entry main entrance.
- 2.44 The internal pedestrian paths feature dropped kerbs and tactile paving at crossings and align seamlessly with accesses into the facilities within the site. The crossings provided within the site mirror desire lines between the access road and the main club building taking a diagonal orientation where necessary. The internal footways are sufficiently wide to support wheelchair movement. Obstructions to movement from furniture are very minimal. Overhead lamps are provided along internal active travel routes in a staggered orientation on both sides of the access road making the routes appropriately lit.



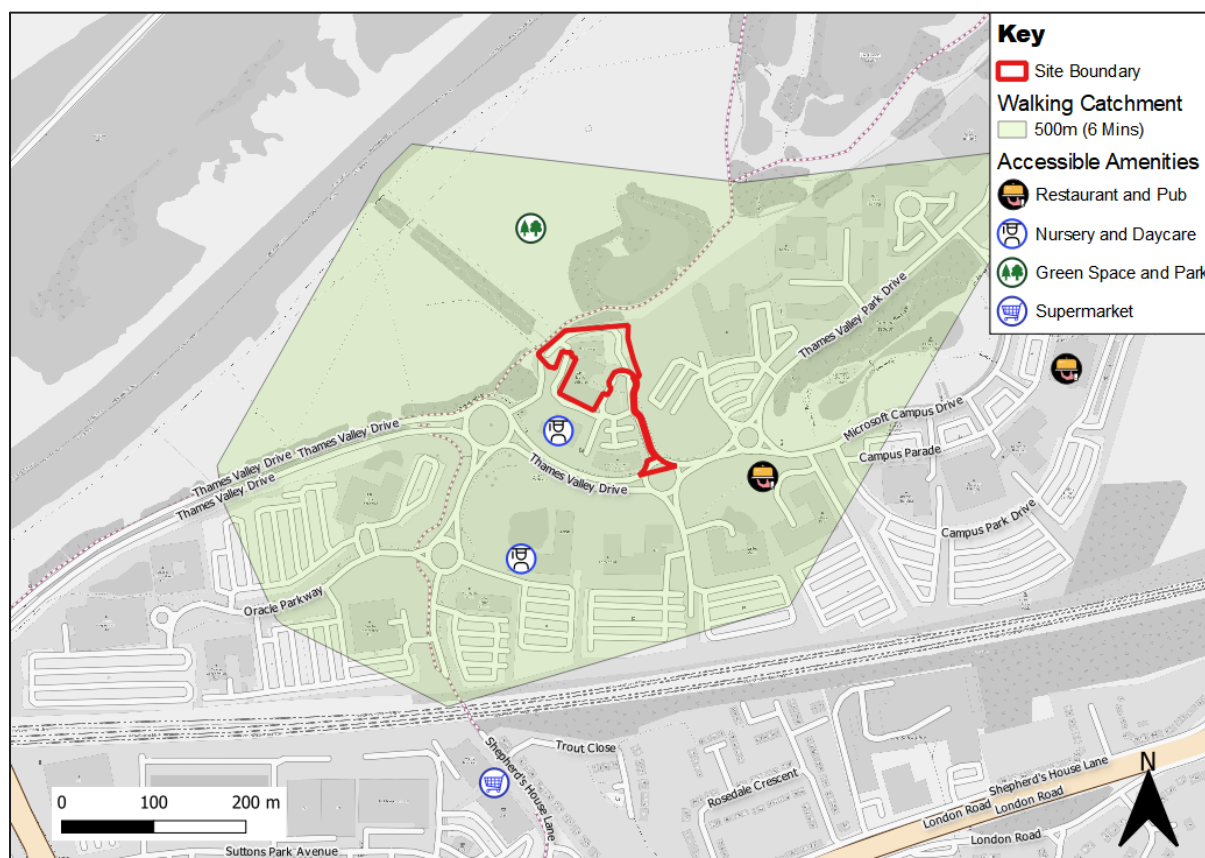
- 2.45 Cycling will be accommodated on-carriageway within the site as a 5mph speed limit is in place. This is supplemented by speed calming features in the form of speed bumps and speed rumbles within the site.
- 2.46 Disabled bays are conveniently located adjacent to the main club building access which effectively reduces the distance between the site user's vehicle and the fitness centre access. These accessible parking bays feature a level threshold with the pavement around the club building. The walking route from these disabled bays to the main club building access is appropriately lit with minimal obstructions.

Accessible Amenities

- 2.47 It is a requirement to show facilities within 500m of the site in line with the BREEAM guidance. There are at least six facilities accessible to site users within 500m including two cafés/restaurants, two nursery/daycare facilities, leisure facility (onsite) and a green space open to the public. The facilities and their walking distances from the site are detailed below and also shown in **Figure 2.2**. It should be noted this list is not exhaustive:

- | | |
|--|----------------------|
| - David Lloyd Café | - On-site (1 Min); |
| - David Lloyd Leisure facilities (gym, pool etc) | - On-site (1 Min) |
| - Waterside Early Care & Education Centre | - 30m (1 Min); |
| - Park Kitchen | - 250m (3 Mins); |
| - Chalkhouse Nursery Waterside | - 500m (6 Mins); and |
| - Thames Valley Park Nature Reserve | - 500m (6 Mins). |

Figure 2.2: Accessible Amenities within 500m



Public Transport Accessibility Index

- 2.48 As part of this Travel Plan, the Public Transport Accessibility Index (PTAI) has been used to assess the accessibility of the site from a public transport perspective.
- 2.49 The PTAI provides an indicator of the accessibility and density of the public transport network at a point of interest. The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services, and their proximity to the building, the higher the PTAI.
- 2.50 The methodology for calculating the PTAI as adopted in the BREEAM guidance takes account of the public transport nodes that meet the following criteria:
- a. *“A bus stop within 650 m or a railway station (or other transport service) within 1000 m of the main entrance, measured via a safe pedestrian route.*
 - b. *The service must connect to an urban centre, major transport node, or community focal point (e.g., school, library, doctor’s surgery).*
 - c. *Only local services are assessed; national services are excluded unless they function as local commuter routes...*”
- 2.51 Based on this, site achieves an PTAI of 2.13. The full PTAI calculation output has been provided in **Appendix B**.

Future Travel Patterns

- 2.52 To determine the future travel patterns of site users, the 2011 Census *WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)* presented in **Table 2.3** can be relied on as well. The information presented in **Table 2.3** indicates that approximately 73% of workers in the area travel as car driver, circa 9% use active modes and around 14% use public transport. The census data provided in **Table 2.3** will be relied on for setting mode share targets for this TP.

Stakeholder Engagement

- 2.53 The preparation of this TP presents an opportunity to engage with WBC to ensure this TP aligns with local priorities and needs.
- 2.54 David Lloyd (site owner/management) through their representatives have been actively involved in setting measures and targets contained within this TP and are therefore committed to its implementation and its success. It is believed this commitment will be trickle down to future staff of the site as part of travel plan implementation and monitoring process.

TRA-01 Criteria 2

- 2.55 In relation to Criteria 2 of TRA-01, the BREEAM guidance states that:
- “Develop a site-specific travel plan following the transport assessment recommendations by the end of the Concept Design stage”*
- 2.56 This report represents the travel plan for the site. The targets and measures of this travel plan have been set out in detail within **Section 4.0** and **Section 5.0** of this report respectively and have been informed by the transport assessment.



TRA-01 Criteria 3

2.57 Criteria 3 of TRA-01 of the BREEAM guidance states that:

“Demonstrate that the travel plan can guide the appropriate implementation of sustainable transport measures during the design, construction, and occupancy stages and be supported by the building's management during operation.”

2.58 The owners/management of the site, David Lloyd, have been actively involved in preparing this report and setting out the measures and targets herein. They are therefore committed to the success and implementation of this TP.

Summary

2.59 This BREEAM TP has met the criteria set out within TRA-01.



3.0 TRA-02 – Sustainable Transport Measures

- 3.1 This section outlines the criteria as part of TRA02 and how this BREEAM Transport Assessment and Travel Plan accords with the BREEAM Guidance.
- 3.2 The aim of this section of the assessment as detailed within the BREEAM guidance is to *“maximise the potential for people to choose public, active and lower-emission private transport by providing the site with convenient, sustainable options”*. Up to 10 credits can be achieved for TRA02.
- 3.3 As a prerequisite for achieving any credits for TRA02, a transport assessment will need to be completed in line with TRA01. This is set out within **Section 2** of this Travel Plan.
- 3.4 The following measures shall be considered when developing the Travel Plan as a minimum:
1. *“Engaging with local authorities, building users, and the surrounding community to ensure the travel plan aligns with local needs.*
 2. *Considering all types of users, ensuring equitable access and inclusivity.*
 3. *Negotiating with public transport companies to increase the local service for the development.*
 4. *Providing a public transport information system in a publicly accessible area.*
 5. *Providing electric vehicle charging infrastructure.*
 6. *Providing priority parking spaces for car sharers.*
 7. *Designating priority parking spaces for individuals with disabilities.*
 8. *Reducing parking spaces or implementing parking charges.*
 9. *Consulting with the local authority on the state of, and improvements to, the local cycling network.*
 10. *Providing a pedestrian and cyclist-friendly environment. This includes providing:*
 - a. *Cycle lanes.*
 - b. *Safe crossing points.*
 - c. *Direct routes.*
 - d. *Appropriate tactile surfaces.*
 - e. *Landscaping and shelter for public transport waiting areas.*
 - f. *Good lighting, signposting to other amenities, public transport nodes, and adjoining off-site pedestrian and cycle routes.*
 11. *Providing dedicated and convenient cycle storage.*
 12. *Providing cyclists’ facilities.*
 13. *Identifying existing amenities and assessing potential enhancements.*



14. Providing suitable taxi drop-off or waiting areas.

15. Ensuring rural buildings have appropriate access to transport to serve the local community adequately.”

3.5 The aforementioned measures have been considered by the developer as part of the proposals. The following measures are to be implemented as part of the scheme, as these are considered appropriate having regard to the proposed development and are considered to be the measures that will contribute furthest to improving sustainable travel to and from the site:

- Engaging with local authorities, building users, and the surrounding community to ensure the travel plan aligns with local needs.
- Considering all types of users, ensuring equitable access and inclusivity.
- Providing electric vehicle charging infrastructure.
- Consulting with the local authority on the state of, and improvements to, the local cycling network.
- Providing a pedestrian and cyclist-friendly environment. This includes providing (where lacking) /retaining (where existing):
 - Active travel infrastructure within the site
 - Safe crossing points.
 - Direct internal routes
 - Appropriate tactile surfaces.
 - Landscaping.
 - Good lighting.
 - Information on other amenities, public transport nodes, and adjoining off-site pedestrian and cycle routes will be available to staff either as part of a staff induction process or the delivery of this TP.
- Providing dedicated and convenient cycle storage.
- Providing cyclists’ facilities.
- Providing suitable taxi drop-off or waiting areas.

3.6 Further details regarding the implementation of each aforementioned measure are provided within **Section 5.0** of this report and the points accruable are outlined in **Section 6.0**.



4.0 Objectives and Targets

- 4.1 This chapter sets out the overarching objectives and aims for the Travel Plan.
- 4.2 Objectives are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.

Objectives

- 4.3 The following objectives have been adopted in line with current national and local policies in respect to sustainable travel in workplaces:
- **Objective 1:** Reduce reliance on car driver journeys;
 - **Objective 2:** Promote alternative modes of travel to the car;
 - **Objective 3:** Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - **Objective 4:** Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - **Objective 5:** Contain car parking demand.
- 4.4 The BREEAM guidance and assessment methodology recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan for the site.

Target

- 4.5 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring progress and the success of the travel plan. These should be 'SMART,' i.e., **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.
- 4.6 The key action targets are set out as follows:
- A Travel Plan Coordinator (TPC) will be appointed within three months of this Travel Plan being approved or at a time to be agreed with the WBC. This is because the site is already operational;
 - A progress note will be completed on a biennial basis (every two years) and will include a travel survey which includes stated main mode of travel undertaken for a five-year period.
- 4.7 As the site is already existing with some sustainable travel measures in place, an indicative target to achieve a 5% (4 percentage points) reduction in car driver mode share has been set out in **Table 4.1** below and will be reviewed following the first survey being undertaken based on the timescales set out above. This is considered appropriate. The current baseline car driver modal split is informed by census data provided.



Table 4.1: Travel Plan Targets

MODE	MODAL SHARE MONITORING TARGET			
	Year 0	Year 1	Year 3	Year 5
Car Driver Trips	73%	72%	70%	69%
Sustainable Travel (Walking, Cycling, Bus, Train, car passenger etc)	27%	28%	30%	31%

- 4.8 The actual staff modal share target will be set following the completion of the proposed extension and completion of the travel survey at a time to be agreed with WBC.
- 4.9 Travel patterns will be measured as the main mode of travel to the site by staff provided through monitoring surveys conducted biennially at Years 1, 3 and 5.



5.0 Measures and Initiatives

- 5.1 Appropriate measures are the key to achieving the targets set out within Travel Plans.

Hard Measures

Site Design

- 5.2 The masterplan design will create an environment where walking and cycling is very safe and conducive. The pedestrians and cyclists will be provided with a direct route to the main building within the site. Segregated provisions will be provided for pedestrians with safe crossing points featuring dropped kerbs and tactile paving.
- 5.3 The active travel routes within the site will be appropriately lit at all times during the facility opening hours.

Provision of Dedicated and Convenient Cycle Storage

- 5.4 Cycle parking will be retained external to the main building at two locations at the site in the form of stands. A total of 20 cycle parking spaces are currently provided.
- 5.5 The cycle parking are compliant with the standards set out within the BREEAM guidance:
- The cycle parking features Sheffield stands permanently fixed to the ground with appropriate surveillance;
 - The cycle stands allow appropriate access to the cycle storage space for easy storage and access;
 - The storage facility or entrance is located in a prominent site location, close to the entrance to the Leisure Club;
 - The storage facility has adequate lighting; and
 - The cycle parking area is overlooked by external lighting which is on a daylight sensor.

Provision of Cyclists' Facilities

- 5.6 The existing site is a Leisure Club and currently provides changing facilities, showers, and lockers available to cyclists using the site.
- 5.7 This aligns with the requirements of BREEAM in respect of end of journey facilities and would achieve 1 point as informed by Table 7.3 of the BREEAM guidance (Option 8).

Provision of Suitable Taxi Drop-Off or Waiting Areas

- 5.8 Suitable taxi drop-off and pick up areas will continue to be provided within the site to encourage more sustainable travel to the site other than using a private car.

Provision of Electric Car Charging Stations

- 5.9 The proposed development will provide a total of 70 standard parking spaces and further 113 parking spaces shared with other facilities within the 1 Thames Valley Park Drive site. The



113 shared parking spaces comprises 102 standard car parking spaces, 4 disabled parking spaces, 4 Electric Vehicle (EV) charging bays and 3 parent and child car parking spaces.

- 5.10 The minimum requirements for EV charging infrastructure as specified within the BREEAM guidance is 30% of total car parking spaces comprising at least 10% active EV charging points with the remaining 20% equipped with passive EV charging infrastructure. The existing provision falls short of the BREEAM standard.

Accessible Parking

- 5.11 A total of 3 accessible parking spaces is currently provided close to the club building main access. These will be retained for the current proposal. A further accessible bay is provided in the shared parking area within the wider site. Use of these spaces will continue to be monitored and controlled to ensure they are used as designated.

Restrictions for Car Parking

- 5.12 The site currently provides access control measures to deter indiscriminate use of the car park within the site and wider premises. The parking spaces to the north of the site are currently accessed via a barrier control whereas parking in shared spaces (marked in red) is subject to parking charges payable onsite.
- 5.13 All members are required to register their vehicle when joining and provided with a fob or access code. The barrier which provides access to the parking areas north of the main club will automatically open upon approach of the arm barrier at the entry point. When members leave after their session, they are required to use their fobs/access codes to exit the car park to enhance security. Parking at the spaces exclusive to David Lloyd at the site is therefore restricted to member use preventing spaces in car park being used for purposes unrelated to the site. It is considered the parking fees applicable to the shared spaces will limit indiscriminate parking at these spaces also. These parking management protocol will be retained for the proposed development.

Soft Measures

Marketing the Travel Plan

- 5.14 From the outset, sustainable travel will be promoted to staff and visitors of the development. The travel plan will be launched as soon as possible after the development is completed and will be continually marketed through the provision of travel information, leaflets, and communication sessions.
- 5.15 The TPC will be appointed by the site management within three months of this Travel Plan being approved or at a time to be agreed with the WBC. The contact details of the TPC will be provided to WBC upon appointment.
- 5.16 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the Travel Plan Coordinator (TPC), the Council's Travel Planning Team and other sustainable travel groups.
- 5.17 The TPC will implement and promote the travel plan measures from an agreed budget. The contact details are to be provided by the occupier. The TPC will also be responsible for making



the monitoring reports on the targets and action plan of the TP available to the Local Highway Authority.

- 5.18 The TPC will be an individual with relevant experience and a requisite knowledge to discharge of the duties.
- 5.19 The TPC will be the first point of contact for staff and other outside organisations in all matters regarding staff travel. The TPC will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.
- 5.20 The TPC will be responsible for:
- The implementation of the plan;
 - Ensuring staff surveys are completed as outlined in the plan;
 - Overseeing staff and visitor travel information is kept up to date;
 - Complete the feedback form for submission to the Local Authority (to be produced biennially as deemed necessary); and
 - Be a named contact for the WBC's TPC.
- 5.21 Promotional events and literature will be arranged by the TPC, to encourage walking, and emphasising the health benefits.
- 5.22 The TPC will prepare and arrange for distribution of maps showing safe local walking routes as part of a Staff Travel Induction Pack. The Induction Packs will be prepared and kept up to date by the TPC, who will maintain a stock and issue to new staff members when they commence employment at the site. These can be available in hard copy and/or electronic format.
- 5.23 The objective of the Induction Pack is twofold: to inform and to promote. The latter aspects of the Induction pack are aimed at promoting and achieving sustainable travel choices for trips to/from the development. Targeted promotional events and literature will be arranged by the TPC, to promote sustainable travel initiatives and options. This will include encouraging walking and cycling, and emphasising the health benefits, taking advantage of the platform of national and local initiatives, such as National Bike Week, as well as arranging development specific events.

Initiatives to Promote Travel by Public Transport

- 5.24 Information on the local public transport services available which can be accessed by employees will be provided within the information pack including information about the TVP bus service which appears to be free for all employees and business visitors to Thames Valley Business Park as noted on Thames Valley Park website. Services accessible at the Reading Train Station will also be included in the information pack and bus schedules that can facilitate access to the station at specific times will also be provided where possible. Details of local public transport operators, including timetables and route maps, will be provided within the information packs.
- 5.25 Timetable details and links to online journey planning websites will also be included.



Initiatives to Promote Walking

- 5.26 The information pack will include a map identifying the pedestrian friendly routes surrounding the site including Thames Path and other local routes, in order to ensure that employees are aware of the facilities available to them.
- 5.27 Staff will be encouraged to participate in national walking events, such as Walk to Work Week. These events will be promoted on the notice board and within the information packs.
- 5.28 A pedestrian/cycle route map will be provided within the information pack. Staff will be encouraged to participate in walking events.
- 5.29 The health benefits of walking and cycling will be promoted to all employees. The layout of the site currently encourages pedestrian travel, with sufficiently wide walking paths provided within the site and dropped kerbs with tactile paving provided at convenient crossing locations.

Initiatives to Promote Cycling

- 5.30 The information pack will include information on the cycle routes available between the site and common destinations, including local amenities and facilities. Copies of local cycling maps will be provided within the information packs.
- 5.31 Details of local cycling shops will be provided to staff at the site using the travel notice board and within the information packs.
- 5.32 The TPC will set up a Cycle to Work scheme to enable staff to access a tax-exempt loan for the purchase of bicycles and safety equipment. (www.dft.gov.uk/publications/cycle-to-work-schemeguidance).

Reducing the Need to Travel

- 5.33 The Travel Plan Coordinator will promote online services (e.g. food delivery services, shopping, online council services) to encourage employees to utilise these in preference to making a trip out of the site to access these services. Details of popular online services will be promoted to employees through the notice boards and information packs.
- 5.34 Details of journey planning websites will also be promoted to employees. The TPC will promote the use of online services and journey planning services to employees.

Communication

- 5.35 The Travel Plan itself will be promoted to raise awareness of its existence and how it can help people to make more sustainable choices regarding how they travel. The promotion of the Travel Plan would link into other wider events, such as health promotion, cycle rides and bike week. Information on the Travel Plan, its progress, impacts and benefits will be disseminated to employees as follows:
- E-mail sent to staff with the latest survey results, upcoming sustainable travel events, case studies of people using sustainable modes, reminders of the incentives available through the Travel Plan etc.); and
 - Social media.



- 5.36 The TPC will provide staff with a way of communicating with each other e.g. through use of a site intranet or social media tools (e.g. WhatsApp groups/communities). The TPC will commit to ongoing marketing and promotion of the measures e.g. through email, newsletters, social media (e.g. WhatsApp) etc.



6.0 BREEAM Credits

- 6.1 BREEAM UK New Construction consists of individual assessment issues across nine environmental categories, plus a tenth 'innovation' category. Each assessment issue addresses a specific building related environmental impact or issue (in this case Transport) and is assigned a number of credits.
- 6.2 In the case of Transport this relates to assessment issues:
- TRA01 – Transport Assessment and Travel Plan; and
 - TRA02 – Sustainable Transport Measures
- 6.3 In order to receive these credits a scope of work must be carried out for each issue.
- 6.4 For TRA01, a Transport Assessment and Travel Plan must be produced that contains specific information. For TRA02, the criteria set out in within TRA01 must be achieved, as well as presenting a number of sustainable transport measures which receive points, these points can then be awarded credits in line with the AI of the site.
- 6.5 **Table 6.1** summarises the scope of work which has been undertaken in order to comply with TRA01 and TRA02 and the associated number of credits achieved.

Table 6.1: BREEAM Scope of Work

SCOPE OF WORK	REFERENCE
TRA-01 – Transport Assessment and Travel Plan – 2 credits (maximum)	
Conduct a site-specific transport assessment by the end of the Concept Design stage	A site-specific Transport Assessment is provided alongside this BREEAM travel plan. This document acts as the Travel Plan for the site. Details in relation to development description, existing transport infrastructure, inclusive design, accessible amenities around the site, public transport accessibility index, future travel patterns and stakeholder engagement have been provided in Section 2 .
Develop a site-specific travel plan following the transport assessment recommendations by the end of the Concept Design stage	The report represents a travel plan for the site and has been informed by the transport assessment for the site. Existing conditions and travel around the site have been taken into account in preparing this travel plan. This has been discussed in detail in Section 2 .
Demonstrate that the travel plan can guide the appropriate implementation of sustainable transport measures during the design, construction, and occupancy stages and be supported by the building's management during operation	The final occupiers of the site, David Lloyd, are fully involved in the planning of the site and preparation of the Travel Plan and as such are committed to the success of this Travel Plan. David Lloyd through their representatives have reviewed the contents of the travel plan and as they are proposing the site have decided the facilities to be provided and measures to be implemented at the site.
The information set out within this report and its Appendices are in line with the information required to gain 2 credits for TRA01.	



SCOPE OF WORK	REFERENCE
TRA-02 – Sustainable Transport Measures – 10 Credits (maximum)	
Provide up-to-date local public transport information in a convenient, accessible area to help building users plan journeys by public transport	1 Point as set out in paragraph 5.24 and 5.25.
Install at least the minimum number of cycle storage spaces as set out in Table 7.8	1 Point for compliant cycle storage spaces as set out in paragraph 5.4 & 5.5
Having supplied cycle storage space as per Option 7 above, provide building users with at least two of the following facilities: – Showers – Changing facilities – Lockers – Drying spaces.	The Leisure Club will provide showers, lockers and changing facilities on site. – 1 Point
Existing amenities: Ensure at least three relevant amenity types within less than or equal to 500 m of proximity (see M4).	There are at least six amenities within proximity of the site including - David Lloyd Café - On-site (1 Min); - David Lloyd Leisure facilities – On-site (1 Min) - Waterside Early Care & Education Centre - 30m (1 Min); - Park Kitchen - 250m (3 Mins); - Chalkhouse Nursery Waterside - 500m (6 Mins); and - Microsoft Garden – 500m (6 Mins). The site achieves 1 Point as set out in paragraphs 2.47
New or enhanced amenities: Provide relevant and accessible new amenities within less than or equal to 500 m of the building entrance. These can be an enhanced existing amenity, or a new type of amenity (see M4).	The proposed development of a David Lloyd Leisure Club represents access to a new outdoor spa facility and a refurbished pool and gym which will be available to those within the locality of the site. This amounts to a total of two enhanced amenities and one new facility – 3 Points
On the basis of the information set out above, 7 credits should be awarded for TRA-02.	

- 6.6 The information set out within this report are in line with the information required to gain 2 credits for TRA01.
- 6.7 The proposed development will provide up-to-date information of public transport services in an accessible area within the site. This achieves 1 Point.
- 6.8 The development will continue to provide 20 cycle parking spaces. This is in line with the BREEAM standards and therefore achieves 1 point.
- 6.9 The Leisure Club will have changing facilities, showers, and lockers for cyclist to use. This achieves a further 1 point.
- 6.10 There are more than three amenities within proximity of the site. Therefore, the site achieves 1 Point.



- 6.11 The proposed development itself will provide an enhanced access to leisure facilities including a refurbished pool and gym and one new facility (an outdoor spa). These achieve a further 3 points.
- 6.12 In total, the site merits 9 points in total and should be awarded 9 credits as part of TRA01 and TRA02.



7.0 Monitoring, Reporting and Review

- 7.1 This section of the report sets out how the aim and action targets will be monitored and reviewed. The Travel Plan will be monitored for 5 years from the date of opening.

Monitoring

- 7.2 The TP will be monitored for a period of five years. The baseline staff survey will be undertaken at a time to be agreed with WBC. The undertaking of the baseline survey marks the start of the TP and is Year 0 (year of opening), with monitoring surveys taking place in Year 1, Year 3 and Year 5 at the anniversary of the baseline survey.
- 7.3 The monitoring surveys will entail issuing a questionnaire to collect information on travel behaviour. A sample travel questionnaire is provided at **Appendix C**. However, the contents of the travel questionnaire to be issued will be agreed with the WBC prior to surveys being undertaken.
- 7.4 The main reasons for monitoring the TP are:
- To measure the level of success in meeting identified targets (mode share targets) using key performance indicators;
 - To understand cycle parking demand; and
 - To provide feedback to the TPC so the TP can be refined where necessary.

Reporting

- 7.5 The TPC will prepare a full monitoring report biennially within three months of the biennial monitoring surveys (at Years 1, 3 and 5) detailing the progress of the Travel Plan. The reports will include the following:
- Progress on the implementation of measures and initiatives to promote sustainable transport use;
 - Evidence of measures implemented including photographs where possible;
 - Summary of the travel surveys;
 - Survey of cycle parking usage;
 - The report will be provided to the Travel Plan Officers at the council
- 7.6 All monitoring reports and associated documents will be provided to the WBC.

Review

- 7.7 Based on the results of the surveys, the targets and measures within the TP will be re-adjusted accordingly. An updated TP will be prepared for approval by WBC at the end of the monitoring period.



8.0 Action Plan

8.1 The Action Plan outlined below in **Table 8.1** sets out the measures included within the Travel Plan that are directed at influencing staff and members' travel.

Table 8.1 – Action Plan

ACTION TYPE	ACTION	RESPONSIBILITY	TIMEFRAME
Management	Appointment of Travel Plan Coordinator (TPC)	Site Management	Within three months of TP being approved or at a time to be agreed with WBC
	TPC contact details issued to WBC	TPC	Upon appointment
Travel Plan Document Progression	Finalisation of measures to be implemented	TPC and WBC Travel Plan Officers	Time to be agreed with WBC
Measures, Monitoring, Review and Reporting	Monitoring of measures and initiative take-up	TPC	On-going
	Baseline Surveys	TPC	Time to be agreed with WBC
	Monitoring Surveys	TPC	At anniversary of Baseline Survey at Years 1, 3 and 5
	First review report	TPC	At Year 1
	Year 1 review report	TPC	At Year 3
	Year 3 review report	TPC	At Year 5
	Final review and reporting	TPC and WBC Travel Plan Officers	Following Year 5 monitoring report
Implementation	Provision of Travel Information Packs to staff	TPC	As part of the onboarding process
	Cycle parking and facilities located on-site to be retained	Developer and TPC to monitor maintenance/uptake	To be retained. TPC to monitor uptake to ensure provision is sufficient
	Promote cycling through awareness campaigns	TPC	On-going



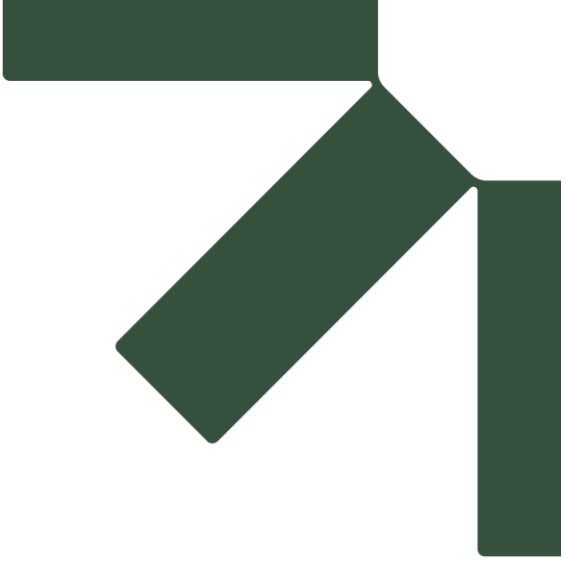
ACTION TYPE	ACTION	RESPONSIBILITY	TIMEFRAME
	Provide a public transport information system in a publicly accessible area	As part of development and TPC to monitor maintenance/ updates	Within construction period and ongoing - TPC to monitor updates are provided
	Promote walking through awareness campaigns	TPC	On-going
	Barrier controls and restrictions for car park	Developer and TPC to monitor compliance	To be retained and ongoing - TPC to monitor compliance



9.0 Summary and Conclusion

- 9.1 SLR Consulting Limited has been appointed by David Lloyd Leisure to prepare a BREEAM Travel Plan (TP) in relation to a proposed extension of the existing David Lloyd Club at Thames Valley Business Park in Earley, Reading.
- 9.2 The site falls within the administrative boundary of Wokingham Borough Council as both the local planning authority and local highway authority.
- 9.3 The application site is located within the Thames Valley Park approximately 3.2 km east of Reading Town Centre and 3.7km north of Earley bounded directly in the south by a Children's Nursery facility (Waterside Early Care & education Centre) and Computacenter. Access to the site is currently gained via a shared access with these adjoining facilities and forms the northern arm of a four-arm roundabout junction within the Thames Valley Park area.
- 9.4 The purpose of this document will be to gain a BREEAM certification for the site. Specifically, this report will provide information relating to BREEAM 2025 focusing on sections TRA-01 and TRA-02.
- 9.5 Alongside this document, a Transport Assessment has been produced for the planning submission. This BREEAM TP acts as the Travel Plan for the development site, and collectively the Transport Assessment and this BREEAM Travel Plan provide the information required to gain 2 credits for policy TRA-01.
- 9.6 Using Table 7.3 within the BREEAM guidance (2025) proposed measures including provision of 20 cycle parking spaces and cycle facilities including lockers, changing facilities and showers from the outset gain 1 point each amounting to 2 points (2 credits). The proposed development will provide at least one new facility (outdoor spa) and two enhanced amenities (refurbished pool and gym) which merits 3 points amounting to 3 credits. The proposed development will also provide an up-to-date public transport information system in an accessible area which merits 1 point which equates to 1 credit. Proximity to at least three existing amenities merits 1 point which equates to one credit. Therefore, 7 credits should be awarded in line with the policy set out within TRA-02
- 9.7 In total, 9 credits should be awarded as part of TRA-01 and TRA-02.





Appendix A Proposed Site Layout

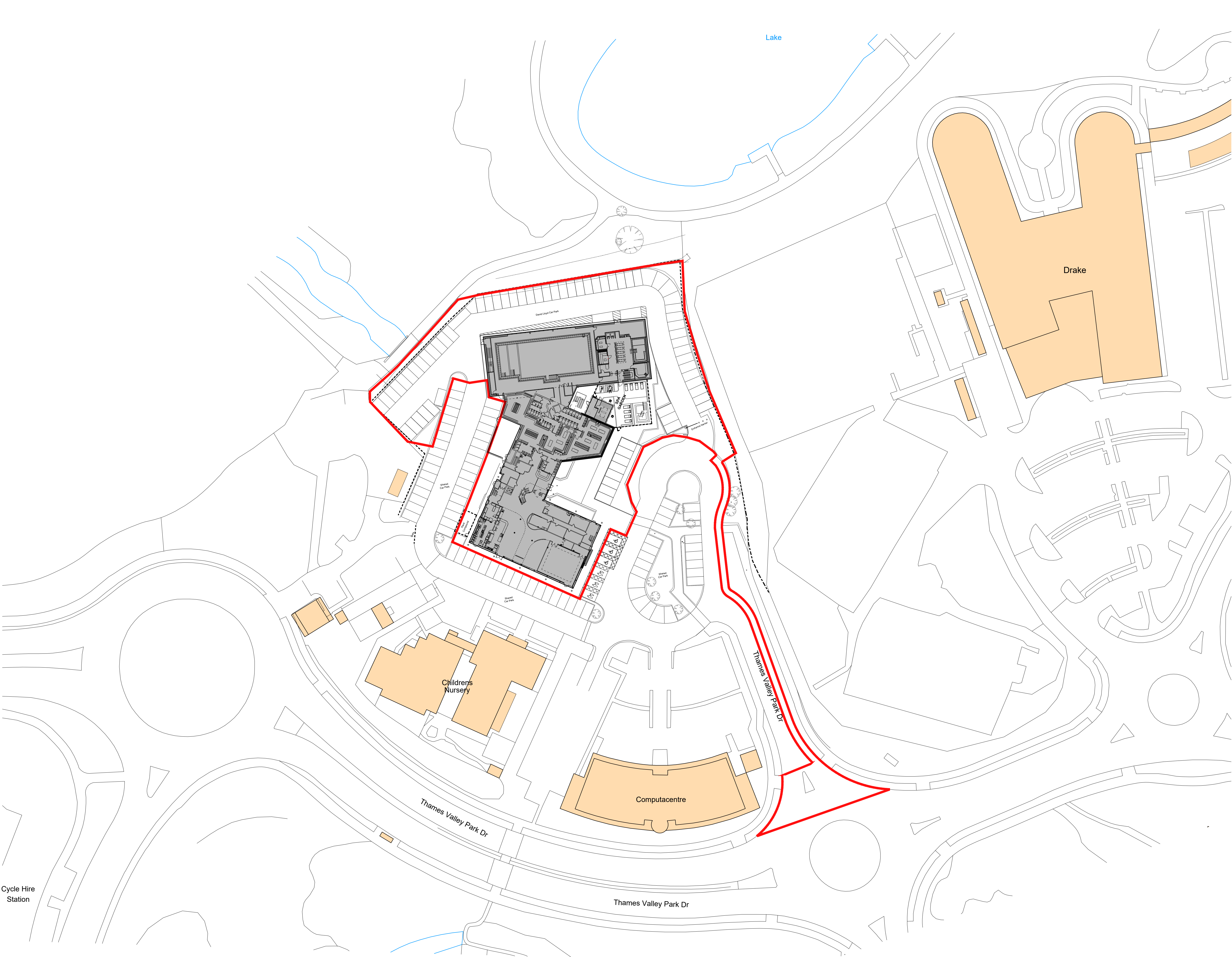
BREEAM Travel Plan

David Lloyd Reading, Thames Valley Business Park, Reading

David Lloyd Leisure Ltd.

SLR Project No.: 416.067044.00001

18 May 2026



NOTES

0m5101520

1:200

N

Application Boundary
0.58 hectares / 5790 sqm

Car Park
150 spaces

inc.
70 David Lloyd spaces
80 shared spaces

REVISION: P02 BY: KDS CHECKED: MPB DATE: 03/02/2026
Planning Issue

REVISION: P01 BY: KDS CHECKED: MPB DATE: 16/12/2025
Planning Issue

STATUS

S4a | FOR PLANNING

CLIENT

David Lloyd
CLUBS

PROJECT

DAVID LLOYD READING
THAMES VALLEY
BUSINESS PARK

TITLE

PROPOSED SITE PLAN

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

HCD PROJECT NO:
2025-219

SCALE:
1:200 @ A1

REV
P02

PROJECT NO:
25219

ORIGINATOR:
HCD

VOLUME:
A0

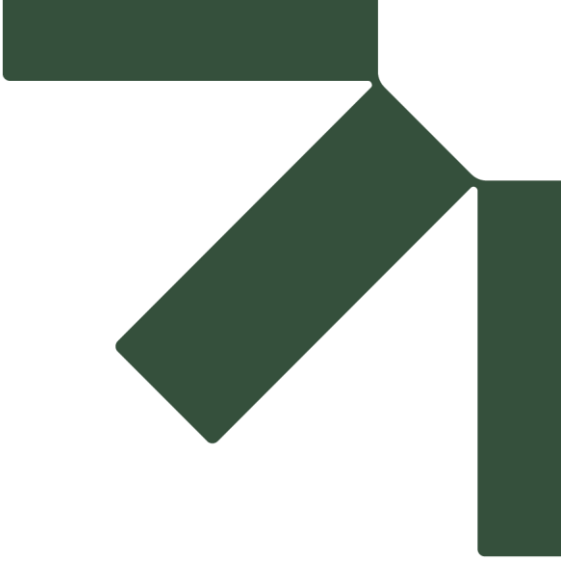
LEVEL:
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TYPE:
DR

ROLE - NUMBER:
A-PL-003

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Appendix B Public Transport Accessibility Index Calculation

BREEAM Travel Plan

David Lloyd Reading, Thames Valley Business Park, Reading

David Lloyd Leisure Ltd.

SLR Project No.: 416.067044.00001

18 May 2026

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

Building type Other building type 2

No. nodes required 2

Select

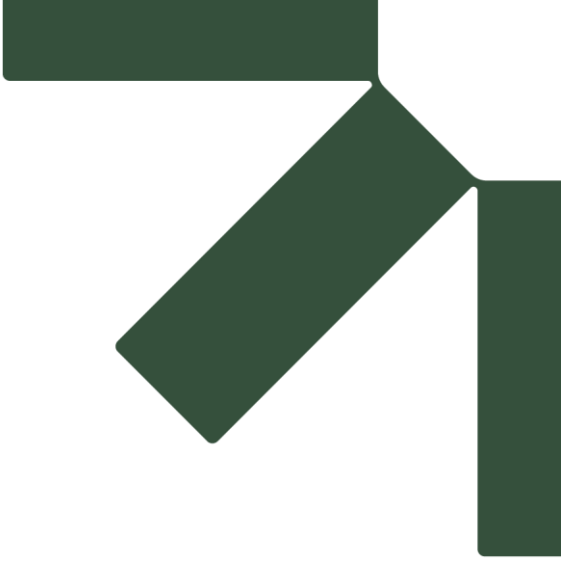
NODE 1

Public transport type	Bus										
Distance to node (m)	142										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	2.91										

NODE 2

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

Accessibility Index	2.13
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Appendix C Sample Staff Travel Questionnaire

BREEAM Travel Plan

David Lloyd Reading, Thames Valley Business Park, Reading

David Lloyd Leisure Ltd.

SLR Project No.: 416.067044.00001

18 May 2026

1. How many days a week do you normally work at the David Lloyd Club site?

- ☐ Once a week
- ☐ Twice a week
- ☐ Three times a week
- ☐ Four times a week
- ☐ Five times a week
- ☐ More than 5 times a week

2. What is your main mode of travel for your journey to the David Lloyds Club site? Please note your main mode refers to the mode you use for the greater part of your commuting trip.

- ☐ Walk
- ☐ Cycle
- ☐ Passenger in a Car/ Van
- ☐ Motorcycle, Moped or Other Powered Two-Wheelers
- ☐ Bus
- ☐ Train
- ☐ Car Sharing
- ☐ Taxi
- ☐ Car or Van

3. What are your main reasons for choosing this main mode of travel? Please specify

.....

.....

.....

.....

.....

4. If you use more than one mode of travel to the site, what other modes do you use in addition to your main mode of travel to the David Lloyd Club?
- ☐ Walk
 - ☐ Cycle
 - ☐ Passenger in a Car/ Van
 - ☐ Motorcycle, Moped or Other Powered Two-Wheelers
 - ☐ Bus
 - ☐ Train
 - ☐ Car Sharing
 - ☐ Taxi
 - ☐ Car or Van
 - ☐ Others (Please Specify.....)
5. How far do you travel on the average to the David Lloyd Club? Please provide a one-way journey time.
- ☐ Less than 1 mile
 - ☐ 1 – 2 miles
 - ☐ 2.1 – 5 miles
 - ☐ More than 5 miles



Making Sustainability Happen