# Transport Assessment

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

### David Lloyd Leisure Ltd.

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# Acronyms and Abbreviations

| | |
|---|---|
| ATC | Automatic Traffic Counters |
| BREEAM | Building Research Establishment Environmental Assessment Method |
| DCLG | Department for Communities and Local Government |
| DfT | Department for Transport |
| EV | Electric Vehicle |
| GIA | Gross Internal Area |
| MAVRIC | Mapping Application for Visualising Road Injury Casualties |
| mph | Miles Per Hour |
| NCN | National Cycle Network |
| NPPF | National Planning Policy Framework |
| PIC | Personal Injury Collision |
| RCV | Refuse Collection Vehicle |
| TA | Transport Assessment |

# 1.0 Introduction

1.1 SLR Consulting has been appointed by David Lloyd Leisure Ltd to prepare a Transport Assessment (TA) in relation to a proposed extension of the existing David Lloyd Club at Thames Valley Business Park in Earley, Reading. A BREEAM-compliant Travel Plan has been prepared to support this application and is provided at **Appendix A**.

1.2 The site falls within the administrative boundary of Wokingham Borough Council (WBC) as both local planning authority and local highway authority.

1.3 The existing site is located within the premises of 1 Thames Valley Park Drive, bounded directly to the south by a children's nursery facility (Waterside Early Care & Education Centre) and another building which previously housed a tech service provider (Computacenter). The site currently shares an existing access with these adjoining facilities from Thames Valley Park Drive just southeast of the site. A proposed layout of the site is provided at **Appendix B**.

## Proposed Development

1.4 The existing application site currently comprises a main club building with an adjoining pool, spa and gym two-storey building on its northern section. The David Loyd 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
- Shared Parking: 113 spaces.

1.5 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.

1.6 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.

1.7 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.

## Purpose of Report

1.8 WBC Highways have provided a formal consultation advice in relation to the proposed development in a note dated March 2, 2026. A copy of this WBC pre-application response is provided in **Appendix C**. This TA has been prepared to respond to the comments and recommendations as contained within the WBC pre-application note. The TA will also review the accessibility of the site by sustainable modes, set out the development proposals including access and parking, as well as set out the vehicle trip generation forecast associated with the proposed extension at the site.

## Structure of the Report

1.9 This TA considers the potential transport effect of the development proposals and responds to each of the items identified in the WBC Highways consultation response. Following this introduction, the remainder of the report is structured as follows:

- **Section 2 – Policy Context:** A review of key current and emerging transport planning relevant to this prior approval application;
- **Section 3 - Baseline Conditions:** A review of the existing site, context and surrounding area, existing pedestrian and cycle routes, public transport provision and the highway network;
- **Section 4 – Development Proposals:** A description of the proposed development;
- **Section 5 – Effects of Development:** A consideration of the potential transport effects as result of the development proposals with regard to trip generation and junction impact; and
- **Section 6 – Summary and Conclusion:** A review of the key points described in this report.

# 2.0 Policy Context

2.1 A review of the national and local transport policy has been undertaken to evaluate the development proposals. This section reviews transport policies relevant to the site. The following policy and guidance documents have been reviewed in detail in preparing this Transport Assessment:

National Policy and Guidance

- National Planning Policy Framework (2024)
- National Planning Practice Guidance

Local Policy and 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)

## National Policy and Guidance

### National Planning Policy Framework (NPPF) (December 2024)

2.2 The revised National Planning Policy Framework (NPPF) was published in December 2024. The NPPF was amended in February 2025 to correct cross-references from some footnotes, and to amend the end of the first sentence of paragraph 155 to make its intent clear. The NPPF notes *"amendments to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024"*.

2.3 The NPPF identifies the Government's core principles behind the planning for and delivery of sustainable development.

2.4 The most recent update of the NPPF emphasises the importance of transport being considered using a vision-led approach, which is defined in the document as an approach which provides transport solutions based on desired outcomes for a development rather than adopting a predict and provide approach to highway capacity.

2.5 The NPPF identifies that "plans and decisions should apply a presumption in favour of sustainable development" and for decision-taking this means:

*c) approving development proposals that accord with an up-to-date development plan without delay; or*

*d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

*i) the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*

*ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination."*

2.6 In terms of promoting sustainable transport the following paragraphs of the NPPF are considered relevant to the development proposals:

2.7 Paragraph 109 advocates for early considerations of transport issues relating to a 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."*

*2.8* Paragraph 112 provides the criteria for setting local parking standards.

*"If setting local parking standards for residential and non-residential development, policies should take into account:*

*a) the accessibility of the development;*

*b) the type, mix and use of development;*

*c) the availability of and opportunities for public transport;*

*d) local car ownership levels; and*

*e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

*2.9* Paragraph 113 provides further context on criteria for setting local parking standards.

*"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network…"*

*2.10* Paragraph 115 prescribes that in assessing sites and 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 Code; 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.*

2.11 The NPPF at Paragraph 116 states 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 would be severe".*

2.12 Paragraph 117 states that "*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...*".

2.13 Paragraph 118 emphasizes that:

*"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 Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed".*

### National Planning Practice Guidance

2.14 In March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

2.15 As a prerequisite the note the guidance suggests transport statements should be made as useful and accessible as possible. This is achieved by ensuring that any information or assumptions should are set out clearly and be publicly accessible.

2.16 The guidance explains the role of Transport Assessments and Statements as: *"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".*

2.17 The guidance also states that Travel Plans are *"long term management strategies for integrating proposals for sustainable travel into the planning process"* to promote and encourage sustainable travel. They should be brought forward in parallel with development proposals and should be integrated into the design of developments.

2.18 The guidance explains that when preparing Transport Statements, Transport Assessments and Travel Plans the following key principles should be taken into account:

- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*

- *be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

2.19 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

## Local Policy and Guidance

### Adopted Core Strategy Development Plan Document (2010)

2.20 The Core Strategy Development Plan adopted in January 2010 sets out the vision and framework for development within Wokingham for the policy period between 2006 and 2026. The Core Strategy Development Plan should be read in conjunction with the Managing Development Delivery (MDD) Document adopted in February 2014. Together both documents constitute the local plan for Wokingham Borough.

2.21 As of the time of preparing this report, the Borough Council was in the process of updating the local plan. Prior to the adoption of the local plan update, the adopted Core Strategy Development Plan and the MDD Plan remain in effect.

2.22 Part of the vision for the Borough as captured within the Core Strategy policy document is presented below:

*"...Recognising the current high car ownership of the Borough and congestion, a key part of the Strategy is the provision of a good transport system. Adequate capacity will be available to services and facilities where they are not within distances accessible by walking, cycling and mobility aids such as electric scooters. Improving the availability and increasing the use of non-car-based transport will also contribute towards addressing the cause of climate change..."*

2.23 Policy CP1 of the local plan provides some useful guidance on sustainable development within the Borough.

*"Planning permission will be granted for development proposals that:*

*1) Maintain or enhance the high quality of the environment…*

*10) Provide attractive, functional, accessible, safe, secure and adaptable schemes;*

*11) Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and*

*12) Contribute towards the goal of reaching zero-carbon developments as soon as possible by:*

*a) Including appropriate on-site renewable energy features; and*

*b) Minimising energy and water consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account of microclimate so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form.*

2.24 Policy CP6 focusses on managing travel demand within new developments

*"Planning permission will be granted for schemes that:*

*a) Provide for sustainable forms of transport to allow choice;*

*b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;*

*c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;*

*d) Provide appropriate vehicular parking, having regard to car ownership;*

*e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;*

*f) Enhance road safety; and*

*g) Do not cause highway problems or lead to traffic related environmental problems.*

### Adopted Managing Development Delivery Local Plan (2014)

2.25 The MDD Plan complements the Core Strategy local plan providing further details in relation policies contained therein.

2.26 Policy CC01 of the MDD Plan asserts that the council adopts a presumption in favour of sustainable development in the consideration of proposals.

*1. "Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.*

*2. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:*

a. *Any adverse impacts of planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (NPPF) taken as a whole; or*

b. *Specific policies in the National Planning Policy Framework indicate that development should be restricted."*

2.27 Policy C007 of the MDD plan focusses on Parking.

1. *"Planning permission will only be granted where the proposal demonstrates the following:*

   a) *How the proposed parking provision meets the standards set out in Appendix 2 of the MDD*

   b) *That the new scheme retains an appropriate overall level of off-street parking."*

2.28 Appendix 2 of the MDD plan lays out the parking standards applicable to developments within the Borough. For Assembly and Leisure uses (Use Class D2), applicable standards have been provided below.

| | |
|---|---|
| **Car Parking Allocation:** | 1 per 20 sqm of public space |
| **Cycle Parking Allocation:** | 1 Short-Term space per 15 per period visitors &<br>1 Long-Term space per 5 staff |
| **Powered Two-Wheeler** | 1 space per 40 car parking spaces |
| **Disabled Parking** | 3 bays + 3% |

## Wokingham Borough Local Plan Update 2023 – 2040 Proposed Submission Plan

2.34 The Emerging Local Plan will establish a new planning strategy for Wokingham for the policy period up to 2040. The new local plan upon adoption will supersede the Core Strategy Development Plan (2010) and the Managing Development Delivery (2014) policy documents.

2.35 The Local Plan Update provides an overarching vision for the Borough.

- *"A borough that focuses on the needs of our communities.*
- *A borough that will be sustainable for generations to come.*
- *A borough where people choose to live, learn and work because both the places we build and the places we protect are valued and enriching."*

2.36 The following objectives to achieve this vision have been set out within the emerging policy document Including

1. Climate change
2. Getting around
3. Natural, built and historic environment

4. Employment and retail
5. Health and wellbeing
6. Housing
7. Delivering Infrastructure

2.37 The emerging policy document outlines the following sub-objectives which will assist in achieving the 'Getting Around' objective.

*"2. Reduce the need to travel and widen travel choice, by providing local opportunities to access learning and employment, services and facilities, through ensuring that options for walking, cycling and public transport are attractive, accessible for all, convenient and safe, and by enabling digital connectivity.*

*3. Improve strategic transport connectivity by walking, cycling, wheeling, public transport and road, both between places within and outside of the borough."*

2.38 Policy SS1 on Sustainable Development Principles outlines the following:

1. *"As appropriate to their nature, development proposals will be expected to:*

    a) *Contribute to meeting identified development needs;*

    b) *Be located so as to offer the choice of active means of travel and/or public transport, reducing the need to travel by private car for day-to-day activities;*

    c) *Make efficient use of land/buildings, especially suitable previously developed land;*

    d) *Maintain, enhance or create a high quality and safe environment which contributes positively to the character and identity of the area;*

    e) *Promote healthy lifestyles, well-being and social inclusion;*

    f) *Maintain the separate identity of settlements and places, avoiding physical or perceived coalescence;*

    g) *Reduce energy demand in line with the principles of the energy hierarchy, considering the orientation, layout and design of development to maximise passive heating and cooling systems opportunities and implement a fabric first approach to construction;*

    h) *Respond to climate hazards, incorporating appropriate adaptation and resilience measures;*

    i) *Avoid high risk flood areas, or where necessary provide appropriate mitigation measures;*

    j) *Avoid the unplanned loss of best and most versatile agricultural land, except in exceptional circumstances;*

    k) *Avoid areas where pollution may impact upon the amenity of future occupiers;*

    l) *Conserve and enhance the significance of heritage assets, including their wider settings;*

*m) Conserve and enhance the landscape character of the area, with particular attention paid toward significant landmarks and toward landscape attributes and features;*

*n) Conserve and enhance the biodiversity of the area, and deliver measurable net gain; and*

*o) Provide or contribute to the provision of social, physical, transport, and green and blue infrastructure to support communities."*

2.39 Policy C1 focusses on Active and Sustainable Transport and Accessibility.

*1. "Development proposals must support the delivery of active and sustainable transport measures.*

*2. Development proposals should prioritise travel by active means (including walking, cycling and wheeling), public transport, and incorporate inclusive infrastructure which provides connections to and within the development. This should focus on making the most efficient use of existing highway, including, where appropriate, reallocation of space to more sustainable modes.*

*3. Development proposals should support the increased uptake of electric and zero emissions vehicles, in accordance with Policies C4 and C5.*

*4. Development proposals must contribute to the delivery of an integrated transport system that is safe and accessible to all by implementing a proportionate package of measures that:*

*a) Ensure development is located where people of all ages and level of physical ability are able, or will be able, to access a wide range of essential social, community, and cultural facilities;*

*b) Optimise accessibility and connectivity both within the proposed development and in the surrounding area, which includes having regard to schemes identified in cycling and walking strategies;*

*c) Make active travel (including walking, cycling and wheeling) the mode of choice for shorter journeys, both within and outside the site, including safe and attractive links to new and existing facilities, services, bus stops, train stations and existing non-motorized routes;*

*d) Ensure buildings and spaces are inclusively designed to be legible and permeable for all, and provide for the delivery of, and improvement to, walking and cycling routes that serve the site, the wider area and adjoining development parcels;*

*e) Reduce reliance on single occupancy car trips and prioritise and increase the use of sustainable transport modes;*

*f) Maximise opportunities to provide improved and viable public and community transport and other mobility services and routes, including through active engagement with providers as appropriate;*

*g) Maximise integration of, and interchange between, sustainable transport modes;*

*h) Embrace opportunities to minimise congestion and delay, as part of an effective strategy to manage harmful emissions and improve air quality; and*

*i) Facilitate transport innovations and solutions which reduce greenhouse gas emissions"*

2.40 Policy C2 provides some useful guidance in relation to mitigation of transport impacts from new developments.

*1. "Development proposals must fully assess the transport impacts of the development and provide for appropriate mitigation to minimise the adverse effects. Specifically, development proposals are required to:*

*a) Ensure that any material adverse impacts on existing and forecast traffic conditions are mitigated;*

*b) Provide, or make reasonable contributions towards providing, the transport infrastructure necessary to address the needs arising from the proposal, having regard to the cumulative impacts of development, secured either as a requirement of planning conditions or by the payment of financial contributions through planning obligations, and/or the Community Infrastructure Levy;*

*c) Prepare and submit Transport Assessments or Statements alongside development proposals in accordance with the council's Local Validation requirements; and*

*d) Implement measures to promote and improve sustainable travel through agreed travel plans or through making an appropriate contribution to the borough wide My Journey initiative or any successor scheme. Travel plans should include appropriate monitoring to ensure targets are met.*

*2. With regards to highways safety and design, all development proposals must implement a proportionate package of measures that:*

*a) Ensure safe and suitable access to the site for all users;*

*b) Contribute towards a high-quality public realm designed in accordance with Living Streets (or any successor document), user access hierarchy and demonstrate how the relevant principles of Healthy Streets have been incorporated;*

*c) Prioritise pedestrian, cycling and sustainable transport in accordance with Policy C1;*

*d) Design roads to optimise traffic flows to avoid adverse environmental impacts; and*

*e) Provide effective, convenient and safe delivery, collection, servicing and refuse, and recycling collection arrangements…"*

2.41 Policy C3 advocates for the prioritisation of active travel.

*"1. Development proposals must promote sustainable transport by prioritising active travel, including walking, wheeling, and cycling…."*

2.42 Policy C5 provides some general guidance in relation to parking.

1. *"Development proposals should provide and retain vehicle parking (including motorcycles) and cycle parking that caters for the needs of all users (including people with disabilities and visitors) that is appropriate to the location and the scale of development.*

   *The assessment of requirements will have particular regard to the following factors:*

   a) *The accessibility of the proposed development;*

   b) *The type, mix, occupancy and use of the proposed development;*

   c) *The availability of and opportunities for public transport;*

   d) *The level of car ownership in the area; and*

   e) *Other locally specific issues including availability of parking and enforcement nearby."*

### Wokingham Borough Council Local Transport Plan 4 – Connecting People and Places (2025)

2.43 The Local Transport Plan (LTP4) of the Wokingham Borough Council adopted in March 2025 is the fourth local plan of the Borough Council and supersedes the LTP3 adopted in 2011. The LTP4 sets out the strategy and approach for providing, managing and investing in transport within the Borough.

2.44 The vision of the LTP4 is simply captured as "*To connect people and places*". Three broad themes have been identified which relate directly to the LTP4 vision as captured below

2.45 A set of nine objectives are outlined within the policy document which will help achieve the LTP4 vision with three objectives directly linked with each LTP4 vision theme.

- *"Support sustainable transport initiatives to enhance health and wellbeing.*
- *Ensure safer streets for all*
- *Enable and increase active travel in towns by 2030*
- *Support the transition to carbon neutrality*

- *Ensure clean air and eliminate all air quality exceedances.*
- *Develop high-quality travel corridors*
- *Foster thriving villages and rural centres*
- *Maintain a well-functioning transport network that benefits everyone*
- *Protect and enhance strategic connectivity"*

## Summary

2.46 National and local policy and guidance documents have been reviewed for the purpose of this assessment including the National Planning Policy Framework (2024), the National Planning Practice Guidance (2014), The Adopted Core Strategy Development Plan (2010), Adopted Managing Development Delivery Local Plan (2014), Wokingham Borough Local Plan Update 2023 – 2040 Proposed Submission Plan and Wokingham Borough Council Local Transport Plan 4 – Connecting People and Places (2025).

2.47 The following sections will establish in detail how the site accords with all relevant policies and guidance.

# 3.0 Existing Conditions

## Introduction

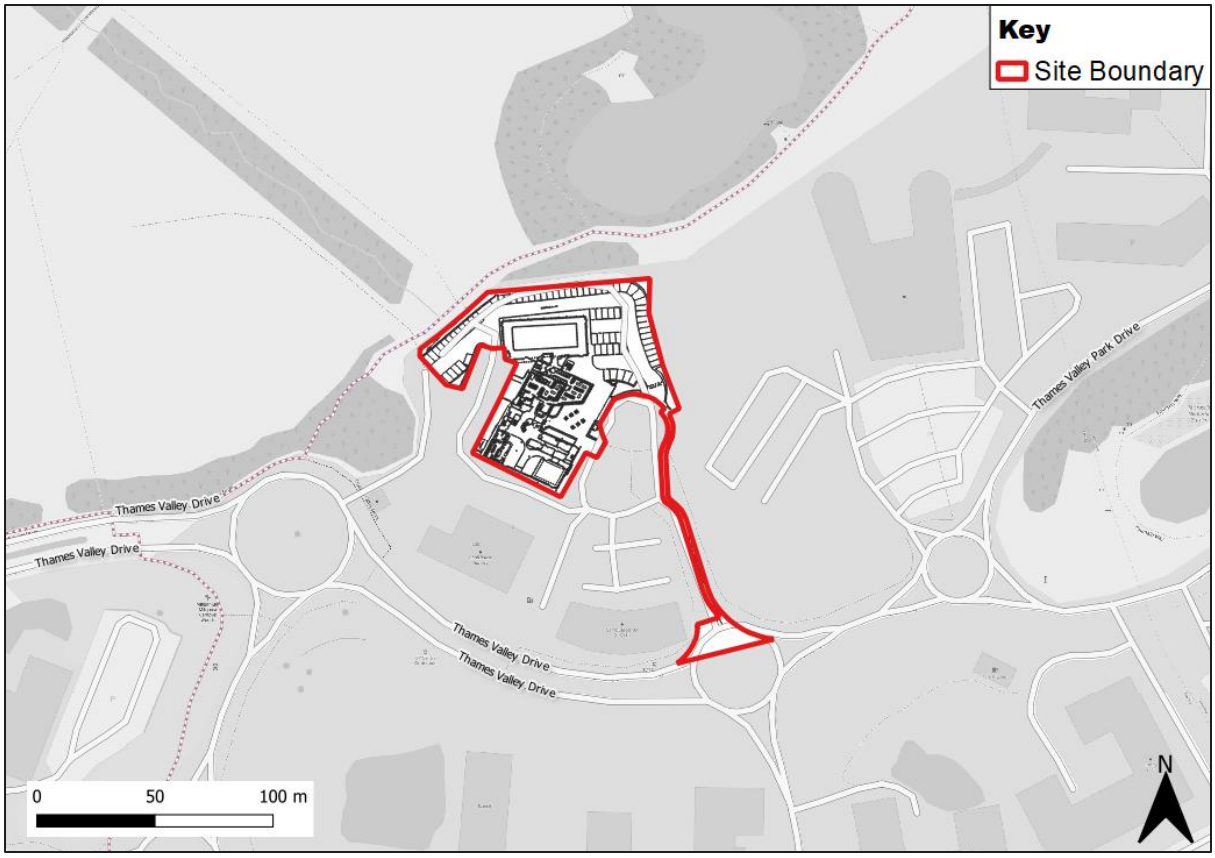
3.1 This section of the report establishes the existing conditions in relation to local highway network, public transport, walking and cycling in the vicinity of the development site.

## Existing Site

3.2 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. Access to the site is currently gained via a shared access (1 Thames Valley Park) which forms the northern arm of a four-arm roundabout junction within the Thames Valley Business Park area. The access is shared with a nursery and an office building.

3.3 The site within its local context is shown in **Figure 3.1**.

**Figure 3.1: Site Location**




## Accessibility

3.4 The site is within proximity to residential areas in Earley, Woodley and Sonning. Furthermore, the site is located within a Business Park providing a leisure facility within proximity for employees of the Thames Valley Business Park. The location of the site makes walking and cycling a natural choice for journeys to the site from these potential trip origins.

3.5 Manual for Streets makes a reference to journey distances that can be undertaken on foot.

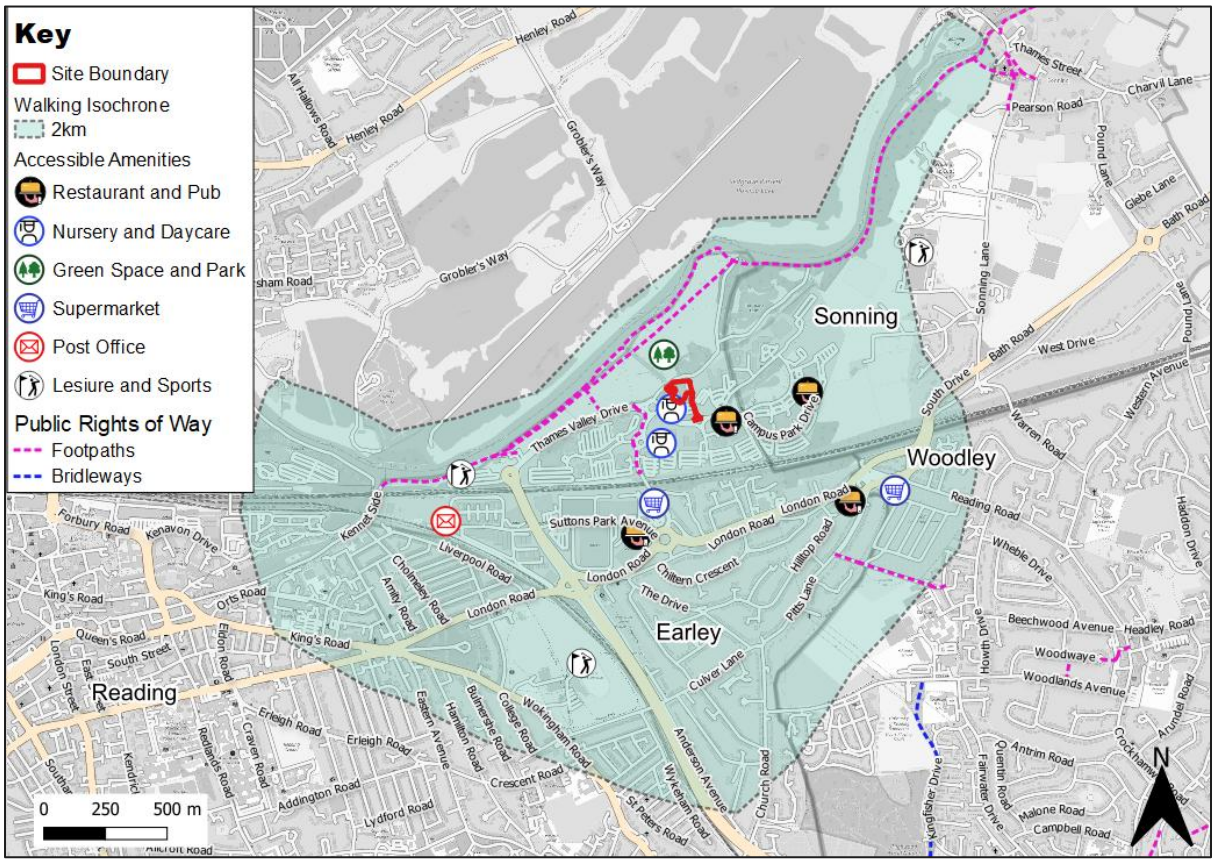
*"…. Walking offers the greatest potential to replace short car trips, particularly those under 2 km."*

3.6 In terms of cycling, the National Travel Attitudes Study (NTAS) Wave 9: Cycling study[1] published by DfT in 2024 puts average cycling trip distance at 4 miles per trip (approximately 6km) with an upper limit of 5 miles (approximately 8km) for confident cyclists. Although in reality, cycle distances often exceed this.

3.7 **Figure 3.2** and **Figure 3.3** show 2km walking and 8km cycling isochrones from the site respectively.

3.8 **Figure 3.2** demonstrates the residential areas and facilities relevant to a leisure site accessible within a 2km walking isochrone from the site. The residential areas shown potentially demonstrate where commuting trips to the site are more likely to originate from.

**Figure 3.2: 2Km Walking Isochrone Map**

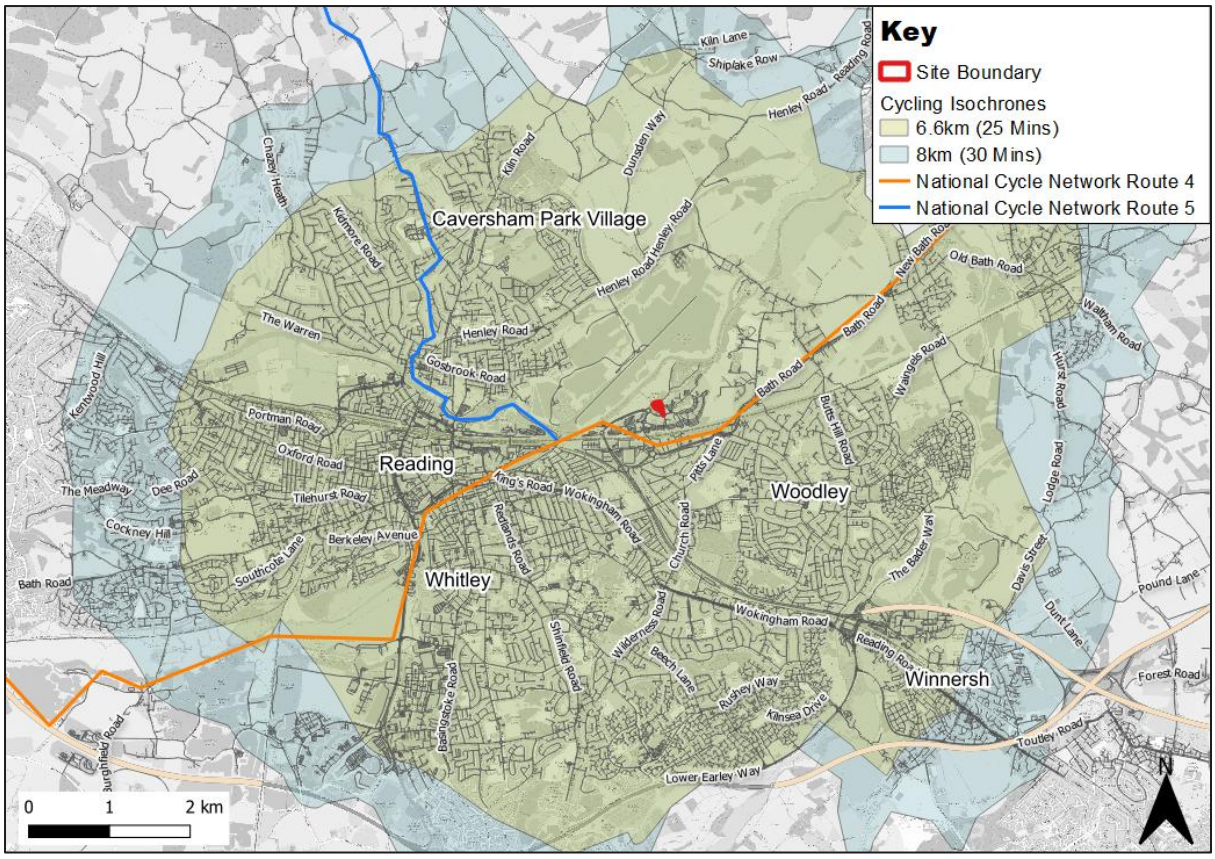



3.9 **Figure 3.3** shows destinations that can be accessed within an 8km cycle from the site.

3.10 As detailed within **Figure 3.3**, the cycling catchment comprises mostly built-up residential areas including Woodley to the east, Reading to the west and Caversham Park to the north from where the site can be accessed in 25 minutes (6.6km) by cycle. Further areas including some parts of Winnersh can access the site in 30 minutes (8km).

[1] https://www.gov.uk/government/statistics/national-travel-attitudes-study-wave-9/national-travel-attitudes-study-ntas-wave-9-cycling

**Figure 3.3: 8Km Cycling Isochrone Map**




## Walking

3.11 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.

3.12 The footways along Thames Valley Park Drive are segregated from the carriageway by a grassed verge. For journeys towards Reading from the site, 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.

3.13 The footways are sufficiently wide

3.14 Crossing facilities are also provided along Thames Valley Park Drive in the form of zebra crossings and pedestrian refuges. 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.

3.15 There are also public rights of way in the local area as shown in **Figure 3.2** which connect the site to local facilities and residential areas.

## Cycling

3.16 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.

3.17 The maximum speed limit along the main road is enforced in the vicinity of the site access by traffic cameras, speed-related signage and existing speed calming features along the road in the form speed rumbles.

3.18 DfT's LTN 1/20 (Cycle Infrastructure Design) asserts in section 7.1.1 in relation to cycling on-carriageway:

*"Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic…"*

3.19 Irrespective of volume of traffic flows, an Active Travel England web-based guidance[2] *"Designing for Lower Traffic Speeds"* notes the following about on-carriageway cycling:

*"Where traffic volumes and speeds are low, cycling on the carriageway will be appropriate for most people. Where the 85th percentile speed exceeds 20mph, cycle facilities will require physical segregation from motor vehicles"*

3.20 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.

## Public Transport – Bus

3.21 The site is accessible by bus.

3.22 There is a dedicated bus service (Bus TVP[3]) 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.

3.23 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.

## Public Transport – Rail

3.24 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 tuning south towards the station via Kings Meadow Road, Napier Road and Bagnail Way through Thames Path to arrive the station.

3.25 The following facilities are provided at Reading railway station:

- 344 cycle storage spaces at the front of the station and within car park areas;

[2] https://www.activetravelengland.gov.uk/planning-active-places/designing-lower-traffic-speeds#

[3] https://thamesvalleypark.com/getting-here/

- 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

3.26 **Table 3.1** 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 3.1: 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 |

## Local Highway Network

3.27 The site is strategically located and benefits from good access to the local highway network.

### Thames Valley Park Drive

3.28 Thames Valley Park Drive is a two-lane dual carriageway road in the vicinity of the site routing through the southern vicinity of the site to link Thames Valley Business Park with the wider highway network via A3290. The section of Thames Valley Park Drive within the vicinity of the site is subject to a posted speed limit (PSL) of 15mph.

3.29 The road features shared pedestrian and cycle path provisions on both edges of the carriageway on some sections and two-sided footways in the vicinity of the site access. The footway provisions extend east of the site access to connect other facilities within Thames Valley Business Park and west towards the town centre via the shared use paths. The footways feature dropped kerbs at crossings and streetlighting at regular intervals. A grassed verge can be observed on most sections of the footway and shared use paths providing a safe buffer between active travel traffic and vehicular traffic. A section of Thames Valley Park Drive is shown in **Photograph 3.1**.

**Photograph 3.1: Thames Valley Park Drive**

## A3290

3.30 The A3290 is a two-lane dual carriageway road in the vicinity of the Site. The road is subject to national speed limits (70mph) and features shared use provisions on both sides of the carriageway.

3.31 The A3290 extends a total length of circa 5.6km between Winnersh and Reading forming major junctions with A329 and A4 along its route. A section of the A3290 is shown in **Photograph 3.2**.

**Photograph 3.2: A3290**

## Existing Traffic

3.32 WBC Highways in their consultation response has requested traffic counts at the site access as part of assessments for the traffic impact of the proposed development.

*"In view of the intensified uses of the site and proposed increase in staff numbers, the applicant would have expected to assess the net trip generation of the proposal during the peak hours of the proposed operations and that of the wider highways network….*

*As it is an existing site, the Highways recommend that automatic traffic counts are place at the entrance to the current site over a 2-week period to pick up the number of vehicles entering and leaving the site and to pick up any trends in the data. The survey results can identify the trip rates for the existing site to assess the net increase in trip generations of the proposed development."*

3.33 This section established the trip forecast associated with the existing David Lloyd Club.

3.34 Automatic Traffic Count (ATC) surveys have been undertaken at the site access between:

- Week 1; Thursday 19/03/26 – Wednesday 25/03/26 (7 days); and
- Week 2: Tuesday 14/04/26 – Monday 20/04/26 (7 days)

3.35 A summary of the traffic counts is shown in **Table 3.2**. Full traffic survey report is provided in **Appendix D**.

**Table 3.2: Summary of Traffic Counts (Week 1 and Week 2)**

| HOUR BEGINNING | TRIP COUNTS (WEEK 1) | | | TRIP COUNTS (WEEK 2) | | |
|---|---|---|---|---|---|---|
| | IN | OUT | TWO-WAY | IN | OUT | TWO-WAY |
| 05:00 | 15 | 1 | 16 | 12 | 0 | 12 |
| 06:00 | 35 | 5 | 41 | 44 | 6 | 50 |
| 07:00 | 46 | 38 | 85 | 54 | 44 | 98 |
| 08:00 | 46 | 44 | 90 | 50 | 49 | 99 |
| 09:00 | 68 | 32 | 100 | 64 | 31 | 95 |
| 10:00 | 51 | 41 | 92 | 47 | 35 | 82 |
| 11:00 | 49 | 39 | 88 | 45 | 44 | 89 |
| 12:00 | 41 | 53 | 94 | 37 | 47 | 84 |
| 13:00 | 35 | 61 | 96 | 32 | 58 | 90 |
| 14:00 | 22 | 35 | 57 | 28 | 36 | 64 |
| 15:00 | 35 | 37 | 72 | 38 | 39 | 77 |
| 16:00 | 45 | 34 | 80 | 44 | 39 | 83 |
| 17:00 | 75 | 48 | 123 | 78 | 54 | 132 |
| 18:00 | 46 | 60 | 106 | 53 | 57 | 110 |
| 19:00 | 27 | 56 | 84 | 35 | 63 | 98 |
| 20:00 | 22 | 41 | 63 | 28 | 48 | 76 |
| 21:00 | 5 | 27 | 31 | 5 | 32 | 37 |
| 22:00 | 1 | 10 | 11 | 0 | 9 | 9 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19-Hour Total** | **664** | **664** | **1328** | **694** | **691** | **1385** |

3.36 For clarity the ATC was located on the access road which provides access to multiple plots within the wider site which provides access to the David Lloyd Club, a Nursery and an office block. As such the trip forecast associated with the nursery and office block would need to be removed from the ATC to establish the vehicle trip profile associated with the David Lloyd Club.

3.37 It is understood a section of the nursery building is currently being redeveloped to accommodate a charity organization in the future. Consequently, the nursery currently occupies only a part of its existing building (~407.82 sqm). It is also understood that the office block which previously housed Computacenter is now vacant with no trips to and from it.

3.38 Consequently, it is assumed for this assessment that vehicular movements at the wider site shared access as captured by the ATC are associated with either David Lloyd or the nursery facility. In reality, construction traffic associated with the redevelopment works within the wider premises would have been captured by the ATC as well.

### Nursery Trip Forecast

3.39 A TRICS assessment for Nursery has been undertaken to establish the trip forecast associated with the nursery, this will then be deducted from the ATC data to establish a trip forecast associated with the existing David Lloyd Club.

- Estimated floor space currently occupied by Nursery: 407.82 sqm
- Land Use Class/ Subcategory: 04 - Education/ D - Nursery

- Selected Regions and Areas: All areas within England excluding London
- Location Types: Edge of Town, Edge of Town Centre and Suburban Area

3.40 The above selection returned 29 sites. Trip rates and forecast for the existing nursery is presented in **Table 3.3**. A copy of the TRICS output report is provided at **Appendix E**.

**Table 3.3: Summary of Trip Rates and Trip Generation – Nursery**

| | TRIP RATES | | | TRIP GENERATION | | |
|---|---|---|---|---|---|---|
| | In | Out | Two-Way | In | Out | Two-Way |
| 05:00-06:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00-07:00 | 0.444 | 0 | 0.444 | 2 | 0 | 2 |
| 07:00-08:00 | 2.335 | 1.299 | 3.634 | 10 | 5 | 15 |
| 08:00-09:00 | 3.723 | 3.188 | 6.911 | 15 | 13 | 28 |
| 09:00-10:00 | 1.313 | 1.259 | 2.572 | 5 | 5 | 10 |
| 10:00-11:00 | 0.501 | 0.406 | 0.907 | 2 | 2 | 4 |
| 11:00-12:00 | 0.46 | 0.42 | 0.88 | 2 | 2 | 4 |
| 12:00-13:00 | 1.002 | 1.124 | 2.126 | 4 | 5 | 9 |
| 13:00-14:00 | 0.826 | 1.009 | 1.835 | 3 | 4 | 7 |
| 14:00-15:00 | 0.521 | 0.501 | 1.022 | 2 | 2 | 4 |
| 15:00-16:00 | 0.799 | 0.948 | 1.747 | 3 | 4 | 7 |
| 16:00-17:00 | 1.699 | 1.638 | 3.337 | 7 | 7 | 14 |
| 17:00-18:00 | 2.897 | 3.432 | 6.329 | 12 | 14 | 26 |
| 18:00-19:00 | 0.343 | 1.126 | 1.469 | 1 | 5 | 6 |
| 19:00-20:00 | 0.222 | 2.222 | 2.444 | 1 | 9 | 10 |
| 20:00-21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00-22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00-23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00-00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| **18 -Hour Total** | **17** | **19** | **36** | **70** | **76** | **145** |

3.41 **Table 3.4** presents a summary of expected trips for the David Lloyd site by discounting the forecast nursery trips (presented in **Table 3.3)** from the observed traffic count at the shared access (presented in **Table 3.2)**. For clarity as Week 2 ATC provided slightly higher counts in the peak hours, this has been used for the assessment.

**Table 3.4: Expected Existing David Lloyd Trips - ATC Derivation**

| HOUR BEGINNING | VEHICLE TRIPS | | | PARKING ACCUMULATION |
|---|---|---|---|---|
| | In | Out | Two-Way | |
| 05:00 | 12 | 0 | 12 | 12 |
| 06:00 | 42 | 6 | 48 | 48 |
| 07:00 | 44 | 39 | 83 | 54 |
| **08:00** | **35** | **36** | **71** | **53** |
| 09:00 | 59 | 26 | 85 | 86 |
| 10:00 | 45 | 33 | 78 | 97 |
| 11:00 | 43 | 42 | 85 | 98 |

| HOUR BEGINNING | VEHICLE TRIPS | | | PARKING ACCUMULATION |
|---|---|---|---|---|
| | In | Out | Two-Way | |
| 12:00 | 33 | 42 | 75 | 89 |
| 13:00 | 29 | 54 | 83 | 63 |
| 14:00 | 26 | 34 | 60 | 55 |
| 15:00 | 35 | 35 | 70 | 55 |
| 16:00 | 37 | 32 | 69 | 60 |
| **17:00** | **66** | **40** | **106** | **86** |
| 18:00 | 52 | 52 | 104 | 85 |
| 19:00 | 34 | 54 | 88 | 65 |
| 20:00 | 28 | 48 | 76 | 45 |
| 21:00 | 5 | 32 | 37 | 18 |
| 22:00 | 0 | 9 | 9 | 9 |
| 23:00 | 0 | 0 | 0 | 9 |
| **19-Hour Total** | **612** | **615** | **1228** | **1074** |

3.42 **Table 3.4** shows that the existing David Lloyd site generates up to 53 two-way movements during the AM peak hour (08:00 – 09:00) and 86 two-way movements during the PM peak hour (17:00 – 18:00). Peak movements during a typical day is up to 100 movements which occurs between 18:00 – 19:00. In reality, this traffic data includes existing construction trips as well.

## Personal Injury Collision Analysis

3.43 An assessment of the existing highway network in and around the site has been carried out based on Personal Injury Collisions (PIC) data available on the DfT's Mapping Application for Visualising Road Injury Casualties (MAVRIC)[4] for the most recent five-year period spanning 2020 - 2024. This has been undertaken to gain insight into any underlying safety issues or transport-related conditions present within the vicinity of the proposed development. At the time of preparing this report, 2025 and 2026 data were not available.

3.44 The study area for the PIC review includes the section of Thames Valley Park Drive within 200m of the site access junction on both sides of the access (equivalent to a total road length of 400m).

3.45 The data obtained from MAVRIC shows no collisions has been recorded for the study area within the most recent five-year period. Its is therefore considered that there is no indication of any highway defects or underlying issue within the local highway network which may be exacerbated by the proposed development.

## Summary

3.46 The site is considered to be situated within a sustainable location for a health, fitness and sports facilities, as a number of residential areas are accessible from the site including Reading and Whitley. Also, there are existing transport infrastructure and services to support travel to the site by walking, cycling and public transport.

[4] https://dft.maps.arcgis.com/apps/dashboards/ea3b071df62a434aa21ed80a6214d690

3.47 Walking and cycling facilities in the form of shared pedestrian and cycle paths within the vicinity of the site are continuous and of high quality which will encourage active travel journeys to site.

3.48 The TVP bus service can be accessed within one minute on foot from the site for bus journeys to Reading railway station and town centre. Reading railway station is accessible within a 13-minute cycle from the site and provides rail services to London Paddington, Bristol Temple Meads, Didcot Parkway and Cheltenham Spa.

3.49 There have been no personal injury collisions recorded in the vicinity of the site access within the five-year period spanning 2020 to 2024. It is therefore considered that there is no indication of any highway defects or underlying issue within the local highway network which may be exacerbated by the proposed development.

# 4.0 Development Proposal

4.1 This section of the report summarises the proposals for the site. It includes a description of the proposed land uses, details with regard to parking and servicing arrangements.

## Development Proposals

4.2 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.

4.3 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.

4.4 **Table 4.1** summarises the existing and proposed development.

**Table 4.1: Existing Development Vs Proposed Development**

| DEVELOPMENT ELEMENT | EXISTING DEVELOPMENT | PROPOSED DEVELOPMENT |
|---|---|---|
| David Lloyd | • Main club building<br>• Gym, swimming pool and indoor spa | • Main club building<br>• Refurbished gym, pool and indoor spa<br>• 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 |

4.5 The proposed layout of the site is provided in **Appendix B**.

## Access Strategy

### Pedestrian Access

4.6 The site is currently accessible on foot using existing footways along the northern edge of Thames Valley Park Drive which connect with internal footways provided on each side (west and east) of the site access road at the existing site access. The internal footways extend north from the site access on each to connect separate zebra crossings which facilitate access to the Leisure Club building.

4.7 Existing pedestrian access arrangements at the site will be retained for the current proposal.

### Cycle Access

4.8 Cyclists will arrive the site having travelled along shared pedestrian and cycle paths where provided along Thames Valley Park Drive and then on-carriageway where shared use paths

are not provided. The posted speed limit of 15mph along the road in the vicinity of the site access makes cycling on-carriageway conducive.

4.9 Cyclists will then turn north into the site at the existing site access where maximum speed limits of 5mph are obtainable.

4.10 Existing cycle access arrangements will not be altered by the proposed development.

### Vehicular Access

4.11 Vehicular access to the site will continue to be gained from the northern arm of a four-arm roundabout along Thames Valley Park Drive just south of the site. The existing shared site access takes the form of a priority access providing a two-lane exit onto Thames Valley Park Drive and a single lane access into the site.

4.12 Once within the wider site, members will route north to access the car park area to the north of the site via an electronically-controlled arm barrier system located just east of the Leisure Club building.

4.13 WBC Highways in their consultation response had requested an amendment of the kerb line at this existing entrance barrier to accommodate two-way traffic:

*"The existing site access with barrier controls will be retained, which is welcomed. However, the applicant is advised to amend the kerb line of the access (as marked in yellow) to facilitate the manoeuvring of two-way traffic at the access point. This will require setting back / relocating the existing entrance barrier.*

*The internal road width, particularly adjacent to the proposed extension, shall be no narrower than the existing arrangement, to ensure the internal to accommodate two-way traffic."*

4.14 The site currently operates a one-way traffic circulation system which negates the need for a wider access at the point identified. Access-only movements are accommodated at this access point located to the east of the site and egress only movements permitted through the access point to the west of the site with vehicles routing anti-clockwise between both points. The parking areas provided at the main building frontage are also accessible via a one-way traffic arrangement.

4.15 The internal road widths at the site will be enhanced as part of the proposed extension with a minimum road width of 5.5m provided at the point of extension which is adequate to accommodate the largest vehicle expected at the site (See **Appendix F**).

## Parking

### Car Parking

4.16 The parking standards for Use Class D2 'Assembly and Leisure' developments are set out at Appendix 2 of the Approved MDD Local Plan (2014).

4.17 Section 1.15.1 of Appendix 2 of the policy document recommends that the standards be applied to sub-categories:

*"It is recommended that this is split in sub-categories:*

- *Leisure centres and gyms;*
- *Theatres and Cinemas; and*
- *Other."*

4.18 However, paragraphs 0.1 and 0.2 of Appendix 2 of the Approved MDD Local Plan (2014) recognizes that there are development uses which will not fit into these narrow sub-categories.

*"0.1) The parking standards are based on the use class of a development. It is likely that some developments may not fit within these categories.*

*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."*

4.19 As the proposed development is a private Leisure Club which provides uses not specifically covered under the sub-categories, a car park accumulation assessment has been undertaken.

## Car Parking Accumulation

4.20 A parking accumulation assessment has been carried out by adding a 29% uplift to the existing David Lloyd movements presented in **Table 3.4** in line with proposed increase to floor area at the site. In reality this would not occur as there is no corelation between GFA and member numbers. The additional floorspace would be used by existing members and may attract new members. However, we would not expect a 29% increase in trips. As such this approach provides a worst-case assessment.

4.21 The 29% uplift to the observed traffic at the site is the maximum trip generation expected at the site. A summary of the expected post development parking demand at the site based on existing traffic data is summarised in **Table 4.2**.

**Table 4.2: Parking Accumulation Based on David Lloyd End Occupier Data**

| HOUR BEGINNING | EXISTING DAVID LLOYD PARKING | | | PROPOSED DAVID LLOYD PARKING | | |
|---|---|---|---|---|---|---|
| | IN | OUT | END OF HOUR PARKING | IN | OUT | END OF HOUR PARKING |
| 05:00 | 12 | 0 | 12 | 15 | 0 | 15 |
| 06:00 | 42 | 6 | 48 | 54 | 8 | 62 |
| 07:00 | 44 | 39 | 54 | 57 | 50 | 69 |
| **08:00** | **35** | **36** | **53** | **45** | **46** | **68** |
| 09:00 | 59 | 26 | 86 | 75 | 33 | 110 |
| 10:00 | 45 | 33 | 97 | 58 | 43 | 125 |
| 11:00 | 43 | 42 | 98 | 55 | 54 | 126 |
| 12:00 | 33 | 42 | 89 | 42 | 55 | 114 |
| 13:00 | 29 | 54 | 63 | 37 | 69 | 81 |
| 14:00 | 26 | 34 | 55 | 33 | 44 | 71 |
| 15:00 | 35 | 35 | 55 | 45 | 45 | 70 |
| 16:00 | 37 | 32 | 60 | 48 | 42 | 77 |
| **17:00** | **66** | **40** | **86** | **85** | **51** | **110** |
| 18:00 | 52 | 52 | 85 | 66 | 67 | 109 |
| 19:00 | 34 | 54 | 65 | 44 | 69 | 84 |
| 20:00 | 28 | 48 | 45 | 36 | 62 | 58 |
| 21:00 | 5 | 32 | 18 | 6 | 41 | 23 |
| 22:00 | 0 | 9 | 9 | 0 | 12 | 12 |

| HOUR BEGINNING | EXISTING DAVID LLOYD PARKING | | | PROPOSED DAVID LLOYD PARKING | | |
|---|---|---|---|---|---|---|
| | IN | OUT | END OF HOUR PARKING | IN | OUT | END OF HOUR PARKING |
| 23:00 | 0 | 0 | 9 | 0 | 0 | 12 |
| **19-Hour Total** | **612** | **615** | **1074** | **787** | **791** | **1381** |

4.22 **Table 4.2** confirms peak parking at the site is expected to occur between 11:00 – 12:00 with about 126 vehicles expected on site.

4.23 The proposed development will benefit from a total of 70 parking spaces with an additional 113 shared spaces available to site users and other visitors and staff of other facilities within the wider site. It is therefore considered that the proposed parking at the site will be adequate to contain parking demand at the site. Peak demand is for 110 car parking spaces. This means that 70 allocated space will be used and a further 40 of the 113 shared parking (36%).

4.24 Dimensions of spaces within the proposed car park are provided in **Appendix F**. 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.

### Electric Vehicle

4.25 There are no Electric Vehicle charging bays currently provided within the site. However, within the wider 1 Thames Valley Park Drive, a total of 4 EV charging bays is provided in the shared parking area which is available to all staff and members of the David Lloyd Leisure Club. The proposed development will therefore retain use of these EV charging bays.

### Cycle Parking

4.26 Cycle parking standards for Use Class D2 'Assembly and Leisure' developments are set out in Section 1.15 of Appendix 2 of the Approved MDD Local Plan (2014).

4.27 As earlier established, there are no sub-categories that fit the proposed development. However, a total of 20 cycle parking spaces is currently provided at the site in the form of Sheffield stands. Existing cycle parking arrangements and protocol will be retained for the site.

### Delivery, Servicing and Emergency

4.28 WBC Highways has requested a tracking of a delivery, servicing and emergency vehicle at the site as follows:

*"Given there are proposed changes of internal road arrangements and potential needs for additional parking provisions, the applicant shall confirm if the proposed turning areas remains suitable for the delivery, servicing and refuse collection arrangements.*

*The applicant is expected to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access in forward gear to within 40m reach to the furthest point of the building. The council has adopted the following dimensions for fire tenders:*

| DB32 Fire Appliance | |
|---|---|
| Overall Length | 8.680m |
| Overall Width | 2.180m |
| Overall Body Height | 3.452m |
| Min Body Ground Clearance | 0.337m |
| Max Track Width | 2.121m |
| Lock to Lock Time | 6.00s |
| Kerb to Kerb Turning Radius | 7.910m |

*Meanwhile, the Highways assumes commercial waste collection applies to this site. Swept path for the proposed refuse collection vehicle shall be submitted..."*

4.29 Existing delivery and servicing strategies for the site will be retained for the proposed development.

## Refuse Collection

4.30 The proposed site will maintain an existing dedicated servicing area to the rear of the club building (west of the main building). A 10.755m X 2.55m refuse collection vehicle (RCV) has been tracked to and from the servicing bay to the rear of the main club building which demonstrates that the site will continue to accommodate these vehicles as shown in **Appendix F**. Per existing arrangements, refuse collection will be carried out before the opening hours of the Leisure Club which allows the RCV to run against traffic on a short section of the access road (as shown in **Appendix F**), route round the car park and exit from the rear.

## Deliveries

4.31 Deliveries will continue to be accommodated from two points at the site including bays at the front and rear of the main club building in the following way:

Opening Hours

4.32 During club opening hours, deliveries using large trucks (food, equipment, etc.) will be accommodated at the front of the main club building. For these large trucks, an adjoining bay to the loading bay will be cordoned off to accommodate a turning manoeuvre into and out of the loading bay as shown in **Appendix F**.

4.33 For deliveries using small/large vans, these can be accommodated at either the rear or front of the club building and will not require an adjoining bay being reserved.

Out of Hours

4.34 Outside of club operation hours when the car park is empty, all deliveries arriving the can use either loading bays to the rear or front of the main club building. These include both large trucks and large/small vans.

4.35 The vehicle tracking exercise in **Appendix F** demonstrates that the loading bay at the front and rear of the building can be accessed safely.

## Emergency Vehicles

4.36 Similarly, the proposed site layout has been designed so it can accommodate both fire tenders and emergency vehicles as demonstrated in **Appendix F**.

4.37 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. It is also worthy of note that these existing arrangements described in this section currently function safely as corroborated in PIC records reviewed in Section 3 of this report.

# 5.0 Effects of Development

5.1 This section of the report sets out the traffic forecast associated with the proposals for the existing David Lloyd Leisure Club.

## End Occupier Trip Forecast

5.2 Insight into the expected trip generation for the site has been drawn from observed traffic to the existing site. The proposed development represents an uplift of 29% to existing floor area, therefore a proportional increase to trip generation has been assumed. In reality, an increase in floor space at the site would not lead to a proportional increase in trip generation. The proposed development is largely for refurbishment of existing uses and provisions at the site currently accessed by existing members at frequencies already captured in the observed traffic.

5.3 A summary of the trip forecast for the site comprising a 29% uplift of observed traffic is presented in **Table 5.1**. This is considered the absolute maximum trip forecast for the site owing to construction traffic unaccounted for in the observed traffic and robust assumption of trip generation increase proportional to floor area increase.

**Table 5.1: Trip Forecast Summary for the Site**

| HOUR BEGINNING | OBSERVED EXISTING TRIPS | | | TOTAL DEVELOPMENT TRIPS (29% UPLIFT TO EXISTING TRIPS) | | | ADDITONAL TRIPS AS A RESULT OF PROPOSED DEVELOPMENT (UPLIFT) | | |
|---|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO-WAY | IN | OUT | TWO-WAY | IN | OUT | TWO-WAY |
| 05:00 | 12 | 0 | 12 | 15 | 0 | 15 | 3 | 0 | 3 |
| 06:00 | 42 | 6 | 48 | 54 | 8 | 62 | 12 | 2 | 14 |
| 07:00 | 44 | 39 | 83 | 57 | 50 | 107 | 13 | 11 | 24 |
| **08:00** | 35 | 36 | 71 | 45 | 46 | 91 | **10** | **10** | **20** |
| 09:00 | 59 | 26 | 85 | 75 | 33 | 109 | 17 | 7 | 24 |
| 10:00 | 45 | 33 | 78 | 58 | 43 | 101 | 13 | 10 | 22 |
| 11:00 | 43 | 42 | 85 | 55 | 54 | 110 | 12 | 12 | 24 |
| 12:00 | 33 | 42 | 75 | 42 | 55 | 97 | 9 | 12 | 22 |
| 13:00 | 29 | 54 | 83 | 37 | 69 | 106 | 8 | 15 | 24 |
| 14:00 | 26 | 34 | 60 | 33 | 44 | 77 | 7 | 10 | 17 |
| 15:00 | 35 | 35 | 70 | 45 | 45 | 90 | 10 | 10 | 20 |
| 16:00 | 37 | 32 | 69 | 48 | 42 | 89 | 11 | 9 | 20 |
| **17:00** | 66 | 40 | 106 | 85 | 51 | 137 | **19** | **11** | **30** |
| 18:00 | 52 | 52 | 104 | 66 | 67 | 134 | 15 | 15 | 30 |
| 19:00 | 34 | 54 | 88 | 44 | 69 | 113 | 10 | 15 | 25 |
| 20:00 | 28 | 48 | 76 | 36 | 62 | 98 | 8 | 14 | 22 |
| 21:00 | 5 | 32 | 37 | 6 | 41 | 48 | 1 | 9 | 11 |
| 22:00 | 0 | 9 | 9 | 0 | 12 | 12 | 0 | 3 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **19-Hour Total** | **612** | **615** | **1228** | **787** | **791** | **1578** | **175** | **176** | **351** |

5.4 **Table 5.1** shows that the proposed development will result in the generation of no more than 20 two-way trips during the AM peak hour (08:00 – 09:00) and 30 two-way trips during the PM

peak hour (17:00 – 18:00). Peak traffic for a typical day will be up to 30 movements which is expected to occur between 17:00 – 19:00.

5.5 The trip generation presented in **Table 5.1** is a worst-case assessment as the site in reality will not generate trips in proportion with the increase in floor area and existing construction traffic would have been counted within existing site traffic as well. Equally a proportion of these trips would be linked trips and already on the network. As such we are of the view that no further assessment of traffic numbers are needed.

# 6.0 Summary and Conclusions

## Summary

6.1 SLR Consulting Limited has been appointed by David Lloyd Leisure Limited to prepare a Transport Assessment (TA) in support of a planning application for the proposed extension of an existing David Lloyd Leisure facility at 1 Thames Valley Park Drive, Earley, Wokingham, RG6 1PT. A BREEAM-compliant Travel Plan has been prepared to support this application and is provided at **Appendix A**

6.2 The proposed Health and Fitness Club will benefit from 70 car parking spaces exclusive to David Lloyd and a further 113 shared parking spaces within the wider site. The site will retain existing cycle parking and servicing arrangements. A proposed site masterplan is provided in **Appendix B**.

6.3 The site is in a sustainable location for the health, fitness and sports facilities including proximity and access to local facilities, existing active travel infrastructure and public transport services.

6.4 There are no inherent highway safety concerns within the vicinity of the site.

6.5 The site is currently accessible on foot using existing footways whereas cycle access is gained from the main access having travelled on-carriageway along some sections of Thames Valley Park Drive. The road is subject to a speed limit of 15mph.

6.6 Vehicular access to the site will continue to be gained from the northern arm of a four-arm roundabout along Thames Valley Park Drive just south of the site. This shared access takes the form of a priority access. Detailed vehicle tracking done shows that the access and the site layout will continue to accommodate service vehicles, emergency vehicles and fire-tenders adequately.

6.7 The proposed development will result in the generation of up to 20 additional two-way movements in the AM peak hour and up to 30 two-way movements in the PM peak hour. Peak trip generation for the site is expected to be up to 30 two-way movements likely to occur between 17:00 – 19:00 which equals up to 5 movements every 10 minutes at peak traffic periods. This level of additional trip generation is considered very minimal and will not impact the local highway network adversely.

6.8 Paragraph 116 of the NPPF states:

*"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 would be severe"*

## Conclusion

6.9 The development is in accordance with the key principles of the NPPF in relation to transport in that safe and suitable access can be achieved for all users, sustainable transport modes are prioritised and there are no significant impacts on the transport network.

6.10 The proposed development is acceptable on transport grounds and should be supported.

# Appendix A BREEAM Travel Plan

## Transport Assessment

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

**David Lloyd Leisure Ltd.**

SLR Project No.: 416.067044.00001

18 May 2026

# BREEAM Travel Plan

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

### David Lloyd Leisure Ltd.

Prepared by:

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SLR Project No.: 416.067044.00001

18 May 2026

Revision: Issue

Making Sustainability Happen

## Revision Record

| Revision | Date | Prepared By | Checked By | Authorised By |
|---|---|---|---|---|
| 1 | 11 May 2026 | CI | DR | DR |
| 2 | 18 May 2026 | CI | DR | DR |

# Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with David Lloyd Leisure Ltd. (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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# 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

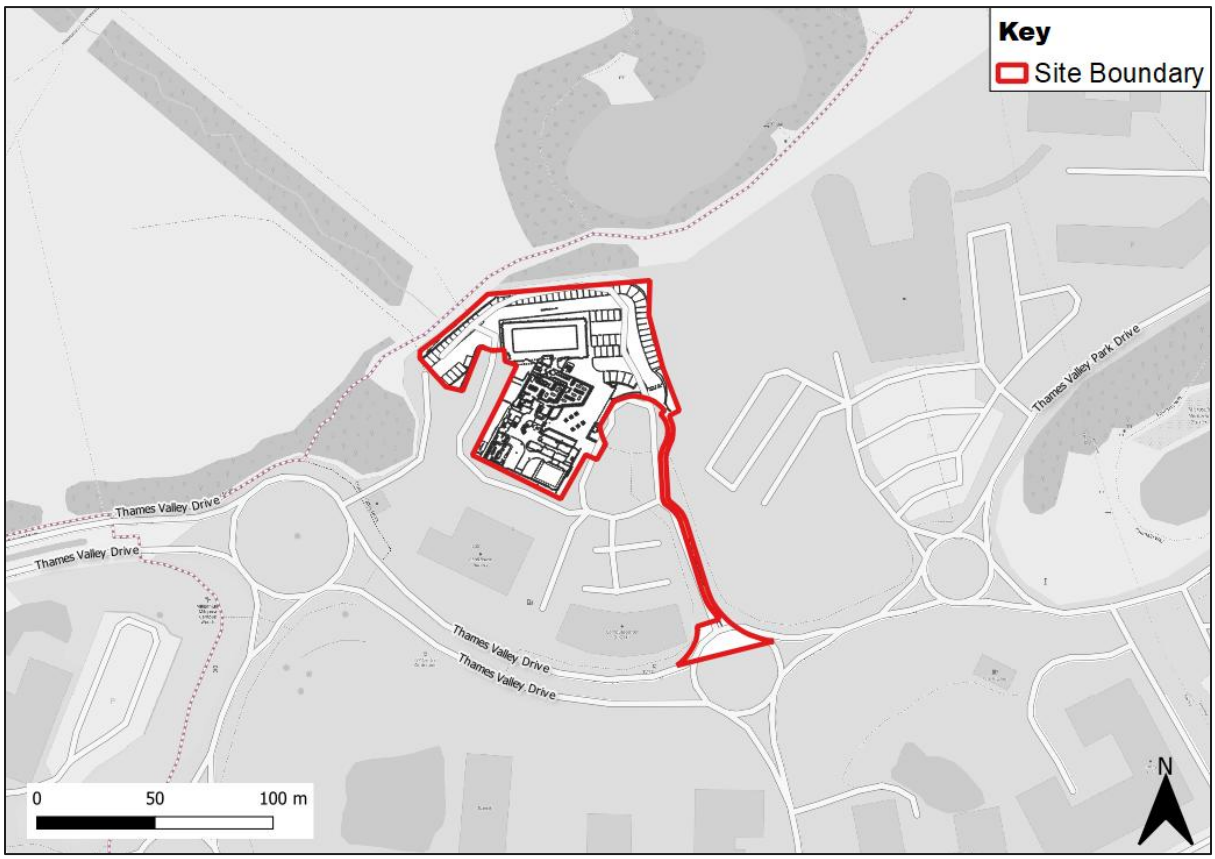
1.1 SLR Consulting has been appointed by David Lloyd Leisure Ltd to prepare a BREEAM Travel Plan (TP) in relation to a proposed extension of the existing David Lloyd Club at Thames Valley Business Park in Earley, Reading.

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 Loyd 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 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<br>• Gym, swimming pool and indoor spa | • Main club building<br>• Refurbished gym, pool and indoor spa<br>• 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.

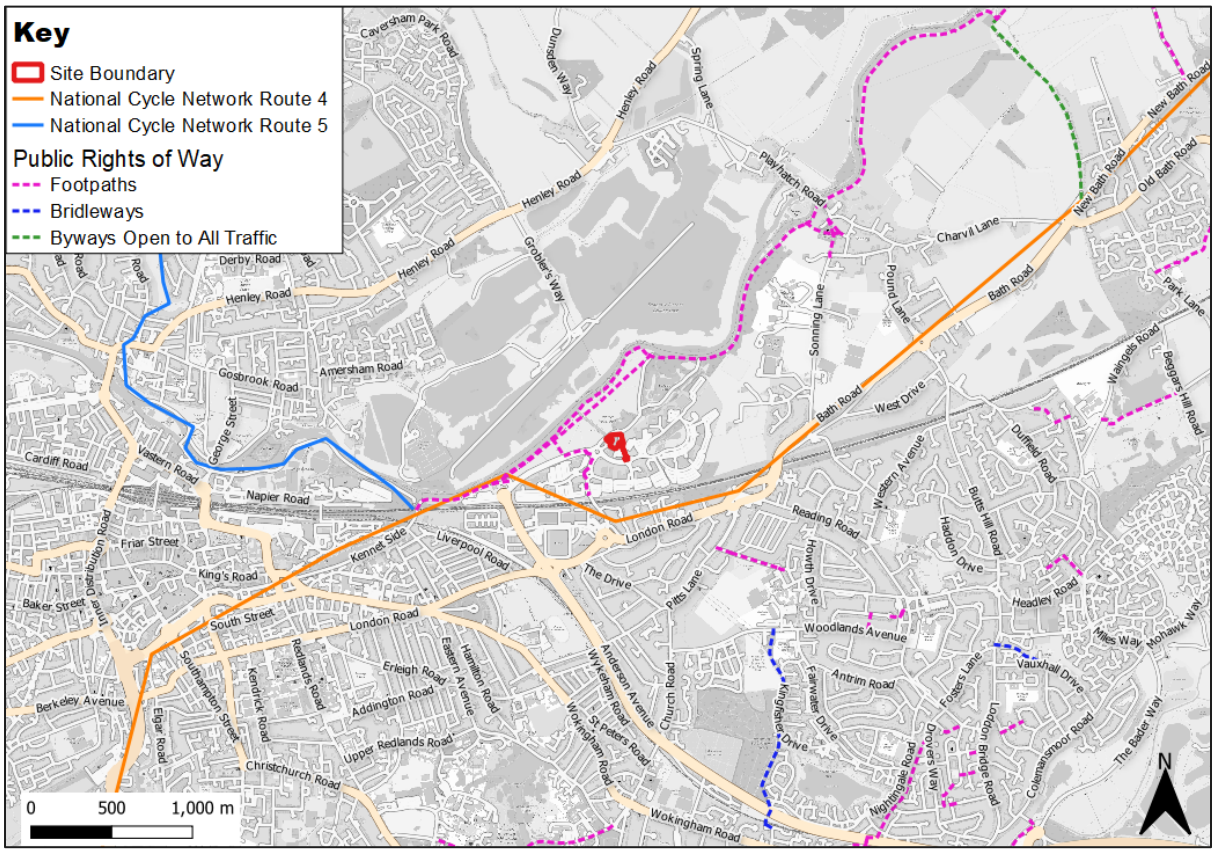
2.30 The maximum speed limit along the main road is enforced in the vicinity of the site access by traffic cameras, speed-related signages and existing speed calming features along the road in the form speed rumbles.

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 TVP[2]) 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 tuning 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.

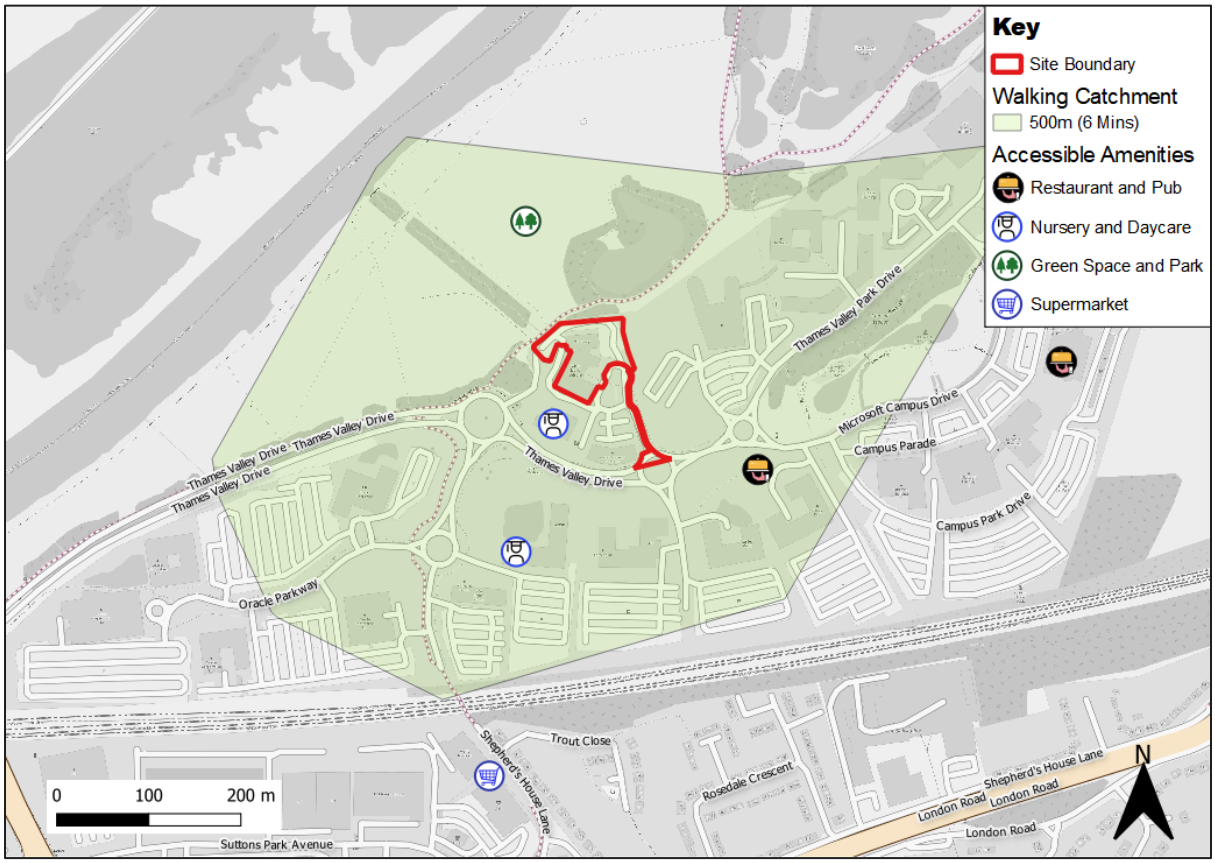
2.46 Disabled bays are conveniently located adjacent to the main club building access which effectively reduces the distance between the site user's vehicle and the fitness centre access. These accessible parking bays feature a level threshold with the pavement around the club building. The walking route 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.<br>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<br>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:<br>– Showers<br>– Changing facilities<br>– Lockers<br>– Drying spaces. | The Leisure Club will provide showers, lockers and changing facilities on site. – **1 Point** |
| **Existing amenities:**<br>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<br>- David Lloyd Café - On-site (1 Min);<br>- David Lloyd Leisure facilities – On-site (1 Min)<br>- Waterside Early Care & Education Centre - 30m (1 Min);<br>- Park Kitchen - 250m (3 Mins);<br>- Chalkhouse Nursery Waterside - 500m (6 Mins); and<br>- Microsoft Garden – 500m (6 Mins).<br>The site achieves **1 Point** as set out in paragraphs 2.47 |
| **New or enhanced amenities:**<br>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 facilitates 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 Valle 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

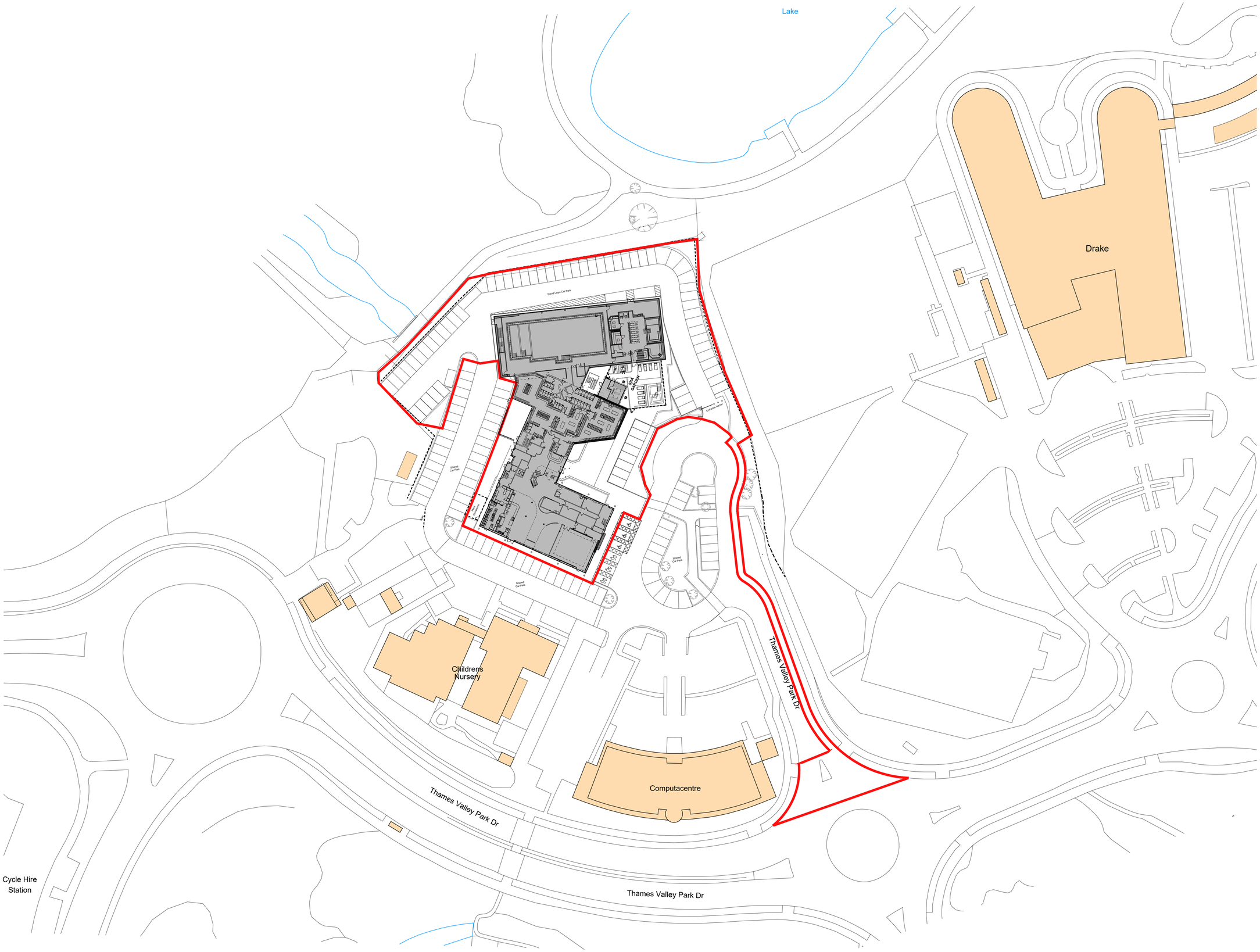
## BREEAM Travel Plan

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

**David Lloyd Leisure Ltd.**

SLR Project No.: 416.067044.00001

18 May 2026

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NOTES

0m 5 10 15 20

1:200

N

Application Boundary
0.58 hectares / 5790 sqm

**Car Park**
150 spaces

inc.
70 David Lloyd spaces
80 shared spaces

| REVISION | BY | CHECKED | DATE |
|---|---|---|---|
| P02 Planning Issue | KDS | MPB | 03/02/2026 |
| P01 Planning Issue | KDS | MPB | 16/12/2025 |

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. | SCALE | REV |
|---|---|---|
| 2025-219 | 1:200 @ A1 | P02 |

| PROJECT NO. | ORIGINATOR | VOLUME | LEVEL | TYPE | ROLE + NUMBER |
|---|---|---|---|---|---|
| 25219 | HCD | A0 | 00 | DR | A-PL-003 |

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© HCD

# 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

## BREEAM-NOR v6.0 Tra 01 Accessibility Index Calculator

BREEAM® NOR

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 |

# 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

# Staff Travel Questionnaire

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……)

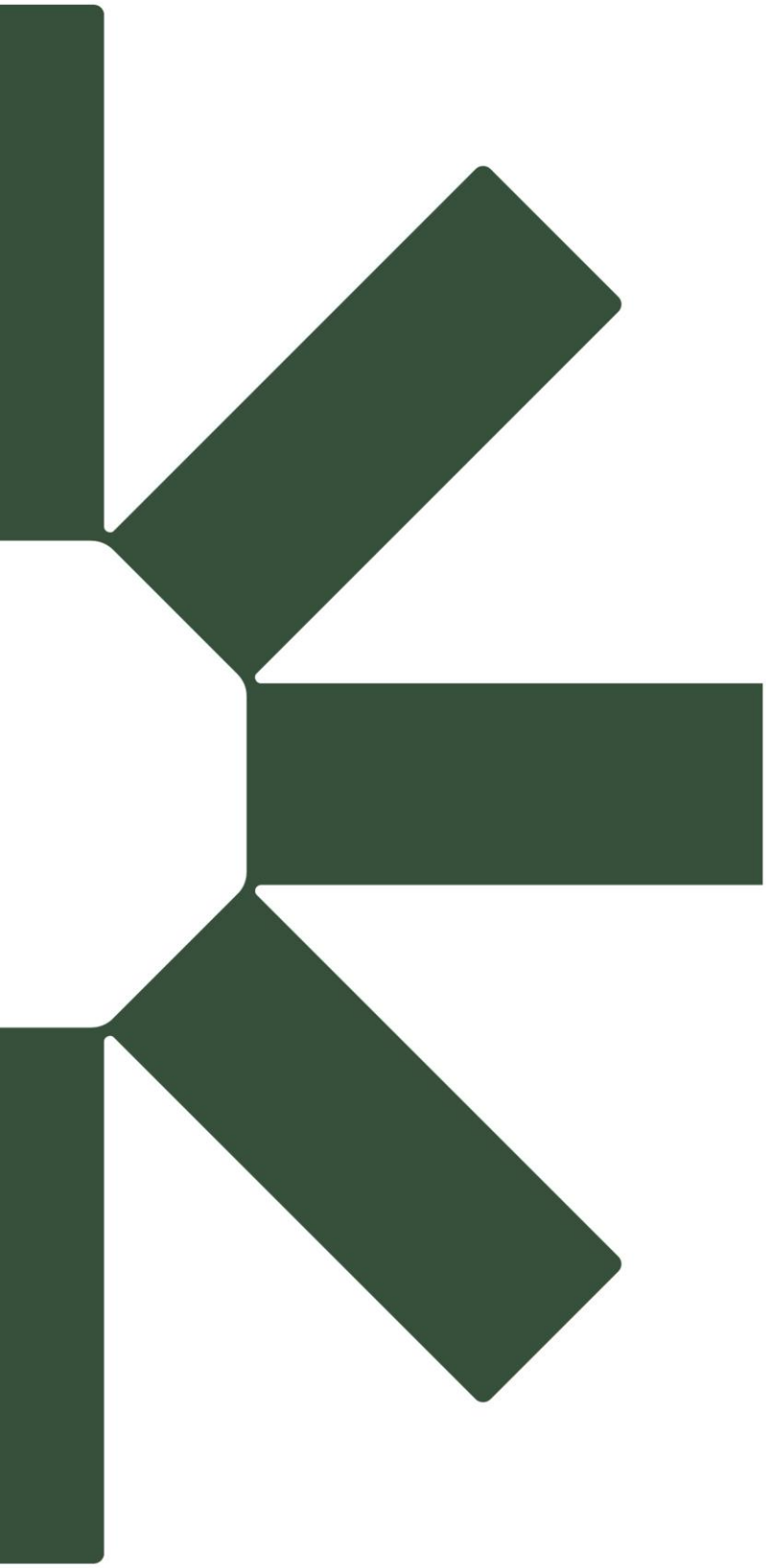
5. How far do you travel on the average to the David Lloyd Club? Please provide a one-way journey time.

☐ Less than 1 mile

☐1 – 2 miles

☐2.1 – 5 miles

☐More than 5 miles



Making Sustainability Happen

# Appendix B Proposed Site Layout

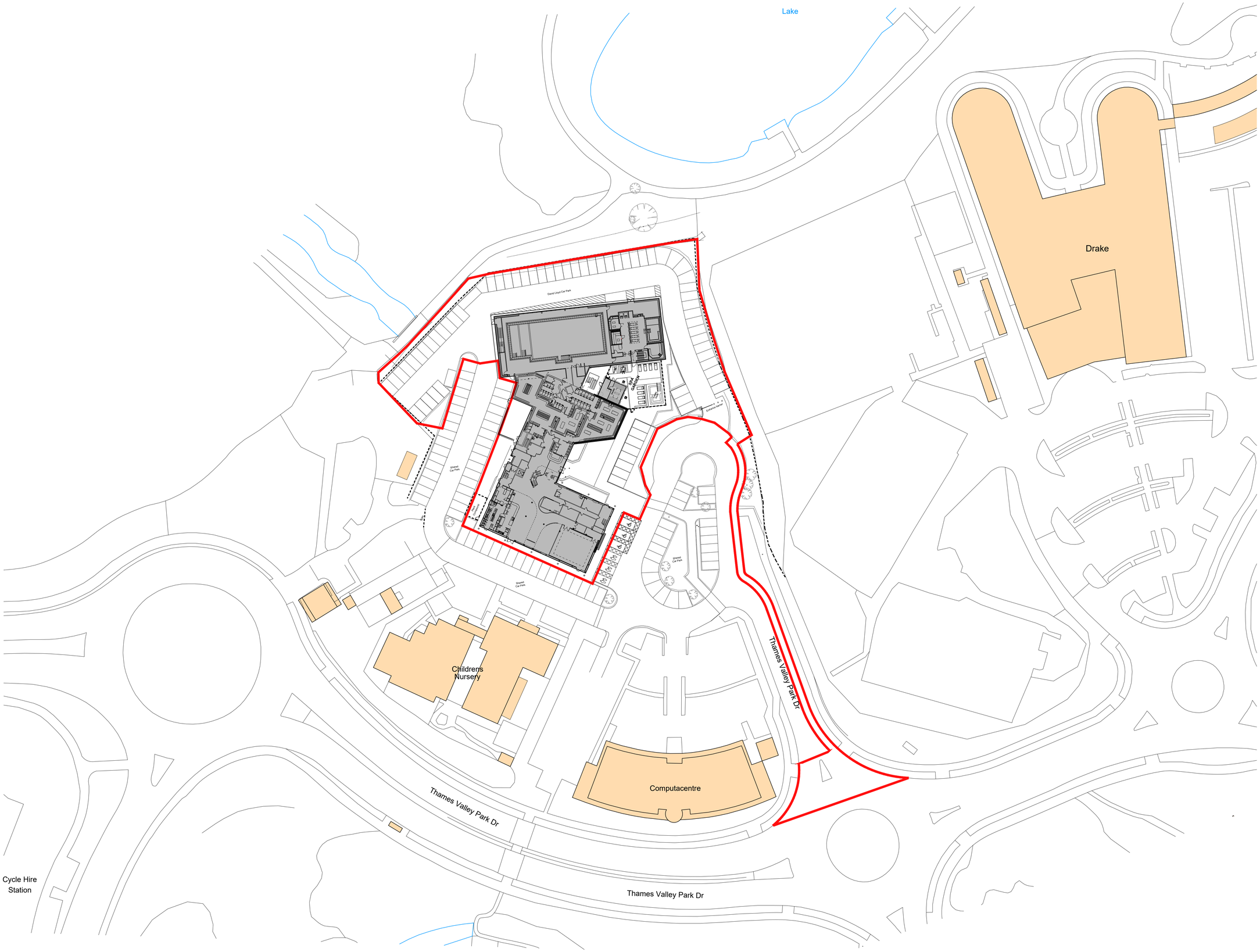
## Transport Assessment

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

**David Lloyd Leisure Ltd.**

SLR Project No.: 416.067044.00001

18 May 2026

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NOTES

0m 5 10 15 20

1:200

N

Application Boundary
0.58 hectares / 5790 sqm

**Car Park**
150 spaces

inc.
70 David Lloyd spaces
80 shared spaces

| REVISION | BY | CHECKED | DATE |
|---|---|---|---|
| P02 Planning Issue | KDS | MPB | 03/02/2026 |
| P01 Planning Issue | KDS | MPB | 16/12/2025 |

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. | SCALE | REV |
|---|---|---|
| 2025-219 | 1:200 @ A1 | P02 |

| PROJECT NO. | ORIGINATOR | VOLUME | LEVEL | TYPE | ROLE + NUMBER |
|---|---|---|---|---|---|
| 25219 | HCD | A0 | 00 | DR | A-PL-003 |

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# Appendix C WBC Highways Formal Consultation Response

## Transport Assessment

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

**David Lloyd Leisure Ltd.**

SLR Project No.: 416.067044.00001

18 May 2026

**Date:** 25 February 2026
**Application:** 253130

WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management & Compliance
P.O. Box 157
Shute End, Wokingham
Berkshire, RG40 1BN
Tel: (0118) 974 6000
Minicom No: (0118) 974 6991

Dear WBC Highways,

**Full Planning Approval Consultation**
**Application Number:** 253130
**Applicant:** Mr John Mullen
**Site Address:** David Lloyd Sports Centre, 1 Thames Valley Park Drive, Earley, Wokingham, RG6 1PT
**Parish:** Earley
**Grid Reference:** Easting - 474306, Northing - 174216
**Type of Development:** Major All other developments
**Proposal:** Full application for the proposed extension to the existing David Lloyd Club to form enhanced swimming facilities, Spa and Spa Garden, plus upper floor health and fitness areas and alterations to existing car park layout.
**Case Officer:** Kieran Neumann

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 253130. Alternatively, public documents are available to view on the Council's planning application search page: Wokingham Borough Council Online Planning.

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **27 March 2026**.

Yours sincerely,
Development Management & Compliance

Public: Information that can be seen and used by everyone inside and outside the Council.

# M E M O R A N D U M

| | | | |
|---|---|---|---|
| **From:** | JP | | |
| | | | |
| **Service** | WBC Highways | **App No:** | 253130 |
| | | | |
| **Address:** | David Lloyd Sports Centre, 1 Thames Valley Park Drive, Earley, Wokingham, RG6 1PT. | | |
| | | | |
| **Proposal:** | Full application for the proposed extension to the existing David Lloyd Club to form enhanced swimming facilities, Spa and Spa Garden, plus upper floor health and fitness areas and alterations to existing car park layout. | | |
| | | | |
| **Type of Development:** | Major All other developments | | |
| | | | |
| **Site Visit Made:** | Yes/No | | |

**Summary Of Recommendations**

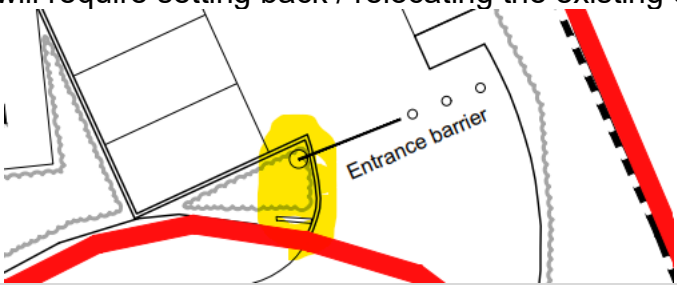
☐ No comment
☐ No objection
☐ No objection subject to conditions (and reasons) **stated below**
☒ Request further information before determination as **stated below**
☐ Objection due to the reason(s) **stated below**

**Comments On Proposal**

**General**
A Pre-application (Reference 242464) has been submitted prior to the formal planning application. The Highways have provided recommendations based on the submitted scheme for redeveloping the site and adjacent site (Mistral Building) into a new sports facility with parking.

The proposal has been changed from replacement to extension of the club. The proposal involves an additional 1063m$^2$ floorspace, by removing 18 no. parking.

**Access**
The existing site access with barrier controls will be retained, which is welcomed. However, the applicant is advised to amend the kerb line of the access (as marked in yellow) to facilitate the manoeuvring of two-way traffic at the access point. This will require setting back / relocating the existing entrance barrier.



The internal road width, particularly adjacent to the proposed extension, shall be no narrower than the existing arrangement, to ensure the internal to accommodate two-way traffic.

**Delivery, Servicing and Refuse Collection**
Given there are proposed changes of internal road arrangements and potential needs for additional parking provisions, the applicant shall confirm if the proposed turning areas remains suitable for the delivery, servicing and refuse collection arrangements.

The applicant is expected to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access in forward gear to within 40m reach to the furthest point of the building. The council has adopted the following dimensions for fire tenders:

| DB32 Fire Appliance | |
|---|---|
| Overall Length | 8.680m |
| Overall Width | 2.180m |
| Overall Body Height | 3.452m |
| Min Body Ground Clearance | 0.337m |
| Max Track Width | 2.121m |
| Lock to Lock Time | 6.00s |
| Kerb to Kerb Turning Radius | 7.910m |

Meanwhile, the Highways assumes commercial waste collection applies to this site. Swept path for the proposed refuse collection vehicle shall be submitted.

A framework Delivery and Servicing Plan needs to be submitted to ensure efficient delivery of goods, and access by service and emergency vehicles as required in Paragraph 117 of NPPF.

**Traffic Impacts**
In view of the intensified uses of the site and proposed increase in staff numbers, the applicant would have expected to assess the net trip generation of the proposal during the peal hours of the proposed operations and that of the wider highways network.

Paragraph 7.30 of the planning statement suggests that a Transport Assessment and Travel Plan have been submitted, but this is not found as part of the submission. Clarification is needed.

As it is an existing site, the Highways recommend that automatic traffic counts are place at the entrance to the current site over a 2-week period to pick up the number of vehicles entering and leaving the site and to pick up any trends in the data. The survey results can identify the trip rates for the existing site to assess the net increase in trip generations of the proposed development.

Public: Information that can be seen and used by everyone inside and outside the Council.

The applicant shall also provide details on the changes in capacity of the site, include user capacity, existing and proposed shift patterns and the changes on general operations.

**Parking**
As shown on the proposed site plan, the applicant proposes 153 no. parking spaces, including three disabled parking and three parent and child parking. Given there are proposed increases in staff numbers and gross internal floorspace, the proposed parking demand is likely to be higher than the existing.

Paragraph 7.30 of the planning statement suggests that a Transport Assessment and Travel Plan have been submitted, but this is not found as part of the submission. Clarification is needed.

As the proposed operations details and area of the public floor space are not clearly defined on the proposed plan, the applicant is expected to assess the parking demand of the proposal to justify the sufficiency of the proposed parking according to the council's parking standards/parking survey of the existing site.

According to the WBC Car Parking Standards, the parking requirements for different Use Classes are as follows:

| User Class | Car Parking Requirement | Cycle Parking Requirement |
|---|---|---|
| A3 (restaurants and cafes) | 1 space / 5m$^2$ | 1 space / 125m$^2$ |
| B1 (business) | <2500m² = 1 space / 25m²<br>>2500m² = 1 space / 30m² | 1 LT space / 150m$^2$ |
| D2 (leisure centre and gyms) | 1 space / 10m$^2$ of public space | 1 ST space / 10 per visitor,<br>1 LT space / 5 staff |

Alternatively, the results of automatic traffic counts at the entrance (as discussed in the 'Traffic Impacts' section) can be used to identify the existing parking demand.

The applicant shall also clarify if any of the parking will be allocated to staff.

In view of the increased parking demand and reduced parking provisions, the Highways expect the proposed parking provision to be insufficient.

While alternative measures including but not limited to Parking Management Strategy and/or Travel Plan would be welcomed, the nearest bus stops with regular bus services are circa 800m from the site, which is not considered to be within acceptable walking distance and makes car the main mode for this development.

The applicant shall consider additional parking area to be proposed.

**EV Charging Point**
Non-residential buildings with more than 10 parking spaces will be expected to provide a minimum of one EVCP, and cable route for EVCP in a minimum of one fifth of the total number of remaining parking spaces, under the latest Building Regulations (Approved Document S).

Public: Information that can be seen and used by everyone inside and outside the Council.

Subject to the net increase in parking provisions, the provision of EVCP has to be indicated on the site plan.

**Cycle Provisions**
The Highways expect that cycle provisions to be provided in accordance with the WBC Parking Standards. Details shall be indicated on the site plan.

| **Conditions & Reasons (if required)** | | | |
|---|---|---|---|
| | | | |
| **Date:** | 2/3/2026 | **Signed:** | JP |

# Appendix D Automatic Traffic Counter Reports

## Transport Assessment

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

**David Lloyd Leisure Ltd.**

SLR Project No.: 416.067044.00001

18 May 2026

# WEEK 1 AUTOMATIC TRAFFIC COUNTS

**Reading ATC, David Lloyd**

**Direction: Inbound**

| Hour Beginning | Thu 19/03/2026 | Fri 20/03/2026 | Sat 21/03/2026 | Sun 22/03/2026 | Mon 23/03/2026 | Tue 24/03/2026 | Wed 25/03/2026 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 05:00 | 14 | 13 | 0 | 0 | 16 | 20 | 14 | 15 | 11 |
| 06:00 | 40 | 31 | 7 | 0 | 35 | 33 | 38 | 35 | 26 |
| 07:00 | 40 | 42 | 31 | 18 | 47 | 44 | 58 | 46 | 40 |
| 08:00 | 45 | 41 | 87 | 45 | 51 | 45 | 47 | 46 | 52 |
| 09:00 | 66 | 72 | 45 | 48 | 77 | 68 | 57 | 68 | 62 |
| 10:00 | 39 | 50 | 29 | 25 | 56 | 61 | 49 | 51 | 44 |
| 11:00 | 47 | 33 | 27 | 40 | 50 | 50 | 63 | 48 | 44 |
| 12:00 | 34 | 35 | 20 | 29 | 50 | 52 | 33 | 41 | 36 |
| 13:00 | 40 | 34 | 21 | 28 | 36 | 26 | 38 | 35 | 32 |
| 14:00 | 20 | 19 | 29 | 22 | 24 | 22 | 25 | 22 | 23 |
| 15:00 | 27 | 29 | 23 | 30 | 38 | 39 | 40 | 35 | 32 |
| 16:00 | 32 | 34 | 27 | 29 | 60 | 42 | 59 | 45 | 40 |
| 17:00 | 68 | 52 | 23 | 19 | 79 | 70 | 104 | 75 | 59 |
| 18:00 | 35 | 22 | 19 | 29 | 53 | 67 | 55 | 46 | 40 |
| 19:00 | 20 | 11 | 5 | 8 | 57 | 25 | 24 | 27 | 21 |
| 20:00 | 15 | 17 | 0 | 0 | 19 | 36 | 23 | 22 | 16 |
| 21:00 | 6 | 2 | 0 | 0 | 3 | 6 | 7 | 5 | 3 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 1 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | | | | | |
| 12H(7-19) | 493 | 463 | 381 | 362 | 621 | 586 | 628 | 558 | 505 |
| 16H(6-22) | 574 | 524 | 393 | 370 | 735 | 686 | 720 | 648 | 572 |
| 18H(6-24) | 574 | 525 | 393 | 371 | 736 | 687 | 722 | 649 | 573 |
| 24H(0-24) | 588 | 538 | 394 | 371 | 752 | 707 | 737 | 664 | 584 |
| AM Peak | 09:00 | 09:00 | 08:00 | 09:00 | 09:00 | 09:00 | 11:00 | 09:00 | 09:00 |
| | 66 | 72 | 87 | 48 | 77 | 68 | 63 | 68 | 62 |
| PM Peak | 17:00 | 17:00 | 14:00 | 15:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 |
| | 68 | 52 | 29 | 30 | 79 | 70 | 104 | 75 | 59 |

Paul Castle Associates

**Direction: Outbound**

| Hour Beginning | Thu 19/03/2026 | Fri 20/03/2026 | Sat 21/03/2026 | Sun 22/03/2026 | Mon 23/03/2026 | Tue 24/03/2026 | Wed 25/03/2026 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| 06:00 | 5 | 3 | 1 | 0 | 8 | 5 | 5 | 5 | 4 |
| 07:00 | 35 | 29 | 0 | 0 | 35 | 50 | 43 | 38 | 27 |
| 08:00 | 48 | 32 | 21 | 4 | 50 | 41 | 48 | 44 | 35 |
| 09:00 | 30 | 46 | 47 | 33 | 30 | 24 | 32 | 32 | 35 |
| 10:00 | 36 | 52 | 34 | 44 | 44 | 28 | 46 | 41 | 41 |
| 11:00 | 29 | 38 | 61 | 29 | 47 | 41 | 41 | 39 | 41 |
| 12:00 | 48 | 55 | 38 | 42 | 63 | 54 | 46 | 53 | 49 |
| 13:00 | 55 | 43 | 28 | 32 | 60 | 88 | 58 | 61 | 52 |
| 14:00 | 32 | 37 | 17 | 30 | 41 | 29 | 37 | 35 | 32 |
| 15:00 | 42 | 18 | 31 | 27 | 34 | 43 | 48 | 37 | 35 |
| 16:00 | 28 | 30 | 32 | 27 | 41 | 33 | 39 | 34 | 33 |
| 17:00 | 35 | 36 | 26 | 21 | 66 | 48 | 56 | 48 | 41 |
| 18:00 | 60 | 44 | 22 | 30 | 66 | 50 | 78 | 60 | 50 |
| 19:00 | 49 | 31 | 27 | 35 | 54 | 73 | 75 | 56 | 49 |
| 20:00 | 20 | 21 | 10 | 15 | 67 | 58 | 41 | 41 | 33 |
| 21:00 | 20 | 17 | 0 | 0 | 37 | 29 | 30 | 27 | 19 |
| 22:00 | 12 | 6 | 0 | 0 | 8 | 13 | 12 | 10 | 7 |
| 23:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | | | | | |
| 12H(7-19) | 478 | 460 | 357 | 319 | 577 | 529 | 572 | 523 | 470 |
| 16H(6-22) | 572 | 532 | 395 | 369 | 743 | 694 | 723 | 653 | 575 |
| 18H(6-24) | 584 | 539 | 395 | 370 | 751 | 707 | 735 | 663 | 583 |
| 24H(0-24) | 587 | 541 | 396 | 370 | 751 | 708 | 736 | 665 | 584 |
| AM Peak | 08:00 | 10:00 | 11:00 | 10:00 | 08:00 | 07:00 | 08:00 | 08:00 | 11:00 |
| | 48 | 52 | 61 | 44 | 50 | 50 | 48 | 44 | 41 |
| PM Peak | 18:00 | 12:00 | 12:00 | 12:00 | 20:00 | 13:00 | 18:00 | 13:00 | 13:00 |
| | 60 | 55 | 38 | 42 | 67 | 88 | 78 | 61 | 52 |

Paul Castle Associates

**Direction: Total Flow**

| Hour Beginning | Thu 19/03/2026 | Fri 20/03/2026 | Sat 21/03/2026 | Sun 22/03/2026 | Mon 23/03/2026 | Tue 24/03/2026 | Wed 25/03/2026 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| 05:00 | 15 | 14 | 0 | 0 | 16 | 21 | 15 | 16 | 12 |
| 06:00 | 45 | 34 | 8 | 0 | 43 | 38 | 43 | 41 | 30 |
| 07:00 | 75 | 71 | 31 | 18 | 82 | 94 | 101 | 85 | 67 |
| 08:00 | 93 | 73 | 108 | 49 | 101 | 86 | 95 | 90 | 86 |
| 09:00 | 96 | 118 | 92 | 81 | 107 | 92 | 89 | 100 | 96 |
| 10:00 | 75 | 102 | 63 | 69 | 100 | 89 | 95 | 92 | 85 |
| 11:00 | 76 | 71 | 88 | 69 | 97 | 91 | 104 | 88 | 85 |
| 12:00 | 82 | 90 | 58 | 71 | 113 | 106 | 79 | 94 | 86 |
| 13:00 | 95 | 77 | 49 | 60 | 96 | 114 | 96 | 96 | 84 |
| 14:00 | 52 | 56 | 46 | 52 | 65 | 51 | 62 | 57 | 55 |
| 15:00 | 69 | 47 | 54 | 57 | 72 | 82 | 88 | 72 | 67 |
| 16:00 | 60 | 64 | 59 | 56 | 101 | 75 | 98 | 80 | 73 |
| 17:00 | 103 | 88 | 49 | 40 | 145 | 118 | 160 | 123 | 100 |
| 18:00 | 95 | 66 | 41 | 59 | 119 | 117 | 133 | 106 | 90 |
| 19:00 | 69 | 42 | 32 | 43 | 111 | 98 | 99 | 84 | 71 |
| 20:00 | 35 | 38 | 10 | 15 | 86 | 94 | 64 | 63 | 49 |
| 21:00 | 26 | 19 | 0 | 0 | 40 | 35 | 37 | 31 | 22 |
| 22:00 | 12 | 6 | 0 | 1 | 9 | 14 | 14 | 11 | 8 |
| 23:00 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | | | | | |
| 12H(7-19) | 971 | 923 | 738 | 681 | 1198 | 1115 | 1200 | 1081 | 975 |
| 16H(6-22) | 1146 | 1056 | 788 | 739 | 1478 | 1380 | 1443 | 1301 | 1147 |
| 18H(6-24) | 1158 | 1064 | 788 | 741 | 1487 | 1394 | 1457 | 1312 | 1156 |
| 24H(0-24) | 1175 | 1079 | 790 | 741 | 1503 | 1415 | 1473 | 1329 | 1168 |
| AM Peak | 09:00 | 09:00 | 08:00 | 09:00 | 09:00 | 07:00 | 11:00 | 09:00 | 09:00 |
| | 96 | 118 | 108 | 81 | 107 | 94 | 104 | 100 | 96 |
| PM Peak | 17:00 | 12:00 | 16:00 | 12:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 |
| | 103 | 90 | 59 | 71 | 145 | 118 | 160 | 123 | 100 |

Paul Castle Associates

# WEEK 2 - AUTOMATIC TRAFFIC COUNTS

**Reading ATC, David Lloyd**

**Direction: Inbound**

| Hour Beginning | Tue 14/04/2026 | Wed 15/04/2026 | Thu 16/04/2026 | Fri 17/04/2026 | Sat 18/04/2026 | Sun 19/04/2026 | Mon 20/04/2026 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 02:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 05:00 | 10 | 15 | 7 | 12 | 2 | 0 | 15 | 12 | 9 |
| 06:00 | 34 | 50 | 50 | 46 | 11 | 0 | 41 | 44 | 33 |
| 07:00 | 50 | 62 | 49 | 51 | 34 | 16 | 56 | 54 | 45 |
| 08:00 | 62 | 52 | 52 | 33 | 65 | 49 | 50 | 50 | 52 |
| 09:00 | 81 | 64 | 68 | 46 | 54 | 72 | 62 | 64 | 64 |
| 10:00 | 50 | 38 | 46 | 51 | 46 | 42 | 49 | 47 | 46 |
| 11:00 | 55 | 37 | 46 | 31 | 36 | 31 | 57 | 45 | 42 |
| 12:00 | 33 | 29 | 28 | 50 | 25 | 28 | 46 | 37 | 34 |
| 13:00 | 25 | 40 | 23 | 40 | 20 | 23 | 32 | 32 | 29 |
| 14:00 | 24 | 25 | 30 | 27 | 33 | 22 | 33 | 28 | 28 |
| 15:00 | 38 | 48 | 36 | 28 | 26 | 27 | 40 | 38 | 35 |
| 16:00 | 36 | 52 | 48 | 38 | 25 | 23 | 45 | 44 | 38 |
| 17:00 | 91 | 100 | 69 | 52 | 19 | 18 | 80 | 78 | 61 |
| 18:00 | 58 | 63 | 55 | 30 | 22 | 34 | 58 | 53 | 46 |
| 19:00 | 38 | 33 | 33 | 19 | 10 | 6 | 50 | 35 | 27 |
| 20:00 | 32 | 30 | 25 | 26 | 3 | 1 | 26 | 28 | 20 |
| 21:00 | 3 | 7 | 10 | 2 | 0 | 1 | 5 | 5 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Total | | | | | | | | | |
| 12H(7-19) | 603 | 610 | 550 | 477 | 405 | 385 | 608 | 570 | 520 |
| 16H(6-22) | 710 | 730 | 668 | 570 | 429 | 393 | 730 | 682 | 604 |
| 18H(6-24) | 710 | 730 | 668 | 571 | 430 | 393 | 731 | 682 | 605 |
| 24H(0-24) | 720 | 745 | 677 | 585 | 432 | 394 | 749 | 695 | 615 |
| AM Peak | 09:00 | 09:00 | 09:00 | 07:00 | 08:00 | 09:00 | 09:00 | 09:00 | 09:00 |
| | 81 | 64 | 68 | 51 | 65 | 72 | 62 | 64 | 64 |
| PM Peak | 17:00 | 17:00 | 17:00 | 17:00 | 14:00 | 18:00 | 17:00 | 17:00 | 17:00 |
| | 91 | 100 | 69 | 52 | 33 | 34 | 80 | 78 | 61 |

Paul Castle Associates

**Direction: Outbound**

| Hour Beginning | Tue 14/04/2026 | Wed 15/04/2026 | Thu 16/04/2026 | Fri 17/04/2026 | Sat 18/04/2026 | Sun 19/04/2026 | Mon 20/04/2026 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| 06:00 | 4 | 7 | 4 | 4 | 1 | 0 | 11 | 6 | 4 |
| 07:00 | 39 | 49 | 48 | 48 | 1 | 0 | 36 | 44 | 32 |
| 08:00 | 50 | 60 | 52 | 37 | 18 | 4 | 48 | 49 | 38 |
| 09:00 | 26 | 30 | 30 | 29 | 39 | 37 | 39 | 31 | 33 |
| 10:00 | 32 | 37 | 40 | 29 | 53 | 61 | 39 | 35 | 42 |
| 11:00 | 61 | 40 | 37 | 36 | 62 | 44 | 47 | 44 | 47 |
| 12:00 | 49 | 45 | 49 | 48 | 53 | 44 | 46 | 47 | 48 |
| 13:00 | 69 | 49 | 49 | 58 | 30 | 32 | 65 | 58 | 50 |
| 14:00 | 25 | 36 | 28 | 50 | 23 | 22 | 39 | 36 | 32 |
| 15:00 | 52 | 33 | 37 | 28 | 35 | 27 | 46 | 39 | 37 |
| 16:00 | 26 | 43 | 42 | 37 | 28 | 19 | 49 | 39 | 35 |
| 17:00 | 47 | 72 | 68 | 35 | 18 | 33 | 46 | 54 | 46 |
| 18:00 | 62 | 65 | 54 | 44 | 23 | 23 | 62 | 57 | 48 |
| 19:00 | 72 | 88 | 53 | 44 | 30 | 26 | 60 | 63 | 53 |
| 20:00 | 55 | 50 | 45 | 22 | 16 | 19 | 66 | 48 | 39 |
| 21:00 | 43 | 30 | 31 | 21 | 0 | 1 | 36 | 32 | 23 |
| 22:00 | 9 | 9 | 9 | 10 | 0 | 0 | 10 | 9 | 7 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Total | | | | | | | | | |
| 12H(7-19) | 538 | 559 | 534 | 479 | 383 | 346 | 562 | 534 | 486 |
| 16H(6-22) | 712 | 734 | 667 | 570 | 430 | 392 | 735 | 684 | 606 |
| 18H(6-24) | 721 | 743 | 676 | 581 | 431 | 392 | 745 | 693 | 613 |
| 24H(0-24) | 721 | 743 | 678 | 585 | 432 | 394 | 749 | 695 | 615 |
| AM Peak | 11:00 | 08:00 | 08:00 | 07:00 | 11:00 | 10:00 | 08:00 | 08:00 | 11:00 |
| | 61 | 60 | 52 | 48 | 62 | 61 | 48 | 49 | 47 |
| PM Peak | 19:00 | 19:00 | 17:00 | 13:00 | 12:00 | 12:00 | 20:00 | 19:00 | 19:00 |
| | 72 | 88 | 68 | 58 | 53 | 44 | 66 | 63 | 53 |

Paul Castle Associates

**Direction: Total Flow**

| Hour Beginning | Tue 14/04/2026 | Wed 15/04/2026 | Thu 16/04/2026 | Fri 17/04/2026 | Sat 18/04/2026 | Sun 19/04/2026 | Mon 20/04/2026 | 5-Day Ave. | 7-Day Ave. |
|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 02:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 |
| 03:00 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 |
| 05:00 | 10 | 15 | 7 | 12 | 3 | 1 | 16 | 12 | 9 |
| 06:00 | 38 | 57 | 54 | 50 | 12 | 0 | 52 | 50 | 38 |
| 07:00 | 89 | 111 | 97 | 99 | 35 | 16 | 92 | 98 | 77 |
| 08:00 | 112 | 112 | 104 | 70 | 83 | 53 | 98 | 99 | 90 |
| 09:00 | 107 | 94 | 98 | 75 | 93 | 109 | 101 | 95 | 97 |
| 10:00 | 82 | 75 | 86 | 80 | 99 | 103 | 88 | 82 | 88 |
| 11:00 | 116 | 77 | 83 | 67 | 98 | 75 | 104 | 89 | 89 |
| 12:00 | 82 | 74 | 77 | 98 | 78 | 72 | 92 | 85 | 82 |
| 13:00 | 94 | 89 | 72 | 98 | 50 | 55 | 97 | 90 | 79 |
| 14:00 | 49 | 61 | 58 | 77 | 56 | 44 | 72 | 63 | 60 |
| 15:00 | 90 | 81 | 73 | 56 | 61 | 54 | 86 | 77 | 72 |
| 16:00 | 62 | 95 | 90 | 75 | 53 | 42 | 94 | 83 | 73 |
| 17:00 | 138 | 172 | 137 | 87 | 37 | 51 | 126 | 132 | 107 |
| 18:00 | 120 | 128 | 109 | 74 | 45 | 57 | 120 | 110 | 93 |
| 19:00 | 110 | 121 | 86 | 63 | 40 | 32 | 110 | 98 | 80 |
| 20:00 | 87 | 80 | 70 | 48 | 19 | 20 | 92 | 75 | 59 |
| 21:00 | 46 | 37 | 41 | 23 | 0 | 2 | 41 | 38 | 27 |
| 22:00 | 9 | 9 | 9 | 10 | 0 | 0 | 11 | 10 | 7 |
| 23:00 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 |
| Total | | | | | | | | | |
| 12H(7-19) | 1141 | 1169 | 1084 | 956 | 788 | 731 | 1170 | 1104 | 1006 |
| 16H(6-22) | 1422 | 1464 | 1335 | 1140 | 859 | 785 | 1465 | 1365 | 1210 |
| 18H(6-24) | 1431 | 1473 | 1344 | 1152 | 861 | 785 | 1476 | 1375 | 1217 |
| 24H(0-24) | 1441 | 1488 | 1355 | 1170 | 864 | 788 | 1498 | 1390 | 1229 |
| AM Peak | 11:00 | 08:00 | 08:00 | 07:00 | 10:00 | 09:00 | 11:00 | 08:00 | 09:00 |
| | 116 | 112 | 104 | 99 | 99 | 109 | 104 | 99 | 97 |
| PM Peak | 17:00 | 17:00 | 17:00 | 12:00 | 12:00 | 12:00 | 17:00 | 17:00 | 17:00 |
| | 138 | 172 | 137 | 98 | 78 | 72 | 126 | 132 | 107 |

Paul Castle Associates

# Appendix E TRICS Output Report

## Transport Assessment

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

**David Lloyd Leisure Ltd.**

SLR Project No.: 416.067044.00001

18 May 2026

**Filtering Summary:**

**Land Use:** 04/D EDUCATION/NURSERY

**Selected Trip Rate Calculation Parameter Range:** 0.22 - 2350 sqm GFA

**Actual Trip Rate Calculation Parameter Range:** 0.22 - 2350 sqm GFA

**Date Range:** Minimum: 01/01/2005 Maximum: 10/10/2025

**Parking Spaces Range:** All Surveys Selected

**Population Within 500m Range:** 50 6098

**Days of the week selected:**

| | |
|---|---|
| Friday | 6 |
| Monday | 3 |
| Thursday | 6 |
| Tuesday | 8 |
| Wednesday | 6 |

**Main Location Types selected:**

| | |
|---|---|
| Edge of Town | 10 |
| Edge of Town Centre | 5 |
| Suburban Area | 14 |

**Inclusion of Servicing Vehicles Counts:**

| | |
|---|---|
| Servicing Vehicle Excluded | 20 |
| Servicing Vehicles Included | 9 |

**Population <1 Mile ranges selected:**

| | |
|---|---|
| 1,001 to 5,000 | 2 |
| 10,001 to 15,000 | 6 |
| 15,001 to 20,000 | 5 |
| 20,001 to 25,000 | 4 |
| 25,001 to 50,000 | 11 |
| 5,001 to 10,000 | 1 |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Population <5 Mile ranges selected:

| | |
|---|---|
| 100,001 to 125,000 | 5 |
| 125,001 to 250,000 | 6 |
| 25,001 to 50,000 | 2 |
| 250,001 to 500,000 | 6 |
| 50,001 to 75,000 | 1 |
| 500,001 or More | 2 |
| 75,001 to 100,000 | 7 |

Car Ownership <5 Mile ranges selected:

| | |
|---|---|
| 0.5 or Less | 1 |
| 0.6 to 1.0 | 11 |
| 1.1 to 1.5 | 14 |
| 1.6 to 2.0 | 2 |
| 2.1 to 2.5 | 1 |

PTAL Rating:

| | |
|---|---|
| No PTAL Present | 29 |


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**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use: 04 - EDUCATION

Category: D - NURSERY

**Selected Vehicle Type: Total Vehicles**

Selected regions and areas:

| | | | |
|---|---|---|---|
| **02** | **SOUTH EAST** | | |
| | HC | HAMPSHIRE | 1 day |
| | KC | KENT | 1 day |
| | WS | WEST SUSSEX | 1 day |
| **03** | **SOUTH WEST** | | |
| | BA | BATH & NORTH EAST SOMERSET | 1 day |
| | BR | BRISTOL CITY | 1 day |
| | SD | SWINDON | 1 day |
| **04** | **EAST ANGLIA** | | |
| | NF | NORFOLK | 1 day |
| | SF | SUFFOLK | 1 day |
| **05** | **EAST MIDLANDS** | | |
| | DY | DERBY | 1 day |
| | LE | LEICESTERSHIRE | 1 day |
| | LN | LINCOLNSHIRE | 1 day |
| | NM | WEST NORTHAMPTONSHIRE | 1 day |
| | NN | NORTH NORTHAMPTONSHIRE | 3 days |
| **06** | **WEST MIDLANDS** | | |
| | SH | SHROPSHIRE | 1 day |
| | WK | WARWICKSHIRE | 1 day |
| | WM | WEST MIDLANDS | 1 day |
| **07** | **YORKSHIRE & NORTH LINCOLNSHIRE** | | |
| | DR | DONCASTER | 1 day |
| | NY | NORTH YORKSHIRE | 2 days |
| **08** | **NORTH WEST** | | |
| | AC | CHESHIRE WEST & CHESTER | 1 day |
| | EC | CHESHIRE EAST | 1 day |
| | GM | GREATER MANCHESTER | 1 day |
| **09** | **NORTH** | | |
| | DH | DURHAM | 1 day |
| | TV | TEES VALLEY | 1 day |
| | TW | TYNE & WEAR | 3 days |

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


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**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: | 0.22 to 2350 (units:sqm) |
| Range Selected by User: | 0.22 to 2350 (units:sqm) |
| Parking Spaces Range: | 3 - 57 |

**Public Transport Provision:**

| | |
|---|---|
| Selection by: | All Surveys Included |
| Date Range: | 01/01/05 to 10/10/25 |

*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 | 6 days |
| Monday | 3 days |
| Thursday | 6 days |
| Tuesday | 8 days |
| Wednesday | 6 days |

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

**Selected survey types:**

| | |
|---|---|
| Manual count | 29 |
| 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 undertaking using machines*

**Selected Locations:**

| | |
|---|---|
| Edge of Town | 10 days |
| Edge of Town Centre | 5 days |
| Suburban Area | 14 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:**

| | |
|---|---|
| Commercial Zone | 2 days |
| Industrial Zone | 2 days |
| No Sub Category | 1 days |
| Residential Zone | 24 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 | 9 days |
| Servicing vehicles Unknown | 20 days |


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**Secondary Filtering Selection:**

**Use Class:**

| | |
|---|---|
| E(f) | 29 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:**

**20 - 9808**

**Population within 1 mile:**

| | |
|---|---|
| 1,001 to 5,000 | 2 surveys |
| 10,001 to 15,000 | 6 surveys |
| 15,001 to 20,000 | 5 surveys |
| 20,001 to 25,000 | 4 surveys |
| 25,001 to 50,000 | 11 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 | 5 surveys |
| 125,001 to 250,000 | 6 surveys |
| 25,001 to 50,000 | 2 surveys |
| 250,001 to 500,000 | 6 surveys |
| 50,001 to 75,000 | 1 surveys |
| 500,001 or More | 2 surveys |
| 75,001 to 100,000 | 7 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 | 1 surveys |
| 0.6 to 1.0 | 11 surveys |
| 1.1 to 1.5 | 14 surveys |
| 1.6 to 2.0 | 2 surveys |
| 2.1 to 2.5 | 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.*


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**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 | 2 surveys |
| No | 27 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:**

| | |
|---|---|
| No PTAL Present | 29 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**


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**LIST OF SITES relevant to selection parameters:**

| | | | |
|---|---|---|---|
| **Site 1:** | AC-04-D-01 | **Gross floor area:** | 550.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 16/09/2025 |
| **Location:** | CHESTER | **Survey Day:** | Tuesday |
| **Postcode:** | CH2 3AD | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |
| **Site 2:** | BA-04-D-01 | **Gross floor area:** | 825.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 05/10/2006 |
| **Location:** | BATH | **Survey Day:** | Thursday |
| **Postcode:** | BA1 2XT | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |
| **Site 3:** | BR-04-D-01 | **Gross floor area:** | 718.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 02/05/2023 |
| **Location:** | BRISTOL | **Survey Day:** | Tuesday |
| **Postcode:** | BS15 1DX | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |
| **Site 4:** | DH-04-D-02 | **Gross floor area:** | 382.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 27/11/2008 |
| **Location:** | DURHAM | **Survey Day:** | Thursday |
| **Postcode:** | DH1 5HW | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |
| **Site 5:** | DR-04-D-01 | **Gross floor area:** | 1250.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 13/05/2022 |
| **Location:** | DONCASTER | **Survey Day:** | Friday |
| **Postcode:** | DN4 7AD | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |
| **Site 6:** | DY-04-D-02 | **Gross floor area:** | 415.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 12/07/2018 |
| **Location:** | DERBY | **Survey Day:** | Thursday |
| **Postcode:** | DE22 1GQ | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |
| **Site 7:** | EC-04-D-01 | **Gross floor area:** | 500.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | |
| **Location:** | MACCLESFIELD | **Survey Day:** | |
| **Postcode:** | SK11 8PT | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | No Sub Category | | |
| **PTAL:** | n/a | | |
| **Site 8:** | GM-04-D-01 | **Gross floor area:** | 200.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | |
| **Location:** | MANCHESTER | **Survey Day:** | |
| **Postcode:** | M16 8AE | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |


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| | | | |
|---|---|---|---|
| **Site 9:** | HC-04-D-01 | **Gross floor area:** | 725.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 22/11/2007 |
| **Location:** | BASINGSTOKE | **Survey Day:** | Thursday |
| **Postcode:** | RG24 8NN | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Commercial Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 10:** | KC-04-D-01 | **Gross floor area:** | 210.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 09/12/2009 |
| **Location:** | TONBRIDGE | **Survey Day:** | Wednesday |
| **Postcode:** | TN9 2JB | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 11:** | LE-04-D-01 | **Gross floor area:** | 375.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 30/10/2014 |
| **Location:** | LEICESTER | **Survey Day:** | Thursday |
| **Postcode:** | LE2 5QF | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 12:** | LN-04-D-01 | **Gross floor area:** | 600.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 31/10/2017 |
| **Location:** | LINCOLN | **Survey Day:** | Tuesday |
| **Postcode:** | LN6 8RY | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 13:** | NF-04-D-01 | **Gross floor area:** | 700.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 25/05/2007 |
| **Location:** | NORWICH | **Survey Day:** | Friday |
| **Postcode:** | NR7 0TA | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Commercial Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 14:** | NM-04-D-01 | **Gross floor area:** | 350.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 12/06/2007 |
| **Location:** | NORTHAMPTON | **Survey Day:** | Tuesday |
| **Postcode:** | NN3 6HZ | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Industrial Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 15:** | NN-04-D-01 | **Gross floor area:** | 850.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 07/06/2022 |
| **Location:** | KETTERING | **Survey Day:** | Tuesday |
| **Postcode:** | NN16 9AG | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 16:** | NN-04-D-02 | **Gross floor area:** | 182.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 26/09/2012 |
| **Location:** | KETTERING | **Survey Day:** | Wednesday |
| **Postcode:** | NN16 9RU | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |


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| | | | |
|---|---|---|---|
| **Site 17:** | NN-04-D-03 | **Gross floor area:** | 0.22 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 10/10/2025 |
| **Location:** | WELLINGBOROUGH | **Survey Day:** | Friday |
| **Postcode:** | NN8 2DR | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 18:** | NY-04-D-02 | **Gross floor area:** | 450.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 10/05/2022 |
| **Location:** | SELBY | **Survey Day:** | Tuesday |
| **Postcode:** | YO8 8LZ | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Industrial Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 19:** | NY-04-D-03 | **Gross floor area:** | 300.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | |
| **Location:** | KNARESBOROUGH | **Survey Day:** | |
| **Postcode:** | HG5 8LG | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 20:** | SD-04-D-01 | **Gross floor area:** | 500.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 22/09/2016 |
| **Location:** | SWINDON | **Survey Day:** | Thursday |
| **Postcode:** | SN3 3AH | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 21:** | SF-04-D-03 | **Gross floor area:** | 750.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 10/12/2014 |
| **Location:** | LOWESTOFT | **Survey Day:** | Wednesday |
| **Postcode:** | NR32 2LL | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 22:** | SH-04-D-01 | **Gross floor area:** | 326.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 28/05/2014 |
| **Location:** | SHREWSBURY | **Survey Day:** | Wednesday |
| **Postcode:** | SY3 7BU | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 23:** | TV-04-D-01 | **Gross floor area:** | 150.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 19/05/2017 |
| **Location:** | REDCAR | **Survey Day:** | Friday |
| **Postcode:** | TS10 4AB | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 24:** | TW-04-D-02 | **Gross floor area:** | 500.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 28/11/2012 |
| **Location:** | SUNDERLAND | **Survey Day:** | Wednesday |
| **Postcode:** | SR3 4AW | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |


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| | | | |
|---|---|---|---|
| **Site 25:** | TW-04-D-03 | **Gross floor area:** | 725.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 21/05/2019 |
| **Location:** | NEWCASTLE UPON TYNE | **Survey Day:** | Tuesday |
| **Postcode:** | NE3 3PU | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 26:** | TW-04-D-05 | **Gross floor area:** | 750.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 05/09/2023 |
| **Location:** | NEWCASTLE UPON TYNE | **Survey Day:** | Tuesday |
| **Postcode:** | NE4 6HL | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 27:** | WK-04-D-01 | **Gross floor area:** | 340.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 29/06/2018 |
| **Location:** | STRATFORD UPON AVON | **Survey Day:** | Friday |
| **Postcode:** | CV37 9JL | | |
| **Main Location Type:** | Edge of Town | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 28:** | WM-04-D-01 | **Gross floor area:** | 850.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 19/09/2007 |
| **Location:** | BIRMINGHAM | **Survey Day:** | Wednesday |
| **Postcode:** | B14 4ER | | |
| **Main Location Type:** | Suburban Area | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

| | | | |
|---|---|---|---|
| **Site 29:** | WS-04-D-01 | **Gross floor area:** | 300.00 sqm |
| **Development Name:** | NURSERY | **Survey Date:** | 13/05/2022 |
| **Location:** | WORTHING | **Survey Day:** | Friday |
| **Postcode:** | BN11 2BE | | |
| **Main Location Type:** | Edge of Town Centre | | |
| **Sub Location Type:** | Residential Zone | | |
| **PTAL:** | n/a | | |

***DESELECTED SURVEYS***

| Site Ref | Survey Date | Reason for Deselection |
|---|---|---|
| BG-04-D-01\|13-10-2014 | 13-10-2014 | Location Not Required |
| DE-04-D-01\|22-06-2012 | 22-06-2012 | Location Not Required |
| DU-04-D-01\|24-04-2017 | 24-04-2017 | Location Not Required |
| EA-04-D-01\|19-05-2005 | 19-05-2005 | Location Not Required |
| GW-04-D-01\|13-07-2009 | 13-07-2009 | Location Not Required |
| HI-04-D-01\|26-05-2006 | 26-05-2006 | Location Not Required |
| KI-04-D-01\|22-06-2016 | 22-06-2016 | Location Not Required |
| LB-04-D-01\|19-11-2008 | 19-11-2008 | Location Not Required |
| MG-04-D-01\|12-10-2021 | 12-10-2021 | Location Not Required |
| MM-04-D-01\|27-09-2019 | 27-09-2019 | Location Not Required |
| MT-04-D-01\|09-10-2007 | 09-10-2007 | Location Not Required |
| RB-04-D-01\|07-10-2014 | 07-10-2014 | Location Not Required |
| RB-04-D-02\|22-11-2017 | 22-11-2017 | Location Not Required |
| RO-04-D-01\|26-09-2014 | 26-09-2014 | Location Not Required |
| RO-04-D-03\|14-09-2021 | 14-09-2021 | Location Not Required |
| SR-04-D-01\|16-06-2014 | 16-06-2014 | Location Not Required |


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| Site Ref | Survey Date | Reason for Deselection |
|---|---|---|
| WT-04-D-01\|19-06-2007 | 19-06-2007 | Location Not Required |


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**TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY**

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Period | Trips per 100 sqm GFA | | |
|---|---|---|---|
| | Inbound | Outbound | Total |
| 08:00-09:00 | 3.723 | 3.188 | 6.911 |
| 17:00-18:00 | 2.897 | 3.432 | 6.329 |

| 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** | **450** | **0.444** | **0.000** | **0.444** |
| **07:00-08:00** | **28** | **514** | **2.335** | **1.299** | **3.634** |
| **08:00-09:00** | **29** | **509** | **3.723** | **3.188** | **6.911** |
| **09:00-10:00** | **29** | **509** | **1.313** | **1.259** | **2.572** |
| **10:00-11:00** | **29** | **509** | **0.501** | **0.406** | **0.907** |
| **11:00-12:00** | **29** | **509** | **0.460** | **0.420** | **0.880** |
| **12:00-13:00** | **29** | **509** | **1.002** | **1.124** | **2.126** |
| **13:00-14:00** | **29** | **509** | **0.826** | **1.009** | **1.835** |
| **14:00-15:00** | **29** | **509** | **0.521** | **0.501** | **1.022** |
| **15:00-16:00** | **29** | **509** | **0.799** | **0.948** | **1.747** |
| **16:00-17:00** | **29** | **509** | **1.699** | **1.638** | **3.337** |
| **17:00-18:00** | **29** | **509** | **2.897** | **3.432** | **6.329** |
| **18:00-19:00** | **27** | **530** | **0.343** | **1.126** | **1.469** |
| **19:00-20:00** | **1** | **450** | **0.222** | **2.222** | **2.444** |
| **20:00-21:00** | **1** | **450** | **0.000** | **0.000** | **0.000** |
| **21:00-22:00** | | | | | |
| **22:00-23:00** | | | | | |
| **23:00-00:00** | | | | | |
| **Total Rates:** | | | **17.085** | **18.572** | **35.657** |

*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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**Parameter Summary:**

| | |
|---|---|
| Trip rate parameter range selected: | 0.22 - 2350 (units: sqm) |
| Survey date date range: | 05/10/2006 - 10/10/2025 |
| Number of weekdays (Monday-Friday): | 29 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 19 |
| 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.*


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# Appendix F Site Access and Park Layout

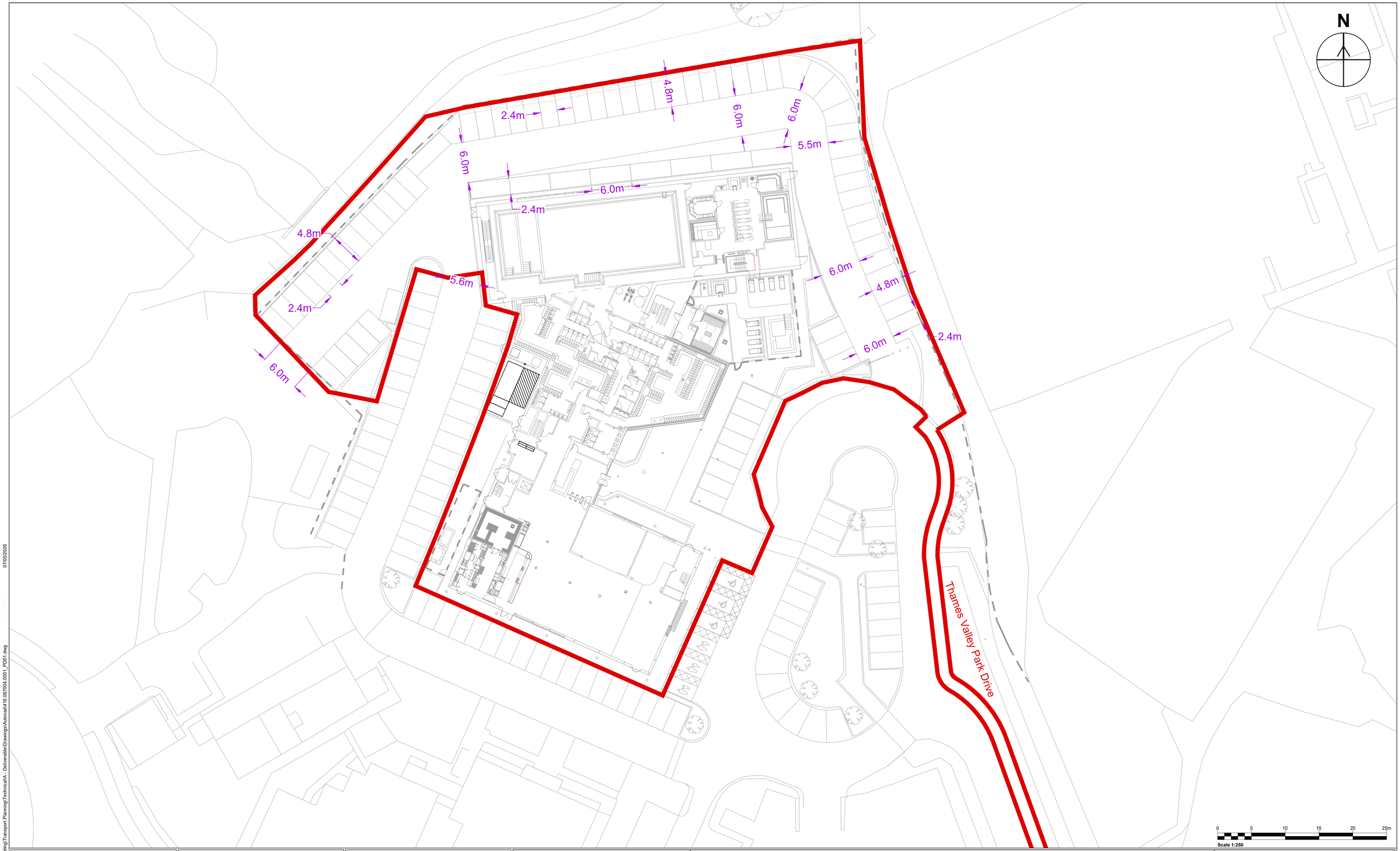
## Transport Assessment

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

**David Lloyd Leisure Ltd.**

SLR Project No.: 416.067044.00001

18 May 2026




SLR

www.slrconsulting.com

Client
David Lloyd

Project
David Lloyd - Reading

Drawing Status & Suitability Code

| Designed | Drawn | Checked | Authorised |
|---|---|---|---|
| LJ | LJ | DR | DR |
| Date 01.05.26 | Date 01.05.26 | Date 01.05.26 | Date 01.05.26 |

Drawing Title
Proposed Site Arrangement
General Arrangement

| Drawing Number | Rev. | Scale | | SLR Project No. |
|---|---|---|---|---|
| PD01 | | 1:250 | @ A1 | 416.067004.00001 |

| Rev | Amendments | Date | By | Chk | Auth |
|---|---|---|---|---|---|
| . | . | . | . | . | . |

**Notes:**
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

**Legend:**

**Vehicle Detail:**

P:\Projects\260000\416.067044.00001 - David Lloyd - Reading\Transport Planning\Technical\A - Deliverable\Drawings\Autocad\416.067004.0001_PD01.dwg

07/05/2026

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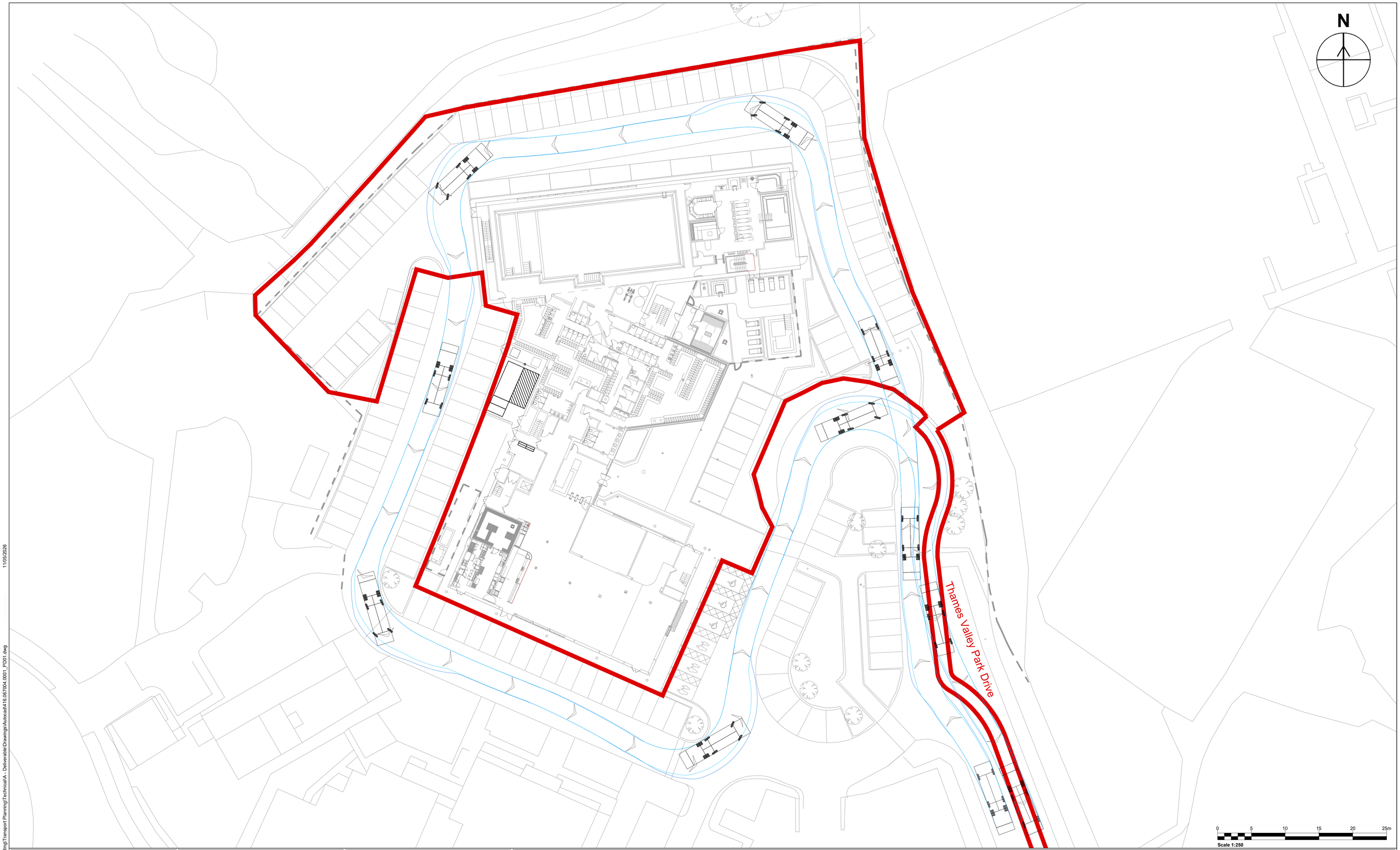


SLR

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Client
David Lloyd

Project
David Lloyd - Reading

Drawing Status & Suitability Code

| Designed | Drawn | Checked | Authorised |
|---|---|---|---|
| LJ | LJ | DR | DR |
| Date 01.05.26 | Date 01.05.26 | Date 01.05.26 | Date 01.05.26 |

Drawing Title
Swept Path Analysis - Refuse Vehicle
Proposed Site Access

Drawing Number: PD01_AT01
Rev.
Scale: 1:250 @ A1
SLR Project No.: 416.067004.00001

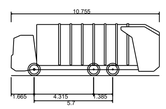
| Rev | Amendments | Date | By | Chk | Auth |
|---|---|---|---|---|---|
| . | . | . | . | . | . |

**Notes:**

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

**Legend:**

**Vehicle Detail:**




Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)

| | |
|---|---|
| Overall Length | 10.755m |
| Overall Width | 2.530m |
| Overall Body Height | 3.756m |
| Min Body Ground Clearance | 0.309m |
| Track Width | 2.530m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 11.450m |

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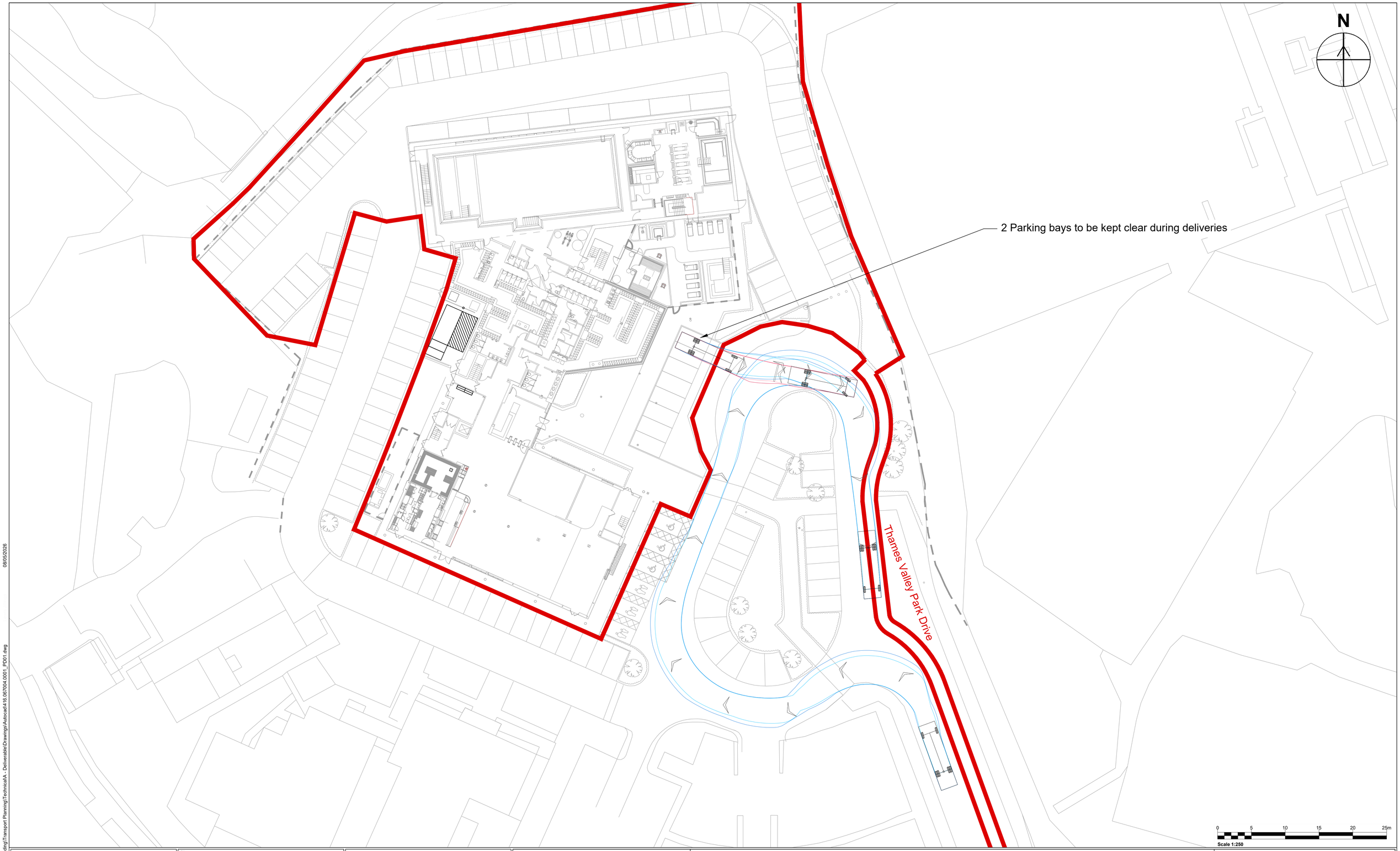


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Client
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Drawing Status & Suitability Code

| Designed | Drawn | Checked | Authorised |
|---|---|---|---|
| LJ | LJ | DR | DR |
| Date 01.05.26 | Date 01.05.26 | Date 01.05.26 | Date 01.05.26 |

Drawing Title
Swept Path Analysis - 10m Rigid
Proposed Site Access

| Drawing Number | Rev. | Scale | | SLR Project No. |
|---|---|---|---|---|
| PD01_AT02 | | 1:250 | @ A1 | 416.067004.00001 |

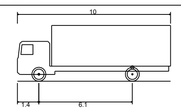
| Rev | Amendments | Date | By | Chk | Auth |
|---|---|---|---|---|---|
| . | . | . | . | . | . |

**Notes:**

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

**Legend:**

**Vehicle Detail:**




FTA Design 13/18 Tonne Rigid Vehicle (2016)

| | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.550m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

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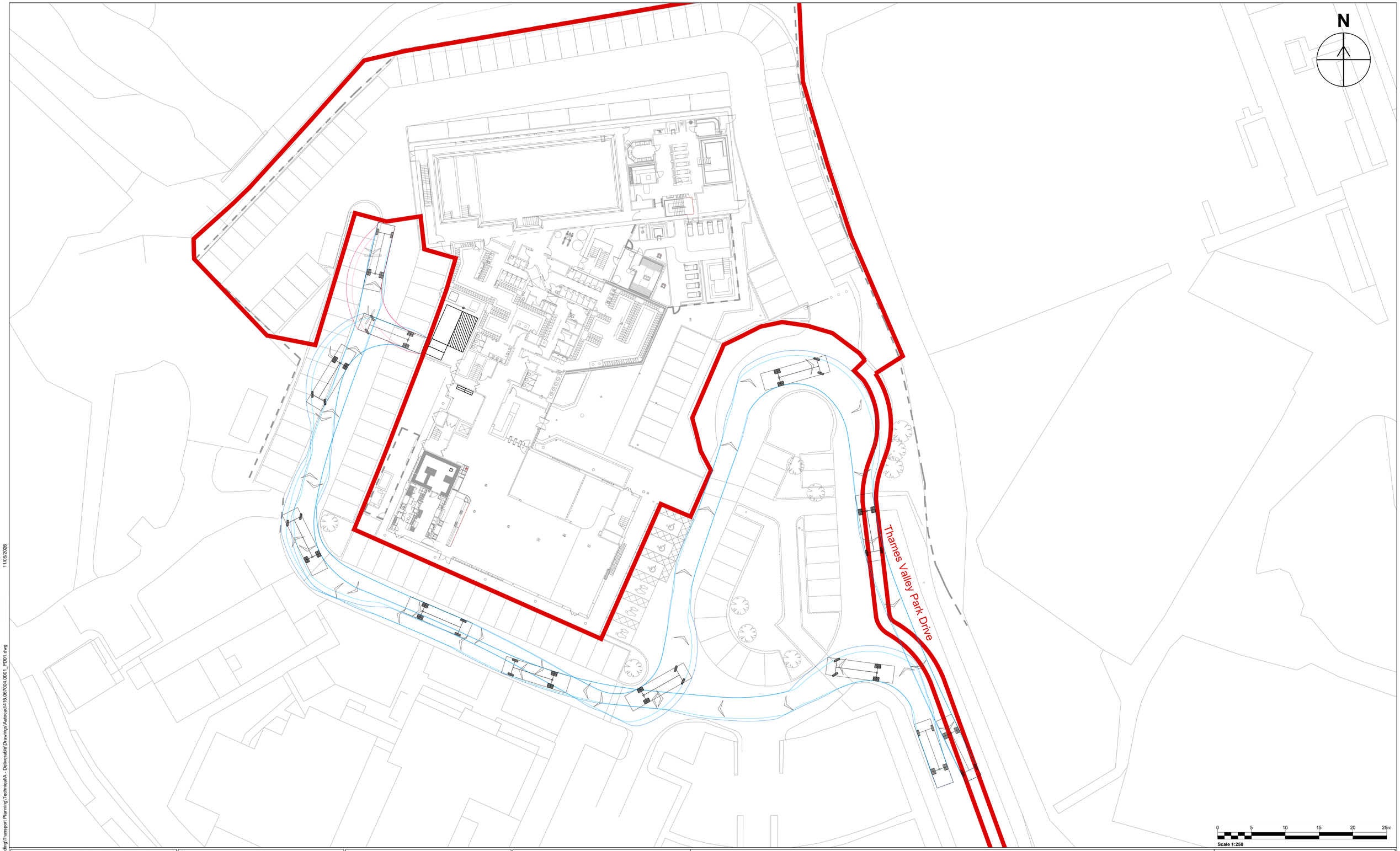
08/05/2026

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Drawing Status & Suitability Code

| Designed | Drawn | Checked | Authorised |
|---|---|---|---|
| LJ | LJ | DR | DR |
| Date 01.05.26 | Date 01.05.26 | Date 01.05.26 | Date 01.05.26 |

Drawing Title
Swept Path Analysis - 10m Rigid
Proposed Site Access - Business Hours Deliveries

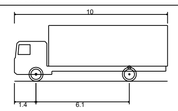
Drawing Number: PD01_AT02.1
Rev.
Scale: 1:250 @ A1
SLR Project No.: 416.067004.00001

| Rev | Amendments | Date | By | Chk | Auth |
|---|---|---|---|---|---|

**Notes:**
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

**Legend:**

**Vehicle Detail:**




FTA Design 13/18 Tonne Rigid Vehicle (2016)

| | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.550m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

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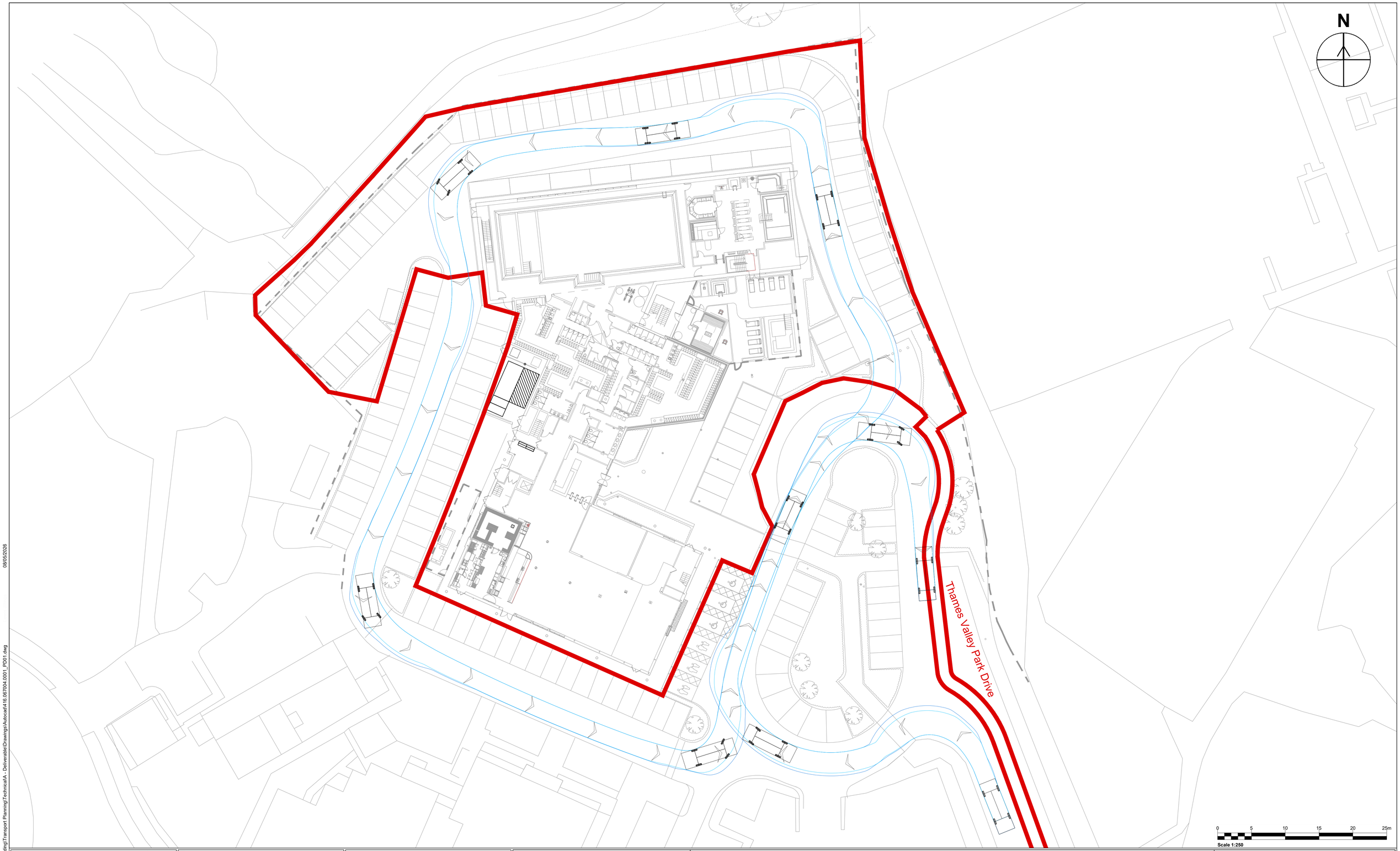
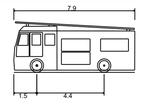



**Notes:**

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

**Legend:**

**Vehicle Detail:**




| | |
|---|---|
| Pumping Appliance | |
| Overall Length | 7.900m |
| Overall Width | 2.500m |
| Overall Body Height | 3.300m |
| Min Body Ground Clearance | 0.140m |
| Track Width | 2.500m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.750m |

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Client: David Lloyd

Project: David Lloyd - Reading

Drawing Status & Suitability Code:

| Designed | Drawn | Checked | Authorised |
|---|---|---|---|
| LJ | LJ | DR | DR |
| Date 01.05.26 | Date 01.05.26 | Date 01.05.26 | Date 01.05.26 |

Drawing Title: Swept Path Analysis - Fire Tender
Proposed Site Access

Drawing Number: PD01_AT03

Rev.:

Scale: 1:250 @ A1

SLR Project No.: 416.067004.00001

| Rev | Amendments | Date | By | Chk | Auth |
|---|---|---|---|---|---|
| . | . | . | . | . | . |

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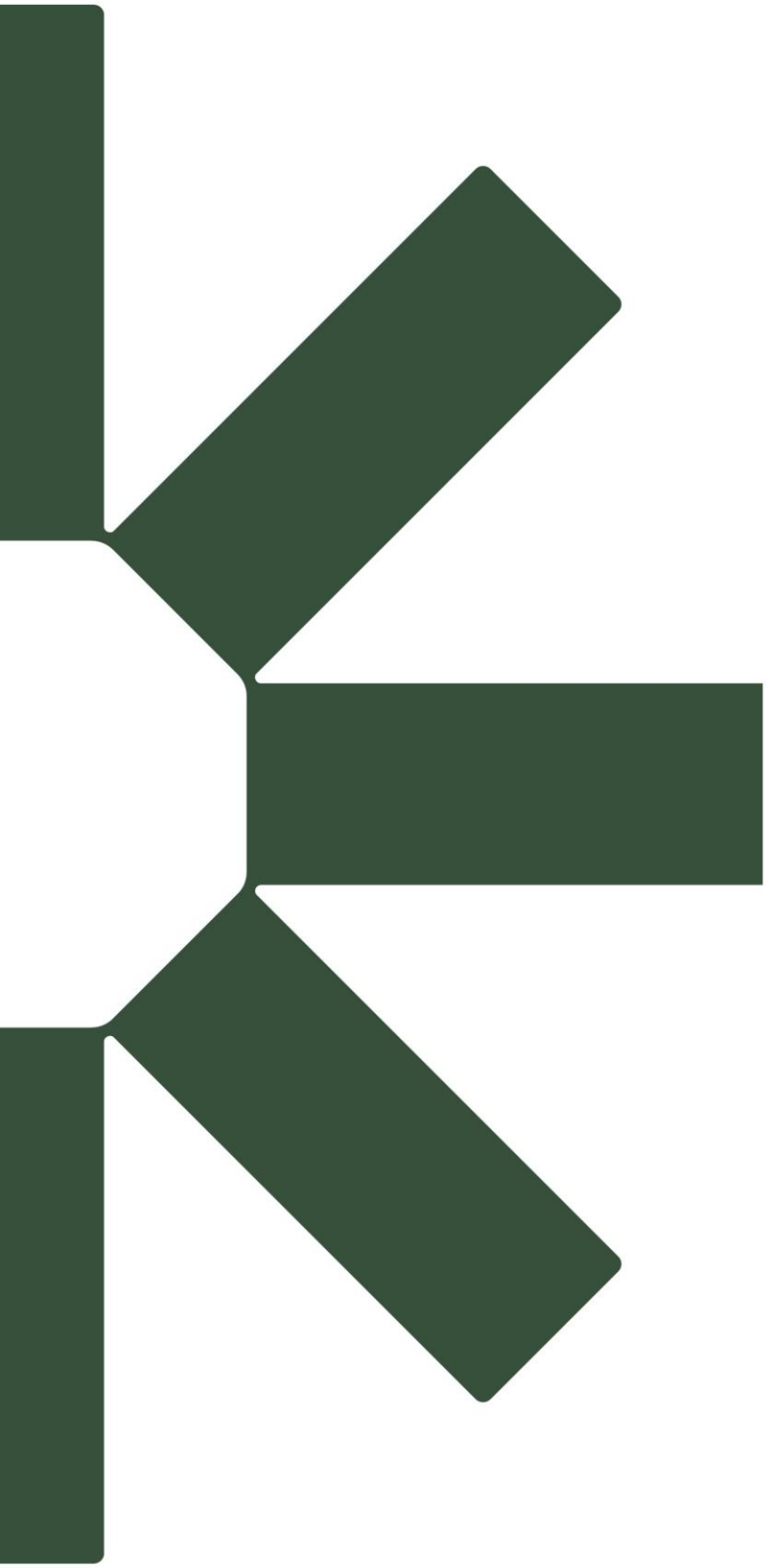

Making Sustainability Happen