

David Lloyd Leisure Ltd

Reading

SLR Project No.: 416.065791.00001

25 June 2026

Revision: 1

RE: TRANSPORT RESPONSE NOTE

1.0 Introduction

- 1.1 This Technical Note has been prepared to address comments raised by Wokingham Borough Council (WBC). A copy of the WBC responses is provided at **Appendix A**.
- 1.2 The following information is provided under the respective sections of this note:
- **Section 2: Tracking – Servicing:** Provides details in relation to updated tracking exercises for a refuse collection vehicle and fire tender vehicle based on specifications provided by WBC. This section also discusses tracking for a delivery vehicle.
 - **Section 3: Car Parking:** Provides details in relation parking demand and capacity at the site. Tracking for a large saloon car is also provided. Details relating to existing and proposed staffing and general operations at the site are also provided.
 - **Section 4: EV Charging:** provides details relating to EV charging provision at the site and the location of the existing charging bays.
 - **Section 5: Cycle Parking** – details the cycle trip generation and parking accumulation for the site.

2.0 Tracking - Servicing

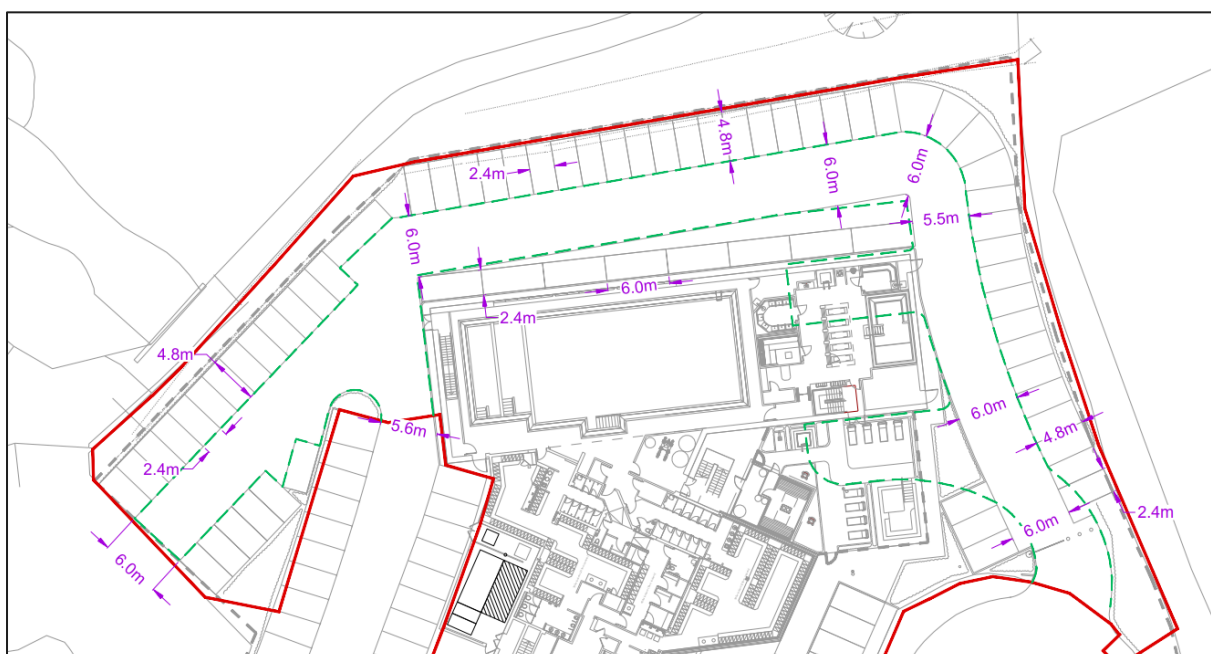
Point of Clarity

- 2.1 WBC have requested a clarification on the discrepancy between the parking numbers detailed in the proposed site layout drawing (Appendix B of Transport Assessment, Appendix A of Travel Plan and Delivery and Servicing Management Plan) and the parking numbers used for assessment within the Transport Assessment.
- 2.2 The proposed site layout drawing provided in the aforementioned appendices are an earlier iteration which has been superseded. For the avoidance of doubt, all tracking plans and assessments contained within the Transport Assessment and other supporting reports (Travel Plan and Delivery and Servicing Management Plan) and hereafter are based on the current and correct version. The current and correct version is provided at **Appendix B**.

Context

- 2.3 The development proposal is an extension to the existing site. The access routing through the site for delivery and servicing vehicles remains the same as existing and as such the servicing of the site is the same as existing.
- 2.4 Notwithstanding this, tracking plans are provided, however the site is already serviced appropriately. This is not a new development; it is an existing site and the road network within the site remains largely unchanged. An outline of the existing carriageway at the site (marked in green) in relation to proposed layout is shown in **Figure 2-1**. A full drawing is provided at **Appendix C**.

Figure 2-1: Existing Vs Proposed Carriageway



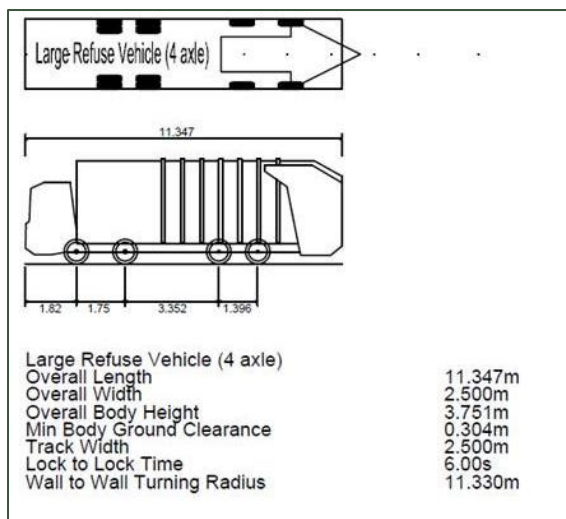
General Operation of Access Barrier

- 2.5 WBC has requested details on how drivers are to access the site.
- 2.6 The site currently provides an arm barrier system for access and egress. The barrier will automatically open when vehicles approach the car park (or will remain open). When members leave after their session, they are required to use a code to exit the car park.

Updated Tracking of Refuse Collection Vehicle

- 2.7 Updated refuse vehicle tracking is provided at **Appendix D**. A larger refuse vehicle has been tracked as per the vehicle specification shown in **Figure 2-2** and this shows the vehicle being able to access the site without moving a bollard.
- 2.8 For context this is how a refuse vehicle would access the site currently. There is no change to the existing situation.

Figure 2-2: Refuse Vehicle

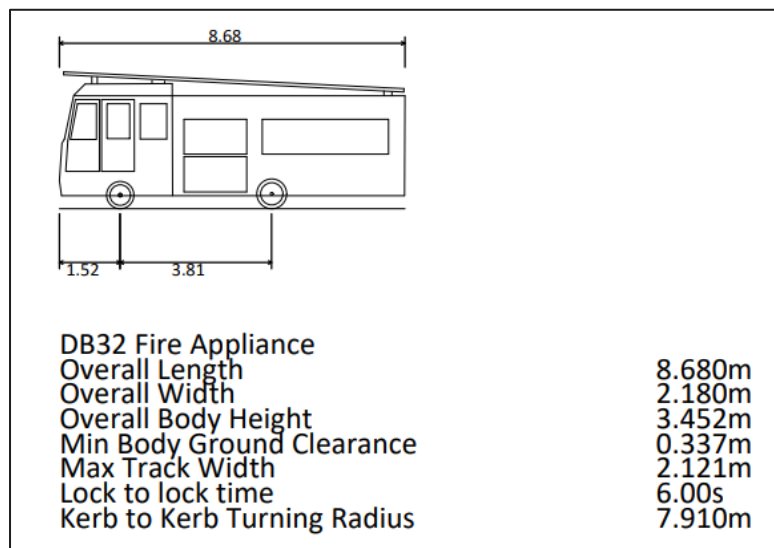


Updated Tracking of Fire Tender

- 2.9 Updated fire tender tracking is shown in Drawing PD01_AT04 provided at **Appendix E**. A larger fire tender has been tracked as per the vehicle specification shown in **Figure 2-3**. This no longer impacts on the bollards. This is how a fire tender would access the site currently in emergency situations. There is no change to the existing situation.



Figure 2-3: Fire Tender



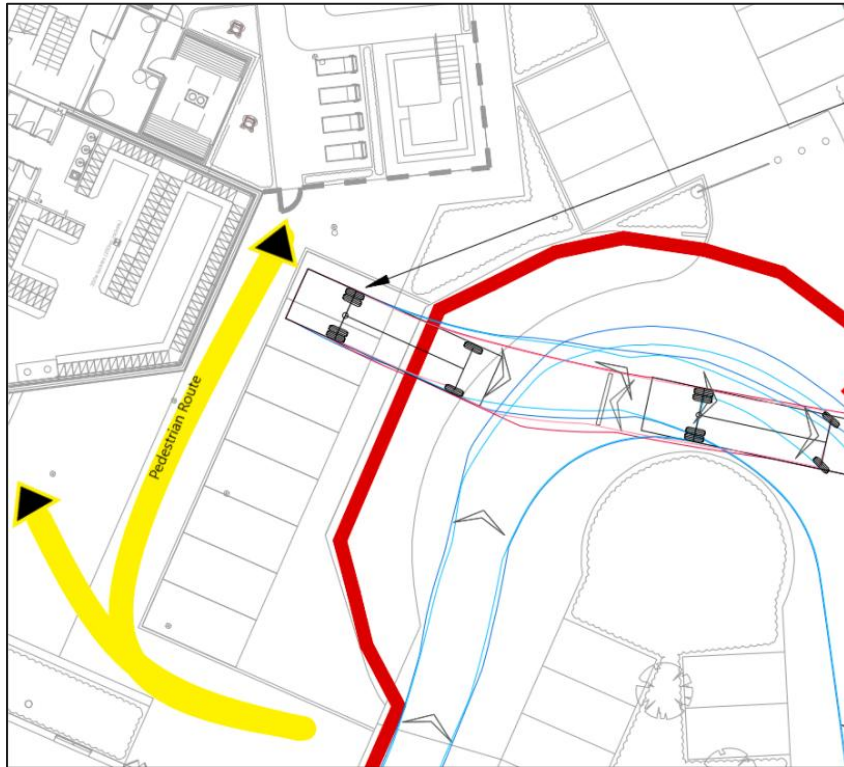
- 2.10 Although the vehicle tracking in Drawing PD01_AT04 shows a run against traffic for a short section (circa 50m), It is worthy of note that in emergency situations requiring a fire tender, this is practicable as it offers the shortest route to the entry point. This does not differ from existing arrangements as a fire tender would access the site in this way currently. Equally this is how a fire tender would access the site currently. There is therefore no need for any widening of the access.

Tracking of Service Vehicle

- 2.11 WBC has queried whether the service vehicle parked up adjacent to building entrance can take place without obstructing the one-way car park or pedestrian access. **Figure 2-4** shows a snippet from the tracking work submitted as part of the planning submission which clearly shows that the vehicle does not obstruct the one-way car park or interfere with the pedestrian access. The pedestrian route is shown in yellow.

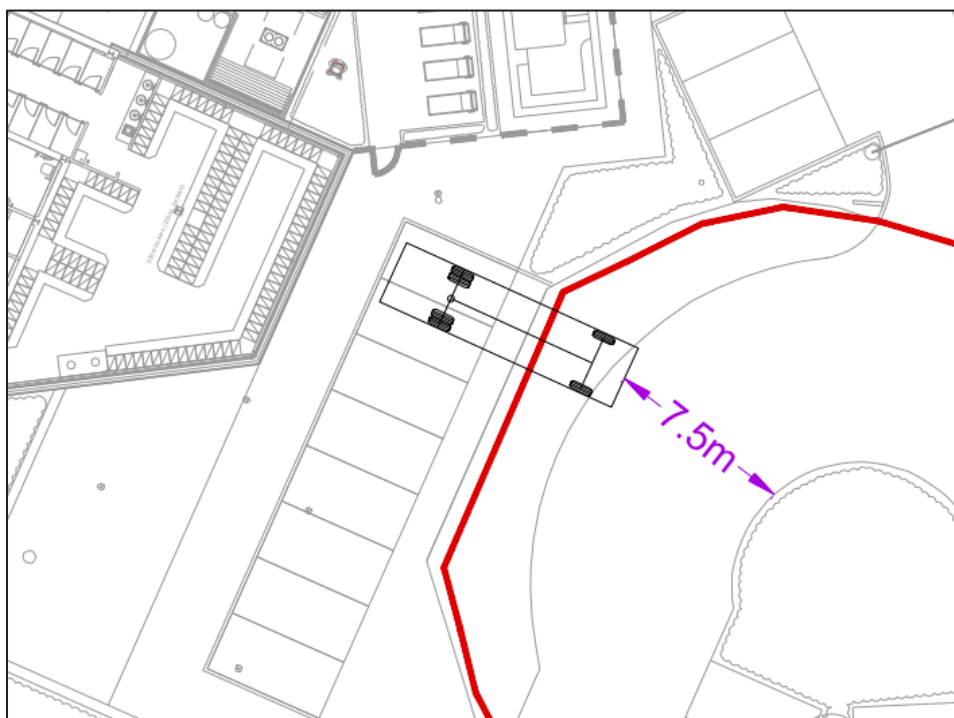


Figure 2-4: Service Vehicle



2.12 **Figure 2-5** also shows a clear image of how a service vehicle interacts with the one-way system. This shows that there is still a 7.5m gap for vehicles to pass through which is more than enough.

Figure 2-5: Clear Width for One-Way Circulation



3.0 Car Parking

Tracking of Car Parking Spaces Adjacent to the Access

- 3.1 WBC has requested a tracking of a large saloon car to the bays immediately to the north of the entrance barrier. Tracking of the car park space located closest to the access barrier is provided at **Appendix F**. This shows that a car can access the space.

Parking Demand and Capacity

David Lloyd

- 3.2 WBC has requested a clarification on proposed parking provision at the site. An updated layout is provided at **Appendix A**.
- 3.3 A car parking plan numbering the parking spaces is provided at **Appendix G**. To confirm, the car parking numbers at the wider site is as follows:
- David Lloyd: 76 spaces allocated
 - Nursery: 13 spaces allocated
 - Office: 50 spaces allocated
 - Shared Parking: 113 spaces.
- 3.4 The Club will benefit from 76 car parking spaces. The car parking accumulation assessment set out in the Transport Assessment has been updated in **Table 3-1** based on the agreed vehicle trip forecast. **Table 3-1** also sets out how many cars would be parked within the David Lloyd car park and how many would utilise the shared car parking areas.

Table 3-1: Car Parking Accumulation David Lloyd

HOUR BEGINNING	VEHICLE TRIPS			PARKING ACCUMULATION	PARKING ALLOCATION	
	In	Out	Two-Way		On site	Shared Parking
05:00	15	0	15	15	15	0
06:00	54	8	62	62	62	0
07:00	57	50	107	69	69	0
08:00	45	46	91	68	68	0
09:00	75	33	108	110	76	34
10:00	58	43	101	125	76	49
11:00	55	54	109	126	76	50
12:00	42	55	97	114	76	38
13:00	37	69	106	81	76	5
14:00	33	44	77	71	71	0
15:00	45	45	90	70	70	0
16:00	48	42	90	77	76	1
17:00	85	51	136	110	76	34
18:00	66	67	133	109	76	33
19:00	44	69	113	84	76	8



HOUR BEGINNING	VEHICLE TRIPS			PARKING ACCUMULATION	PARKING ALLOCATION	
	In	Out	Two-Way		On site	Shared Parking
20:00	36	62	98	58	58	0
21:00	6	41	47	23	23	0
22:00	0	12	12	12	12	0
23:00	0	0	0	12	12	0

- 3.5 The club will benefit from 76 allocated car parking spaces. A further 113 shared spaces are available for use. The assessment confirms that with the extension of the club, there will be demand for the club to use around 50 of the shared spaces at the busiest time.

Nursery and Office Building

- 3.6 WBC has requested an assessment of the adjacent office building to ensure that there is sufficient car parking to accommodate the David Lloyd club and the office building. **Table 3-2** sets out the vehicle trip rates, vehicle trip forecast and likely car parking demand associated with the office building (circa 1,740 GFA). The Office TRICS output files are provided at **Appendix H**.

Table 3-2: Office Trip Forecast and Parking Demand

HOUR BEGINNING	VEHICLE TRIP rate			VEHICLE TRIP Generation			PARKING ACCUMULATION
	In	Out	Two-Way	In	Out	Two-Way	
05:00							0
06:00							0
07:00	0.495	0.074	0.569	9	1	10	8
08:00	1.134	0.164	1.298	20	3	23	25
09:00	0.84	0.194	1.034	15	3	18	36
10:00	0.315	0.187	0.502	5	3	9	39
11:00	0.248	0.211	0.459	4	4	8	39
12:00	0.288	0.338	0.626	5	6	11	38
13:00	0.321	0.284	0.605	6	5	11	39
14:00	0.201	0.335	0.536	3	6	9	37
15:00	0.164	0.395	0.559	3	7	10	33
16:00	0.161	0.83	0.991	3	14	17	21
17:00	0.077	1.051	1.128	1	18	20	4
18:00	0.064	0.278	0.342	1	5	6	0
19:00							0
20:00							0
21:00							0
22:00							0
23:00							0



- 3.7 The office building benefits from 50 car parking spaces. The demand for car parking is 39 at the busiest hour. As such the car parking demand associated with the office would be contained within the office car park.
- 3.8 **Table 3-3** outlines the nursery traffic forecast and car parking demand (as per the data in Table 3.3 of TA).

Table 3-3: Nursery Trip Forecast and Parking Demand

HOUR BEGINNING	VEHICLE TRIPS			PARKING ACCUMULATION
	In	Out	Two-Way	
05:00	0	0	0	0
06:00	2	0	2	2
07:00	10	5	15	6
08:00	15	13	28	8
09:00	5	5	10	8
10:00	2	2	4	9
11:00	2	2	4	9
12:00	4	5	9	8
13:00	3	4	7	8
14:00	2	2	4	8
15:00	3	4	7	7
16:00	7	7	14	7
17:00	12	14	26	5
18:00	1	5	6	2
19:00	1	9	10	0
20:00	0	0	0	0
21:00	0	0	0	0
22:00	0	0	0	0
23:00	0	0	0	0

- 3.9 As shown in **Table 3-3**, there will be a demand of up to 9 spaces at the busiest periods. The Nursey has 13 allocated car parking spaces and these can adequately accommodate the forecast demand for the nursery.

Summary of Parking Demand and Capacity

- 3.10 In summary, the David Lloyd Club (busiest time) could generate demand for 50 cars to park within the shared car park. There are 113 spaces within the shared car park. This means that there would be 63 empty spaces free to use by the office and nursey. The assessment above confirms that the parking demand associated with the nursey and office can be accommodated within their respective car parks.
- 3.11 It can be confirmed that there is ample spare capacity within the shared car park to accommodate car parking demand associated with the David Lloyd Club expansion.



Site User Capacity

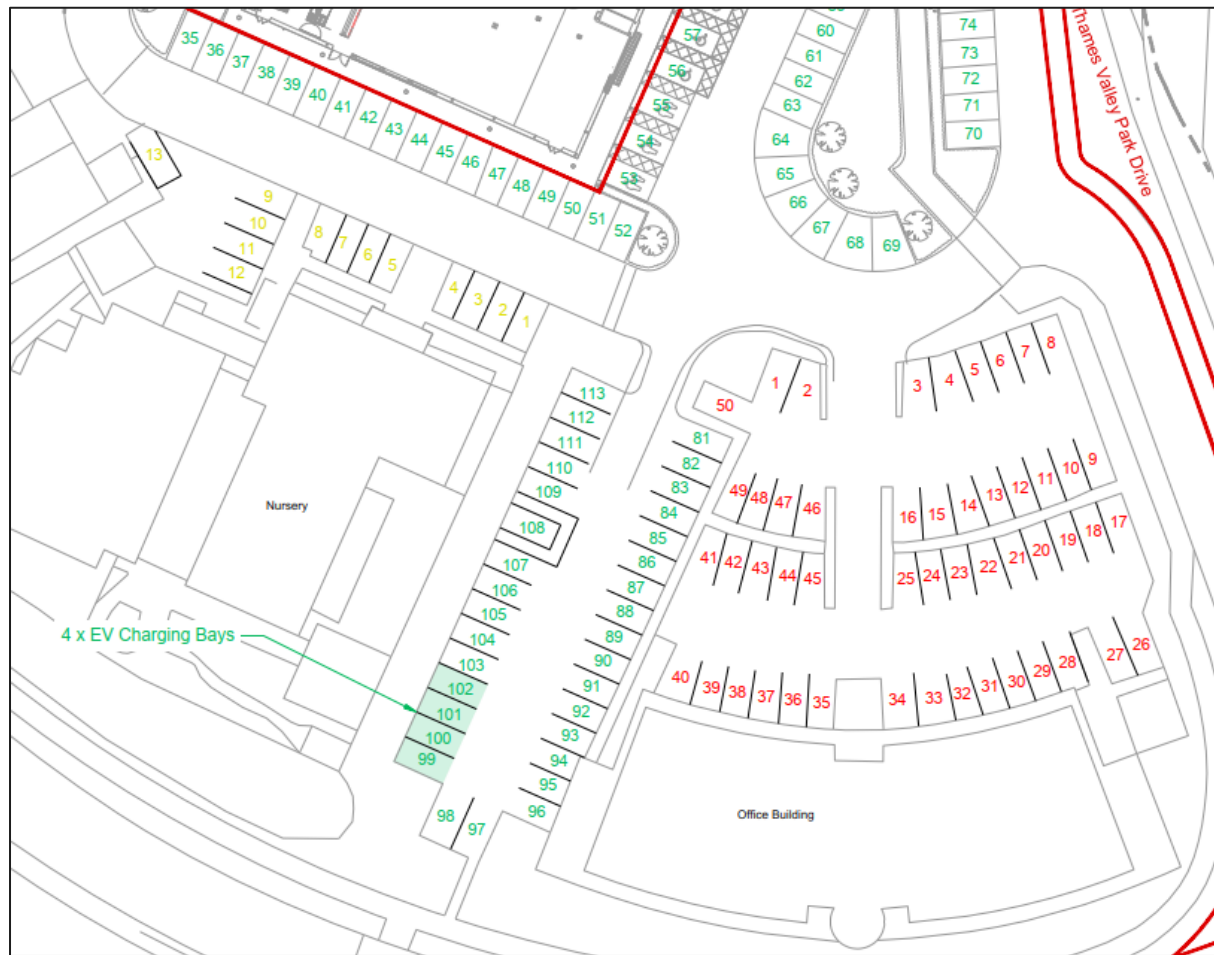
- 3.12 WBC has requested details in relation to the existing and proposed shift patterns and general operations at the site.
- 3.13 Insight into the existing capacity at the site can be drawn from the traffic survey report as discussed in detail within the Transport Assessment.
- 3.14 It is also detailed within the Transport Assessment that proposed development is for a refurbishment of existing facilities at the site and will not result in any changes in staffing arrangements and numbers or significantly affect membership numbers. In any case, a robust uplift (29%) has been applied to the trip generation which is very unlikely to materialise in reality.



4.0 Electric Vehicle Charging Point

- 4.1 WBC has requested details in relation to the Electric Vehicle (EV) charging provision at the site.
- 4.2 The Transport Assessment confirms there are 4 EV charging bays provided within the shared parking area. The locations of these bays are shown in **Figure 4-1**. Full drawing is provided at **Appendix G**.

Figure 4-1: Location of EV Charging Bays



5.0 Cycle Parking

5.1 A cycle parking accumulation assessment has been undertaken.

5.2 The 2011 census data outlined in table 2.3 of the submitted Travel Plan confirms a car driver mode share of 73% for the site area. It is then considered that the vehicle trip forecast set out within the Transport Assessment reflects this 73% car driver mode share. Vehicle trips have been converted to person trips by dividing the vehicle trip numbers by 0.73 to calculate person trips. A 4% cycle mode share (based on the 2011 census mode share in Table 2.3 of the submitted Travel Plan) has therefore been applied to the person trips to determine the cycle parking trip forecast and associated cycle parking demand. This is set out in **Table 5-1**.

Table 5-1: Cycle Parking Accumulation

HOUR BEGINNING	VEHICLE TRIPS			PERSON TRIPS			CYCLE TRIPS			CYCLE PARKING ACCUMULATION
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way	
05:00	15	0	15	21	0	21	1	0	1	1
06:00	54	8	62	74	11	85	3	0	3	3
07:00	57	50	107	78	68	147	3	3	6	4
08:00	45	46	91	62	63	125	2	3	5	4
09:00	75	33	108	103	45	148	4	2	6	6
10:00	58	43	101	79	59	138	3	2	6	7
11:00	55	54	109	75	74	149	3	3	6	7
12:00	42	55	97	58	75	133	2	3	5	6
13:00	37	69	106	51	95	145	2	4	6	4
14:00	33	44	77	45	60	105	2	2	4	4
15:00	45	45	90	62	62	123	2	2	5	4
16:00	48	42	90	66	58	123	3	2	5	4
17:00	85	51	136	116	70	186	5	3	7	6
18:00	66	67	133	90	92	182	4	4	7	6
19:00	44	69	113	60	95	155	2	4	6	5
20:00	36	62	98	49	85	134	2	3	5	3
21:00	6	41	47	8	56	64	0	2	3	1
22:00	0	12	12	0	16	16	0	1	1	1
23:00	0	0	0	0	0	0	0	0	0	1

5.3 **Table 5-1** shows there will be a demand for up to 7 spaces at the busiest periods of the day. Therefore, the existing 20 cycle parking spaces (10 Sheffield stands) at the site is sufficient to accommodate cycle demand at the site. The 20 cycle parking spaces will be retained in general location where they are currently provided in the vicinity of the main building frontage.



Appendix A – WBC Highways Consultation Response



Date: 19 May 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.

Please find attached a re-consultation on **revised plans** from the Development Management team for the above site. The documents associated with this are available to view in Information at Work. Below is a recommended consultation response template. We would be grateful if you could utilise this template for responses where appropriate. Once complete, please index this response into Information at Work against the application 253130.

The new details are as follows: **Amended plans and documentation were recieved on 18th May 2026 that revise the design of the proposed two storey extension and associated changes to the site layout.**

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **9 June 2026**. If you need any more information, please do not hesitate to contact the case officer Kieran Neumann.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	TD / BA	To (Case Officer):	Kieran Neumann
Service	WBC Highways	App No:	253130
Address:	David Lloyd Sports Centre, 1 Thames Valley Park Drive, Earley, Wokingham, RG6 1PT.		
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.		
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

It is noted that Highways have provided previous consultation responses on this application.

This response addresses the amended plans and documentation.

Access

Highways welcome clarification on the one-way system through the car park. The swept path drawing (ref: PD01_AT01) indicates that the internal road width is adequate for accommodating one-way traffic.

The proposed access is controlled by a gate. The applicant is requested to provide detail on the control operation of the gate. Should the barrier control require the driver to interact with the control device e.g. intercom, pass card, the applicant must demonstrate that the vehicle can manoeuvre into an appropriate position to enable this. It is expected the gate would be a rising arm gate, this should be clarified.

The applicant has clarified the access will only be one-way, the applicant must clarify how vehicles will park in the bays immediately to the north of the entrance barrier

due to the limited turning space. This can be illustrated through a swept path diagram using a large saloon car.

The current fire tender swept path analysis shows overrun of the access bollards. The access will require widening to enable fire tender access. Updated plans should be provided that show a widened access and acceptable swept path analyses.

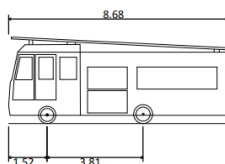


Delivery, Servicing and Refuse Collection

The applicant has indicated the dedicated servicing area on the western side of the main building, which will be accessed by servicing vehicles outside of opening hours. The applicant has also stated that during business hours, deliveries can be received at the front of the building. However, from the plans provided (ref: PD01_AT02.1) it is unclear where these deliveries will take place without obstructing the one-way car park or pedestrian access. This will need to be clarified on a plan.

Fire Tender Vehicle Access

The applicant has demonstrated the manoeuvring of a fire tender vehicle (ref: PD01_AT03). However, the fire tender used is an inadequate size. The applicant should provide an updated drawing using the fire tender below. The vehicle tracking also illustrates the fire tender entering the David Lloyd car park entrance passing through a bollard. The entrance barrier will need to be widened in order to accommodate the fire tender.

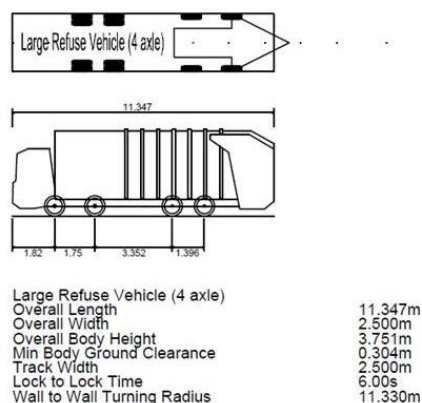


DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m

Refuse Collection Vehicle Access

The applicant has demonstrated the manoeuvring of a refuse collection vehicle (ref: PD01_AT01). However, the refuse vehicle used is an inadequate size. The applicant should provide an updated drawing using the refuse vehicle below. The vehicle tracking also illustrates the refuse vehicle entering the David Lloyd car park passing through a bollard. The entrance barrier will need to be widened in order to accommodate the refuse vehicle.



Framework Delivery and Servicing Plan

The Framework Delivery and Servicing Plan (DSP) is acceptable. The appendices have not been included on the submitted document, however are available to view elsewhere in the submission documents.

The DSP aims to “*ensure that all delivery and servicing activity associated with the site is managed safely, sustainably and efficiently minimising adverse impacts on the local highway network while supporting the operational needs of the development.*”

It sets out that refuse collection will be carried out outside of club opening hours. This is required to enable the demonstrated swept path.

An existing Vendor Booking System will be retained to schedule and coordinate arrival times, which will consider the arm barrier system access requirements.

The DSP is a “*living document*” and includes “*provision for continual monitoring.*” The responsibility of this falls to the on-site management team led by the General Manager of the Leisure Club.

Traffic Impacts

The applicant has undertaken a two-week ATC count, as requested in a previous Highways response.

	Vehicle Trips
AM Peak Hour	53 two-way

PM Peak Hour	86 two-way
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A trip generation of the proposal has then been provided within the Transport Assessment. A 29% uplift has been applied to the existing trips, and Highways is in agreement that this is a worst-case scenario and the trip uplift is unlikely to be this high.

	Total Trips Including Proposal	Net Trip Change
AM Peak Hour	91 two-way	+20
PM Peak Hour	137 two-way	+30

Highways have assessed the impact of the net trip change and do not consider it to be detrimental to the operation of the local highway network.

Highways require details on changes to the capacity of the site, including user capacity, existing and proposed shift patterns and the changes to general operations.

Parking

The applicant has stated in the Transport Assessment that the Use Class D2 'Assembly and Leisure' does not align with the nature of David Lloyd as a 'private Leisure Club'. They state WBC Standards do not apply.

The parking demand has been examined through a parking accumulation assessment, using ATC data, which has then been uplifted by 29% to account for the proposed changes. The parking accumulation peaks with 126 vehicles between 11:00 and 12:00.

The TA sets out that there are 70 dedicated car parking spaces for David Lloyd, and 113 shared car parking spaces. It is understood that the shared parking area is for use by the gym, nursery and office building (currently unoccupied). The peak car parking demand would therefore result in a reliance on 56 shared car parking spaces.

The applicant should provide an assessment of the car parking as if the office is in use. A TRICS based parking accumulation may be appropriate for this. The office has some private car parking. The applicant should allocate the office parking demand to the private provision initially, and overspill to the shared parking area. This will enable an assessment of whether there is the spare capacity to accommodate the development proposals.

The parking indicated on the proposed site plan is not consistent with the number of spaces outlined in the Transport Assessment. Given the application relies on the shared parking, the applicant should provide a revised plan which aligns with the Transport Assessment.

It has been clarified that there will be no parking allocated to specifically to staff.

Travel Plan

The Travel Plan provides suitable measures for reducing vehicle trips and an adequate monitoring and reporting strategy. A 5% reduction in car driving is a suitable target for the location of the proposed development.

EV Charging Point

Building Regulations (Approved Document S) states in Section 4 ('Major renovations of buildings which are not residential or mixed-use buildings'), one EV charging point must be installed and one in five spaces must have access to cable routes.

The Applicant has stated that 4 EV charging points will be provided in the shared parking area. Highways would welcome plans that indicate the locations of these as well as the location of cable routes.

Cycle Provisions

Within the Transport Assessment, it says that no new cycle parking is to be provided in the proposed development. There will be 20 cycle spaces retained.

The applicant has stated in the Transport Assessment that the Use Class D2 'Assembly and Leisure' does not align with the nature of David Lloyd as a 'private Leisure Club'. Therefore, they state WBC Standards do not apply.

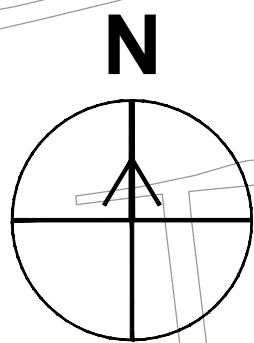
As similar to the parking provision assessment, Highways requests that the applicant undertake a cycle parking accumulation assessment to understand the demand of existing cycle parking. This should be informed by a survey of existing cycle parking use.

Highways require the cycle parking provision to be illustrated on a plan.

Date:	04/06/2026	Signed:	TD / BA
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Appendix B – Updated Layout of Site





25/06/2026

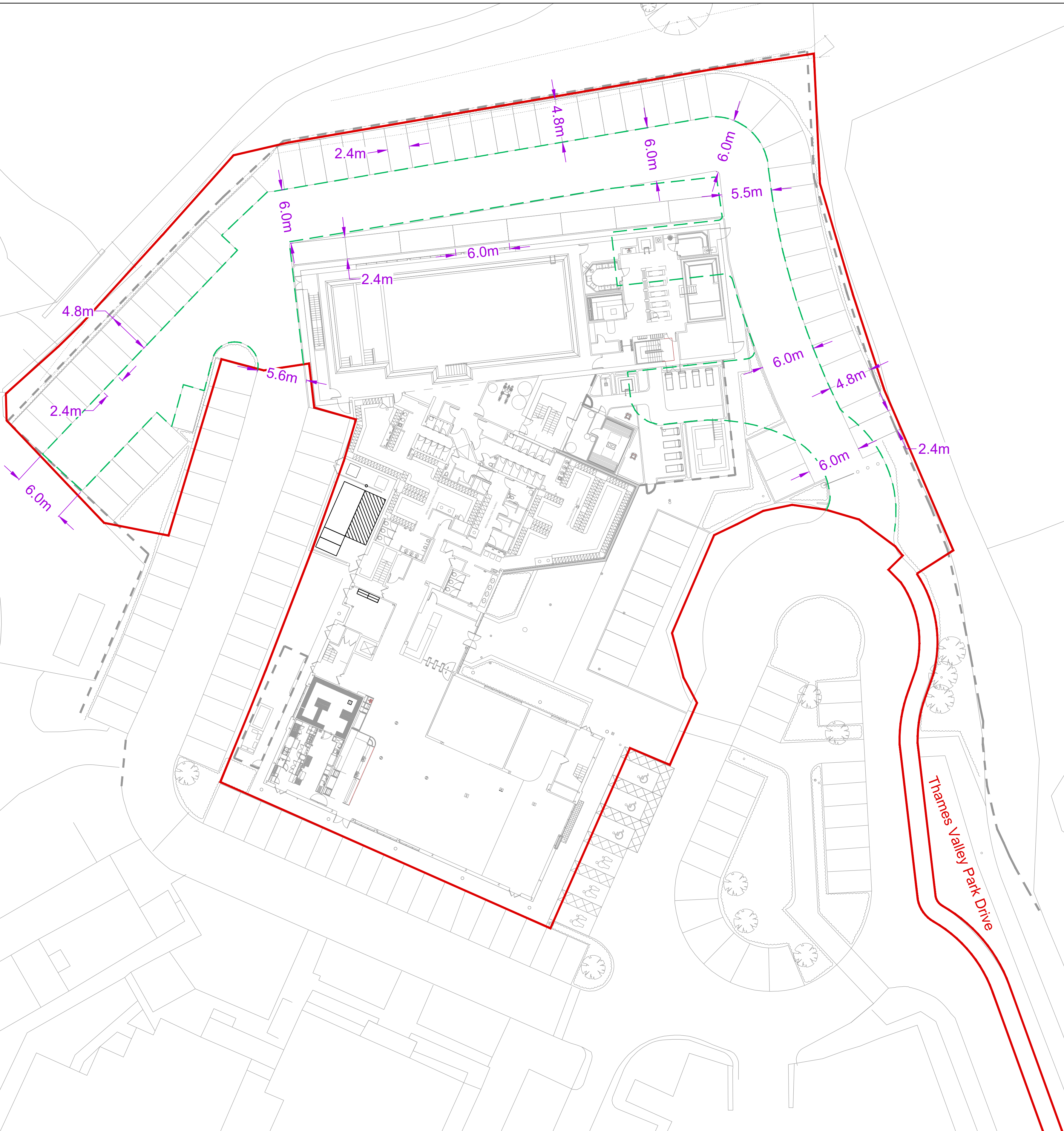
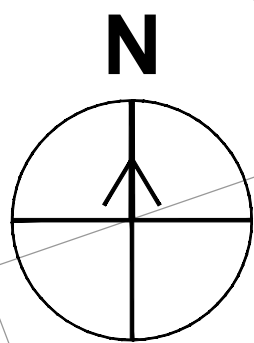
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ycle Hire
Station

				Client David Lloyd																Notes: 1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.				Legend:				Vehicle Detail:			
www.slrconsulting.com								Project David Lloyd - Reading																							
Drawing Status & Suitability Code																															
Designed LJ		Drawn LJ		Checked CI		Authorised DR		Drawing Title Proposed Site Plan																							
Date 25.06.26		Date 25.06.26		Date 25.06.26		Date 25.06.26																									
Drawing Number SK01								Rev.		Scale NTS		@ A1		SLR Project No. 416.067004.00001		A Existing carriageway added 24.06.26 LJ CI DR		Rev Amendments Date By Chk Auth													

Appendix C – Car Parking Layout and General Arrangement





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Drawing Status & Suitability Code

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

Drawing Number
PD01

Client
David Lloyd

Project
David Lloyd - Reading

Drawing Title
Proposed Site Arrangement
General Arrangement

Scale
1:250 @ A1 SLR Project No.
416.067004.00001

Rev	A	Existing carriageway added	24.06.26	LJ	CI	DR
Rev		Amendments	Date	By	Chk	Auth

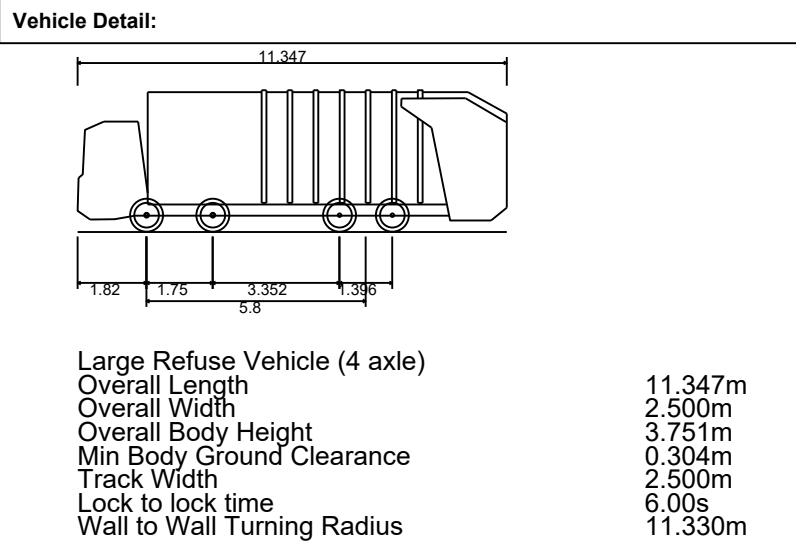
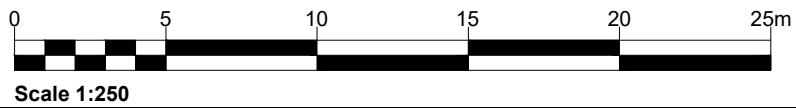
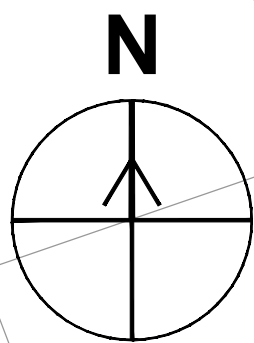
Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:
--- Existing carriageway edge

Vehicle Detail:

Appendix D – Vehicle Tracking for Refuse Collection





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Drawing Status & Suitability Code

Designed	Drawn	Checked	Authorised
LJ	LJ	DR	DR
Date	Date	Date	Date
24.06.26	24.06.26	24.06.26	24.06.26

Drawing Number
PD01_AT01.1

Client
David Lloyd

Project
David Lloyd - Reading

Drawing Title
Swept Path Analysis - Large Refuse Vehicle
Proposed Site Access

Scale
1:250

@ A1

SLR Project No.
416.067004.00001

Rev	Amendments	Date	By	Chk	Auth
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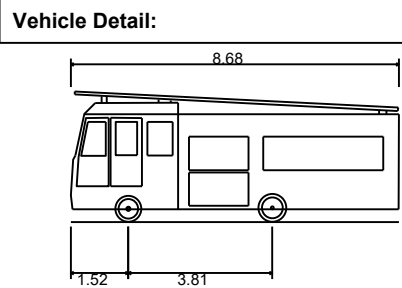
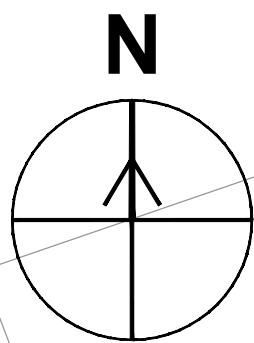
Notes:

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

Legend:

Appendix E – Vehicle Tracking for Fire Tender





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



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

Legend:



www.slrconsulting.com

Drawing Status & Suitability Code

Designed LJ	Drawn LJ	Checked DR	Authorised DR
Date 24.06.26	Date 24.06.26	Date 24.06.26	Date 24.06.26

Drawing Number
PD01_AT04

Client
David Lloyd

Project
David Lloyd - Reading

Drawing Title
Swept Path Analysis - DB32 Fire Appliance
Proposed Site Access

Scale
1:250 @ A1 SLR Project No.
416.067004.00001

Rev	Amendments	Date	By	Chk	Auth

Appendix F – Vehicle Tracking for Large Saloon Car







www.slrconsulting.com

Client
David Lloyd

Project
David Lloyd - Reading

Designed LJ	Drawn LJ	Checked DR	Authorised DR
Date 24.06.26	Date 24.06.26	Date 24.06.26	Date 24.06.26

Drawing Number
PD01_AT05

Drawing Title
Swept Path Analysis - Estate Car
Parking Bay Access

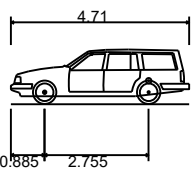
Rev	Amendments	Date	By	Chk	Auth

Notes:

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

Legend:

Vehicle Detail:



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Scale
1:125

@ A1

SLR Project No.
416.067004.00001

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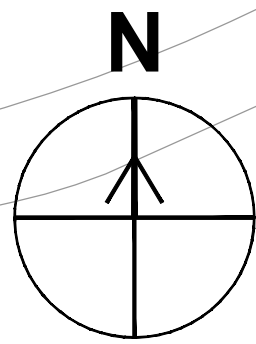
Appendix G – Car Parking Spaces at Wider Site (David Lloyd, Nursery & Office Building)



P:\Projects\26000004\16.067004.0001 - David Lloyd - Reading\Transport Planning\Technical\A - Deliverable Drawings\Autocad\16.067004.0001_PD02 - Car Parking.dwg 25/06/2026

Parking Bay Count:
David Lloyd - 76
Nursery - 13
Computacenter office - 50
Shared Parking - 113

4 x EV Charging Bays



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

Legend:

Rev		Amendments		Date	By	Chk	Auth
							
www.slrconsulting.com							
Drawing Purpose				Suitability Code			
Client David Lloyd							
Project David Lloyd - Reading							
Drawing Title Car Parking Plan							
Scale 1:250		@ A1		SLR Project No. 416.067004.00001			
Designed LJ	Drawn LJ	Checked CI	Authorised DR				
Date 25.06.26	Date 25.06.26	Date 25.06.26	Date 25.06.26				
Drawing Number PD02				Rev.			



Appendix H – TRICS Output for Office



Audit Code: bd6a4ba8-11a6-48dc-b953-e04bd5f55dd8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
10	WALES		
	CP	CAERPHILLY	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 day

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

Audit Code: bd6a4ba8-11a6-48dc-b953-e04bd5f55dd8

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:	625 to 5463 (units:sqm)
Range Selected by User:	429 to 23900 (units:sqm)
Parking Spaces Range:	1 - 128

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	18/09/22 to 10/11/25

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:	
Monday	3 days
Tuesday	2 days
Wednesday	4 days
Thursday	2 days

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

Selected survey types:	
Manual count	11
Direction ATC Count	0

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

Selected Locations:	
Suburban Area	2 days
Edge of Town	9 days

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

Selected Location Sub Categories:	
Built-Up Zone	1 days
Commercial Zone	2 days
Development Zone	2 days
Industrial Zone	4 days
No Sub Category	2 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	2 days
Servicing vehicles Included	7 days
Servicing vehicles Unknown	2 days

Audit Code: bd6a4ba8-11a6-48dc-b953-e04bd5f55dd8

Secondary Filtering Selection:

Use Class:

N/A	1 surveys
Not Known	10 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:

0 - 3393

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	8 surveys
1.1 to 1.5	3 surveys

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

Audit Code: bd6a4ba8-11a6-48dc-b953-e04bd5f55dd8

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	11 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	11 surveys
-----------------	------------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: bd6a4ba8-11a6-48dc-b953-e04bd5f55dd8

1	CA-02-A-02	OFFICES	CAMBRIDGESHIRE
JJ THOMSON AVENUE CAMBRIDGE Edge of Town Development Zone Gross floor area: 4912.00 sqm Survey date: Wednesday 04/12/2024			
			Survey Type: Manual
2	CA-02-A-03	OFFICES	CAMBRIDGESHIRE
CHARLES BABBAGE ROAD CAMBRIDGE Edge of Town Development Zone Gross floor area: 625.00 sqm Survey date: Wednesday 04/12/2024			
			Survey Type: Manual
3	CA-02-A-04	OFFICE	CAMBRIDGESHIRE
MADINGLEY RISE CAMBRIDGE Edge of Town No Sub Category Gross floor area: 5463.00 sqm Survey date: Tuesday 28/01/2025			
			Survey Type: Manual
4	CP-02-A-02	INSURANCE COMPANY	CAERPHILLY
SIR ALFRED OWEN WAY CAERPHILLY Suburban Area Industrial Zone Gross floor area: 1824.00 sqm Survey date: Thursday 13/10/2022			
			Survey Type: Manual
5	CV-02-A-01	OFFICES	CAVAN
DUBLIN ROAD CAVAN PULLAMORE Edge of Town No Sub Category Gross floor area: 2000.00 sqm Survey date: Tuesday 25/10/2022			
			Survey Type: Manual
6	DC-02-A-01	OFFICES	DORSET
LYNCH LANE WEYMOUTH Edge of Town Industrial Zone Gross floor area: 2400.00 sqm Survey date: Monday 19/05/2025			
			Survey Type: Manual
7	DL-02-A-09	OFFICES	DUBLIN
PEMBROKE STREET UPPER DUBLIN Suburban Area Built-Up Zone Gross floor area: 3800.00 sqm Survey date: Thursday 29/05/2025			
			Survey Type: Manual



Audit Code: bd6a4ba8-11a6-48dc-b953-e04bd5f55dd8

8	HF-02-A-05	OFFICES	HERTFORDSHIRE
CRANBORNE ROAD POTTERS BAR Edge of Town Commercial Zone Gross floor area: 3378.00 sqm Survey date: Monday 11/03/2024			
			Survey Type: Manual
9	LN-02-A-01	OFFICES	LINCOLNSHIRE
LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114.00 sqm Survey date: Monday 29/04/2024			
			Survey Type: Manual
10	NF-02-A-07	OFFICES	NORFOLK
OLD CHAPEL WAY NORWICH BROADLAND Edge of Town Commercial Zone Gross floor area: 2575.00 sqm Survey date: Wednesday 02/04/2025			
			Survey Type: Manual
11	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Gross floor area: 796.00 sqm Survey date: Wednesday 23/11/2022			
			Survey Type: Manual

Audit Code: bd6a4ba8-11a6-48dc-b953-e04bd5f55dd8

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	2717	0.495	0.074	0.569
08:00-09:00	11	2717	1.134	0.164	1.298
09:00-10:00	11	2717	0.840	0.194	1.034
10:00-11:00	11	2717	0.315	0.187	0.502
11:00-12:00	11	2717	0.248	0.211	0.459
12:00-13:00	11	2717	0.288	0.338	0.626
13:00-14:00	11	2717	0.321	0.284	0.605
14:00-15:00	11	2717	0.201	0.335	0.536
15:00-16:00	11	2717	0.164	0.395	0.559
16:00-17:00	11	2717	0.161	0.830	0.991
17:00-18:00	11	2717	0.077	1.051	1.128
18:00-19:00	11	2717	0.064	0.278	0.342
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.308	4.341	8.649

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

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

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Audit Code: bd6a4ba8-11a6-48dc-b953-e04bd5f55dd8

Parameter Summary:

Trip rate parameter range selected:	429 - 23900 (units: sqm)
Survey date date range:	13/10/2022 - 29/05/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Making Sustainability Happen