



**TRANSPORT STATEMENT**  
**SHINFIELD VIEW CARE HOME**

**BERKLEY CARE GROUP  
LIMITED**

**MAY 2026**

## Document Issue Record

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# 1. INTRODUCTION

## Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Berkley Care Group Limited to prepare a Transport Statement to support a planning application for the extension and refurbishment works to Shinfield View Care Home, School Green, Shinfield, Reading.

## Site Location and Development Overview

- 1.2 The site located in Shinfield, approximately 8.2km south of Reading town centre and is bound by Beke Avenue to the north and west and School Green to the east and south. The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

**Figure 1.1: Indicative Site Location**



(Source: Google Maps)

- 1.3 Pedestrian and vehicular access will continue to be taken from School Green on the southern boundary. The proposals include a number of internal and external reconfigurations, which includes the provision of an additional 15 bedrooms (81 bedrooms total, made up of 78 standard rooms and three suites), as well as an additional five car

parking spaces (27 spaces total) via an extension to the existing car park. One of the proposed car parking spaces will be capable of EV charging. Furthermore, a cycle store comprising seven Sheffield stands is located adjacent the proposed car park extension and a turning head is provided to allow a fire appliance to manoeuvre internally and egress in forward gear.

## **Pre-Application Feedback**

1.4 A pre-application has been undertaken in relation to the proposed scheme. The comments provided by Reading Borough Council relating to highways and transportation can be summarised as:

- *Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off-street parking standards, including provision of charging facilities. P3 of the Borough Design Guide SPD notes that parking spaces are to be a minimum of 5m x 2.5m and there should be 6m separation between the two rows of parking spaces to allow for safe manoeuvring;*
- *There are currently 22 spaces on site. It is proposed that for this application there would be an additional space. Parking would need to be in line with Borough standards (1 space per 3 residents and 1 space per 1 full time equivalent staff). Disabled parking would also need to be in line with Borough Standards (as applicable to space 23 which should be 6m x 3m in width);*
- *If it is proposed to depart from standards, parking utilisation surveys of the existing site would need to be undertaken;*
- *In line with Policy CC07 and future trends, it is recommended that one electric charging point be included within an unallocated car space and designed so that it is incorporated within the design of the building;*
- *Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum cycle parking standards and Policies P2 and P3 of the Borough Design Guide SPD ensure that it is conveniently located, secure and undercover and provided where it is compatible in the street scene. Though the proposal would involve the removal of the north facing cycle shelter, it is proposed to re-locate this to the car parking, providing a total of 14 spaces. It is recommended that a visitor cycle parking space is provided, namely in the form of a Sheffield stand;*

- *It is unlikely that the proposal would have an adverse impact on the highway network. However, due to the scale of the development, a Transport Statement will be required with any future planning application;*
- *Swept path analysis of a fire tender utilising the turning head provided within the site would need to be provided; and*
- *A framework staff travel plan would need to be submitted with any planning application.*

1.5 The pre-application comments which relate specifically to the layout of the site have been addressed as the layout has evolved and are summarised in **Section 5**.

## **Report Structure**

1.6 Following this introductory section:

- **Section 2** describes the transport planning policy context within which the proposals will be assessed;
- **Section 3** details the accessibility of the development site by non-car modes;
- **Section 4** describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;
- **Section 5** summarises the car parking arrangements, following the undertaking of a car parking accumulation exercise, as well as providing an overview of the servicing of the site; and
- **Section 6** offers a summary and conclusion.

## 2. POLICY CONTEXT

### Introduction

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

### National Policy Context

#### National Planning Policy Framework (NPPF – MHCLG, February 2025)

- 2.2 The revised National Planning Policy Framework was published in December 2024, with minor revisions in February 2025 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. Paragraph 109 states that "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:
- 2.3 In December 2025 proposed amends to the NPPF were released for consultation. The consultation ran to March 2026 and the timescales for the new NPPF being adopted are unknown. This set out the following draft policies:
- TR1: Vision-led approach to planning for transport;
  - TR3: Locating development in sustainable locations;
  - TR4: Street design, access and parking; and
  - TR6: Assessing transport impacts.
- 2.4 The 2025 draft revision continues to emphasise a vision-led approach to transport planning requiring that sustainable transport is considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals and moreover that development should be located where it can support sustainable patterns of movement. It notes that transport considerations should be integral to the design of development to give priority first to pedestrian and cycle movements and so far as possible facilitating easy access to high quality public transport.

- 2.5 It maintains that applications be capable of proceeding without having a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements.

## Local Policy Context

### Wokingham Borough Local Development Framework (Adopted January 2010)

- 2.6 The Wokingham Borough Local Development Plan sets out the vision and strategy for managing development until 2026. It sets out the long-term vision and overall development strategy for the Council's area and the ways in which it will be achieved.
- 2.7 The Vision of the Core Strategy is to:
- "deliver the development necessary to sustain the area's economic growth and ensure the needs of all groups including children, the young, the elderly and the vulnerable have been met. This includes the borough fulfilling its role within the wider sub-regional and regional economies. This will be achieved whilst maintaining the borough's landscape, ecology, heritage and environment and as far as possible the existing pattern of development so that the borough is a great place to live and work with a good quality of life and opportunity for all."*
- 2.8 The following Core Strategy Policies are considered relevant to the development proposals:
- **Policy CP1: Sustainable Development** – planning permission will be granted for development proposals that:
    - Maintain or enhance the high quality of the environment;
    - Provide attractive, functional, accessible, safe, secure and adaptable schemes;
    - Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and
  - **Policy CP6: Managing Travel Demand** – planning permission will be granted for schemes that:
    - Provide for sustainable forms of transport to allow choice;
    - 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;

- 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;
- Provide appropriate vehicular parking, having regard to car ownership;
- Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
- Enhance road safety; and
- Do not cause highway problems or lead to traffic related environmental problems.

## **Summary**

- 2.9 This Transport Statement has been prepared to take into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car, whilst taking into account the specific nature of the proposals.

### 3. ACCESSIBILITY

#### Introduction

- 3.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage future staff and visitors to walk, cycle or use public transport, rather than to travel by car, to access the site.

#### Active Travel Options

##### Pedestrian Access

- 3.2 Guidance provided by the Institute for Highways and Transportation (IHT) on the preferred maximum walking distance by journey type is provided in **Table 3.1**; for commuting to work, this is two kilometres.

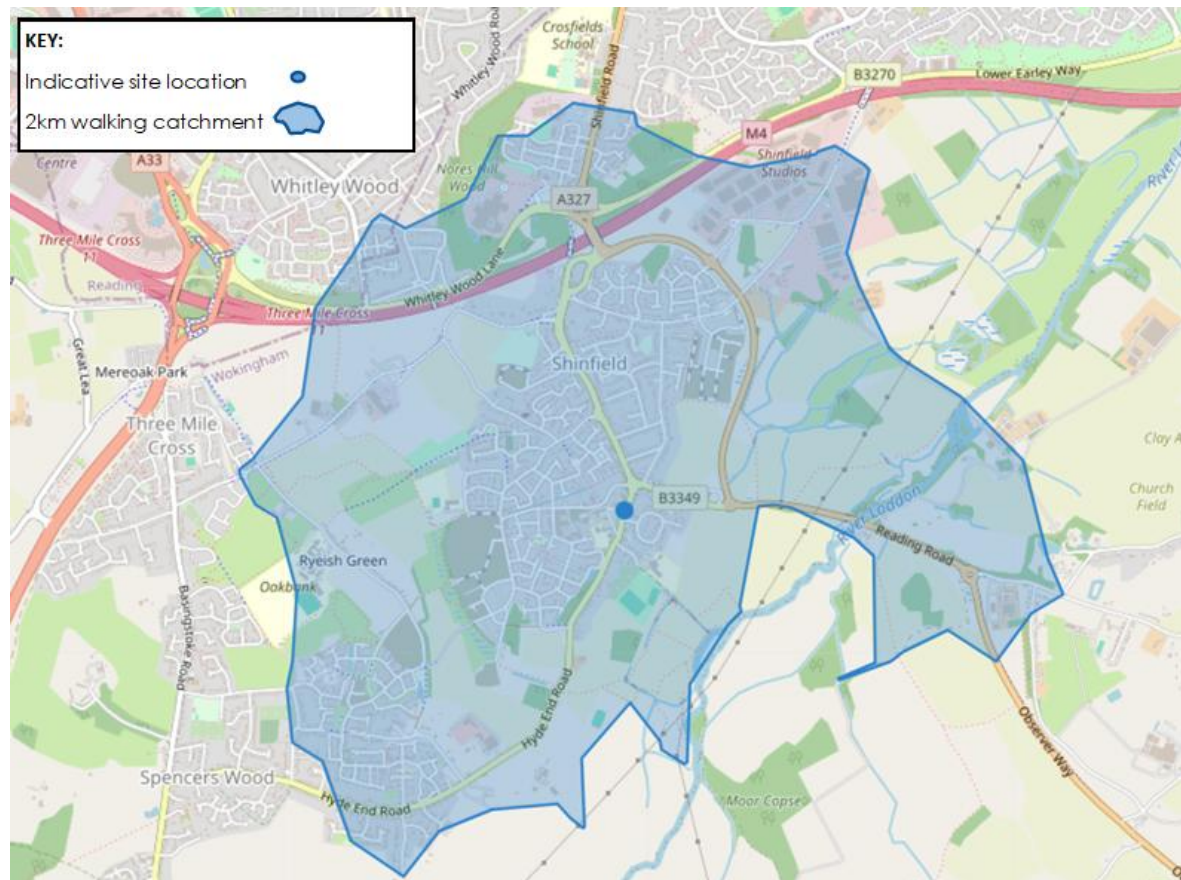
**Table 3.1: IHT Walking Guidelines**

| Criteria          | Town Centres | Commuting/ School |
|-------------------|--------------|-------------------|
| Desirable         | 200m         | 500m              |
| Acceptable        | 400m         | 1000m             |
| Preferred Maximum | 800m         | 2000m             |

(Source: IHT)

- 3.3 A 2km walking catchment from the site includes the entirety of Shinfield as well as parts of Spencers Wood and Whitley Wood. **Figure 3.1** illustrates a 2km walking catchment from the site.

**Figure 3.1: 2km Walking Catchment**



(Source: Open Street Map)

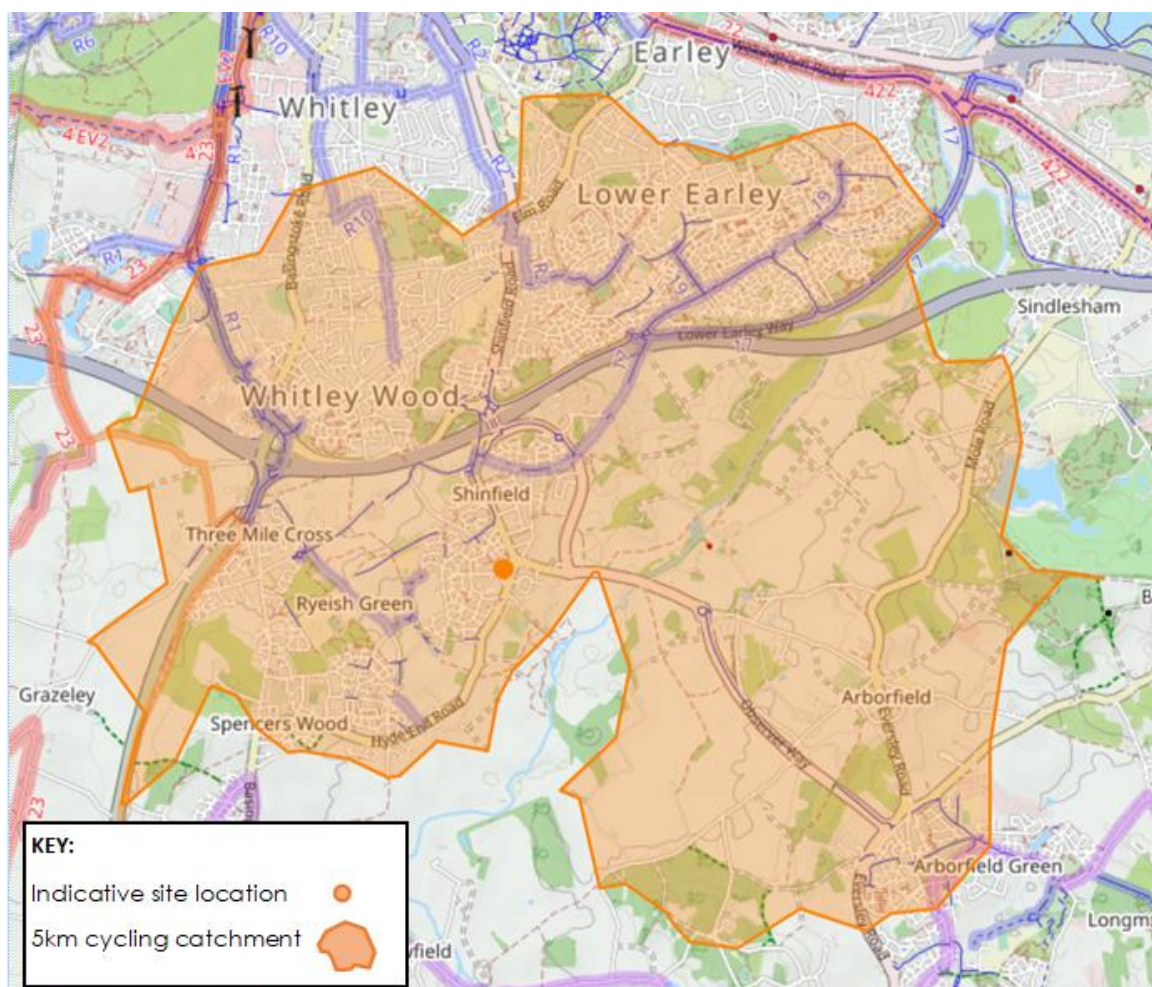
- 3.4 The care home takes access from School Green on the southern boundary. In the vicinity of the access, School Green has a 2m wide footway along the north side of the carriageway and dropped kerbs with tactile paving are provided across the vehicular access, supporting pedestrian movement east-west.
- 3.5 Street lighting is provided along this route and, approximately 60m east, School Green forms the minor arm of a priority T-junction which gives access north-south via the B3349. Dropped kerbs and tactile paving are provided across the minor arm of the junction and the B3349 has footways and street lighting on both sides. Approximately 50m south of the School Green junction, a signalised pedestrian crossing supports pedestrian movement east-west across the B3349.
- 3.6 To the north of the School Green junction, the B3349 has footways and street lighting on both sides with residential dwellings taking direct frontage access to the east. Approximately 100m north, the B3349 forms the southern arm of a 4-arm roundabout junction which gives access north towards Shinfield via Hollow Lane and east via Arborfield Road. The junction

has footways and street lighting on all approaches and refuge islands comprising dropped kerbs and tactile paving are in place to the north, east and west.

### Cycling

- 3.7 Five kilometres is typically considered to be a distance which people can realistically be expected to cycle, with relevant guidance stating that “cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”.
- 3.8 A 5km cycling catchment from the site includes Lower Earley, Whitley Wood and Arborfield, as well as the areas covered within a 2km walking distance. This cycle catchment can be seen in **Figure 3.2**.

**Figure 3.2: 5km Cycling Catchment**



(Source: Open Street Map)

- 3.9 As can be seen in **Figure 3.2**, there are a number of advisory cycle routes in Shinfield, to the north of the site. These are shared footway/cycleways and extend through the surrounding residential area to the north, whilst there is also a considerable residential catchment within convenient cycle distance to the south and west of the site. It is, therefore, considered that cycling will be an attractive option for staff and visitors, especially given the cycle storage facilities available on site.

## Public Transport Accessibility

### Bus

- 3.10 The closest bus stops to the site are located on Beke Avenue, approximately 50m west of the site. Located on both sides of the carriageway, these stops benefit from a flag, pole and timetable information. Additional stops are located on Hollow Lane, approximately 200m north of the site via the B3349. These stops comprise a flag, pole, shelter, seating, timetable information and the southbound stop also benefits from a layby. **Figure 3.3** illustrates the locations of the bus stops whilst **Table 3.2** summarises the bus services available.

**Figure 3.3: Bus Stop Locations**



(Source: Google Maps)

**Table 3.2: Bus Service Summary**

| Service     | Bus Route           | Approximate Headway |                  |          |         |
|-------------|---------------------|---------------------|------------------|----------|---------|
|             |                     | Weekday             | Weekday Evenings | Saturday | Sunday  |
| Beke Avenue |                     |                     |                  |          |         |
| 600         | Reading – Shinfield | 60 mins             | -                | 60 mins  | -       |
| Hollow Lane |                     |                     |                  |          |         |
| 3           | Reading – Wokingham | 15 mins             | 60 mins          | 15 mins  | 30 mins |
| 600         | Reading – Shinfield | 60 mins             | -                | 60 mins  | -       |

(Source: PT Operators)

### National Rail Services

- 3.11 The closest railway station to the site is Reading Green Park, located approximately 5.7km northwest of the site. This station can be accessed in a 21-minute cycle and is located on the Reading to Basingstoke line with services running every 30-minutes in each direction.
- 3.12 Alternatively, Reading railway station is located approximately 6.9km north of the site and can be accessed in approximately 40-minutes via the no. 3 bus service from Hollow Lane. This station benefits from step-free access throughout and supports frequent services to local and regional destinations including Theale, Thatcham, Newbury, Oxford, London Waterloo and London Paddington.

### Summary

- 3.13 Overall, it is considered that there are good opportunities for walking and cycling locally, with good pedestrian and cycling infrastructure surrounding the site. Furthermore, frequent bus services can be accessed on Hollow Lane. Trips to and from the proposed development site can, therefore, easily be undertaken by sustainable modes of travel, thus minimising the use of the private car.

## 4. LOCAL HIGHWAY NETWORK

### Introduction

- 4.1 This section of the Transport Statement considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

### Highway Network

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

**Figure 4.1: Existing Highway Network**



(Source: Google Maps)

- 4.3 Vehicular access will continue to be taken from School Green on the southern boundary. The existing access has dropped kerbs and tactile paving on both sides and School Green has a footway to the north. In the vicinity of the site, School Green is approximately 5.5m wide and at the eastern extent, forms the minor arm of a priority T-junction which gives access north-south via the B3349. The carriageway has double yellow line parking restrictions

in the vicinity of the junction and vehicles are subject to a 30mph speed limit as the B3349 passes the site.

- 4.4 'SLOW' road markings are in place in both directions and signage indicates vehicles are subject to a reduced 20mph speed limit when lights show, owing to Shinfield Infant & Nursery School taking direct frontage access to the west. Approximately 50m south of the School Green junction, a signalised pedestrian crossing gives access east-west across the B3349 which, past this point, continues south towards Hyde End Farm via Hyde End Road.
- 4.5 Approximately 70m north of the School Green junction, the speed limit increases to 40mph on approach to a 4-arm roundabout junction which gives access north via Hollow Lane, east via Arborfield Road and west onto Beke Avenue. Pedestrian refuge islands are provided to the north, east and west and the B3349 arm of the junction widens to two lanes on approach, providing a dedicated right-turn lane.
- 4.6 Past this point, Hollow Lane continues north towards Shinfield and the surrounding residential area. The carriageway is approximately 7m wide and has footways and street lighting on both sides, with residential dwellings taking direct frontage access along its length.

## Road Safety

- 4.7 Accident data for the most recent 5-year period (2020 – 2024) has been obtained from [www.crashmap.co.uk](http://www.crashmap.co.uk) for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The accident study area is shown overleaf in **Figure 4.2**.

**Figure 4.2: Accident Locations**



(Source: Crashmap)

- 4.8 As can be seen from **Figure 4.2**, one accident has been recorded within the vicinity of the site in the most recent 5-year period. This accident was recorded at the 4-arm roundabout junction to the north of the site in 2020. Involving a motorcyclist, this accident resulted in one casualty suffering serious injuries.
- 4.9 With this in mind, it is considered that the development traffic can be accommodated on the local road network without exacerbating an existing highway safety issue. Furthermore, as will be discussed further in **Section 5**, the predicted uplift in trips associated with the proposals is not considered to be material.

## 5. DEVELOPMENT PROPOSALS & PARKING ARRANGEMENTS

### Introduction

- 5.1 This section of the Transport Statement considers the development proposals and proposed parking arrangements at Shinfield View Care Home.

### Development Proposals & Parking Arrangements

- 5.2 Given the nature of the site, Shinfield View Care Home is operational Monday-Sunday with staff on-site 24/7 with scheduled shift changeovers. This includes care staff, ancillary staff and management/admin. Whilst the number of care staff remains consistent throughout the week, the number of ancillary, management and admin staff reduces at weekends. It is envisaged that this arrangement will continue as it does at present, with the additional nine staff associated with the proposals forming part of the pre-existing shift patterns which are spread across a typical day, rather than all being on-site at the same time.
- 5.3 The proposals include a number of internal and external reconfigurations to provide an additional 15 bedrooms (81 bedrooms total, made up of 78 bedrooms and three suites), as well as an additional five car parking spaces (27 spaces total) via an extension to the existing car park. One of the proposed car parking spaces will be capable of EV charging, in line with the comments provided by Reading Borough Council as part of the pre-application.
- 5.4 At present, Shinfield View Care Home has 98 members of staff and, as a result of the proposals, this will increase by nine (to 107) to ensure there is sufficient staff to support the uplift in residents and day to day operations at the care home. As noted previously, not all staff are on site at one time, this is just the total number employed by the care home, who then work varying shift patterns, including days and nights across the course of a typical week.
- 5.5 As set out in the pre-application response providing by Reading Borough Council, local parking standards suggest the following should be provided:
- 1 space per 3 residents; and
  - 1 space per 1 full time equivalent staff.

## Car Parking Surveys

- 5.6 Any departure from the above standards should be justified through the undertaking of a parking utilisation survey. Given the care home is existing and in order to provide justification that the additional level of car parking being provided is sufficient, a parking accumulation exercise at the site has been undertaken on a typical weekday and weekend, in order to understand the existing use of the car park. In/out counts at the site access on the southern boundary from School Green were undertaken on Wednesday 22<sup>nd</sup> April 2026 and Saturday 25<sup>th</sup> April 2026 between 07:00-19:00. This captured the number of cars parked at the beginning of the survey and, therefore, calculates the parking accumulation across the day.
- 5.7 The results of the car park accumulation survey are attached at **Appendix B** and are summarised in **Table 5.1** and **Table 5.2**.

**Table 5.1: Results of Wednesday 22<sup>nd</sup> April 2026 Parking Accumulation Survey**

| Time  | Shinfield View Care Home (22 Spaces) |     |                              |
|-------|--------------------------------------|-----|------------------------------|
|       | In                                   | Out | Accumulation (4 in at start) |
| 07:00 | 1                                    | 0   | 5                            |
| 07:15 | 1                                    | 1   | 5                            |
| 07:30 | 1                                    | 0   | 6                            |
| 07:45 | 7                                    | 1   | 12                           |
| 08:00 | 3                                    | 0   | 15                           |
| 08:15 | 0                                    | 0   | 15                           |
| 08:30 | 0                                    | 0   | 15                           |
| 08:45 | 3                                    | 0   | 18                           |
| 09:00 | 0                                    | 0   | 18                           |
| 09:15 | 2                                    | 1   | 19                           |
| 09:30 | 1                                    | 0   | 20                           |
| 09:45 | 0                                    | 1   | 19                           |
| 10:00 | 1                                    | 0   | 20                           |
| 10:15 | 0                                    | 0   | 20                           |
| 10:30 | 3                                    | 1   | 22                           |
| 10:45 | 2                                    | 2   | 22                           |
| 11:00 | 0                                    | 0   | 22                           |
| 11:15 | 0                                    | 0   | 22                           |
| 11:30 | 1                                    | 1   | 22                           |
| 11:45 | 1                                    | 0   | 23                           |
| 12:00 | 0                                    | 1   | 22                           |
| 12:15 | 0                                    | 0   | 22                           |

|       |   |   |    |
|-------|---|---|----|
| 12:30 | 0 | 0 | 22 |
| 12:45 | 1 | 1 | 22 |
| 13:00 | 0 | 1 | 21 |
| 13:15 | 3 | 0 | 24 |
| 13:30 | 0 | 0 | 24 |
| 13:45 | 1 | 2 | 23 |
| 14:00 | 1 | 1 | 23 |
| 14:15 | 0 | 0 | 23 |
| 14:30 | 0 | 2 | 21 |
| 14:45 | 1 | 0 | 22 |
| 15:00 | 0 | 1 | 21 |
| 15:15 | 1 | 1 | 21 |
| 15:30 | 0 | 2 | 19 |
| 15:45 | 0 | 1 | 18 |
| 16:00 | 3 | 4 | 17 |
| 16:15 | 0 | 1 | 16 |
| 16:30 | 1 | 3 | 14 |
| 16:45 | 0 | 1 | 13 |
| 17:00 | 0 | 3 | 10 |
| 17:15 | 2 | 2 | 10 |
| 17:30 | 0 | 1 | 9  |
| 17:45 | 1 | 2 | 8  |
| 18:00 | 2 | 2 | 8  |
| 18:15 | 0 | 0 | 8  |
| 18:30 | 0 | 0 | 8  |
| 18:45 | 0 | 0 | 8  |

(Source: Consultant Calculation)

**Table 5.2: Results of Saturday 25<sup>th</sup> April 2026 Parking Accumulation Survey**

| Time  | Shinfield View Care Home (22 Spaces) |     |                              |
|-------|--------------------------------------|-----|------------------------------|
|       | In                                   | Out | Accumulation (3 in at start) |
| 07:00 | 0                                    | 0   | 3                            |
| 07:15 | 0                                    | 0   | 3                            |
| 07:30 | 0                                    | 0   | 3                            |
| 07:45 | 3                                    | 1   | 5                            |
| 08:00 | 2                                    | 0   | 7                            |
| 08:15 | 0                                    | 0   | 7                            |
| 08:30 | 0                                    | 1   | 6                            |
| 08:45 | 0                                    | 0   | 6                            |
| 09:00 | 1                                    | 0   | 7                            |
| 09:15 | 0                                    | 0   | 7                            |
| 09:30 | 0                                    | 0   | 7                            |

|              |   |   |    |
|--------------|---|---|----|
| <b>09:45</b> | 0 | 0 | 7  |
| <b>10:00</b> | 1 | 1 | 7  |
| <b>10:15</b> | 2 | 0 | 9  |
| <b>10:30</b> | 1 | 0 | 10 |
| <b>10:45</b> | 2 | 1 | 11 |
| <b>11:00</b> | 3 | 1 | 13 |
| <b>11:15</b> | 0 | 0 | 13 |
| <b>11:30</b> | 0 | 0 | 13 |
| <b>11:45</b> | 1 | 1 | 13 |
| <b>12:00</b> | 0 | 0 | 13 |
| <b>12:15</b> | 1 | 4 | 10 |
| <b>12:30</b> | 0 | 0 | 10 |
| <b>12:45</b> | 0 | 0 | 10 |
| <b>13:00</b> | 0 | 0 | 10 |
| <b>13:15</b> | 0 | 1 | 9  |
| <b>13:30</b> | 0 | 0 | 9  |
| <b>13:45</b> | 0 | 0 | 9  |
| <b>14:00</b> | 2 | 2 | 9  |
| <b>14:15</b> | 1 | 0 | 10 |
| <b>14:30</b> | 2 | 1 | 11 |
| <b>14:45</b> | 0 | 0 | 11 |
| <b>15:00</b> | 0 | 2 | 9  |
| <b>15:15</b> | 0 | 0 | 9  |
| <b>15:30</b> | 0 | 1 | 8  |
| <b>15:45</b> | 1 | 0 | 9  |
| <b>16:00</b> | 0 | 2 | 7  |
| <b>16:15</b> | 0 | 1 | 6  |
| <b>16:30</b> | 0 | 1 | 5  |
| <b>16:45</b> | 0 | 2 | 3  |
| <b>17:00</b> | 0 | 1 | 2  |
| <b>17:15</b> | 1 | 1 | 2  |
| <b>17:30</b> | 0 | 0 | 2  |
| <b>17:45</b> | 0 | 0 | 2  |
| <b>18:00</b> | 0 | 0 | 2  |
| <b>18:15</b> | 0 | 0 | 2  |
| <b>18:30</b> | 0 | 0 | 2  |
| <b>18:45</b> | 0 | 0 | 2  |

(Source: Consultant Calculation)

- 5.8 Parking accumulation survey data suggests that the existing car park was occupied by 24 cars on the weekday survey day between 13:15-13:45 and 23 cars between 13:45-14:30, which is in excess of the existing 22 spaces for a significant period of the day, presumably within the turning head. During the weekend survey, the car park was occupied by a

maximum of 13 vehicles between 11:00-12:15. As part of the proposed development, informal parking which currently takes place within the turning head which otherwise restricts the ability for a fire tender or a refuse vehicle to turn within the site, will be removed and instead, five new parking spaces are provided.

- 5.9 It is noted that parking standards suggest there should be 1 space per 3 residents (26 spaces) and 1 space per FTE member of staff. Whilst there will be new staff associated with the uplift in residents (9), this is expected to be potentially an additional 1-2 employees per shift.
- 5.10 As the Shinfield View Care Home is currently functioning, a staff travel survey has been undertaken to understand what the current mode split is across the care home's 98 members of staff. **Table 5.3** displays the result of this survey.

**Table 5.3: Method of Travel to Work**

| Mode of Travel to Work | Count     | Percentage  |
|------------------------|-----------|-------------|
| Car as Driver          | 51        | 52.0%       |
| Car as passenger       | 12        | 12.2%       |
| Bus                    | 20        | 20.4%       |
| Train                  | 0         | 0.0%        |
| Bike                   | 1         | 1.0%        |
| Scooter                | 2         | 2.0%        |
| Walk                   | 11        | 11.2%       |
| Taxi                   | 1         | 1.0%        |
| Other                  | 0         | 0.0%        |
| <b>Total</b>           | <b>98</b> | <b>100%</b> |

(Source: Shinfield View Care Home)

- 5.11 As can be seen above, 52% of staff arrive by car with an additional 12.2% arriving as a car passenger. This includes staff who are dropped off or arrive with a colleague. As previously mentioned, the nature of the site means staff are subject to a different shift patterns and subsequent start/finish times, rather than all being on site at the same time. **Table 5.4** summarises the existing shift patterns across a typical weekday and weekend, whilst taking into account that the number of management, admin and ancillary staff is reduced on a weekend.

**Table 5.4: Staff Shift Patterns – Person Trip Generation**

| Time  | Arrivals | Departures | Accumulation |
|-------|----------|------------|--------------|
| 08:00 | 22       | 8          | 22           |
| 09:00 | 7        | 0          | 29           |
| 10:00 | 0        | 0          | 29           |
| 11:00 | 0        | 0          | 29           |
| 12:00 | 0        | 0          | 29           |
| 13:00 | 0        | 0          | 29           |
| 14:00 | 0        | 3          | 26           |
| 15:00 | 0        | 0          | 26           |
| 16:00 | 0        | 3          | 23           |
| 17:00 | 0        | 9          | 12           |
| 18:00 | 0        | 0          | 12           |
| 19:00 | 0        | 0          | 12           |
| 20:00 | 8        | 14         | 6            |

(Source: Shinfield View Care Home)

- 5.12 On the basis that 52% arrive by car, as set out in **Table 5.4** this would result in a maximum of 15 vehicles on site. On the assumption that the additional nine staff associated with the proposals will travel in a similar manner, this would result in a maximum of an additional 5 staff vehicles should they all be on-site at the same time. However, as previously mentioned, the additional staff would form part of the pre-existing shift patterns which are spread across a typical day. As such, this is considered a worst-case scenario.
- 5.13 Given the information set out in **Table 5.4** the existing use of the car park is not all expected to be in relation to staff, it is likely that a proportion of this is associated with visitors. Whilst there are additional residents proposed at the care home, the number of visitors would only be expected to increase in line with the uplift in residents, which is expected to have a negligible impact on the operation of the site.

## Servicing

### *General Servicing and Refuse Collection*

- 5.14 It is expected that refuse collection and servicing of the site will not be materially impacted by the development proposals and will continue to take place as existing, with refuse vehicles entering and egressing the site from School Green on the southern boundary. The removal of car parking from the turning head is likely to provide a betterment to the servicing of the site.

#### *Fire Appliance Access*

- 5.15 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 13.1 of the *The Building Regulations 2010 'Fire Safety' Approved Document B (2019 edition, incorporating the 2020 amendments)* Section 13 'Vehicle Access', sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles will access the site from School Green. Swept path analysis attached at **Appendix D** demonstrates a fire tender manoeuvring successfully in the turning head provided.

## 6. SUMMARY & CONCLUSIONS

### Summary

6.1 TPS has prepared this Transport Statement to support a planning application for the extension and refurbishment works to Shinfield View Care Home, School Green, Shinfield, Reading. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site benefits from good connectivity with the facilities and amenities available in the local area, with opportunities for staff and visitors to arrive by non-car modes;
- An analysis of contemporary accident data suggests that there are no accident trends that might be exacerbated by the addition of development related traffic;
- An assessment of the likely vehicle trip generation indicates that the proposals would result in a maximum of 20 vehicles on-site at any one time, owing to the pre-existing shift patterns which sees tidal arrivals and departures across a typical day;
- Car and cycle parking has been provided to meet the operational requirements of the site; and
- Swept path analysis demonstrating turning manoeuvres of fire appliances has been undertaken;

### Conclusion

6.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



**TPS Transport Consultants Ltd**

Stonebridge Court, 151-153 Wakefield Road, Horbury, Wakefield, WF4 5HQ

Tel: 01924 664638

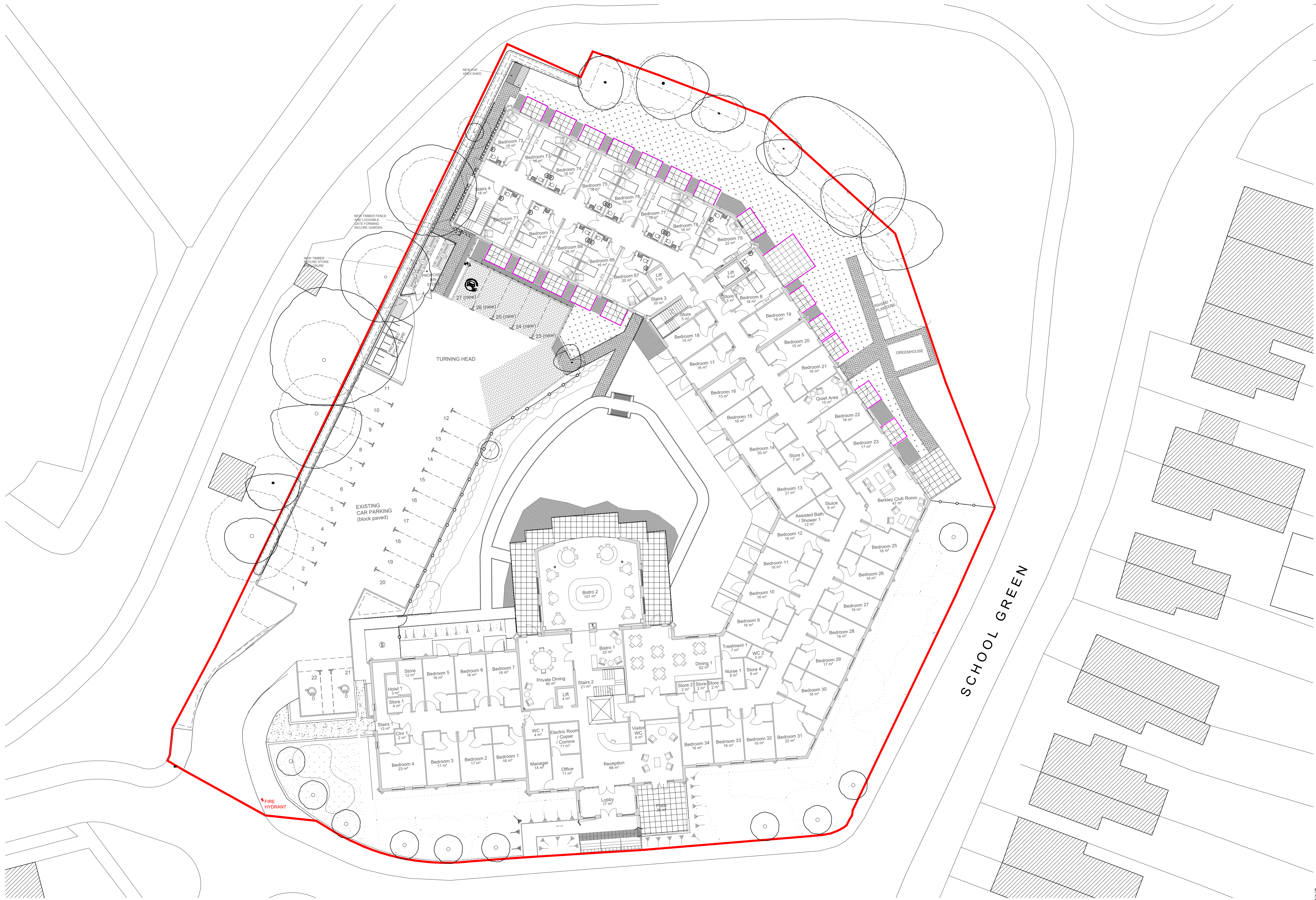
Web: [www.tpsconsultants.co.uk](http://www.tpsconsultants.co.uk)

# **REPORT APPENDICES**

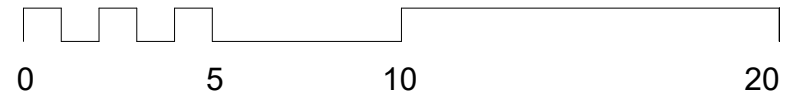
# Appendix A

## Indicative Site Layout

Notes:  
This drawing is to be read in conjunction with all other relevant architectural drawings.  
Drawing not to be scaled except for Planning Application purposes, use figured dimensions only. Do not use this drawing for construction purposes. Any discrepancies to be notified to Hay Associates and further instructions obtained before work is commenced.  
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|                |  |                    |  |                     |  |                                                                       |  |                                                      |  |                                   |  |                   |  |                                                                    |
|----------------|--|--------------------|--|---------------------|--|-----------------------------------------------------------------------|--|------------------------------------------------------|--|-----------------------------------|--|-------------------|--|--------------------------------------------------------------------|
| KEY TO SYMBOLS |  | SITE BOUNDARY LINE |  | SECURE GARDEN FENCE |  | PICKET FENCE TO PATIOS                                                |  | PROPOSED RESIN BONDED GRAVEL PATHWAYS                |  | PROPOSED PATIO PAVING (600x600mm) |  | PROPOSED GRASS    |  | ELECTRIC VEHICLE CHARGING POINT (arrow indicates number of points) |
|                |  | EXISTING BUILDINGS |  | EXISTING TREES      |  | EXISTING TREES ROOT PROTECTION AREA (where affected by the proposals) |  | PROPOSED BLOCK PAVING ROAD SURFACE TO MATCH EXISTING |  | PROPOSED HEDGE                    |  | PROPOSED PLANTING |  | ELECTRIC VEHICLE CHARGING BAY                                      |



B 18.02.2026  
A 05.02.2026  
Rev. Note: Hay Associates Limited  
4100 Park Approach  
Thorpe Park  
Leeds  
LS15 8GB

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**Client** Berkley Care Group  
**Project** Shinfield View Care Home Extension  
**Title** Proposed Site Plan  
**Scale** 1:200 @ A1  
**Date** Jan 2026  
**Drawn by** LL  
**Checked by** MH  
**Project No.** B123  
**Drawing No.** P01  
**Revision** B  
**Status** PLANNING

Floor Area (Gross Building) Created

| Level                     | Name      | Area   |
|---------------------------|-----------|--------|
| LEVEL 0 Ground Floor Plan | Bistro    | 79 m²  |
| LEVEL 0 Ground Floor Plan | Extension | 399 m² |
| LEVEL 1 First Floor Plan  | Extension | 399 m² |
| Grand total: 3            |           | 878 m² |

Floor Area (GIA) Created

| Level                     | Name      | Area   |
|---------------------------|-----------|--------|
| LEVEL 0 Ground Floor Plan | Bistro    | 68 m²  |
| LEVEL 0 Ground Floor Plan | Extension | 371 m² |
| LEVEL 1 First Floor Plan  | Extension | 372 m² |
| Grand total: 3            |           | 810 m² |

Notes:

This drawing is to be read in conjunction with all other relevant architectural drawings.

Drawing not to be scaled except for Planning Application purposes, use figured dimensions only.

Do not use this drawing for construction purposes. Any discrepancies to be notified to Hay Associates and further instructions obtained before work is commenced.

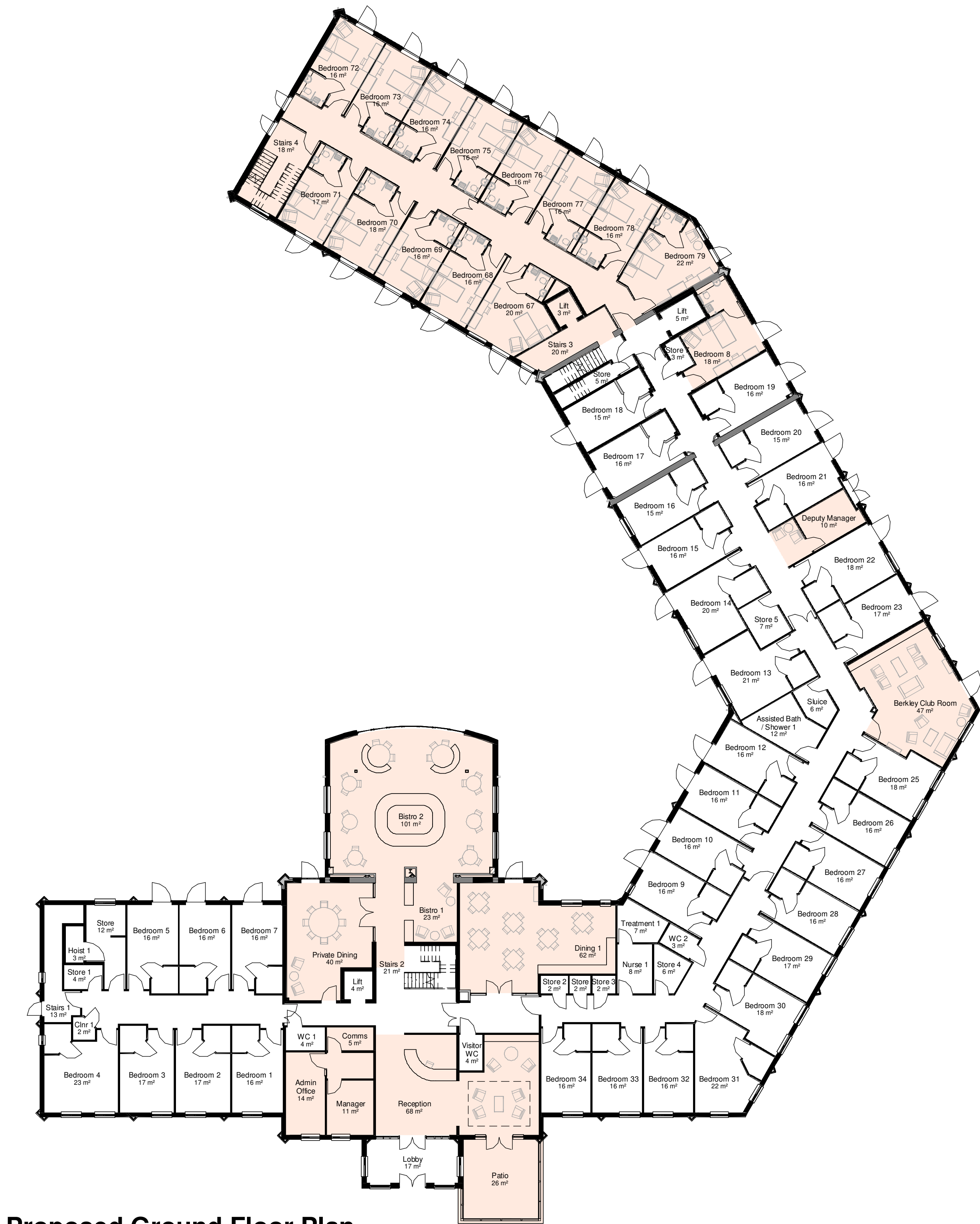
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Dayspace Schedule

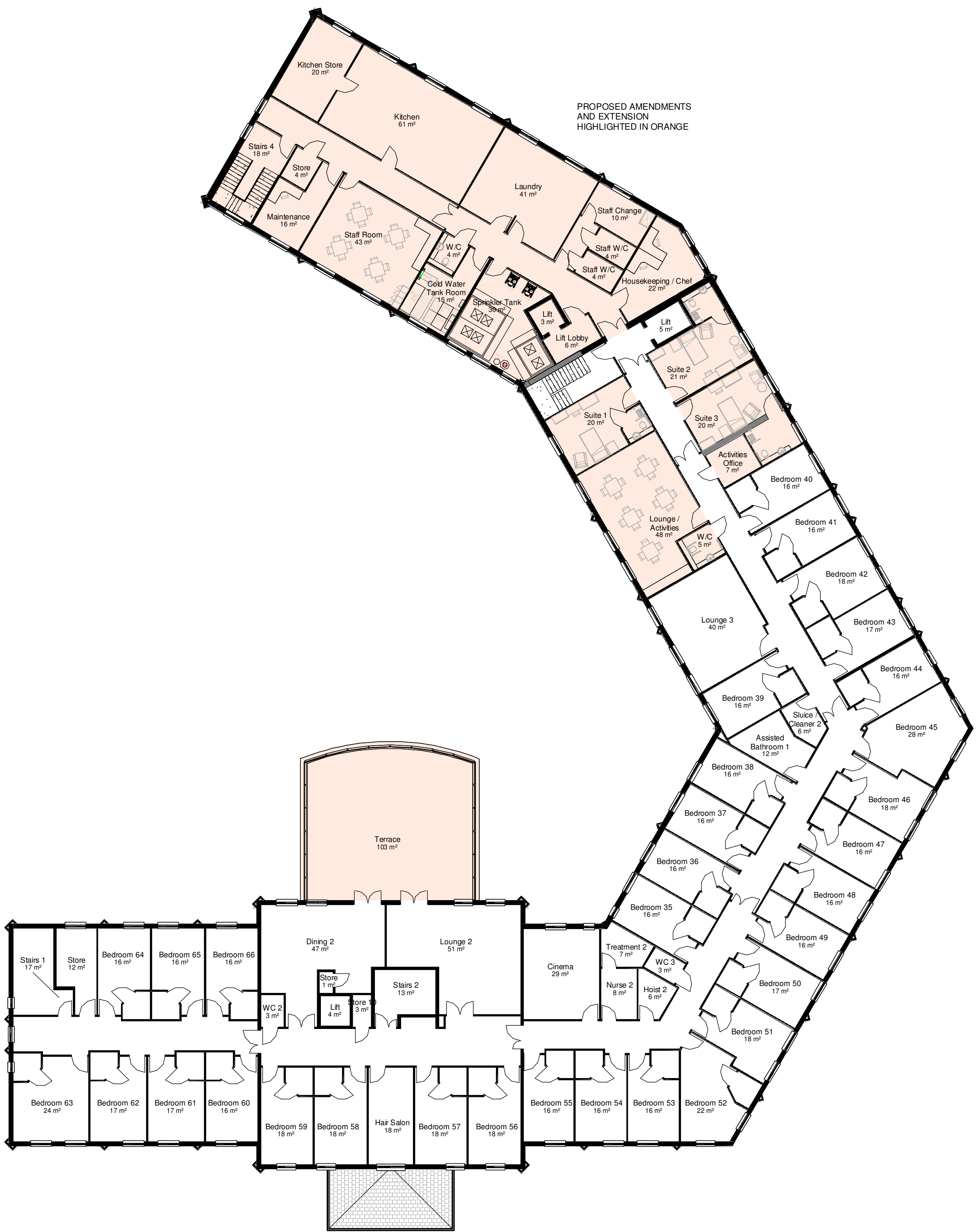
| Name                         | Level                     | Area   |
|------------------------------|---------------------------|--------|
| Bedroom 67                   | LEVEL 0 Ground Floor Plan | 20 m²  |
| Berkley Club Room            | LEVEL 0 Ground Floor Plan | 47 m²  |
| Bistro 1                     | LEVEL 0 Ground Floor Plan | 23 m²  |
| Bistro 2                     | LEVEL 0 Ground Floor Plan | 101 m² |
| Dining 1                     | LEVEL 0 Ground Floor Plan | 62 m²  |
| Private Dining               | LEVEL 0 Ground Floor Plan | 40 m²  |
| LEVEL 0 Ground Floor Plan: 6 |                           | 232 m² |
| Cinema                       | LEVEL 1 First Floor Plan  | 29 m²  |
| Dining 2                     | LEVEL 1 First Floor Plan  | 47 m²  |
| Hair Salon                   | LEVEL 1 First Floor Plan  | 18 m²  |
| Lounge 2                     | LEVEL 1 First Floor Plan  | 51 m²  |
| Lounge 3                     | LEVEL 1 First Floor Plan  | 40 m²  |
| LEVEL 1 First Floor Plan: 5  |                           | 185 m² |
| Grand total: 11              |                           | 477 m² |

Bedroom Schedule

| Name                          | Level                     | Area  |
|-------------------------------|---------------------------|-------|
| Bedroom 1                     | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 2                     | LEVEL 0 Ground Floor Plan | 17 m² |
| Bedroom 3                     | LEVEL 0 Ground Floor Plan | 17 m² |
| Bedroom 4                     | LEVEL 0 Ground Floor Plan | 23 m² |
| Bedroom 5                     | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 6                     | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 7                     | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 8                     | LEVEL 0 Ground Floor Plan | 18 m² |
| Bedroom 9                     | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 10                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 11                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 12                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 13                    | LEVEL 0 Ground Floor Plan | 21 m² |
| Bedroom 14                    | LEVEL 0 Ground Floor Plan | 20 m² |
| Bedroom 15                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 16                    | LEVEL 0 Ground Floor Plan | 15 m² |
| Bedroom 17                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 18                    | LEVEL 0 Ground Floor Plan | 15 m² |
| Bedroom 19                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 20                    | LEVEL 0 Ground Floor Plan | 15 m² |
| Bedroom 21                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 22                    | LEVEL 0 Ground Floor Plan | 18 m² |
| Bedroom 23                    | LEVEL 0 Ground Floor Plan | 17 m² |
| Bedroom 25                    | LEVEL 0 Ground Floor Plan | 18 m² |
| Bedroom 26                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 27                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 28                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 29                    | LEVEL 0 Ground Floor Plan | 17 m² |
| Bedroom 30                    | LEVEL 0 Ground Floor Plan | 18 m² |
| Bedroom 31                    | LEVEL 0 Ground Floor Plan | 22 m² |
| Bedroom 32                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 33                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 34                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 67                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 68                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 69                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 70                    | LEVEL 0 Ground Floor Plan | 18 m² |
| Bedroom 71                    | LEVEL 0 Ground Floor Plan | 17 m² |
| Bedroom 72                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 73                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 74                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 75                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 76                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 77                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 78                    | LEVEL 0 Ground Floor Plan | 16 m² |
| Bedroom 79                    | LEVEL 0 Ground Floor Plan | 22 m² |
| LEVEL 0 Ground Floor Plan: 46 |                           |       |
| Bedroom 35                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 36                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 37                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 38                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 39                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 40                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 41                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 42                    | LEVEL 1 First Floor Plan  | 18 m² |
| Bedroom 43                    | LEVEL 1 First Floor Plan  | 17 m² |
| Bedroom 44                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 45                    | LEVEL 1 First Floor Plan  | 28 m² |
| Bedroom 46                    | LEVEL 1 First Floor Plan  | 18 m² |
| Bedroom 47                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 48                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 49                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 50                    | LEVEL 1 First Floor Plan  | 17 m² |
| Bedroom 51                    | LEVEL 1 First Floor Plan  | 18 m² |
| Bedroom 52                    | LEVEL 1 First Floor Plan  | 22 m² |
| Bedroom 53                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 54                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 55                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 56                    | LEVEL 1 First Floor Plan  | 18 m² |
| Bedroom 57                    | LEVEL 1 First Floor Plan  | 18 m² |
| Bedroom 58                    | LEVEL 1 First Floor Plan  | 18 m² |
| Bedroom 59                    | LEVEL 1 First Floor Plan  | 18 m² |
| Bedroom 60                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 61                    | LEVEL 1 First Floor Plan  | 17 m² |
| Bedroom 62                    | LEVEL 1 First Floor Plan  | 17 m² |
| Bedroom 63                    | LEVEL 1 First Floor Plan  | 24 m² |
| Bedroom 64                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 65                    | LEVEL 1 First Floor Plan  | 16 m² |
| Bedroom 66                    | LEVEL 1 First Floor Plan  | 16 m² |
| LEVEL 1 First Floor Plan: 32  |                           |       |
| Grand total: 78               |                           |       |



Proposed Ground Floor Plan  
1 : 200



Proposed First Floor Plan  
1 : 200

# Appendix B

## Parking Accumulation Survey



|                                                                                                                                                             |                                                          |                             |                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-----------------------------|-----------------------|
| <b>Site / Location:</b> 1, Shinfield View<br><b>Survey Date:</b> Wednesday 22nd April 2026 & Saturday 25th April 2026<br><b>Survey Times:</b> 07:00 – 19:00 | <b>Project No:</b> 18137                                 | <b>Drawing No:</b> 18137-01 | <b>Drawn By:</b> Syed |
|                                                                                                                                                             | <b>Project Name:</b> SHINFIELD                           |                             |                       |
|                                                                                                                                                             | <b>Drawing Title:</b> Site Layout and Observed Movements |                             |                       |



SITE: 1

DATE: 22/04/2026

LOCATION: Shinfield View

DAY: Wednesday

| TIME  | Entry |     |      |      |     |     |    | TOT | Exit |     |      |      |     |     |    | TOT |
|-------|-------|-----|------|------|-----|-----|----|-----|------|-----|------|------|-----|-----|----|-----|
|       | CAR   | LGV | OGV1 | OGV2 | PSV | MCL | PC |     | CAR  | LGV | OGV1 | OGV2 | PSV | MCL | PC |     |
| 07:00 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 07:15 | 0     | 1   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 1   | 0    | 0    | 0   | 0   | 0  | 1   |
| 07:30 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 07:45 | 6     | 1   | 0    | 0    | 0   | 0   | 0  | 7   | 0    | 1   | 0    | 0    | 0   | 0   | 0  | 1   |
| 08:00 | 2     | 1   | 0    | 0    | 0   | 0   | 0  | 3   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 08:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 08:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 08:45 | 2     | 0   | 1    | 0    | 0   | 0   | 0  | 3   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 09:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 09:15 | 1     | 1   | 0    | 0    | 0   | 0   | 0  | 2   | 0    | 0   | 1    | 0    | 0   | 0   | 0  | 1   |
| 09:30 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 09:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 1   | 0    | 0    | 0   | 0   | 0  | 1   |
| 10:00 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 10:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 10:30 | 3     | 0   | 0    | 0    | 0   | 0   | 0  | 3   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 10:45 | 2     | 0   | 0    | 0    | 0   | 0   | 0  | 2   | 2    | 0   | 0    | 0    | 0   | 0   | 0  | 2   |
| 11:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 11:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 11:30 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 11:45 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 12:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 12:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 12:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 12:45 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 13:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 13:15 | 3     | 0   | 0    | 0    | 0   | 0   | 0  | 3   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 13:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 13:45 | 0     | 1   | 0    | 0    | 0   | 0   | 0  | 1   | 1    | 1   | 0    | 0    | 0   | 0   | 0  | 2   |
| 14:00 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 14:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 14:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 2    | 0   | 0    | 0    | 0   | 0   | 0  | 2   |
| 14:45 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 15:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 15:15 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 15:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 1   | 0    | 0    | 0   | 0   | 0  | 2   |
| 15:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 16:00 | 3     | 0   | 0    | 0    | 0   | 0   | 0  | 3   | 4    | 0   | 0    | 0    | 0   | 0   | 0  | 4   |
| 16:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 16:30 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 3    | 0   | 0    | 0    | 0   | 0   | 0  | 3   |
| 16:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 17:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 3    | 0   | 0    | 0    | 0   | 0   | 0  | 3   |
| 17:15 | 2     | 0   | 0    | 0    | 0   | 0   | 0  | 2   | 2    | 0   | 0    | 0    | 0   | 0   | 0  | 2   |
| 17:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 17:45 | 0     | 1   | 0    | 0    | 0   | 0   | 0  | 1   | 2    | 0   | 0    | 0    | 0   | 0   | 0  | 2   |
| 18:00 | 2     | 0   | 0    | 0    | 0   | 0   | 0  | 2   | 2    | 0   | 0    | 0    | 0   | 0   | 0  | 2   |
| 18:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 18:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 18:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| P/TOT | 37    | 6   | 1    | 0    | 0   | 0   | 0  | 44  | 34   | 5   | 1    | 0    | 0   | 0   | 0  | 40  |

| Vehicles observed at start 07:00 |     |      |      |     |     |    |
|----------------------------------|-----|------|------|-----|-----|----|
| CAR                              | LGV | OGV1 | OGV2 | PSV | MCL | PC |
| 4                                | 0   | 0    | 0    | 0   | 0   | 0  |

DATE: 22/04/2026

DAY: Wednesday

| TIME  | ACCUMULATION |     |      |      |     |     |    | TOT |
|-------|--------------|-----|------|------|-----|-----|----|-----|
|       | CAR          | LGV | OGV1 | OGV2 | PSV | MCL | PC |     |
| 07:15 | 5            | 0   | 0    | 0    | 0   | 0   | 0  | 5   |
| 07:30 | 5            | 0   | 0    | 0    | 0   | 0   | 0  | 5   |
| 07:45 | 6            | 0   | 0    | 0    | 0   | 0   | 0  | 6   |
| 08:00 | 12           | 0   | 0    | 0    | 0   | 0   | 0  | 12  |
| 08:15 | 14           | 1   | 0    | 0    | 0   | 0   | 0  | 15  |
| 08:30 | 14           | 1   | 0    | 0    | 0   | 0   | 0  | 15  |
| 08:45 | 14           | 1   | 0    | 0    | 0   | 0   | 0  | 15  |
| 09:00 | 16           | 1   | 1    | 0    | 0   | 0   | 0  | 18  |
| 09:15 | 16           | 1   | 1    | 0    | 0   | 0   | 0  | 18  |
| 09:30 | 17           | 2   | 0    | 0    | 0   | 0   | 0  | 19  |
| 09:45 | 18           | 2   | 0    | 0    | 0   | 0   | 0  | 20  |
| 10:00 | 18           | 1   | 0    | 0    | 0   | 0   | 0  | 19  |
| 10:15 | 19           | 1   | 0    | 0    | 0   | 0   | 0  | 20  |
| 10:30 | 19           | 1   | 0    | 0    | 0   | 0   | 0  | 20  |
| 10:45 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 11:00 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 11:15 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 11:30 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 11:45 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 12:00 | 22           | 1   | 0    | 0    | 0   | 0   | 0  | 23  |
| 12:15 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 12:30 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 12:45 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 13:00 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 13:15 | 20           | 1   | 0    | 0    | 0   | 0   | 0  | 21  |
| 13:30 | 23           | 1   | 0    | 0    | 0   | 0   | 0  | 24  |
| 13:45 | 23           | 1   | 0    | 0    | 0   | 0   | 0  | 24  |
| 14:00 | 22           | 1   | 0    | 0    | 0   | 0   | 0  | 23  |
| 14:15 | 22           | 1   | 0    | 0    | 0   | 0   | 0  | 23  |
| 14:30 | 22           | 1   | 0    | 0    | 0   | 0   | 0  | 23  |
| 14:45 | 20           | 1   | 0    | 0    | 0   | 0   | 0  | 21  |
| 15:00 | 21           | 1   | 0    | 0    | 0   | 0   | 0  | 22  |
| 15:15 | 20           | 1   | 0    | 0    | 0   | 0   | 0  | 21  |
| 15:30 | 20           | 1   | 0    | 0    | 0   | 0   | 0  | 21  |
| 15:45 | 19           | 0   | 0    | 0    | 0   | 0   | 0  | 19  |
| 16:00 | 18           | 0   | 0    | 0    | 0   | 0   | 0  | 18  |
| 16:15 | 17           | 0   | 0    | 0    | 0   | 0   | 0  | 17  |
| 16:30 | 16           | 0   | 0    | 0    | 0   | 0   | 0  | 16  |
| 16:45 | 14           | 0   | 0    | 0    | 0   | 0   | 0  | 14  |
| 17:00 | 13           | 0   | 0    | 0    | 0   | 0   | 0  | 13  |
| 17:15 | 10           | 0   | 0    | 0    | 0   | 0   | 0  | 10  |
| 17:30 | 10           | 0   | 0    | 0    | 0   | 0   | 0  | 10  |
| 17:45 | 9            | 0   | 0    | 0    | 0   | 0   | 0  | 9   |
| 18:00 | 7            | 1   | 0    | 0    | 0   | 0   | 0  | 8   |
| 18:15 | 7            | 1   | 0    | 0    | 0   | 0   | 0  | 8   |
| 18:30 | 7            | 1   | 0    | 0    | 0   | 0   | 0  | 8   |
| 18:45 | 7            | 1   | 0    | 0    | 0   | 0   | 0  | 8   |
| 19:00 | 7            | 1   | 0    | 0    | 0   | 0   | 0  | 8   |



SITE: 1

DATE: 25/04/2026

LOCATION: Shinfield View

DAY: Saturday

| TIME  | Entry |     |      |      |     |     |    | TOT | Exit |     |      |      |     |     |    | TOT |
|-------|-------|-----|------|------|-----|-----|----|-----|------|-----|------|------|-----|-----|----|-----|
|       | CAR   | LGV | OGV1 | OGV2 | PSV | MCL | PC |     | CAR  | LGV | OGV1 | OGV2 | PSV | MCL | PC |     |
| 07:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 07:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 07:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 07:45 | 1     | 2   | 0    | 0    | 0   | 0   | 0  | 3   | 0    | 1   | 0    | 0    | 0   | 0   | 0  | 1   |
| 08:00 | 2     | 0   | 0    | 0    | 0   | 0   | 0  | 2   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 08:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 08:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 1   | 0    | 0    | 0   | 0   | 0  | 1   |
| 08:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 09:00 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 09:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 09:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 09:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 10:00 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 10:15 | 2     | 0   | 0    | 0    | 0   | 0   | 0  | 2   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 10:30 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 10:45 | 2     | 0   | 0    | 0    | 0   | 0   | 0  | 2   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 11:00 | 3     | 0   | 0    | 0    | 0   | 0   | 0  | 3   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 11:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 11:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 11:45 | 0     | 0   | 0    | 0    | 0   | 1   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 1   | 0  | 1   |
| 12:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 12:15 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 4    | 0   | 0    | 0    | 0   | 0   | 0  | 4   |
| 12:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 12:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 13:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 13:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 13:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 13:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 14:00 | 2     | 0   | 0    | 0    | 0   | 0   | 0  | 2   | 2    | 0   | 0    | 0    | 0   | 0   | 0  | 2   |
| 14:15 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 14:30 | 2     | 0   | 0    | 0    | 0   | 0   | 0  | 2   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 14:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 15:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 2    | 0   | 0    | 0    | 0   | 0   | 0  | 2   |
| 15:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 15:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 15:45 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 16:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 2    | 0   | 0    | 0    | 0   | 0   | 0  | 2   |
| 16:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 16:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 16:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 1  | 2   |
| 17:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 17:15 | 1     | 0   | 0    | 0    | 0   | 0   | 0  | 1   | 1    | 0   | 0    | 0    | 0   | 0   | 0  | 1   |
| 17:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 17:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 18:00 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 18:15 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 18:30 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| 18:45 | 0     | 0   | 0    | 0    | 0   | 0   | 0  | 0   | 0    | 0   | 0    | 0    | 0   | 0   | 0  | 0   |
| P/TOT | 21    | 2   | 0    | 0    | 0   | 1   | 0  | 24  | 21   | 2   | 0    | 0    | 0   | 1   | 1  | 25  |

| Vehicles observed at start 07:00 |     |      |      |     |     |    |
|----------------------------------|-----|------|------|-----|-----|----|
| CAR                              | LGV | OGV1 | OGV2 | PSV | MCL | PC |
| 3                                | 0   | 0    | 0    | 0   | 0   | 0  |

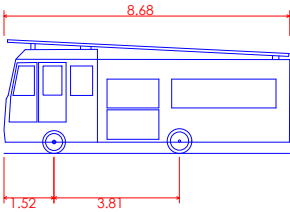
DATE: 25/04/2026

DAY: Saturday

| TIME  | ACCUMULATION |     |      |      |     |     |    | TOT |
|-------|--------------|-----|------|------|-----|-----|----|-----|
|       | CAR          | LGV | OGV1 | OGV2 | PSV | MCL | PC |     |
| 07:15 | 3            | 0   | 0    | 0    | 0   | 0   | 0  | 3   |
| 07:30 | 3            | 0   | 0    | 0    | 0   | 0   | 0  | 3   |
| 07:45 | 3            | 0   | 0    | 0    | 0   | 0   | 0  | 3   |
| 08:00 | 4            | 1   | 0    | 0    | 0   | 0   | 0  | 5   |
| 08:15 | 6            | 1   | 0    | 0    | 0   | 0   | 0  | 7   |
| 08:30 | 6            | 1   | 0    | 0    | 0   | 0   | 0  | 7   |
| 08:45 | 6            | 0   | 0    | 0    | 0   | 0   | 0  | 6   |
| 09:00 | 6            | 0   | 0    | 0    | 0   | 0   | 0  | 6   |
| 09:15 | 7            | 0   | 0    | 0    | 0   | 0   | 0  | 7   |
| 09:30 | 7            | 0   | 0    | 0    | 0   | 0   | 0  | 7   |
| 09:45 | 7            | 0   | 0    | 0    | 0   | 0   | 0  | 7   |
| 10:00 | 7            | 0   | 0    | 0    | 0   | 0   | 0  | 7   |
| 10:15 | 7            | 0   | 0    | 0    | 0   | 0   | 0  | 7   |
| 10:30 | 9            | 0   | 0    | 0    | 0   | 0   | 0  | 9   |
| 10:45 | 10           | 0   | 0    | 0    | 0   | 0   | 0  | 10  |
| 11:00 | 11           | 0   | 0    | 0    | 0   | 0   | 0  | 11  |
| 11:15 | 13           | 0   | 0    | 0    | 0   | 0   | 0  | 13  |
| 11:30 | 13           | 0   | 0    | 0    | 0   | 0   | 0  | 13  |
| 11:45 | 13           | 0   | 0    | 0    | 0   | 0   | 0  | 13  |
| 12:00 | 13           | 0   | 0    | 0    | 0   | 0   | 0  | 13  |
| 12:15 | 13           | 0   | 0    | 0    | 0   | 0   | 0  | 13  |
| 12:30 | 10           | 0   | 0    | 0    | 0   | 0   | 0  | 10  |
| 12:45 | 10           | 0   | 0    | 0    | 0   | 0   | 0  | 10  |
| 13:00 | 10           | 0   | 0    | 0    | 0   | 0   | 0  | 10  |
| 13:15 | 10           | 0   | 0    | 0    | 0   | 0   | 0  | 10  |
| 13:30 | 9            | 0   | 0    | 0    | 0   | 0   | 0  | 9   |
| 13:45 | 9            | 0   | 0    | 0    | 0   | 0   | 0  | 9   |
| 14:00 | 9            | 0   | 0    | 0    | 0   | 0   | 0  | 9   |
| 14:15 | 9            | 0   | 0    | 0    | 0   | 0   | 0  | 9   |
| 14:30 | 10           | 0   | 0    | 0    | 0   | 0   | 0  | 10  |
| 14:45 | 11           | 0   | 0    | 0    | 0   | 0   | 0  | 11  |
| 15:00 | 11           | 0   | 0    | 0    | 0   | 0   | 0  | 11  |
| 15:15 | 9            | 0   | 0    | 0    | 0   | 0   | 0  | 9   |
| 15:30 | 9            | 0   | 0    | 0    | 0   | 0   | 0  | 9   |
| 15:45 | 8            | 0   | 0    | 0    | 0   | 0   | 0  | 8   |
| 16:00 | 9            | 0   | 0    | 0    | 0   | 0   | 0  | 9   |
| 16:15 | 7            | 0   | 0    | 0    | 0   | 0   | 0  | 7   |
| 16:30 | 6            | 0   | 0    | 0    | 0   | 0   | 0  | 6   |
| 16:45 | 5            | 0   | 0    | 0    | 0   | 0   | 0  | 5   |
| 17:00 | 4            | 0   | 0    | 0    | 0   | 0   | -1 | 4   |
| 17:15 | 3            | 0   | 0    | 0    | 0   | 0   | -1 | 3   |
| 17:30 | 3            | 0   | 0    | 0    | 0   | 0   | -1 | 3   |
| 17:45 | 3            | 0   | 0    | 0    | 0   | 0   | -1 | 3   |
| 18:00 | 3            | 0   | 0    | 0    | 0   | 0   | -1 | 3   |
| 18:15 | 3            | 0   | 0    | 0    | 0   | 0   | -1 | 3   |
| 18:30 | 3            | 0   | 0    | 0    | 0   | 0   | -1 | 3   |
| 18:45 | 3            | 0   | 0    | 0    | 0   | 0   | -1 | 3   |
| 19:00 | 3            | 0   | 0    | 0    | 0   | 0   | -1 | 3   |

# Appendix C

## Swept Path Analysis – 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

| ---                                                                                                                                                                                                                                                                                                                                     | -----             | --          | --                  |               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------|---------------------|---------------|
| Date                                                                                                                                                                                                                                                                                                                                    | Rev               | Description | Drawn               | Chkd          |
| <div><div></div><div><div>TPS Transport Consultants Ltd<br/>Stonebridge Court<br/>151-153 Wakefield Road<br/>Horbury<br/>Wakefield<br/>WF4 5HQ<br/>t: 01924 664638<br/>e: info@tpsconsultants.co.uk<br/>www.tpsconsultants.co.uk</div></div></div> |                   |             |                     |               |
| Project<br>Shinfield View Care Home                                                                                                                                                                                                                                                                                                     |                   |             |                     |               |
| Title<br>Swept Path Analysis - DB32 Fire Appliance                                                                                                                                                                                                                                                                                      |                   |             |                     |               |
| Date<br>16.03.26                                                                                                                                                                                                                                                                                                                        | Designed by<br>JA |             | Checked by<br>JT    |               |
| Drawing Number<br>P2990 - T - 1002                                                                                                                                                                                                                                                                                                      |                   |             | Scale @ A3<br>1:250 | Revision<br>- |