

Transport Assessment

**Land at Old Forest
Road, Winnersh**

**Prepared for
Elstree Land
by**

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CONTENTS

SECTIONS

		PAGE
1.0	INTRODUCTION	1
2.0	PLANNING POLICY AND GUIDANCE	4
3.0	EXISTING SITUATION	20
4.0	THE DEVELOPMENT PROPOSALS	32
5.0	DEVELOPMENT TRAFFIC IMPACT ASSESSMENT	37
6.0	CONSTRUCTION TRAFFIC MANAGEMENT	39
7.0	TRANSPORT STRATEGY MITIGATION	42
8.0	SUMMARY AND CONCLUSIONS	45

FIGURES

Figure 1.1	Site Location Plan
Figure 3.1	Existing Walking and Cycling Routes
Figure 3.2	Existing Public Transport
Figure 3.3	Accessibility Plan
Figure 3.4	Personal Injury Accident Data
Figure 5.1	Existing Peak Hour Traffic Flows Plus Development Traffic

APPENDICES

Appendix A	Proposed Site Layout
Appendix B	PIA Data
Appendix C	Framework Residential Travel Plan
Appendix D	Existing Traffic Flows
Appendix E	Stopping Sight Distance Calculations
Appendix F	RSA 1 and Designers Response

DRAWINGS

7365.001A	Proposed Access Arrangement
7365.002B	Autotrack Swept Path Analysis – Site Access – Large Refuse
7365.004A	Autotrack Swept Path Analysis – Internal Site Layout – Large Refuse



**7365.005 Autotrack Swept Path Analysis – Internal Site Layout – DB32 Fire
Refuse**

**7365.006 Autotrack Swept Path Analysis – Internal Site Layout – Large Family
Saloon**



ACRONYMS AND ABBREVIATIONS

ATC	Automatic Traffic Counts
BSIP	Bus Service Improvement Plan
CTMP	Construction Traffic Management Plan
CEMP	Construction Environmental Management Plan
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
LCWIP	Local Cycling and Walking Infrastructure Plan
LHA	Local Highway Authority
LTN	Local Transport Note
LTP	Local Transport Plan
MfS	Manual for Streets
NCN	National Cycle Network
NPPF	National Planning Policy Framework
NTS	National Travel Survey
NWDR	North Wokingham Distributor Road
PIA	Personal Injury Accident
PPG	Planning Practice Guidance
PRoW	Public Right of Way
RSA	Road Safety Audit
TRICS	Trip Rate Information Computer System
SAM	Standardised Assessment Methodology
SMA	Stuart Michael Associates
SPD	Supplementary Planning Document
SuDS	Sustainable Drainage Systems
TA	Transport Assessment
TP	Travel Plan
WBC	Wokingham Borough Council



1.0 INTRODUCTION

- 1.1 Stuart Michael Associates (SMA) Limited has been appointed by Elstree Land (The Client) to prepare a Transport Assessment (TA) to support a Full Planning Application for the erection of 53no. dwellings with associated landscaping, parking, drainage, open space and other associated works.

Development Proposals

- 1.2 Full Planning Approval is sought for the erection of 53no. dwellings with associated landscaping, parking, drainage, open space and other associated works on Land at Old Forest Road, Winnersh, Wokingham, Berkshire. The site layout is shown in **Appendix A**.
- 1.3 The site is located to the north of Old Forest Road, to the south-east of Winnersh, Berkshire. Numerous TPO and veteran trees divide the site's eastern and western extents, buffer hedgerow and trees to the south, wrapping round to the west (separating the site from adjacent neighbouring dwellings). Toutley Road (the North Wokingham Distributor Road/NWDR) borders the site's northern boundary.
- 1.4 The proposed access to the development for all modes will be via an existing track that links the field gate access with Old Forest Road. The track currently serves as access to the site, and two neighbouring properties: Oaklea Cottage and The Stables.
- 1.5 A 2.0m wide footway would be provided on the eastern side of the access road that will connect the site with existing footways on Old Forest Road. Additional routes for walking and cycling are also proposed throughout the site to connect the site with the wider footway network.

Assessment Methodology

- 1.6 Research undertaken in connection with this assessment has included:
- Review of local and national planning policy guidance;
 - Site visit to assess local infrastructure and facilities;
 - Assessment of existing public transport provision, timetable information, bus routes and rail services;
 - Assessment of provisions for pedestrians and cyclists;



- Assessment of existing traffic conditions on the local highway network by way Automatic Traffic Counts (ATC);
- Assessment of the road safety record on the surrounding highway;
- Analysis of the impact of development traffic, together with background growth, on the operation of the local highway network; and
- Consideration of appropriate measures to adequately mitigate the development proposals.

1.7 This TA has been prepared in accordance with The National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG). Consideration has also been given to Design Manual for Roads & Bridges (DMRB) Guidance Notes, Manual for Streets (MfS) guidance, Inclusive Mobility Best Practice Guidance, LTN 1/20 and local policy and guidance including the following Wokingham Borough Council documents; The Local Development Framework Adopted Core Strategy (January 2010), Local Development Scheme (2024-2027), Local Plan Update: Proposed Submission Plan (2023-2040), Local Transport Plan 3 (2011-2026), Active Travel Plan, Smarter Choices Delivery Plan, Wokingham Borough Council LCWIP (2023), Bus Service Improvement Plan (2024-2040), The Borough Design Guide, and Living Streets – A Highways Guide for Developers in Wokingham.

Report Outline

1.8 The following sections of this report are summarised below.

- Section 2.0 provides an overview of the relevant national, regional and local transport policy framework;
- Section 3.0 describes the existing conditions around the site including accessibility, traffic flows, road safety and provision for walking, cycling and public transport;
- Section 4.0 describes the proposed development and accessibility to local services and facilities, access by public transport, walking, cycling and car;



- Section 5.0 considers the sites trip generating potential, trip distribution and assignment and assesses the traffic impact of the project upon the local highway network;
- Section 6.0 provides a summary and conclusion to the report.



2.0 PLANNING POLICY AND GUIDANCE

National Policy

- 2.1 As a consequence of the increasing pressures on the transport network and a national focus on climate change, the Government have identified the need for sustainable development. By definition, sustainable development seeks to achieve, 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (ref: The Brundtland Commission, 1987).
- 2.2 The following National and Local Policy and Guidance documents have been referred to, which are relevant to the proposed development:

National Publications

- National Planning Policy Framework (2024)
- National Planning Practice Guidance (2014)
- The Effects of Smarter Choice Programmes in the sustainable Travel Towns: Research Report' (2010)
- National Travel Survey (2023)

Local Publications

- Wokingham Borough Local Development Framework Adopted Core Strategy (January 2010)
- Wokingham Borough Council Local Development Scheme (2024-2027)
- Wokingham Borough Local Plan Update: Proposed Submission Plan (2023-2040)
- Wokingham Borough Council Local Transport Plan 3 (2011-2026)
- Wokingham Borough Council Active Travel Plan
- Wokingham Borough Council Smarter Choices Delivery Plan
- Wokingham Borough Council LCWIP (2023)
- Wokingham Borough Council – Borough Design Guide
- Wokingham Borough Council – Living Streets – A Highways Guide for Developers in Wokingham

Other Guidance

- LTN 1/20 Cycle Infrastructure Design (2020)



- Manual for Streets 1&2

National Planning Policy and Guidance

National Planning Policy Framework (December 2024)

- 2.3 The latest version of the NPPF builds on the previous versions but provides additional policy framework in relation to new developments. At the heart of the NPPF is a presumption in favour of sustainable development. The latest version sets out that all new developments should have a vision led approach for transport. This new requirement is explored throughout this TA.
- 2.4 With regard to promoting sustainable transport, it is recognised that when assessing sites that a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places should be undertaken. It should involve:
- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - understanding and addressing the potential impacts of development on transport networks;
 - realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains
- 2.5 When considering development proposals it should be ensured that:
- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;



- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.6 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future scenarios (Paragraph 116).

2.7 Within this context, applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



2.8 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

2.9 The NPPF states that all developments which generate significant amounts of movement should be required to provide a Travel Plan (NPPF, paragraph 117).

National Travel Statistics

2.10 This TA acknowledges the impact that the Covid-19 pandemic has had upon travel patterns and mode choice and how this may influence and embed in future travel demand. Notwithstanding this, there is evidence nationally and locally that the pre Covid-19 trends in travel and since 2020, have shown decreases in both the number of trips made and the distances travelled. This has been reported upon in the National Travel Survey, whilst also being reflected in National Policy and Guidance including 'Build Back Better: our plan for growth'.

2.11 The National Travel Survey (NTS), 2023, published by the DfT in August 2024, is a household survey of personal travel by residents in England travelling within Great Britain, from data collected via interviews and a 7-day travel diary. The recorded data includes average trip length, proportion of trips by mode and distance travelled, journey purpose and car ownership.

2.12 For the first time since 2019, the NTS 2023 was the first year to operate with a fully face-to-face data collection. The final response rate for NTS 2023 was 32%. This is an increase of one percentage point since NTS 2022 (31%). The number of households invited to take part in the NTS was increased in 2023. This means that the number of individuals responding was 74% higher than in 2022 (8,087 individuals), with 14,102 individuals participating in the survey in 2023. The results of the survey, summarised below, and compares changes in travel behaviours as the country adapts to changes in the way we live post-pandemic:

- The average number of journeys per person per year increased slightly from 862 in 2022 to 915 in 2023 (an increase of 6%) but a 4% decrease on the level prior to the Covid-19 pandemic when people made 953 trips per person (NTS0101);
- 78% of all households own at least 1 car. Car ownership of at least 1 car was significantly lower among lowest income



- households (60%) compared with highest income households (86%) (NTS0703);
- In 2023, 9% of trips involved public transport as the main mode. Half of public transport trips used a single mode of transport (50%), and the remaining half used more than one transport mode (50%). For all public transport trips, walk was the most frequent mode to begin a public transport trip with 33%, followed by other local bus (25%).
- Trends in bus travel (outside of London) saw a significant decrease during the pandemic where trips fell from 32 trips per person in 2019 to 15 trips per person in 2020. This has since increased to 25 trips per person in 2023, this is similar to 2022 with 14 trips per person. The increase in trip rates on buses outside London in 2023 may have at least partially been impacted by the national £2 bus fare cap which came into effect on buses outside London from January 2023 (NTS0303).
- Travel by surface rail accounted for 2% of all trips and 8% of total distance travelled;
- The average number of cycle journeys and distance made per year remained unchanged from 2021 as 2% and 1% on average respectively, in 2023. (NTS0303);
- Adults with access to a bicycle varied across all age ranges between 2019 and 2023 as indicated below (NTS0608);

Table 2.1 – National Travel Statistics

Age	2019	2020	2021	2022	2023
40 – 49	49%	58%	53%	50%	44%
30 – 39	39%	48%	43%	37%	36%
21 – 29	30%	32%	39%	32%	30%
17 – 20	41%	53%	45%	45%	44%

- Walking trips continued to show an increase of 5% compared to 2019 levels with 263 walking trips per person in 2023, similar to 2022 (267 trips per person) and
- 81% of trips under one mile were walks in 2023, similar to the proportion in 2022 (83%) and 2019 (80%) (NTS0308).



Decarbonising Transport (2021), Gear Change- A bold vision for cycling and walking (2020)

2.13 Gear Change sets out the vision for transforming our transport system to see a step-change in cycling and walking. It outlines 4 themes to ensure that active travel is embedded in wider policy making for local authorities, empowering them to make bold decisions ensuring that public transport, walking and cycling are “At the heart of considerations for all transport policy and planning, at all levels of leadership”.

- Theme 1: Better streets for cycling and people;
- Theme 2: Putting cycling and walking at the heart of transport, place-making, and health policy;
- Theme 3: Empowering and encouraging local authorities;
- Theme 4: We will enable people to cycle, and protect them when they are cycling;

Local Policy

Wokingham’s LTP3 (2011-2026)

2.14 The Wokingham Borough Council Local Transport Plan 3 (LTP3) provides details of how the Council will achieve its transport vision up to 2026, improving transport and accessibility over a fifteen-year period by bringing together transport policies as well as local and nationally significant schemes. It sets the policy framework for the development of an active travel plan. Given that in the UK over 50% of car journeys are shorter than three miles, there is scope to replace car journeys with more active forms of travel.

2.15 In the Council’s third Local Transport Plan we have developed a specific active travel goal in support of the overall vision for transport in the Borough. This is set out below:

2.16 “To work with partners to promote walking and cycling as health enhancing physical activities for all of our residents through providing:

- Connected, convenient, safe and signed pedestrian networks across the Borough to enhance existing networks
- New cycleways integrated with the existing cycle network
- Improved cycle parking at stations, businesses and schools”



Wokingham Borough Active Travel Plan 2011-2026

- 2.17 To guide the development of active travel across the Borough, Wokingham Borough Council's Active Travel Plan has three over-arching policies that are set out in the Local Transport Plan (LTP) as:

Active Travel (AT)

- 2.18 The four objectives for the Wokingham Borough Council Active Travel plan are:

1. To work in partnership with businesses to encourage walking and cycling to centres of employment
 2. To actively encourage walking and cycling to schools, colleges and other education facilities
 3. To improve and encourage active travel access to town and local centres, public open spaces and public transport interchanges
 4. To work with partners to promote the benefits of active travel to reinforce public health messages
- **Policy AT1:** Increasing opportunities to walk and cycle - We will actively encourage integrating walking and cycling routes and facilities into key destinations including:
 - Retail, leisure and social facilities
 - Public transport interchanges
 - Schools, colleges and other educational facilities
 - Employment Areas
 - **Policy AT2:** Recreation and Active Travel - Improving access to public open spaces and country parks will help to encourage walking and cycling as leisure activities
 - **Policy AT3:** Active Travel for all - To provide walking and cycling opportunities that are inclusive for residents with mobility, visual and hearing impairments and other disabilities
 - **Policy SCDM1:** Partnership Working - The Council will work with public, private and voluntary partners to deliver improvements to the Borough's transport network



Wokingham Borough Local Development Framework - Adopted Core Strategy
Development Plan (January 2010)

- 2.19 The Wokingham Borough Adopted Core Strategy Development Plan was adopted on 10 January 2010. It sets out the long-term spatial vision for how the Borough will develop up to 2026 and how the WBC aims to protect and enhance the quality of life within the Borough.
- 2.20 The Core Strategy sets out the objectives and over-arching policies that continue to guide the scale, location and type of development in the Borough. As outlined in Section 3, the vision for the Wokingham Borough is to “sustain the area’s economic growth and ensure the needs of all groups have been met, whilst maintaining the Borough’s landscape, ecology, heritage and environment. Development will avoid areas where it would be affected by flooding, noise and pollution”.
- 2.21 The key strategies outlined include, but are not limited to:
- Improvement in infrastructure to ensure everyone has access to high quality services;
 - The provision of a good transport system, to reduce the current high car ownership and congestion;
 - More effective use of existing employment sites and other measures to support smart growth to support the area’s buoyant economy;
 - Development proposals will respect the character of the Borough and build upon the attractiveness and features of the area; and
 - Development will be concentrated in villages and towns that have a significant range of infrastructure or will have as a result of the development;
- 2.22 The Core Strategy details 21 Core Strategy Policies in order to achieve the objectives and visions of the WBC.
- 2.23 The adoption of this Travel Plan will be used to monitor Policy CP6: Managing Travel Demand – which states that planning permission will be granted for schemes that meet the following criteria:



- 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 environmental problems.

Wokingham Borough Local Plan Update: Proposed Submission Plan (2023-2040)

- 2.24 The Wokingham Borough Local Plan Update is set to replace the Core Strategy (2010) and the Managing Development Delivery (2014) Local Plans. The Local Plan Update sets out the vision, strategic objectives and strategy for managing development across the Wokingham Borough and will be adopted in 2025.
- 2.25 The key vision outlined in the Local Plan Update consists of the following objectives:
- A borough that focuses on the needs of our communities;
 - A borough that will be sustainable for generations to come; and
 - A borough where people choose to live, learn and work because both the places we build and the places we protect are valued and enriching
- 2.26 The Local Plan Update has been prepared in accordance with the principles of achieving sustainable development as set out in the NPPF, guiding the Spatial Strategy, which seeks to maximise opportunities to re-use or redevelop brownfield land where possible, and support the regeneration and enhancement of town centres within the Borough.



2.27 Strategic Policies comprise the growth strategy and framework for the Wokingham Borough and provide the core principles which development proposals are required to meet. Policy C2 (below) is of relevance to this TA.

Policy C2: Mitigation of transport impacts and highways safety and design:

1. Development proposals must fully assess the transport impacts of the development and provide for appropriate mitigation to minimise the adverse effects. Specifically, development proposals are required to:
 - a) Ensure that any material adverse impacts on existing and forecast traffic conditions are mitigated;
 - b) Provide, or make reasonable contributions towards providing, the transport infrastructure necessary to address the needs arising from the proposal, having regard to the cumulative impacts of development, secured either as a requirement of planning conditions or by the payment of financial contributions through planning obligations, and/or the Community Infrastructure Levy;
 - c) Prepare and submit Transport Assessments or Statements alongside development proposals in accordance with the council's Local Validation requirements; and
 - d) Implement measures to promote and improve sustainable travel through agreed travel plans or through making an appropriate contribution to the borough wide My Journey initiative or any successor scheme. Travel Plans should include appropriate monitoring to ensure targets are met.
2. With regards to highways safety and design, all development proposals must implement a proportionate package of measures that:
 - a) Ensure safe and suitable access to the site for all users;
 - b) Contribute towards a high quality public realm designed in accordance with Living Streets (or any successor document), user access hierarchy and demonstrate how the relevant principles of Healthy Streets have been incorporated;



- c) Prioritise pedestrian, cycling and sustainable transport in accordance with Policy C1;
- d) Design roads to optimise traffic flows to avoid adverse environmental impacts; and
- e) Provide effective, convenient and safe delivery, collection, servicing and refuse, and recycling collection arrangements.

2.28 Proposals for new roads should be tracked for larger vehicles and, if served by bus routes, would need to accommodate bus stop infrastructure to an agreed standard with the local highway authority.

Wokingham Borough Council Local Development Scheme 2024-2027

2.29 The Local Development Scheme (LDS) set out the work program for the local plans the WBC aims to prepare over the next three years.

2.30 The LDS explains which local plans the WBC will work on, what will be in the plans and where they will apply, how long it will take to prepare the plans and what kind of plans they are. These documents form part of the Development Plan.

Wokingham Borough Council Smarter Choices Delivery Plan

2.31 The Wokingham Borough Council Smarter Choices Delivery Plan supports the LTP3 and outlines the WBC's approach to enable people who live, visit and work in the area to make informed, safe and sustainable travel decisions from a range of transport options.

2.32 The three key policy objectives for smarter choices are:

- 1) Travel information & Social Media – to provide the necessary and up-to-date travel information for all modes of transport to enable informed decision making.
- 2) Travel Planning – to work with developers and local businesses to produce high quality and meaningful workplace and residential travel plans to help deliver sustainable commuting practices; and to continue to encourage active travel to and from schools; to work with Network Rail and Train Operating companies to develop and deliver travel plans for stations.



- 3) Car sharing and Car Clubs – to help reduce and manage demand for the Borough's roads and parking by establishing an online car-sharing club and identifying opportunities for the introduction of a viable car club for the Borough.

Wokingham Borough Council Bus Service Improvement Plan (2024-2040)

- 2.33 WBC's Bus Service Improvement Plan (BSIP) is a long-term strategy for the transformation of the borough's bus network and a precursor to the borough's fourth Local Transport Plan. The BSIP was developed in partnership with local bus operators, neighbouring authorities and community stakeholders to provide a high-quality bus network for residents and visitors that contributes towards improving accessibility, local air quality, reducing road congestion and enabling carbon neutrality by 2030.
- 2.34 The projects identified through the (BSIP) and emerging Local Transport Plan 4 (LTP4) will be funded through bus grants from the Department for Transport, as well as through developer contributions via new housing.

Wokingham Borough Council LCWIP (March 2023)

- 2.35 Wokingham Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP) was developed to identify specific active travel infrastructure schemes that can be incorporated into local transport policy and capital investment programmes for Wokingham Borough.
- 2.36 The LCWIP identifies key areas of focus for walking and wheeling through the identification of desire lines for pedestrians and cyclists with four key areas located across the borough including:
 - Woodley
 - Twyford
 - Winnersh and
 - Wokingham Town Centre
- 2.37 The LCWIP identified key corridors and areas with a high potential for walking and cycling trips between major development areas dividing the borough into the north, west, south east and south west identifying the following improvements:



The North – Twyford, Wargrave, Charvil, Sonning and Hurst

Cycling:

- Links to Twyford Railway Station
- New bridges over the River Loddon to offer cyclists a safe route to the station
- Cycle link from Woodley to Twyford Station
- Wokingham Town to Twyford route
- Route to Piggott School is narrow and feels unsafe for cyclists

Walking:

- 2 bridges across the River Loddon closed to Loddon Park and Sandford Farm
- Poorly maintained path along the A4

The West – Winnersh, Woodley, Earley

Cycling:

- Reading Road 'backbone' route
- Links to Thames Valley Park
- Woodley to Earley is an important route for school and leisure trips

Walking:

- Walking connections between TVP and Earley & Woodley
- Adjacent communities of Maiden Erlegh and North Earley/Woodley poorly served by quiet routes. Divided by both railway and motorway

The South East - Wokingham Town, Barkham and Finchampstead;

Cycling:

- Wokingham Town to Bracknell (opportunity to join up with Bracknell cycleway on nine-mile ride)
- North Wokingham to Twyford Station – faster trains to London
- Crowthorne to Wokingham Town
- South Wokingham to Strategic Development Location
- Cycle route through town centre on the A329 Corridor
- Finchampstead to Wokingham Town Centre route (via Finchampstead Road)



Walking:

- Improve provision to Wokingham railway station
- Access to train station is difficult – under the bridges have narrow pavements; and

The South West - Shinfield, Arborfield, Spencer's Wood and Swallowfield

Cycling:

- Align with Arborfield & Barkham Neighbourhood Plan
- New Railway Station opening at Green Park, South Reading

Walking:

- Consider links to and within Arborfield SDL district centre and school
- Walking links between Arborfield Garrison and town centre area

- 2.38 The LCWIP identified that improvement interventions were correlated with areas suffering from existing issues, such as speeding vehicles and being difficult to cross, as well as key links to town centres and railway stations. The walking and cycling trip potential analysis had similar results identifying a greater potential for cycling trips on longer inter-urban routes, such as Wokingham Town to Winnersh and on to Earley.

Wokingham Borough Council's Living Streets – A Highways Guide for Developers

- 2.39 Living Streets - A Highways Guide for Developers in Wokingham outlines the key principles for developers to follow when producing new highway layouts for all types of development. The guide supersedes the Wokingham Highway Design Guide (2006) and should be used in conjunction with the Wokingham Borough Design Guide (WBC, 2012), Wokingham transport policy guidance documents as and any subsequent relevant documents.

Wokingham Borough Council – Borough Design Guide SPD

- 2.40 The Borough Council Design guide replaces the Borough's Residential Guide and builds on the success of its predecessor by ensuring development proposals are appropriate and protect nearby properties from the impact of the development.



- 2.41 The Borough Design Guide brings together, updates and extends previous guidance in line with the Adopted Core Strategy and has been created to help deliver the vision and objectives of the Borough.
- 2.42 The overall aim of the guidance is to enhance the quality of development and make sure proposals are of the highest quality of design. That means inclusive, safe, harmonious, welcoming, sustainable places that are well-related to the surroundings. Its key objectives are:
- To promote good design through the development process;
 - To create attractive, harmonious and well used places;
 - To ensure that all developments improve the character and quality of the area;
 - To encourage vibrant communities where people feel safe;
 - • To create places that provide ease of movement and are accessible to all;
 - To respect and be sympathetic to the character of the area in which the development is situated;
 - To minimise overlooking, loss of privacy, loss of amenity or over-dominance;
 - To take full account of the mass and height of development in relation to adjacent development and surrounding spaces; and
 - To ensure that new development meets the needs of its users.

National Guidance

DMRB

- 2.43 The Design Manual for Roads and Bridges (DMRB) contains information about current design standards relating to the design, assessment and operation of motorway and all-purpose trunk roads in the United Kingdom. The DMRB was updated in March 2023 to arrange the document according to the technical discipline and the asset lifecycle stage, represented by the two letters at the start of the new document codes.

Manual for Streets 1 & 2

- 2.44 The guidance document MfS (2007) and the expansion document Manual for Streets 2 (MfS2) (2010) provide guidance regarding street and non-trunk road design. The concept of the MfS documents places the needs of pedestrians,



cyclists and public transport users above those of private vehicle users. MfS updates the link between planning policy and street design and encourages the development of inclusive environments.

- 2.45 Whilst the original MfS focused on lightly trafficked residential streets, many of its principles can be applied to other routes, such as high streets and lanes in rural areas as reported within MfS2. MfS2 outlines methods by which the “place” and “movement” functions of different street types can be examined and provides guidance as to the appropriate street designs and standards which can be used in different environments.

Table 2.1 IHT Suggested Acceptable Walking Distance in Metres

	Town Centres	Commuting / School / Sight-Seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: Table 2.1 Guidelines for Providing For Journeys on Foot, IHT, 2000.

LTN 1/20 Cycle Infrastructure Design

- 2.46 LTN1/20 replaces previous design guidance documents LTN2/08, LTN1/12 which have subsequently been withdrawn. LTN1/20 provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy and provides a recommended basis for local authorities when setting design standards for their roads. In order to apply for Government funding for new cycling schemes, in particular, cycle infrastructure, local authorities must demonstrate that the guidance has been given due consideration.

Summary

- 2.47 As outlined in the proceeding sections of this document, the design of the development fully reflects the key transport planning principles, as set out in current local, regional, and national planning policies and best practice guidance.



3.0 EXISTING SITUATION

The Site

- 3.1 Full Planning Approval is sought for the erection of up to 53 no. dwellings of which 21 (40%) will be affordable houses on Land at Old Forest Road, Winnersh, Wokingham, Berkshire. Proposals include vehicular access point, landscaping, sustainable drainage systems (SuDS) and associated works. The site layout is shown in **Appendix A**.
- 3.2 The site is located to the north of Old Forest Road, to the south-east of Winnersh, Wokingham, Berkshire. Numerous TPO and veteran trees divide the site's eastern and western extents, buffer hedgerow and trees to the south, wrapping round to the west (separating the site from adjacent neighbouring dwellings). Toutley Road (the North Wokingham Distributor Road) borders the site's boundary northern boundary.
- 3.3 The proposed access to the development for all modes will be via an existing track that links the field gate access with Old Forest Road. The track currently serves as access to the site, and two neighbouring properties: Oaklea Cottage and The Stables. Additional routes for walking and cycling are also proposed throughout the site to connect the site with the wider footway network.

Local Highway Network

- 3.4 The North Wokingham Distributor Road (NWDR/Toutley Road) runs along the site's northern boundary and connects Old Forest Road to the A329 near the BP garage on Reading Road with the A329(M) Reading to Bracknell motorway near the Coppid Beech roundabout junction. The A329 connects the site with the A329(M) and M4 via the A3290.
- 3.5 The NWDR consists of seven separate schemes, five of which were led by developers (Bell Farm, Matthewsgreen, Kentwood Farm, Keephatch Beech and Ashridge Farm) and two that were delivered by Wokingham Borough Council, these being West of Old Forest Road (WOFR) and Toutley Road and provides a link from Winnersh to the A329(M) avoiding Wokingham town centre.
- 3.6 In addition, the NWDR allows access to the new North Wokingham developments and gives these areas a convenient and direct route to the motorway network via the A329 (M) and the M4.



Sustainable Travel Modes

Walking and Cycling

- 3.7 Existing footways on Old Forest Road in proximity to the site are of varying widths (0.9m-1.6m) due to overgrown foliage within the extent of the highway boundary. These footways connect the site with existing walking and cycling links on the NWDR/Toutley Road to the east of the site.
- 3.8 Improvements including the removal of areas of overgrown foliage to return the footway to minimum widths would improve pedestrian comfort.
- 3.9 To the west of the site, footways of approximately 1.7m are provided on both sides of the carriageway until the railway bridge meaning that pedestrians are required to cross the road to continue their journey on foot. There are currently no dropped crossings to facilitate this. Over the railway bridge footways continue on both sides to the junction with the A329 Reading Road.
- 3.10 Whilst footways are provided on both sides, there are no crossing facilities for pedestrians to cross from the westbound to the eastbound footway for routes towards Winnersh town centre and Winnersh railway station (without diverting away from the kerbline or walking over the verge).
- 3.11 The NWDR runs adjacent to the site's northern boundary and provides shared footway/cycleways that connect with the A329 Reading Road which forms part of National Cycle Network (NCN) 422. The A329 provides a combination of on-road cycle routes and shared footway/cycleways towards Winnersh railway station and Winnersh town centre.
- 3.12 The NWDR/Toutley Road also provides continuous shared walking/cycling facilities connecting the site with Queens Road, the Mathewsgreen Development and local centre which includes a Co-op Food Store, ATM, Royal Mail postal facilities and St Cecilia's Church of England Primary School to the southeast, and the A329 for routes into Winnersh town centre, and Winnersh railway station to the northwest.
- 3.13 Emmbrook Infant School and The Emmbrook School are located on Emmbrook Road and can be accessed via Lowther Road or Commons Road. Both roads provide continuous footways from Old Forest Road.



- 3.14 Commons Road provides footways of approximately 1.6m width and Lowther Road provides footways of approximately 1.7m width, however the surfacing on both roads is uneven in places and there are no dropped crossings with blister style tactile paving until the junction of Emmbrook Road where tactile paving is provided to cross Commons Road for routes towards both schools.
- 3.15 Based upon the existing pedestrian and cycle facilities, a review of the approximate walk and cycle distance and journey times to local facilities from the centre of the site has been undertaken.
- 3.16 The DfT (DMRB, Volume 5 – Provision for Non-Motorised Users – February 2005) recognises that:
- Nearly half of all journeys are less than 2 miles, a distance that could be walked by the majority of people.
 - Walking is used to access a wide variety of destinations including educational facilities, shops and places of work, normally within a range of 2 miles, walking and rambling can also be undertaken as a leisure activity, often over longer distances.
 - Nearly three quarters of all journeys are less than 5 miles in length, distances that could easily be cycled by the majority of people.
- 3.17 Manual for Streets (paragraph 4.4.1) equally acknowledges that “walking offers the greatest potential to replace short car trips, particularly those under 2km”. Further MfS guidance considers that a walkable neighbourhood is one which has a range of facilities within 10 minutes walking distance (up to 800m) of residential area, which residents can comfortably access on foot. It is stated that this should not be considered an upper limit.
- 3.18 As the National Travel Survey (2020) confirms (NTS0303), average journeys by bicycle are 4.1 miles (6.6km), with 63% of journeys by foot being under one mile. As these statistics suggest, there are instances where these distances would be exceeded.
- 3.19 The Design Manual for Roads and Bridges (DMRB), Volume 6, Section 3, Part 5 (CD143) was published by National Highways (2019) and replaces TA 91/05. Section 2 of CD 143 ‘General Design Principles’ states that walking, cycling and



horse-riding routes should be designed to achieve the best balance of the five core principles:

- Coherence;
- Directness;
- Comfort;
- Attractiveness; and
- Safety.

3.20 Local Transport Note (LTN) 2/08 Cycle Infrastructure Design was published by the DfT in 2008 and details, in paragraph 1.5, “Typical cycle trip distances” –

“In common with other modes, many utility cycle journeys are under three miles, although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a way-marked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose”.

Local Facilities/Amenities

3.21 Manual for Streets (MfS) guidance considers that a walkable neighbourhood is one which has a range of facilities within 10 minutes walking distance (up to 800m) of residential area, which residents can comfortably access on foot. It is stated that this should not be considered an upper limit. The IHT guidance ‘Providing for Journeys on Foot’ (2000), recommends suitable maximum walking distances of up to 2km for key trip ends (**Table 3.1** refers).

Table 3.1 - IHT Suggested Acceptable Walking Distance in Metres

	Town Centres	Commuting / School / Sight-Seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: Table 3.2 Guidelines for Providing for Journeys on Foot, IHT, 2000.

3.22 With regard to access to existing services/facilities in proximity to the site, **Table 3.2** provides a summary of approximate distances and journey times from the centre of the site. Further details of this are provided in **Figure 3.3**.



Table 3.2 Distances to Services/Facilities and Approximate Journey Times

Facility	Distance (m)	Walk Time (minutes)	Within Preferred Maximum	Cycle Time (mins)	Within Preferred Maximum
<u>Bus Stops</u>					
Lowther Road Bus Stops	150	01:47	✓	00:30	✓
Toutley Close	250	2:59	✓	00:46	✓
Sadlers Lane Bus Stops	850	10:07	✓	02:50	✓
<u>Railway Stations</u>					
Winnersh Railway Station	1850	22:01	✓	06:10	✓
Wokingham Railway Station	2350	27:59:00	No	07:50	✓
<u>Education</u>					
Redwood Early Years Pre-School	900	10:43	✓	03:00	✓
Emmbrook Infant School	900	10:43	✓	03:00	✓
Emmbrook Junior School	950	11:19	✓	03:10	✓
The Emmbrook School (Sixth Form)	1000	11:54	✓	03:20	✓
<u>Leisure & Community</u>					
Emmbrook Sports & Social Club	350	04:10	✓	01:10	✓
Emmbrook Village Hall	650	07:44	✓	02:10	✓
The Emmbrook Inn	700	08:20	✓	02:20	✓
The Dog & Duck	950	11:19	✓	03:10	✓
Monkey Mates	950	11:19	✓	03:10	✓
ARC Gym	1000	11:54	✓	03:20	✓
<u>Faith</u>					
Woosehill Church	1750	20:50	No	05:50	✓
<u>Retail</u>					
M&S Simply food & BP Petrol Station	850	10:07	✓	02:50	✓
Emmbrook Post Office	950	11:19	✓	03:10	✓
Emmbrook Food & Wine	1050	12:30	✓	03:30	✓
Coop Food & ATM	1500	17:51	✓	05:00	✓
Sainsbury's & Argos	1850	22:01	No	06:10	✓
Winnersh Post Office & Convenience Store	1950	23:13	No	06:30	✓
<u>Healthcare</u>					
Morrisons Pharmacy	1550	18:27	No	05:10	✓
Woosehill Medical Practice	1650	19:39	No	05:30	✓
<u>Other Facilities</u>					
M&S Simply Food ATM	850	10:07	✓	02:50	✓
Shell Recharge Charging Station	1000	11:54	✓	03:20	✓
Sainsbury's ATM	1850	22:01	No	06:10	✓
Notes: 1. Distance is the distance from the centre of the site measured along existing roads and footpaths.					



2. Walking time is the walking time from the centre of the site based on an average walking speed of 1.4m/s set out in IHT's 'Guidelines for Providing for Journeys on Foot'.
3. Cycling time is the cycling time from the centre of the site based on a cycling speed of 5m/s set out in DMRB Volume 11, Section 3.

3.23 As **Table 3.2** confirms, there are a wide range of existing facilities located within acceptable walking and/or cycling distance of the project site. Taking the foregoing into consideration, there is potential for a large number of trips to/from the project site to be via by sustainable travel modes such as cycling and walking. **Figure 3.3** illustrates the local facilities surrounding the site and provides a summary of some of the local facilities and an estimated walking and cycling time between the centre of the site and the local facilities.

3.24 The implementation of a successful Residential Travel Plan would help to encourage travel via these sustainable modes. Further details of the potential Travel Plan measures proposed to assist with mitigating the traffic impact of the proposed development are covered in more detail in Section 4.0 and within the draft Residential Travel Plan (**Appendix C**). This aligns with WBC's Local LTP 3 and Adopted Core Development Strategy Policy C6: Encourage sustainable travel behaviour (Policy DM2) which aims to support proactive master planning of new development sites for high quality neighbourhoods that encourage sustainable travel, including the development of Travel Plans.

Public Transport

Bus Services

- 3.25 Bus stops (Lowther Road bus stops) providing access to services 122/123 (eb) and 129 (wb) are located on Forest Road approximately 200m to the west of the proposed site access.
- 3.26 Managed by Thames Valley Buses, the no. 122 service provides an hourly circular route around Woosehill & Emmbrook and Wokingham, stopping at Wokingham Railway Station on weekdays and a bihourly service between 09:33 and 13:26 from the Lowther Road bus stops. This service does not run on Sunday or public holidays.
- 3.27 Managed by Thames Valley Buses, the no. 128 and 129 services provide connections between Wokingham town centre, Twyford, Sonning, Woodley and Reading town centre at an hourly frequency on weekdays, every 2 hours on Saturday, but does not run on Sunday.



- 3.28 These bus services connect the site with the local district centre within the Mathewsgreen development and Wokingham Town Centre. Whilst the service also provides access to local schools, it's hours of operation are outside of school commuting times, it should be noted however, that in accordance with Manual for Streets maximum desired walking distances, The Emmbrook school and Emmbrook Junior and Infant schools are within walking distance of the site.
- 3.29 Further bus stops located on Commons Road near to Toutley Close (in both directions) provide access to bus service 128, which connects the site with Winnersh railway station for rail service to Reading and London Waterloo.
- 3.30 In addition, the Sadlers Lane bus stop is located along the A329 Reading Road and is approximately 850m from the site's centre. Bus services no. 4/4A (Lion) and no. 128 and no. 129 are available from this stop.
- 3.31 The no. 4 and 4A (Lion) services are managed by Reading Buses and provides connections between Bracknell bus station and Reading town centre at a frequency of every 15 minutes Monday to Saturday, and every 30 minutes on Sunday.
- 3.32 Managed by Thames Valley Buses, there is also the no. 151A service between Emmbrook School and Bracknell via Binfield, which operates once per day in both directions. The no. 151 service between Wokingham and Bracknell operates every 2 hours on Saturday and does not run on Sunday.
- 3.33 A summary of the operating hours and frequencies of the bus routes within the local area is provided in **Table 3.3**, with their routes shown in **Figure 3.2**.



Table 3.3 - Local Bus Services

Service		Monday - Friday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
4/4A (Lion)	Bracknell – Wokingham - Reading	05:44 - 23:36	Every 15 mins	07:04 - 23:36	Every 15 mins	08:10 - 20:51	Every 30 mins
	Reading – Wokingham - Bracknell	05:23 - 23:26	Every 15 mins	06:57 - 23:26	Every 15 mins	08:10 - 20:22	Every 30 mins
122	Woosehill - Wokingham	09:05 - 15:14	2 every other hour	3 services at 09:33, 11:33 and 13:28		No Service	
128/129	Wokingham - Reading	07:10 - 18:19	Hourly	08:30 - 17:09	Every 2 hours		
	Reading - Wokingham	08:08 - 19:36	Hourly	10:17 - 18:34	Every 2 hours		
151/151A	Wokingham - Binfield - Bracknell	15:11	Once per day	08:35 - 17:25	Every 2 hours		
	Bracknell - Binfield - Wokingham	07:30	Once per day	07:45 - 16:45	Every 2 hours		

Rail Services

- 3.34 Winnersh Railway Station is located approximately 2km north-west of the centre of the site via the A329 Reading Road and local road network (**Figure 3.2 and Figure 3.3** refer). The station, which is run by South Western Railway, has 10 covered cycle parking spaces but does not have any car parking spaces. The station has some step-free access, but no toilets or waiting rooms. Services from Winnersh Railway Station provide connections to Reading (11 minutes) and London Waterloo (1 hour 16 minutes) via Bracknell (10 minutes) and Staines (39 minutes).
- 3.35 Access to Winnersh Railway Station is possible via the no. 4, 4A, 128 and 129 bus services.
- 3.36 A summary of rail services from Winnersh Station is provided within **Table 3.4**, along with approximate journey times.



Table 3.4 Train Times and Journey Duration

Destination	Journey Time	Monday - Friday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
Bracknell	10 mins	05:49 – 23:21	Up to every 30 mins	05:49 – 23:30	Up to every 30 mins	08:03 – 23:23	Up to every 30 mins
Reading	11 mins	06:00 – 00:32	Up to every 20 mins	06:00 – 00:32	Up to every 20 mins	07:53 – 00:53	Up to every 20 mins
Staines	39 mins	05:49 – 23:21	Up to every 30 mins	05:49 – 23:30	Up to every 30 mins	08:03 – 23:23	Up to every 30 mins
London Waterloo	1 hour 16 mins	05:49 – 00:32	Up to every 30 mins	05:49 – 23:30	Up to every 30 mins	08:03 – 00:53	Up to every 30 mins

Existing Traffic Flows

- 3.37 Baseline traffic surveys on the surrounding road network have been collated from a number of sources, as agreed with the LHA as part of ongoing post planning application submission discussions. Automatic Traffic Counts (ATC's) have been undertaken at two locations, details of which are provided within **Appendix C**.
- 3.38 The ATC's have been completed over a seven-day period, attached to a lamppost at either side of the site access.
- 3.39 Baseline data is provided in Appendix D. **Table 3.5** provides a summary of flows on key links within proximity to the development for both the morning and evening peak periods (based upon the ATC traffic data). The calculated AM and PM peaks during the survey period were 08:00-09:00 and 17:00-18:00.

Table 3.5 Traffic Flows on Surrounding Links – 2025 Baseline

Location	Direction	AM Peak	PM Peak
Old Forest Road (east of site access)	Eastbound	140	65
	Westbound	110	49
Old Forest Road (west of site access)	Eastbound	142	64
	Westbound	110	49

- 3.40 As the baseline flows indicate, flows along Old Forest Road are relatively low, with increased traffic in the AM peak period and a reduction in the PM peak period.

Speed Surveys

- 3.41 Old Forest Road is subject to a 30mph speed limit. Speed surveys undertaken have shown that speeds in both directions on the road exceed this with the 85th



percentile speed on Old Forest Road of 34.3mph eastbound and 33.9mph westbound. It is anticipated that the introduction of the new access on Old Forest could contribute to reducing traffic speeds. Visibility splays have, therefore, been assessed by the parameters outlined in MfS for the recorded 85th %ile speeds recorded on Old Forest Road and provided in **Table 3.6**.

Table 3.6 ATC Survey 85th percentile recorded speeds

Location	Direction	Recorded 85 th percentile speed	Calculated Visibility Splays
		7 Day	
Old Forest Road	Eastbound	34.3	50.5m
	Westbound	33.9	55m

Road Safety

- 3.42 To understand the safety of the highway network surrounding the site, it is important to look at the most recent period of accident reports. The data analysis is to determine whether there are any causal trends that might indicate the scope for physical improvements.
- 3.43 The Personal Injury Accident (PIA) data obtained from Crash Map (www.crashmap.co.uk) for the latest 5-year period (between 2019 to 2023), including location, type, and severity is shown in **Figure 3.4** with details provided in **Appendix B**.
- 3.44 **Table 3.7** summarises the type of accidents, by severity over the 5 years. From the summary, 8 accidents occurred across the period, all slight in severity.

Table 3.7 Summary of Accident by Severity (2019-2023)

	Slight	Serious	Fatal
2019	1	-	-
2020	-	-	-
2021	2	-	-
2022	2	-	-
2023	2	-	-
Unknown	1	-	-

- 3.45 **Table 3.8** summarises the casualties by mode of transport during the latest 5-year period. Of the PIA's recorded, 4 involved cyclists. There were no incidents



involving pedestrians or motorcyclists. These are described in further detail below.

Table 3.8 Casualties by Mode of Transport

	Car Driver/ Rider	Car (Passenger)	Motorcyclist	Pedestrian	Cyclist
2019	-	-	-	-	1
2020	-	-	-	-	-
2021	1	-	-	-	1
2022	1	2	-	-	1
2023	1	-	-	-	1
Unknown	1	-	-	-	-

- 3.46 During 2019, one incident was recorded at the junction between the A329 Reading Road and Old Forest Road. A slight injury was suffered by a cyclist when a car turned left and collided with the nearside of the cyclist. The incident occurred in daylight on wet or damp road.
- 3.47 There were two incidents recorded during 2021, both on the A329 roundabout in Winnersh, north of the M4. The first of these resulted in a slight injury to the driver when a van collided with a lamppost on wet or damp road and darkness, with street lights present and lit. The second incident occurred during daylight on dry road when a cyclist in the act of turning right collided with the front of a car, resulting in a slight injury to the cyclist.
- 3.48 A further two incidents occurred during 2022, the first along the A329 Reading Road and the second at the junction between the A329 Reading Road and Old Forest Road. The first occurred during the daytime in fine, dry conditions when a car in the act of turning left collided with the front of a cyclist, resulting in a slight injury to the cyclist. The second occurred in the dark with streetlights present and lit on dry road, when two cars side swiped each other, resulting in a slight injury to one of the drivers and 2 slight injuries to passengers of the same car.
- 3.49 During 2023, two incidents were recorded, the first of which occurred adjacent to the junction between Toutley Road and Old Forest Road, during the daytime with dry, fine conditions. The incident involved a car and a cyclist colliding, resulting in a slight injury to the cyclist. The second incident occurred on the A329 roundabout in Winnersh, north of the M4, in the daytime during dry, fine



conditions, when a car switching lanes collided with the nearside of a van, resulting in a slight injury to the driver of the van.

- 3.50 One more incident occurred on an unknown date, in the daytime during dry, fine conditions at the A329 roundabout in Winnersh, north of the M4. The incident involved a front to back collision between two cars as one was held up, resulting in a slight injury to one of the drivers.
- 3.51 In view of the foregoing, it is anticipated that the proposed development, with appropriate access arrangements (geometry and visibility), would not significantly affect road safety conditions on the surrounding highway.



4.0 THE DEVELOPMENT PROPOSALS

The Development

- 4.1 This Transport Assessment has been prepared to support a full planning application for the erection of up to 53 no. dwellings of which 21 dwellings (40%) will be affordable houses on Land at Old Forest Road, Winnersh, Wokingham, Berkshire. **Appendix A** provides a copy of the site masterplan.

Site Access

- 4.2 The site is accessed via an existing track style road, which also provides access to a number of existing residential dwellings. An existing gate is located at the end of the road securing the site.
- 4.3 It is proposed that the existing track will be improved to provide access for the development. The proposed access arrangements are shown on **Drawing 7365.001A**.
- 4.4 It is proposed that the existing vehicle crossover onto Old Forest Road will be upgraded to a simple priority junction with 8m radii bellmouth kerbing. Dropped kerbs and tactile paving will be provided at this junction along with associated give way and central road markings.
- 4.5 In addition to the dropped kerbing and tactile paving at the site access, an uncontrolled pedestrian crossing facility will be provided just to the north east of the site access. Ensuring pedestrian connectivity to the wider footway network.
- 4.6 The proposed carriageway will be 5.5m at the junction with Old Forest Road. This will narrow to 4.8m on the approach to the main part of site. A 2m footway will be provided on the eastern side of the carriageway continuing into the site ensuring safe pedestrian access from Old Forest Road.
- 4.7 A 2m verge will be provided on the western side of the carriageway. Localised narrowing on the verge will be required to ensure that access to the site can be provided for all modes of transport.
- 4.8 The site access proposals have been designed to ensure that all existing private drives that access the existing track are maintained. Care has been taken to ensure that suitable visibility is achieved from all of these drives.



- 4.9 Two trees will be removed to facilitate the access proposals, to safeguard the other trees along the access route, it is proposed that the following measures are implemented.
- Existing tree crowns are lifted to circa 4m – 5m, dead wooded and the crowns are thinned.
 - The access road is to be constructed with raised 'no dig' permeable construction around the RPA's (e.g. - permeable asphalt over a cellweb and 20/40Ø no fine stone construction to a suitable depth).
- 4.10 Within the site it is proposed a speed control bend with overrun area for large vehicles is provided to ensure that vehicles do not exceed the design speed of 20mph.
- 4.11 Autotrack Swept path analysis for the access proposals has been undertaken for including a refuse vehicle and typical car. **Drawings 7365.002A and 7365.004** provide confirmation that the site access can safely accommodate vehicles that will typically be accessing the site.
- 4.12 Speed surveys undertaken on Old Forest Road indicate that speeds in both directions on the road exceed this, with the 85th percentile speed on Old Forest Road of 34.3mph eastbound and 33.9mph westbound. It is anticipated that the introduction of the new access on Old Forest could contribute to reducing traffic speeds. Visibility splays have, therefore, been assessed by the parameters outlined in MfS for the recorded 85th %ile speeds recorded on Old Forest Road and provided in **Table 3.6**.
- 4.13 Copies of the sight stopping distance calculations are attached as **Appendix E**.

Stage 1 Road Safety Audit

- 4.14 As part of the design proposals, a Stage 1 Road Safety Audit has been undertaken during May 2025, **Appendix F** refers. As a result, the site layout was modified to address any issues raised, including amendments to the proposed access junction.
- 4.15 The designer's response is also included within Appendix F. The amendments to the access and vehicle swept path drawings include:



- Additional intervisibility and tracking movements shown at the East Toutley Hall private access onto the proposed access;
- Additional refuse vehicle swept paths showing passing in both directions along the access road;
- Provision of low height kerbing along the extent of no dig construction to improve proposed levels and crossfall;
- Additional pedestrian visibility splays added;
- Provision of drop kerbing adjacent to existing private pedestrian gated access.

Access on Foot/Cycle

- 4.16 The internal site layout has been designed to provide links for non-motorised users for connections to Old Forest Road and the wider footway/cycle network.
- 4.17 Improvements to footways on Old Forest Road would provide enhanced pedestrian comfort and promote travel by sustainable modes.

Internal Site Layout

- 4.18 The internal layout of the site has been designed to encourage low vehicle speeds and includes a raised table to further reduce vehicle speeds on the approach to the wider development. Footways are provided throughout the development with informal crossing facilities to connect pedestrians to residential properties and areas of green open space within the development.

Parking Provision

- 4.19 Adequate car parking and cycle parking to serve the development will be provided in accordance with WBC's Vehicle Parking Standard Calculator summarised below:

Cycle Parking

- 4.20 Cycle parking will be provided on the following basis:
- Apartments - Secure cycle parking will be provided in shared communal cycle stores.
 - 1 - 3 Habitable Rooms 1 space per unit



- 4 + Habitable Rooms 2 spaces per unit
- Houses - Secure cycle parking will be provided on the curtilage of each dwelling, in either private cycle sheds or garages. Garages provided would be wider than 3m and longer than 6m and could therefore be counted as a cycle space, as well as a car parking space.
 - 3 Habitable Rooms 1 space per unit
 - 4 & 5 Habitable Rooms 2 spaces per unit
 - 6 Habitable Rooms 2 spaces per unit

Car Parking

4.21 Parking provision for the site has been calculated WBC's Parking Standards Study Report (October 2011). As such parking provision for the development has been calculated as:

- Allocated Parking 81 spaces
- Unallocated Parking 7.8 spaces
- Visitor Parking 10.6 spaces
- Total 99.4 (100) spaces

Service & Emergency Vehicle Access

4.22 The internal layout would be designed to ensure that refuse and emergency vehicles have adequate space to turn within the site. **Drawing 7365.002A** and **7365.004** provide details of swept path analysis undertaken and show that a standard car, and a refuse vehicle can gain access to the site, and that the proposed layout provides sufficient space for servicing and emergency service vehicles to exit in forward gear.

Offsite Improvements

4.23 A sustainability assessment of the site was undertaken during May 2025. This assessment identified several improvements that could be introduced by WBC to improve conditions for sustainable travel including the introduction of dropped crossing facilities on Old Forest Road, improved legibility of connections for pedestrians and cyclists at the junction of Old Forest Road with the A329 Reading Road to increase connectivity to primary LCWIP routes, and improvements to footways for access to existing bus stops on Old Forest Road. Contributions



towards these improvements would be secured through a planning condition upon the granting of planning approval.



5.0 DEVELOPMENT TRAFFIC IMPACT ASSESSMENT

5.1 The following section summarises the development traffic impact assessment undertaken to confirm the impact of the development on the local highway network.

5.2 **Table 5.1** shows the trip rates and **Table 5.2** shows the resultant development trip generation for the site. To ensure a robust assessment, the trip rates were based on a development of up to 53 mixed private and affordable units.

Table 5.1 WBC Approved TRIP Rates - Dwellings (C3) per unit

	Arrivals	Departures	Two-Way
AM Peak hour (0800-0900)	0.17	0.41	0.58
Ave Inter Peak Hour (1000-1600)	0.18	0.18	0.36
PM Peak hour (1700-1800)	0.36	0.16	0.51

5.3 Using the approved Wokingham Borough Council residential dwelling (C3 class use) trip rates. 53 dwellings will result in a vehicle increase of 22 departures and 9 arrivals in the AM peak hour and 8 departures and 19 arrivals in the PM peak hour (**Table 5.2** refers). This equates to circa one vehicle movement every 2 minutes which is not considered significant

Table 5.2 WBC Approved Trip Rates - 53 Dwellings

	Arrivals	Departures	Two-Way (Totals)
AM Peak hour (0800-0900)	9	22	31
Ave Inter Peak Hour (1000-1600)	10	10	20
PM Peak hour (1700-1800)	19	8	27

5.4 Based on the provided trip rates the total vehicular trip generation for the residential development (53 dwellings) is forecast at 31 two-way movements during the AM Peak hour and 27 two-way movements during the PM Peak hour (**Table 5.3** refers).

Development Generated Traffic Impact Assessment

5.5 The peak hour development generated traffic above has been distributed to reflect the existing movements on Old Forest Road. **Figure 5.1** illustrates the



existing plus development peak period movements at the proposed access onto Old Forest Road.

- 5.6 The peak hour development traffic movements are very low and equate to circa one movement every 2 minutes.
- 5.7 Since the opening of the North Wokingham Distributor Road traffic flows on Old Forest Road have significantly reduced therefore the increase in traffic generated by the development site is considered to be insignificant, especially once the traffic movements have dispersed onto Old Forest Road and the local highway network.



6.0 CONSTRUCTION TRAFFIC MANAGEMENT

- 6.1 Aside from the operational traffic impacts associated with the development on the surrounding road network, consideration must also be given to the impact of construction related traffic. At this stage, there are no firm details of the nature of construction traffic and, therefore, some assumptions have been made in order to provide an indication of HGV movements for the residential part of the site.
- 6.2 Whilst a detailed Construction Traffic Management Plan (CTMP) would be prepared, likely by way of a Planning Condition, the remainder of this section sets out some of the key considerations associated with the construction of the site, to help to mitigate the impact of HGV movements associated with the Development.
- 6.3 Construction would require use of heavy excavation plant, lifting facilities, deliveries by HGV's and light vehicles transporting staff and workforce to the site. To ensure all construction traffic follows a specified route, a routing strategy would be adopted to ensure all delivery vehicles use approved routes to/from the site. Whilst this will be agreed post-consent, it is anticipated that the majority of movements would approach from .
- 6.4 Within the site, a site-specific speed limit would apply and designated areas would be set up for a delivery compound and parking for contractors. The site would be laid out so as to minimise the need for reversing of construction vehicles and provision would be made so that delivery vehicles can park and wait off the public highway to reduce impacts on local roads.

Programme of Works

- 6.5 It is anticipated that the build out period for the whole site could be up to two years, which would be constructed in a number of phases.
- 6.6 The programme of works would consist of the following;
- Enabling works comprising perimeter fencing/security provisions, site compound, site clearance, ground investigation, initial service works and access works;
 - Sub infrastructure works, ground works and foundations;
 - Construction of superstructures; and
 - External works such as car parking and landscaping.



Storage of Plant and Materials

- 6.7 Separate temporary compound areas would be located within the site. These secure, hardstanding places will include an area for cabins, storage of materials and contractor car parking.
- 6.8 Specific parking areas would be provided on-site for contractors and for the loading of vehicles. These parking areas would be clearly signed and monitored by the site managers. Parking for contractors, personnel, site operatives and visitors is to be provided adjacent to the site compounds. The site compounds would contain welfare and administrative facilities, plus a storage area for materials. Electricity, water and telephone connections would be made to the site compounds.

Programme of Works / Phasing / Lorry Routing and Potential Numbers

- 6.9 During construction, the site would be operational between 08:00 and 18:00 hours, Monday to Friday, and 08:00 to 13:00 hours on Saturdays. Construction vehicles would not access the site outside of these periods, unless agreed in advance with WBC. Any potential noise and vibration would be during this period and kept to a minimum as far as possible. No work will be carried out on Sundays or Bank or National Holidays.

Construction Trip Generation

- 6.10 The following section summarises anticipated trip generation for the site.

Lorry Routes

- 6.11 It is proposed that construction traffic would be routed to minimise the long-term impacts associated with construction of the site for local residents. Where possible, construction traffic would also be scheduled for delivery outside of peak periods, to help minimise traffic impacts on the surrounding network.

Signage

- 6.12 A clear, concise signage strategy would be agreed for the construction of all phases of the development. This would identify construction vehicle routes, whilst also assisting with internal traffic control. Signage would also identify the site office and parking areas for all personnel, site visitors and service vehicles. These



signs will be based on the road signs as referenced in the DfT, 'Traffic Signs Regulations and General Directions' manual.

Provision of Boundary Hoarding

6.13 Enabling works for each phase would comprise perimeter fencing/security provisions. The construction and maintenance of fencing and hoardings would be carried out to an acceptable condition to prevent unwanted access to the construction site, to provide noise attenuation, screening, and site security where required. This would include the need to provide viewing points at relevant locations, if appropriate. The use of different types of fencing would include the following:

- Painting the side of hoardings facing away from the site, and to keep them free of graffiti or posters;
- Providing site information boards with out of hours contact details, 24 hour telephone number (for comments/complaints), community information and information on the works programme, at key locations; *and*
- Displaying notices on site boundaries to warn of hazards on site such as deep excavations, construction access, etc.

6.14 Clear sight lines would be maintained around hoardings and fencing with no hidden corners in order to avoid, where reasonably practicable, opportunities for anti-social behaviour and crime and to ensure safety of vehicles.

Trees, Hedgerows and Wildlife Corridors

6.15 To avoid accidental damage to the retained trees and hedgerows during site clearance and construction activities, buffer zones around trees and hedgerows would be implemented and secured by protective fencing as per the Tree Protection Plan. Retained wildlife corridors around the edges of the site would also be fenced off and kept clear of materials and machinery to ensure that wildlife can continue to move through the landscape.



7.0 TRANSPORT STRATEGY & MITIGATION

- 7.1 The proposals and internal layout seek to provide permeable pedestrian/cycle routes through the site, which will integrate with the surrounding road network and promote walking and cycling ahead of travel by private car. Where travel is required, the proposals aim to provide a choice of multiple sustainable travel options where possible.
- 7.2 The proposed transport strategy sets out to successfully mitigate the residual cumulative impacts of the proposals on the surrounding road network and maximise the attractiveness of walking and cycling locally, along with connections to local footways and cycleways, nearby schools and other key facilities within the local area, local employment areas, Winnersh town centre and Wokingham town centre.
- 7.3 It is proposed that this would be achieved through several methods, including the preparation and implementation of a Residential Travel Plan, new pedestrian/cycle infrastructure would be included along the site access road and several off-site improvements have been identified as part of the sustainability assessment for the site including new informal pedestrian crossing facilities along routes to key services and amenities including local schools, district centres and the A329 Reading Road that has been identified in Wokingham's LCWIP.
- 7.4 The majority of these would be through obligations within the Section 106 Agreement. Where financial contributions are identified towards the cost of delivery of measures, the scale of these contributions will need to be considered in the wider context and subject to viability.

Transport Strategy

- 7.5 The Transport Strategy has been developed to address the following components, to successfully mitigate the impacts of the proposals:
- Walking and cycling connectivity
 - Travel planning
 - Highway Access and internal connections
 - Parking strategy



- 7.6 The Transport Strategy and mitigation measures have been developed to address the above, with further detail provided in the remainder of this section for each element.

Framework Residential Travel Plan

- 7.7 In line with national and local policy, a Framework Residential Travel Plan has been prepared to accompany the application (**Appendix C**), which provides a range of measures to encourage and incentivise travel via sustainable modes. The Travel Plan sets out initial targets/objectives and the suggested approach to the implementation, management and monitoring strategy of the Final Travel Plan for the proposed development, which would be subject to either a Planning Condition and/or S.106 obligation.

- 7.8 Typically, the Travel Plan would include, but not be limited to, the following measures:

- Distribution of Residents Travel Packs to the first occupant of each dwelling, providing details of public transport services (timetables & route maps), walking/cycling routes and services/facilities available;
- Provision of subsidised travel vouchers for public transport services (bus & rail) and/or cycle purchase;
- Completion of Personalised Travel Planning to each household;
- Preparation of sustainable & Active Travel modes;
- Preparation of a community website to provide details of the various travel options available;
- Ongoing promotion of sustainable travel modes;
- Completion of Residents Travel Surveys to establish travel patterns and behaviour;
- Completion of Annual Monitoring Reports to record the success of the Travel Plan and modal shift to sustainable modes; and
- Liaison with residents, local stakeholders, bus operators in relation to the various sustainable travel options available.

- 7.9 Further details of the potential measures that could be included as part of the final Travel Plan, along with the management, review and monitoring strategy is included in **Appendix C**.



Stage 1 Road Safety Audit

- 7.10 To assess the road safety of the proposed site access improvements onto Old Forest Road, a Stage 1 Road Safety Audits (RSA) has been completed by an independent audit team. The audit raised a few points that have been addressed within the designer's response section of the report and minor additions and amendments have been made to the proposed access and vehicle swept path drawings.

Car and Cycle Parking

- 7.11 Adequate car parking and cycle parking to serve the development will be provided in accordance with WBC's Vehicle Parking Standard Calculator summarised below:

Car Parking

- 7.12 Parking provision have been calculated using on Parking Standards Study Report - October 2011 and would comprise of 81 allocated spaces, 8 unallocated spaces, and 11 visitor parking spaces providing a total of 100 spaces across the development.

Cycle Parking

- 7.13 Cycle parking for apartments would be provided in secure shared communal stores and cycle parking for houses would be provided on the curtilage of each dwelling, in either private cycle sheds or garages. Garages provided would be wider than 3m and longer than 6m and could therefore be counted as a cycle space, as well as a car parking space.



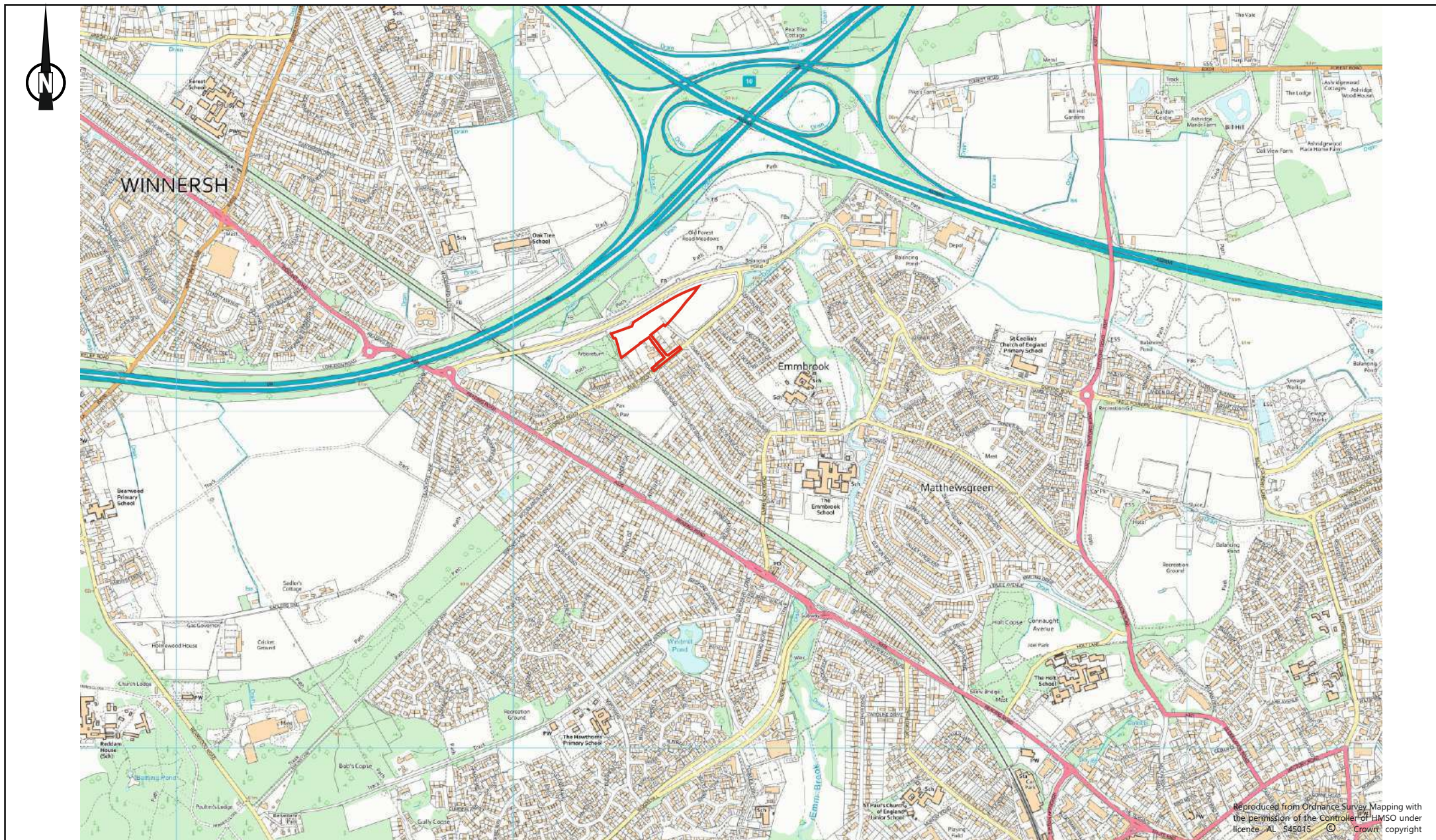
8.0 SUMMARY AND CONCLUSIONS

- 8.1 This Transport Assessment has been prepared by Stuart Michael Associates (SMA) on behalf of Elstree Land (The Applicant), to support a Full Planning Application for the erection of 53no. dwellings with associated landscaping, parking, drainage, open space and other associated works. (**Figure 1.1** refers).
- 8.2 The latest Personal Injury Accident record has been procured and it confirms that the existing site access onto Old Forest Road has experienced a good safety record in the past five years.
- 8.3 A Stage 1 Road Safety Audit (RSA) has been carried out the proposed site access improvements onto Old Forest Road. The audit raised a few points that have been addressed within the designer's response section of the report. Minor amendments have been made to the proposed access and vehicle swept path drawings to address these comments.
- 8.4 Analysis of trip generation data has indicated that the proposed development will generate 31 two-way movements and 20 two-way movements during the AM and PM Peak hours, respectively. These movements are very low and equate to circa one movement every 2 minutes. The increase in traffic generated by the development site is considered to be insignificant, especially once the traffic movements have dispersed onto Old Forest Road and the local highway network.
- 8.5 All roads within the site will be designed to promote speeds no higher than 20mph. These design speeds will help to promote safe and convenient access on foot and by bicycle.
- 8.6 Appropriate and sufficient car and cycle parking will be provided on site. Typically, residential parking is to be provided within building curtilages, private garages. or in separate off-street parking courts where visitor parking will also be provided.
- 8.7 Swept path analysis has been undertaken for the proposed layout to show that waste vehicles can access all properties in line with required standards.
- 8.8 The site is located in proximity to a number of key facilities that will enable residents to walk or cycle lowering car journeys from the site.

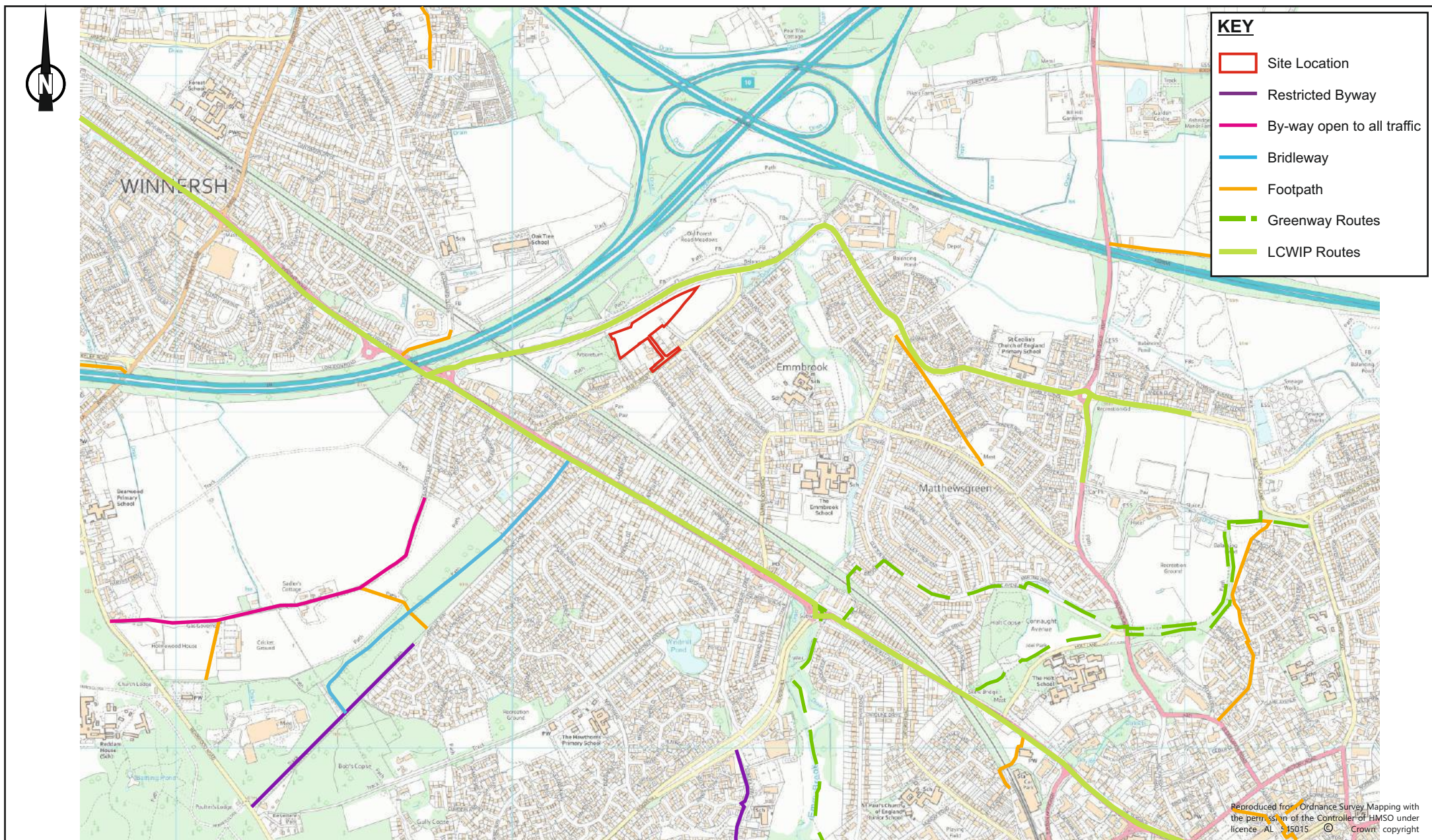


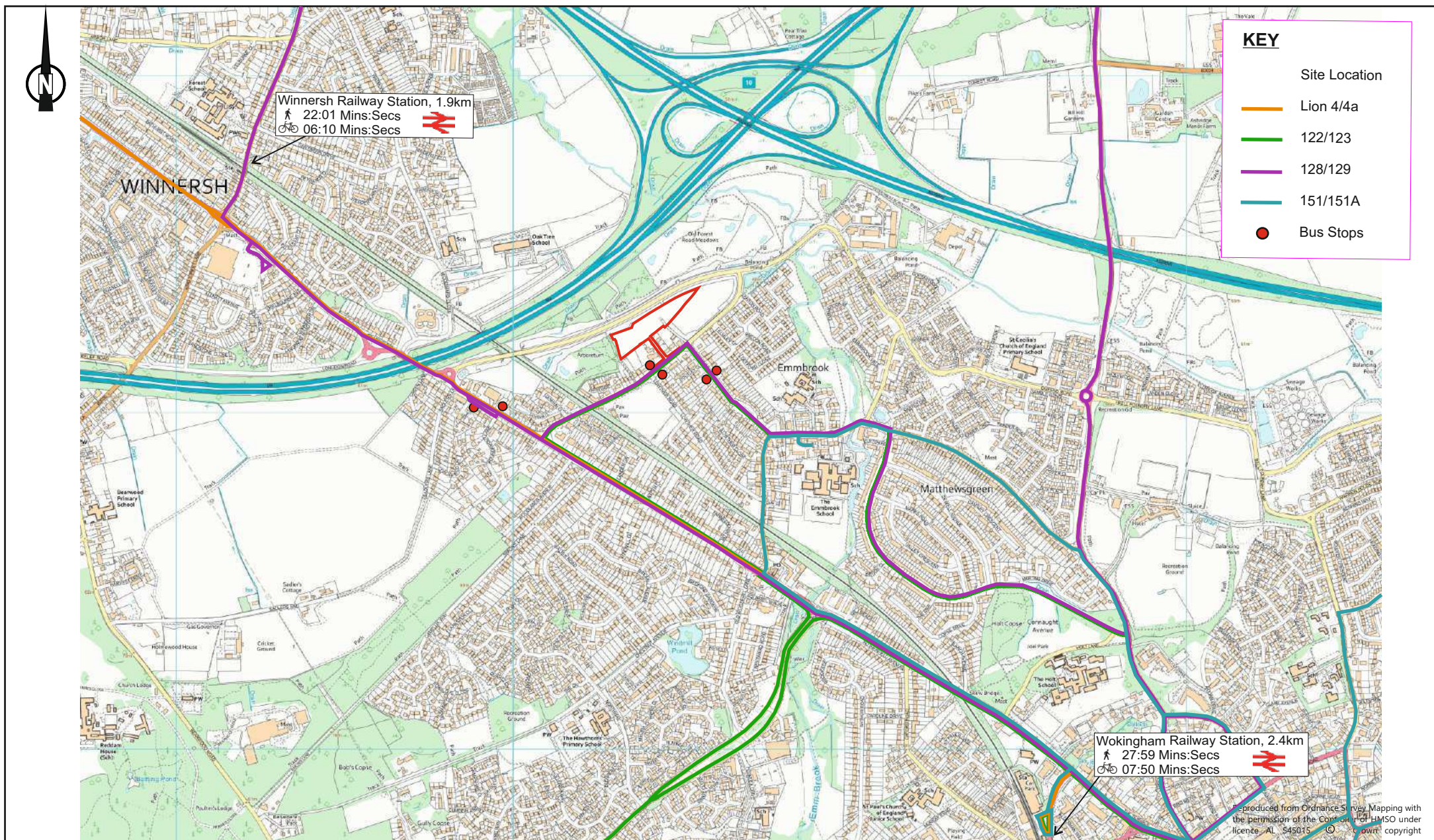
-
- 8.9 To further encourage sustainable modes of travel, a Residential Travel Plan will be provided to support the application and promote sustainable travel to and from the site.
- 8.10 This Assessment has been prepared in accordance with current relevant policy and guidance including “Guidance on Transport Assessment” published by the Department for Transport (DfT) in March 2007 and the Planning Practice Guidance (PPG). Consideration has also been given to Design Manual for Roads & Bridges (DMRB) Guidance Notes, Manual for Streets (MfS) principles and Chartered Institute for Highways & Transportation (CIHT) guidelines.
- 8.11 It is, therefore, concluded that the proposed development would be acceptable in highway terms and in accordance with the national and local policy objectives (Section 2.0 refers). Planning Approval can, therefore, be granted subject to appropriate planning conditions covering specific details.

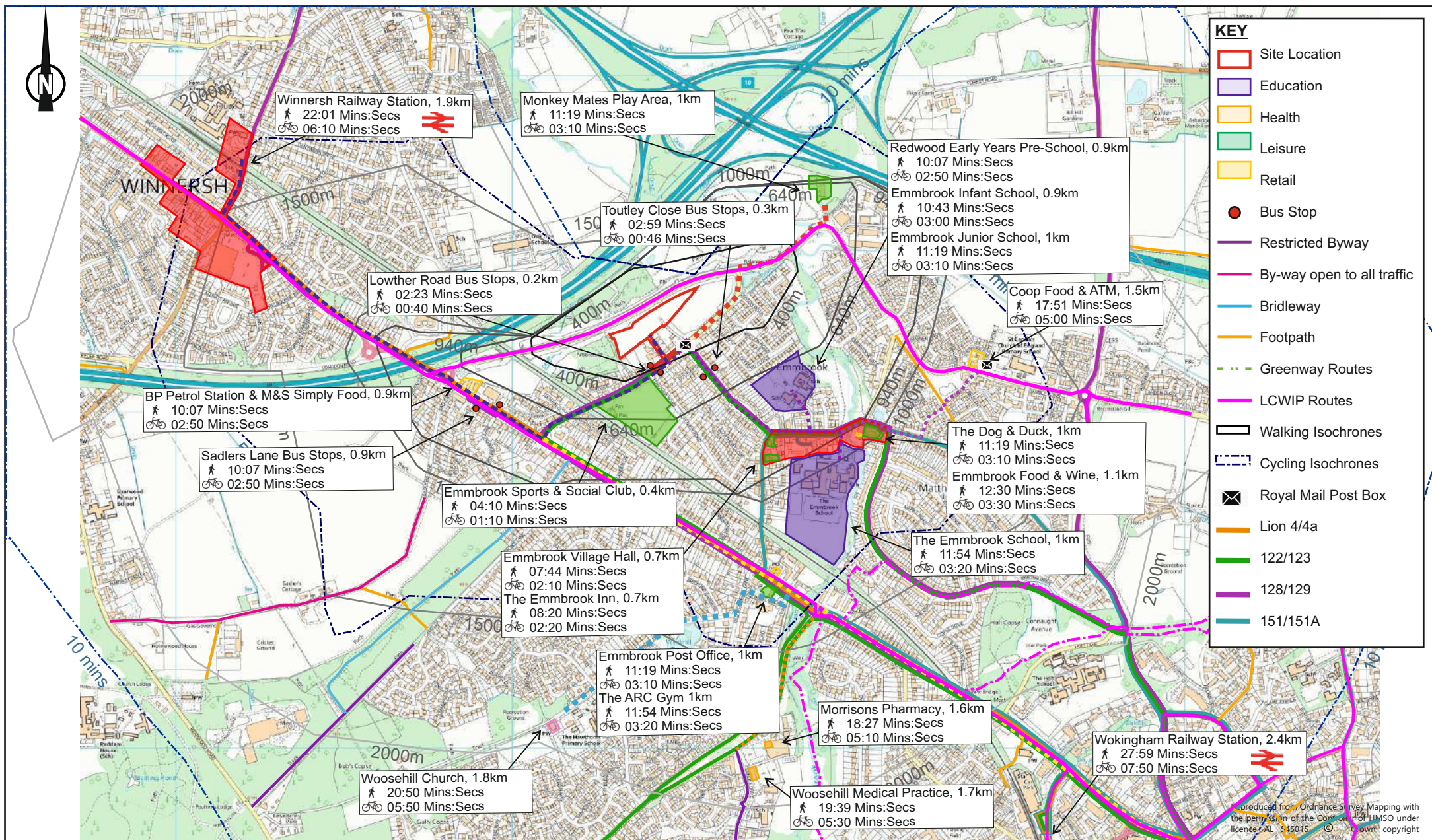




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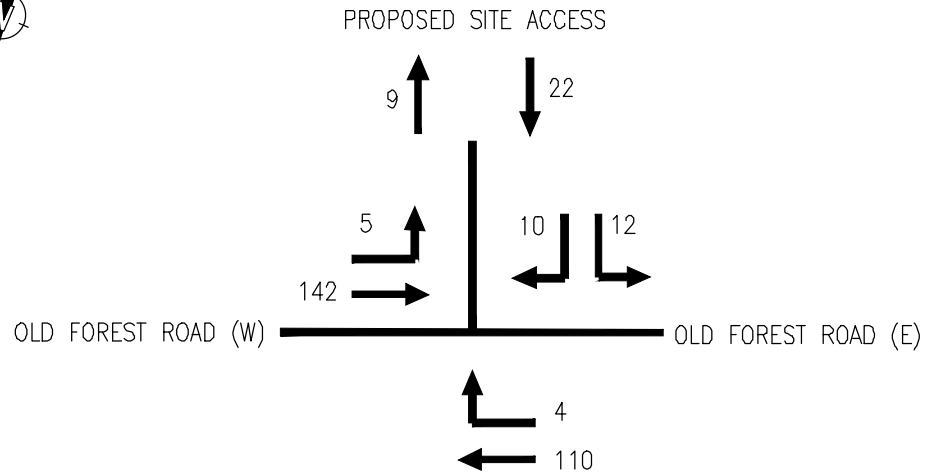




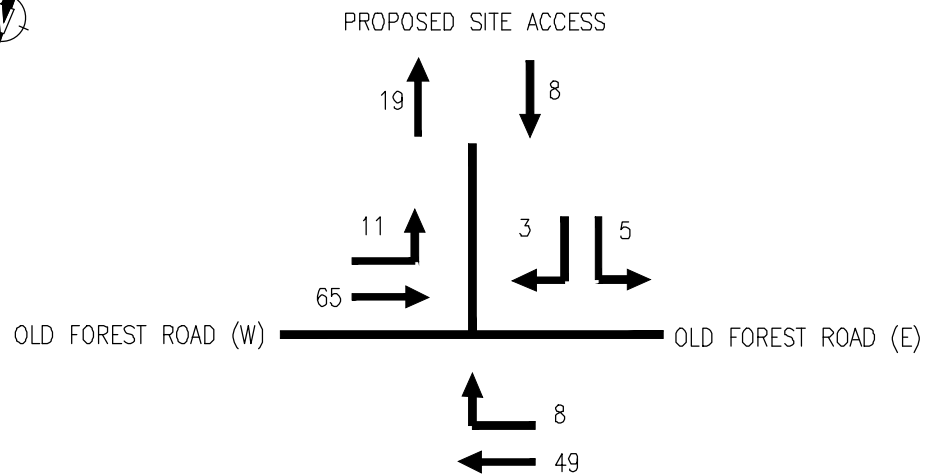


EXISTING TRAFFIC PLUS DEVELOPMENT TRAFFIC FLOWS

AM PEAK HOUR



PM PEAK HOUR



Rev	Description	Drn	Chk	Date
REVISIONS				

JOB TITLE

OLD FOREST ROAD, WINNERSH

DRAWING TITLE

EXISTING PEAK HOUR TRAFFIC FLOW PLUS
DEVELOPMENT TRAFFIC FLOWS

DATE	DRAWN	CHECKED	ISSUE CHECKBOX
------	-------	---------	----------------

DRAWING No.	REV.	SCALE	@ A4
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ELSTREELAND

land at
old forest road
wokingham

SCHEDULE OF ACCOMMODATION		
Housetype	Description	Qty
Private		
2BA	2 Bed Apartment	6
2A	2 Bed House	2
2B	2 Bed House	3
3A	3 Bed House	6
3B	3 Bed House	1
3C	3 Bed House	1
3D	3 Bed House	1
4A	4 Bed House	4
4B	4 Bed House	2
4C	4 Bed House	2
4D	4 Bed House with integ garage	1
4E	4 Bed House with integ garage	3
Private Total		32
% of Total (Private)		60%
Affordable		
1BA	1 Bed Apartment	10
2BA	2 Bed Apartment	6
3AA	3 Bed House	5
Affordable Total		21
% of Total (Affordable)		40%
Overall Total		53

rev date by notes
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Do not scale other than for Local Authority Planning purposes.

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1 : 500 @ A1 created 30.05.2025 contact: JcH



presentation
planning
layout

092404-ELS-01







Validated Data

Crash Date: Tuesday, June 4, 2019

Time of Crash: 16:50:00

Crash Reference: 2019430169531

Highest Injury Severity: Slight

Road Number: A329

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 479091 169926

Weather Description: Other

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

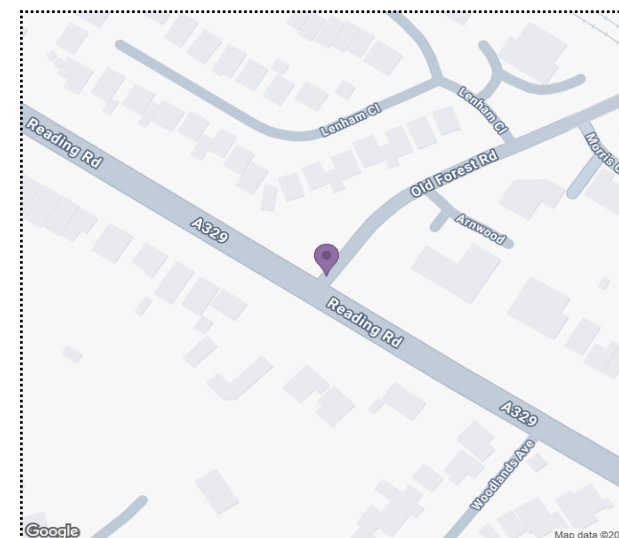
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Tuesday, June 4, 2019

Time of Crash: 16:50:00

Crash Reference: 2019430169531

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	12	Female	Unknown	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Pedal cycle	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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Validated Data

Highest Injury Severity: Slight **Road Number:** U

Highway Authority: Wokingham **Casualties:** 1

Local Authority: Wokingham **Vehicles:** 2

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

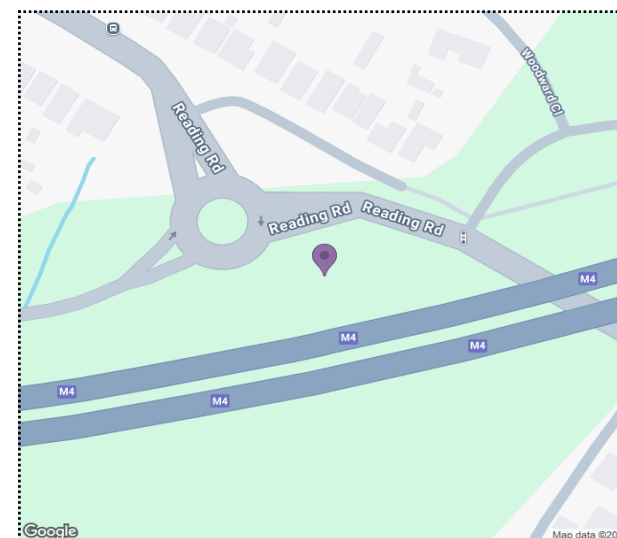
Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown

OS Grid Reference: 478616 170157



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Taking pupil to/from school	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, May 3, 2023

Time of Crash: 07:58:00

Crash Reference: 2023430191820

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 479944 170571

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

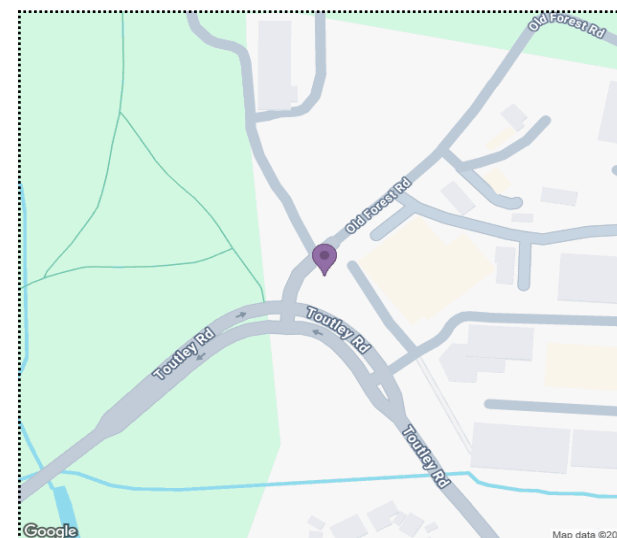
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Unknown



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Validated Data

Crash Date:

Wednesday, May 3, 2023

Time of Crash: 07:58:00

Crash Reference: 2023430191820

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Pedal cycle	-1	Female	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Pupil riding to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	11 - 15	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, August 31, 2022

Time of Crash: 17:30:00

Crash Reference: 2022430392727

Highest Injury Severity: Slight

Road Number: A329

Casualties: 3

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 479088 169919

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

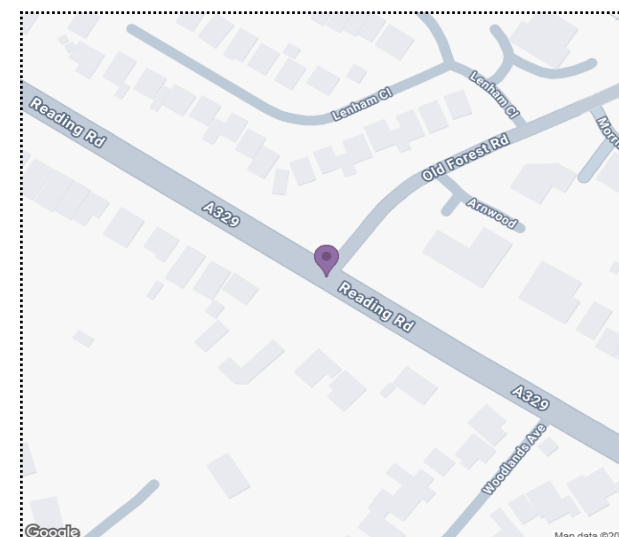
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Wednesday, August 31, 2022

Time of Crash: 17:30:00

Crash Reference: 2022430392727

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	17	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	56 - 65	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, April 8, 2022

Time of Crash: 17:45:00

Crash Reference: 2022430155224

Highest Injury Severity: Slight

Road Number: A329

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 478921 170024

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

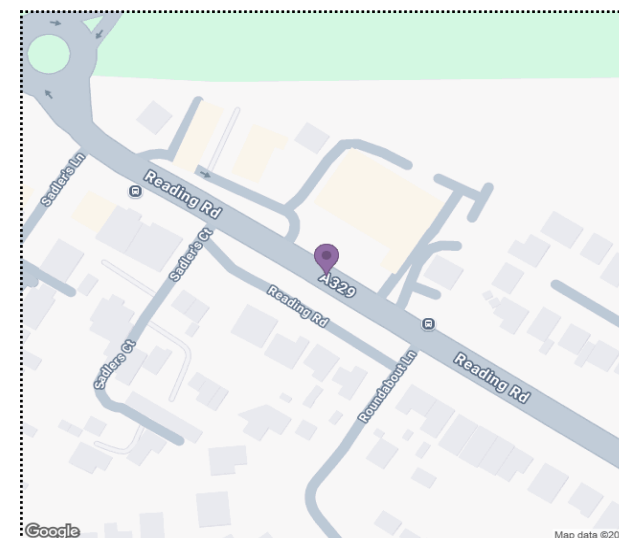
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



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Validated Data

Crash Date:

Friday, April 8, 2022

Time of Crash: 17:45:00

Crash Reference: 2022430155224

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle is in the act of turning left	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, December 4, 2021

Time of Crash: 13:35:00

Crash Reference: 2021430548125

Highest Injury Severity: Slight

Road Number: A329

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 478634 170189

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

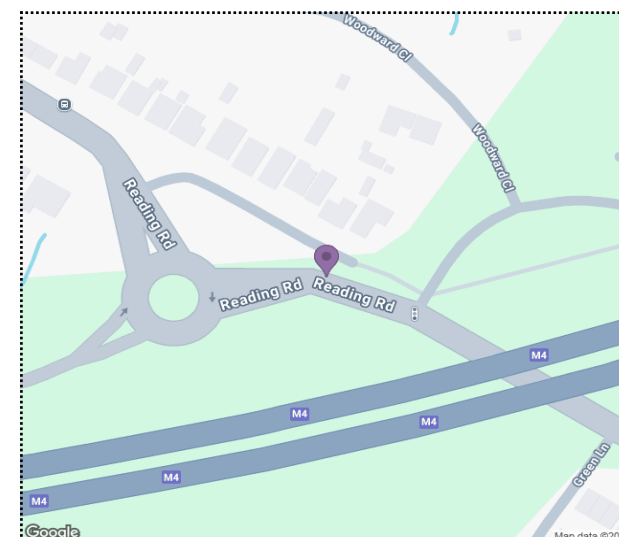
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Roundabout

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Saturday, December 4, 2021

Time of Crash: 13:35:00

Crash Reference: 2021430548125

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	4	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Female	36 - 45	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Saturday, December 4, 2021
Highest Injury Severity: Slight
Highway Authority: Wokingham
Local Authority: Wokingham
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: Central refuge - no other controls
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

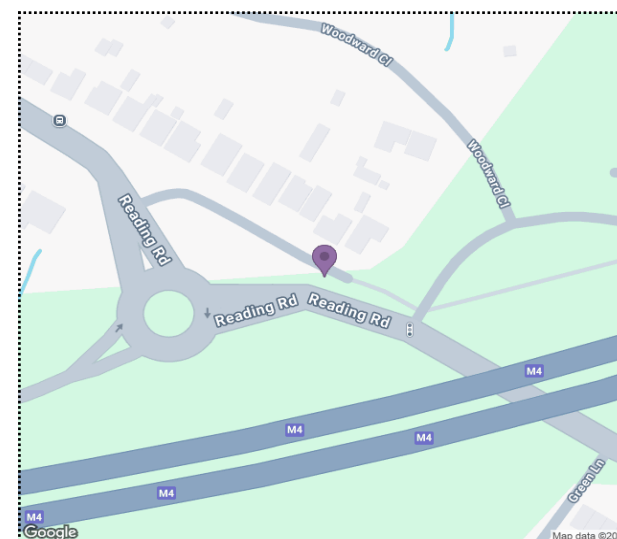
Time of Crash: 06:45:00
Road Number: A329

Crash Reference: 2021430547763

Casualties: 1

Vehicles: 1

OS Grid Reference: 478635 170196



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, December 4, 2021

Time of Crash: 06:45:00

Crash Reference: 2021430547763

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Tuesday, October 31, 2023

Time of Crash: 12:15:00

Crash Reference: 2023430493385

Highest Injury Severity: Slight

Road Number: A329

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 478602 170207

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

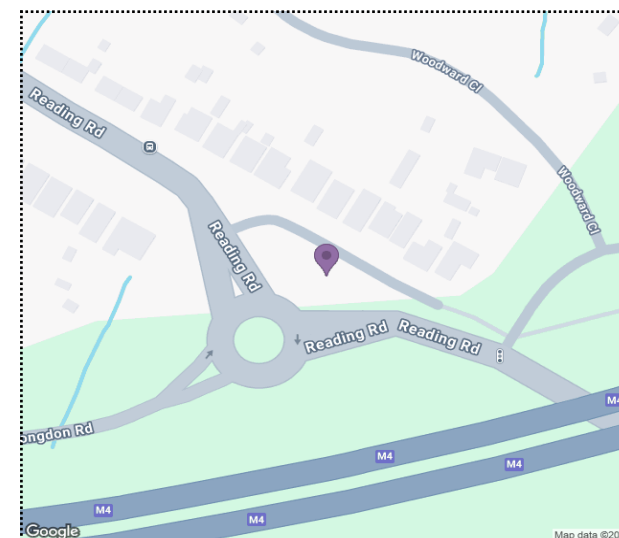
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, October 31, 2023

Time of Crash: 12:15:00

Crash Reference: 2023430493385

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	8	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	17	Male	Unknown	Vehicle is changing lane to the right (including slip road)	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Travel Plan

**Land at Old Forest Road,
Winnersh**

**Prepared for
Elstree Land**

By

Stuart Michael Associates Limited

June 2025



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Document Issue	Description / Changes	Revised by	Date
01	Issued for Client Comment	AE	23/05/2025
02	Updated further to Client Comment	AE	04/06/2025



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CONTENTS

SECTIONS

	PAGE
1.0 INTRODUCTION	2
2.0 PLANNING POLICY AND GUIDANCE	4
3.0 THE DEVELOPMENT AND ACCESSIBILITY	21
4.0 AIMS AND OBJECTIVES	31
5.0 TARGETS	32
6.0 TRAVEL PLAN INITIATIVES	34
7.0 MANAGEMENT STRATEGY	42
8.0 MONITORING AND REVIEW	44
9.0 ACTION PLAN	48

FIGURES

Figure 1.1	Site Location Plan
Figure 3.1	Existing Walking and Cycling Routes
Figure 3.2	Existing Public Transport
Figure 3.3	Accessibility Plan

APPENDICES

Appendix A	Proposed Site Layout
Appendix B	Residential Travel Survey



ACRONYMS AND ABBREVIATIONS

ATC	Automatic Traffic Counts
BSIP	Bus Service Improvement Plan
CTMP	Construction Traffic Management Plan
CEMP	Construction Environmental Management Plan
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
LCWIP	Local Cycling and Walking Infrastructure Plan
LHA	Local Highway Authority
LTN	Local Transport Note
LTP	Local Transport Plan
MfS	Manual for Streets
NCN	National Cycle Network
NPPF	National Planning Policy Framework
NTS	National Travel Survey
NWDR	North Wokingham Distributor Road
PIA	Personal Injury Accident
PPG	Planning Practice Guidance
PRoW	Public Right of Way
RSA	Road Safety Audit
TRICS	Trip Rate Information Computer System
SAM	Standardised Assessment Methodology
SMA	Stuart Michael Associates
SOV	Single Occupancy Vehicle
SPD	Supplementary Planning Document
SuDS	Sustainable Drainage Systems
TA	Transport Assessment
TP	Travel Plan
WBC	Wokingham Borough Council



1.0 INTRODUCTION

- 1.1 This Travel Plan has been prepared by Stuart Michael Associates, consulting engineers, on behalf of Elstree Land (the 'Client') to support a Full Planning Application for the erection of 53no. dwellings with associated landscaping, parking, drainage, open space and other associated works.

The Development Proposals

- 1.2 Full planning consent is sought for the erection of 53no. dwellings with associated landscaping, parking, drainage, open space and other associated works. The site layout is shown in Appendix A.
- 1.3 The site is located to the north of Old Forest Road, to the south-east of Winnersh, Wokingham, Berkshire. Numerous TPO and veteran trees divide the site's eastern and western extents, buffer hedgerow and trees to the south, wrapping round to the west (separating the site from adjacent neighbouring dwellings). Toutley Road (the North Wokingham Distributor Road) borders the site's boundary northern boundary.
- 1.4 The proposed access to the development for all modes will be via an existing track that links the field gate access with Old Forest Road. The track currently serves as access to the site, and two neighbouring properties: Oaklea Cottage and The Stables. Additional routes for walking and cycling are also proposed throughout the site to connect the site with the wider footway network.

The Travel Plan

- 1.5 The principal target of the Framework Travel Plan is to achieve a 10% modal shift from single occupancy vehicles (SOV) to the more sustainable modes of car sharing, public transport, walking and cycling, over an initial 5-year period.
- 1.6 To implement this TP, a Travel Plan Coordinator (TPC) will be appointed, who will be responsible for the implementation and management of the measures set out in this Travel Plan.
- 1.7 Upon written approval the acceptance of this TP a TPC will be appointed, and the Wokingham Borough Council (WBC) will be notified of the relevant contact details.



1.8 It will be the responsibility of the TPC to deliver the range of Travel Plan measures, manage the TP budget and organise for the monitoring surveys to be completed. Other duties will include, but will not be limited to:

- Overseeing the implementation of the TP;
- Liaison with WBC, local bus operators, local stakeholders (e.g. Cycle Stores) and residents of the site;
- Liaison with sales staff on the site, to ensure they are aware of the TP initiatives being promoted;
- Provision of information to residents prior to and throughout occupation (e.g. Walking & Cycling route maps, bus timetables, newsletters and other promotional material);
- Design and implementation of effective marketing measures to raise awareness of the TP;
- To co-ordinate the monitoring programme to be agreed with WBC; and
- Liaison with the TPC's at local schools and businesses.

1.9 A monitoring and review strategy will be agreed with WBC, to assess the progress of the Travel Plan. Whilst this is to be agreed by WBC, it is anticipated that the site will be monitored biennially, by way of multi-modal surveys and resident questionnaires. The first monitoring period will take place prior to occupation of the 30th dwelling on site, or 6 months after first occupation, whichever is the sooner.

1.10 The Travel Plan will be guided by aims, objectives and targets, set out in the following sections, all of which will seek to encourage travel behaviour change to sustainable travel modes.

Assessment Methodology

1.11 In preparation of this Travel Plan document, the following methodology has been undertaken:



- Consideration given to new infrastructure as part of the development, to facilitate travel on foot, cycle and public transport to/from the site;
- Desktop research of national and local policy requirements; and
- Finalising the Travel Plan measures to encourage sustainable travel choices amongst residents, based on those identified as part of the framework document and the sustainable travel opportunities that will be available to residents;

1.12 The remainder of this document sets out the strategy for the delivery of the various Travel Plan measures to be implemented. This strategy aims to raise awareness of the sustainable travel choices available to residents to encourage a shift from single occupancy car use.



2.0 PLANNING POLICY AND GUIDANCE

National Policy

- 2.1 As a consequence of the increasing pressures on the transport network and a national focus on climate change, the Government have identified the need for sustainable development. By definition, sustainable development seeks to achieve, 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (ref: The Brundtland Commission, 1987).
- 2.2 The following National and Local Policy and Guidance documents have been referred to, which are relevant to the proposed development:

National Publications

- National Planning Policy Framework (2024)
- National Planning Policy Guidance (2014)
- The Effects of Smarter Choice Programmes in the sustainable Travel Towns: Research Report' (2010)
- National Travel Survey (2023)

Local Publications

- Wokingham Borough Local Development Framework Adopted Core Strategy (January 2010)
- Wokingham Borough Council Local Development Scheme (2024-2027)
- Wokingham Borough Local Plan Update: Proposed Submission Plan (2023-2040)
- Wokingham Borough Council Local Transport Plan 3 (2011-2026)
- Wokingham Borough Council Active Travel Plan
- Wokingham Borough Council Smarter Choices Delivery Plan
- Wokingham Borough Council LCWIP (2023)
- Wokingham Borough Council – Borough Design Guide
- Wokingham Borough Council – Living Streets – A Highways Guide for Developers in Wokingham

Other Guidance

- LTN 1/20 Cycle Infrastructure Design (2020)



- Manual for Streets 1&2

National Planning Policy and Guidance

National Planning Policy Framework (December 2024)

- 2.3 The latest version of the NPPF builds on the previous versions but provides additional policy framework in relation to new developments. At the heart of the NPPF is a presumption in favour of sustainable development. The latest version sets out that all new developments should have a vision led approach for transport. This new requirement is explored throughout this TA.
- 2.4 With regard to promoting sustainable transport, it is recognised that when assessing sites that a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places should be undertaken. It should involve:
- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - understanding and addressing the potential impacts of development on transport networks;
 - realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains
- 2.5 When considering development proposals, it should be ensured that:
- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;



- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.6 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future scenarios (Paragraph 116).

2.7 Within this context, applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



- 2.8 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.
- 2.9 The NPPF states that all developments which generate significant amounts of movement should be required to provide a Travel Plan (NPPF, paragraph 117).

National Travel Statistics

- 2.10 This TP acknowledges the impact that the Covid-19 pandemic has had upon travel patterns and mode choice and how this may influence and embed in future travel demand. Notwithstanding this, there is evidence nationally and locally that the pre Covid-19 trends in travel and since 2020, have shown decreases in both the number of trips made and the distances travelled. This has been reported upon in the National Travel Survey, whilst also being reflected in National Policy and Guidance including 'Build Back Better: our plan for growth'.
- 2.11 The National Travel Survey (NTS), 2023, published by the DfT in August 2024, is a household survey of personal travel by residents in England travelling within Great Britain, from data collected via interviews and a 7-day travel diary. The recorded data includes average trip length, proportion of trips by mode and distance travelled, journey purpose and car ownership.
- 2.12 For the first time since 2019, the NTS 2023 was the first year to operate with a fully face-to-face data collection. The final response rate for NTS 2023 was 32%. This is an increase of one percentage point since NTS 2022 (31%). The number of households invited to take part in the NTS was increased in 2023. This means that the number of individuals responding was 74% higher than in 2022 (8,087 individuals), with 14,102 individuals participating in the survey in 2023. The results of the survey, summarised below, and compares changes in travel behaviours as the country adapts to changes in the way we live post-pandemic:
- The average number of journeys per person per year increased slightly from 862 in 2022 to 915 in 2023 (an increase of 6%) but a 4% decrease on the level prior to the Covid-19 pandemic when people made 953 trips per person (NTS0101);



- 78% of all households own at least 1 car. Car ownership of at least 1 car was significantly lower among lowest income households (60%) compared with highest income households (86%) (NTS0703);
- In 2023, 9% of trips involved public transport as the main mode. Half of public transport trips used a single mode of transport (50%), and the remaining half used more than one transport mode (50%). For all public transport trips, walk was the most frequent mode to begin a public transport trip with 33%, followed by other local bus (25%).
- Trends in bus travel (outside of London) saw a significant decrease during the pandemic where trips fell from 32 trips per person in 2019 to 15 trips per person in 2020. This has since increased to 25 trips per person in 2023, this is similar to 2022 with 14 trips per person. The increase in trip rates on buses outside London in 2023 may have at least partially been impacted by the national £2 bus fare cap which came into effect on buses outside London from January 2023 (NTS0303).
- Travel by surface rail accounted for 2% of all trips and 8% of total distance travelled;
- The average number of cycle journeys and distance made per year remained unchanged from 2021 as 2% and 1% on average respectively, in 2023. (NTS0303);
- Adults with access to a bicycle varied across all age ranges between 2019 and 2023 as indicated below (NTS0608);

Table 2.1 2.1 National Travel Statistics

Age	2019	2020	2021	2022	2023
40 – 49	49%	58%	53%	50%	44%
30 – 39	39%	48%	43%	37%	36%
21 – 29	30%	32%	39%	32%	30%
17 – 20	41%	53%	45%	45%	44%

- Walking trips continued to show an increase of 5% compared to 2019 levels with 263 walking trips per person in 2023, similar to 2022 (267 trips per person) and **Table 2.1**



- 81% of trips under one mile were walks in 2023, similar to the proportion in 2022 (83%) and 2019 (80%) (NTS0308).

Decarbonising Transport (2021), Gear Change- A bold vision for cycling and walking (2020)

2.13 Gear Change sets out the vision for transforming our transport system to see a step-change in cycling and walking. It outlines 4 themes to ensure that active travel is embedded in wider policy making for local authorities, empowering them to make bold decisions ensuring that public transport, walking and cycling are “At the heart of considerations for all transport policy and planning, at all levels of leadership”.

- Theme 1: Better streets for cycling and people;
- Theme 2: Putting cycling and walking at the heart of transport, place-making, and health policy;
- Theme 3: Empowering and encouraging local authorities;
- Theme 4: We will enable people to cycle, and protect them when they are cycling;

Local Policy

Wokingham's LTP3 (2011-2026)

2.14 The Wokingham Borough Council Local Transport Plan 3 (LTP3) provides details of how the Council will achieve its transport vision up to 2026, improving transport and accessibility over a fifteen-year period by bringing together transport policies as well as local and nationally significant schemes. It sets the policy framework for the development of an active travel plan. Given that in the UK over 50% of car journeys are shorter than three miles, there is scope to replace car journeys with more active forms of travel.

2.15 In the Council's third Local Transport Plan we have developed a specific active travel goal in support of the overall vision for transport in the Borough. This is set out below:

2.16 “To work with partners to promote walking and cycling as health enhancing physical activities for all of our residents through providing:

- Connected, convenient, safe and signed pedestrian networks across the Borough to enhance existing networks



- New cycleways integrated with the existing cycle network
- Improved cycle parking at stations, businesses and schools”

Wokingham Borough Active Travel Plan 2011-2026

- 2.17 To guide the development of active travel across the Borough, Wokingham Borough Council's Active Travel Plan has three over-arching policies that are set out in the Local Transport Plan (LTP) as:

Active Travel (AT)

- 2.18 The four objectives for the Wokingham Borough Council Active Travel plan are:

1. To work in partnership with businesses to encourage walking and cycling to centres of employment
 2. To actively encourage walking and cycling to schools, colleges and other education facilities
 3. To improve and encourage active travel access to town and local centres, public open spaces and public transport interchanges
 4. To work with partners to promote the benefits of active travel to reinforce public health messages
- **Policy AT1:** Increasing opportunities to walk and cycle - We will actively encourage integrating walking and cycling routes and facilities into key destinations including:
 - Retail, leisure and social facilities
 - Public transport interchanges
 - Schools, colleges and other educational facilities
 - Employment Areas
 - **Policy AT2:** Recreation and Active Travel - Improving access to public open spaces and country parks will help to encourage walking and cycling as leisure activities
 - **Policy AT3:** Active Travel for all - To provide walking and cycling opportunities that are inclusive for residents with mobility, visual and hearing impairments and other disabilities
 - **Policy SCDM1:** Partnership Working - The Council will work with public, private and voluntary partners to deliver improvements to the Borough's transport network



Wokingham Borough Local Development Framework - Adopted Core Strategy
Development Plan (January 2010)

- 2.19 The Wokingham Borough Adopted Core Strategy Development Plan was adopted on 10 January 2010. It sets out the long-term spatial vision for how the Borough will develop up to 2026 and how the WBC aims to protect and enhance the quality of life within the Borough.
- 2.20 The Core Strategy sets out the objectives and over-arching policies that continue to guide the scale, location and type of development in the Borough. As outlined in Section 3, the vision for the Wokingham Borough is to “sustain the area’s economic growth and ensure the needs of all groups have been met, whilst maintaining the Borough’s landscape, ecology, heritage and environment. Development will avoid areas where it would be affected by flooding, noise and pollution”.
- 2.21 The key strategies outlined include, but are not limited to:
- Improvement in infrastructure to ensure everyone has access to high quality services;
 - The provision of a good transport system, to reduce the current high car ownership and congestion;
 - More effective use of existing employment sites and other measures to support smart growth to support the area’s buoyant economy;
 - Development proposals will respect the character of the Borough and build upon the attractiveness and features of the area; and
 - Development will be concentrated in villages and towns that have a significant range of infrastructure or will have as a result of the development;
- 2.22 The Core Strategy details 21 Core Strategy Policies in order to achieve the objectives and visions of the WBC.
- 2.23 The adoption of this Travel Plan will be used to monitor Policy CP6: Managing Travel Demand – which states that planning permission will be granted for schemes that meet the following criteria:



- 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 environmental problems.

Wokingham Borough Local Plan Update: Proposed Submission Plan (2023-2040)

- 2.24 The Wokingham Borough Local Plan Update is set to replace the Core Strategy (2010) and the Managing Development Delivery (2014) Local Plans. The Local Plan Update sets out the vision, strategic objectives and strategy for managing development across the Wokingham Borough and will be adopted in 2025.
- 2.25 The key vision outlined in the Local Plan Update consists of the following objectives:
- A borough that focuses on the needs of our communities;
 - A borough that will be sustainable for generations to come; and
 - A borough where people choose to live, learn and work because both the places we build and the places we protect are valued and enriching
- 2.26 The Local Plan Update has been prepared in accordance with the principles of achieving sustainable development as set out in the NPPF, guiding the Spatial Strategy, which seeks to maximise opportunities to re-use or redevelop brownfield land where possible, and support the regeneration and enhancement of town centres within the Borough.



2.27 Strategic Policies comprise the growth strategy and framework for the Wokingham Borough and provide the core principles which development proposals are required to meet. Policy C2 (below) is of relevance to this TA.

2.28 **Policy C2:** Mitigation of transport impacts and highways safety and design:

1. Development proposals must fully assess the transport impacts of the development and provide for appropriate mitigation to minimise the adverse effects. Specifically, development proposals are required to:
 - a) Ensure that any material adverse impacts on existing and forecast traffic conditions are mitigated;
 - b) Provide, or make reasonable contributions towards providing, the transport infrastructure necessary to address the needs arising from the proposal, having regard to the cumulative impacts of development, secured either as a requirement of planning conditions or by the payment of financial contributions through planning obligations, and/or the Community Infrastructure Levy;
 - c) Prepare and submit Transport Assessments or Statements alongside development proposals in accordance with the council's Local Validation requirements; and
 - d) Implement measures to promote and improve sustainable travel through agreed travel plans or through making an appropriate contribution to the borough wide My Journey initiative or any successor scheme. Travel Plans should include appropriate monitoring to ensure targets are met.
2. With regards to highways safety and design, all development proposals must implement a proportionate package of measures that:
 - a) Ensure safe and suitable access to the site for all users;
 - b) Contribute towards a high-quality public realm designed in accordance with Living Streets (or any successor document), user access hierarchy and demonstrate how the relevant principles of Healthy Streets have been incorporated;



- c) Prioritise pedestrian, cycling and sustainable transport in accordance with Policy C1;
- d) Design roads to optimise traffic flows to avoid adverse environmental impacts; and
- e) Provide effective, convenient and safe delivery, collection, servicing and refuse, and recycling collection arrangements.

2.29 Proposals for new roads should be tracked for larger vehicles and, if served by bus routes, would need to accommodate bus stop infrastructure to an agreed standard with the local highway authority.

Wokingham Borough Council Local Development Scheme 2024-2027

2.30 The Local Development Scheme (LDS) set out the work program for the local plans the WBC aims to prepare over the next three years.

2.31 The LDS explains which local plans the WBC will work on, what will be in the plans and where they will apply, how long it will take to prepare the plans and what kind of plans they are. These documents form part of the Development Plan.

Wokingham Borough Council Smarter Choices Delivery Plan

2.32 The Wokingham Borough Council Smarter Choices Delivery Plan supports the LTP3 and outlines the WBC's approach to enable people who live, visit and work in the area to make informed, safe and sustainable travel decisions from a range of transport options.

2.33 The three key policy objectives for smarter choices are:

- 1) Travel information & Social Media – to provide the necessary and up-to-date travel information for all modes of transport to enable informed decision making.
- 2) Travel Planning – to work with developers and local businesses to produce high quality and meaningful workplace and residential travel plans to help deliver sustainable commuting practices; and to continue to encourage active travel to and from schools; to work with Network Rail and Train Operating companies to develop and deliver travel plans for stations.



- 3) Car sharing and Car Clubs – to help reduce and manage demand for the Borough’s roads and parking by establishing an online car-sharing club and identifying opportunities for the introduction of a viable car club for the Borough.

Wokingham Borough Council Bus Service Improvement Plan (2024-2040)

- 2.34 WBC’s Bus Service Improvement Plan (BSIP) is a long-term strategy for the transformation of the borough’s bus network and a precursor to the borough’s fourth Local Transport Plan. The BSIP was developed in partnership with local bus operators, neighbouring authorities and community stakeholders to provide a high-quality bus network for residents and visitors that contributes towards improving accessibility, local air quality, reducing road congestion and enabling carbon neutrality by 2030.
- 2.35 The projects identified through the (BSIP) and emerging Local Transport Plan 4 (LTP4) will be funded through bus grants from the Department for Transport, as well as through developer contributions via new housing.

Wokingham Borough Council LCWIP (March 2023)

- 2.36 Wokingham Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP) was developed to identify specific active travel infrastructure schemes that can be incorporated into local transport policy and capital investment programmes for Wokingham Borough.
- 2.37 The LCWIP identifies key areas of focus for walking and wheeling through the identification of desire lines for pedestrians and cyclists with four key areas located across the borough including:
 - Woodley
 - Twyford
 - Winnersh and
 - Wokingham Town Centre
- 2.38 The LCWIP identified key corridors and areas with a high potential for walking and cycling trips between major development areas dividing the borough into the north, west, south east and south west identifying the following improvements:



The North – Twyford, Wargrave, Charvil, Sonning and Hurst

Cycling:

- Links to Twyford Railway Station
- New bridges over the River Loddon to offer cyclists a safe route to the station
- Cycle link from Woodley to Twyford Station
- Wokingham Town to Twyford route
- Route to Piggott School is narrow and feels unsafe for cyclists

Walking:

- 2 bridges across the River Loddon closed to Loddon Park and Sandford Farm
- Poorly maintained path along the A4

The West – Winnersh, Woodley, Earley

Cycling:

- Reading Road 'backbone' route
- Links to Thames Valley Park
- Woodley to Earley is an important route for school and leisure trips

Walking:

- Walking connections between TVP and Earley & Woodley
- Adjacent communities of Maiden Erlegh and North Earley/Woodley poorly served by quiet routes. Divided by both railway and motorway

The South East - Wokingham Town, Barkham and Finchampstead;

Cycling:

- Wokingham Town to Bracknell (opportunity to join up with Bracknell cycleway on nine-mile ride)
- North Wokingham to Twyford Station – faster trains to London
- Crowthorne to Wokingham Town
- South Wokingham to Strategic Development Location
- Cycle route through town centre on the A329 Corridor
- Finchampstead to Wokingham Town Centre route (via Finchampstead Road)



Walking:

- Improve provision to Wokingham railway station
- Access to train station is difficult – under the bridges have narrow pavements; and

The South West - – Shinfield, Arborfield, Spencer's Wood and Swallowfield

Cycling:

- Align with Arborfield & Barkham Neighbourhood Plan
- New Railway Station opening at Green Park, South Reading

Walking:

- Consider links to and within Arborfield SDL district centre and school
- Walking links between Arborfield Garrison and town centre area

2.39 The LCWIP identified that improvement interventions were correlated with areas suffering from existing issues, such as speeding vehicles and being difficult to cross, as well as key links to town centres and railway stations. The walking and cycling trip potential analysis had similar results identifying a greater potential for cycling trips on longer inter-urban routes, such as Wokingham Town to Winnersh and on to Earley.

Wokingham Borough Council's Living Streets – A Highways Guide for Developers

2.40 Living Streets - A Highways Guide for Developers in Wokingham outlines the key principles for developers to follow when producing new highway layouts for all types of development. The guide supersedes the Wokingham Highway Design Guide (2006) and should be used in conjunction with the Wokingham Borough Design Guide (WBC, 2012), Wokingham transport policy guidance documents as and any subsequent relevant documents.

Wokingham Borough Council – Borough Design Guide SPD

2.41 The Borough Council Design guide replaces the Borough's Residential Guide and builds on the success of its predecessor by ensuring development proposals are appropriate and protect nearby properties from the impact of the development.



- 2.42 The Borough Design Guide brings together, updates and extends previous guidance in line with the Adopted Core Strategy and has been created to help deliver the vision and objectives of the Borough.
- 2.43 The overall aim of the guidance is to enhance the quality of development and make sure proposals are of the highest quality of design. That means inclusive, safe, harmonious, welcoming, sustainable places that are well-related to the surroundings. Its key objectives are:
- To promote good design through the development process;
 - To create attractive, harmonious and well used places;
 - To ensure that all developments improve the character and quality of the area;
 - To encourage vibrant communities where people feel safe;
 - • To create places that provide ease of movement and are accessible to all;
 - To respect and be sympathetic to the character of the area in which the development is situated;
 - To minimise overlooking, loss of privacy, loss of amenity or over-dominance;
 - To take full account of the mass and height of development in relation to adjacent development and surrounding spaces; and
 - To ensure that new development meets the needs of its users.

National Guidance

DMRB

- 2.44 The Design Manual for Roads and Bridges (DMRB) contains information about current design standards relating to the design, assessment and operation of motorway and all-purpose trunk roads in the United Kingdom. The DMRB was updated in March 2023 to arrange the document according to the technical discipline and the asset lifecycle stage, represented by the two letters at the start of the new document codes.

Manual for Streets 1 & 2

- 2.45 The guidance document MfS (2007) and the expansion document Manual for Streets 2 (MfS2) (2010) provide guidance regarding street and non-trunk road design. The concept of the MfS documents places the needs of pedestrians,



cyclists and public transport users above those of private vehicle users. MfS updates the link between planning policy and street design and encourages the development of inclusive environments.

- 2.46 Whilst the original MfS focused on lightly trafficked residential streets, many of its principles can be applied to other routes, such as high streets and lanes in rural areas as reported within MfS2. MfS2 outlines methods by which the “place” and “movement” functions of different street types can be examined and provides guidance as to the appropriate street designs and standards which can be used in different environments.

Table 2.2 LTN1/20 Cycle Infrastructure Design

	Town Centres	Commuting / School / Sight-Seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: Table 2.1 Guidelines for Providing for Journeys on Foot, IHT, 2000.

- 2.47 LTN1/20 replaces previous design guidance documents LTN2/08, LTN1/12 which have subsequently been withdrawn. LTN1/20 provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy and provides a recommended basis for local authorities when setting design standards for their roads. In order to apply for Government funding for new cycling schemes, in particular, cycle infrastructure, local authorities must demonstrate that the guidance has been given due consideration.

Wokingham Borough Council Residential Travel Plan Guidance for Developers (2017)

- 2.48 This guidance outlines Wokingham’s borough-wide strategy to achieve sustainable development. It informs developers how about residential travel planning options for new developments in the borough presenting a holistic approach to travel planning and builds on the success of My Journey Wokingham in promoting healthy, sustainable transport options.
- 2.49 It provides developers with two options:



Option 1 – To join My Journey Wokingham –

- 2.50 Should developers opt to join My Journey Wokingham, WBC require the following information;
- 2.51 A submitted planning application with highway improvements
- Details regarding facilities for sustainable travel such as walking and cycling infrastructure improvements
 - 22KW Electric car charging facilities
 - Public Transport infrastructure inclusion and improvement demonstrating connectivity

Option 2 – To provide a Travel Plan as per National Guidance

- 2.52 For the provision of a Travel Plan as per National Guidance developers must continue to implement and monitor individual residential travel plans specific to their site and development proposals. As such;
- The Travel Plan must be implemented and monitored for 5 years to achieve mode shift reductions – this can be extended for a period of 2 years should travel plan targets not be achieved
 - A Section 106 (S106) monetary intervention is triggered should there be a failure to achieve mode shift targets.
 - Developers must pay a contribution per dwelling and a travel plan monitoring fee will be secured by Wokingham Borough Council.

Summary

- 2.53 As outlined in the proceeding sections of this document, the design of the development fully reflects the key transport planning principles, as set out in current local, regional, and national planning policies and best practice guidance.



3.0 THE DEVELOPMENT AND ACCESSIBILITY

The Development

- 3.1 Full planning consent is sought for the erection of up to 57 no. dwellings of which 10-20% will be affordable houses on Land at Old Forest Road, Winnersh, Wokingham, Berkshire. Proposals include vehicular access point, landscaping, sustainable drainage systems (SuDS) and associated works. The site layout is shown in Appendix A.
- 3.2 The site is located to the north of Old Forest Road, to the south-east of Winnersh, Berkshire (**Figure 1.1** refers). Numerous TPO and veteran trees divide the site's eastern and western extents, buffer hedgerow and trees to the south, wrapping round to the west (separating the site from adjacent neighbouring dwellings). Toutley Road (the North Wokingham Distributor Road) borders the site's boundary northern boundary.
- 3.3 The proposed access to the development for all modes will be via an existing track that links the field gate access with Old Forest Road. The track currently serves as access to the site, and two neighbouring properties: Oaklea Cottage and The Stables. Additional routes for walking and cycling are also proposed throughout the site to connect the site with the wider footway network.

Local Highway Network

- 3.4 The North Wokingham Distributor Road (NWDR/Toutley Road) runs along the site's northern boundary and connects Old Forest Road to the A329 near the BP garage on Reading Road with the A329(M) Reading to Bracknell motorway near the Coppid Beech roundabout junction. The A329 connects the site with the A329(M) and M4 via the A3290.
- 3.5 The NWDR consists of seven separate schemes, five of which were led by developers (Bell Farm, Matthewsgreen, Kentwood Farm, Keephatch Beech and Ashridge Farm) and two that were delivered by Wokingham Borough Council, these being West of Old Forest Road (WOFR) and Toutley Road and provides a link from Winnersh to the A329(M) avoiding Wokingham town centre.
- 3.6 In addition, the NWDR allows access to the new North Wokingham developments and gives these areas a convenient and direct route to the motorway network via the A329 (M) and the M4.



Local Facilities/Amenities

- 3.7 Manual for Streets (MfS) guidance considers that a walkable neighbourhood is one which has a range of facilities within 10 minutes walking distance (up to 800m) of residential area, which residents can comfortably access on foot. It is stated that this should not be considered an upper limit. The IHT guidance *'Providing for Journeys on Foot' (2000)*, recommends suitable maximum walking distances of up to 2km for key trip ends (**Table 2.1** refers).
- 3.8 **Figure 3.3** illustrates the local facilities surrounding the site. **Table 3.1**, as follows, provides a summary of some of the local facilities and an estimated walking and cycling time between the centre of the site and the local facilities.



Table 3.1 Estimated Walking and Cycling Times to Local Facilities

Facility	Distance (m)	Walk Time (minutes)	Within Preferred Maximum	Cycle Time (mins)	Within Preferred Maximum
<u>Bus Stops</u>					
Lowther Road Bus Stops	150	01:47	✓	00:30	✓
Toutley Close	250	2:59	✓	00:46	✓
Sadlers Lane Bus Stops	850	10:07	✓	02:50	✓
<u>Railway Stations</u>					
Winnersh Railway Station	1850	22:01	✓	06:10	✓
Wokingham Railway Station	2350	27:59:00	No	07:50	✓
<u>Education</u>					
Redwood Early Years Pre-School	900	10:43	✓	03:00	✓
Emmbrook Infant School	900	10:43	✓	03:00	✓
Emmbrook Junior School	950	11:19	✓	03:10	✓
The Emmbrook School (Sixth Form)	1000	11:54	✓	03:20	✓
<u>Leisure & Community</u>					
Emmbrook Sports & Social Club	350	04:10	✓	01:10	✓
Emmbrook Village Hall	650	07:44	✓	02:10	✓
The Emmbrook Inn	700	08:20	✓	02:20	✓
The Dog & Duck	950	11:19	✓	03:10	✓
Monkey Mates	950	11:19	✓	03:10	✓
ARC Gym	1000	11:54	✓	03:20	✓
<u>Faith</u>					
Woosehill Church	1750	20:50	No	05:50	✓
<u>Retail</u>					
M&S Simply food & BP Petrol Station	850	10:07	✓	02:50	✓
Emmbrook Post Office	950	11:19	✓	03:10	✓
Emmbrook Food & Wine	1050	12:30	✓	03:30	✓
Coop Food & ATM	1500	17:51	✓	05:00	✓
Sainsbury's & Argos	1850	22:01	No	06:10	✓
Winnersh Post Office & Convenience Store	1950	23:13	No	06:30	✓
<u>Healthcare</u>					
Morrisons Pharmacy	1550	18:27	No	05:10	✓
Woosehill Medical Practice	1650	19:39	No	05:30	✓
<u>Other Facilities</u>					
M&S Simply Food ATM	850	10:07	✓	02:50	✓
Shell Recharge Charging Station	1000	11:54	✓	03:20	✓
Sainsbury's ATM	1850	22:01	No	06:10	✓
Notes: 1. Distance is the distance from the centre of the site measured along existing roads and footpaths.					



- | |
|--|
| <p>2. Walking time is the walking time from the centre of the site based on an average walking speed of 1.4m/s set out in IHT's 'Guidelines for Providing for Journeys on Foot'.</p> <p>3. Cycling time is the cycling time from the centre of the site based on a cycling speed of 5m/s set out in DMRB Volume 11, Section 3.</p> |
|--|

Non-Motorised User Accessibility

Walking and Cycling

- 3.9 Existing footways on Old Forest Road in proximity to the site are of varying widths (0.9m-1.6m) due to overgrown foliage within the extent of the highway boundary. These footways connect the site with existing walking and cycling links on the NWDR/Toutley Road to the east of the site.
- 3.10 To the west of the site, footways of approximately 1.7m are provided on both sides of the carriageway until the railway bridge where the footway continues on the westbound direction only. Once over the railway bridge footways continue on both sides to the junction with the A329 Reading Road.
- 3.11 The NWDR runs adjacent to the site's northern boundary and provides shared footway/cycleways that connect with the A329 Reading Road which forms part of National Cycle Network (NCN) 422. The A329 provides a combination of on-road cycle routes and shared footway/cycleways towards Winnersh railway station and Winnersh town centre.
- 3.12 The NWDR/Toutley Road also provides continuous shared walking/cycling facilities connecting the site with Queens Road, the Mathews Green Development and local centre which includes a Co-op Food Store, ATM, Royal Mail postal facilities and St Cecilia's Church of England Primary School to the southeast, and the A329 for routes into Winnersh town centre, and Winnersh railway station to the northwest.
- 3.13 Emmbrook Infant School and The Emmbrook School are located on Emmbrook Road and can be accessed via Lowther Road or Commons Road. Both roads provide continuous footways from Old Forest Road.
- 3.14 Commons Road provides footways of approximately 1.6m width and Lowther Road provides footways of approximately 1.7m width, however the surfacing on both roads is uneven in places and there are no dropped crossings with blister style tactile paving until the junction of Emmbrook Road where tactile paving is provided to cross Commons Road for routes towards both schools.



- 3.15 Based upon the existing pedestrian and cycle facilities, a review of the approximate walk and cycle distance and journey times to local facilities from the centre of the site has been undertaken.
- 3.16 The DfT (DMRB, Volume 5 – Provision for Non-Motorised Users – February 2005) recognises that:
- Nearly half of all journeys are less than 2 miles, a distance that could be walked by the majority of people.
 - Walking is used to access a wide variety of destinations including educational facilities, shops and places of work, normally within a range of 2 miles, walking and rambling can also be undertaken as a leisure activity, often over longer distances.
 - Nearly three quarters of all journeys are less than 5 miles in length, distances that could easily be cycled by the majority of people.
- 3.17 Manual for Streets (paragraph 4.4.1) equally acknowledges that “walking offers the greatest potential to replace short car trips, particularly those under 2km”. Further MfS guidance considers that a walkable neighbourhood is one which has a range of facilities within 10 minutes walking distance (up to 800m) of residential area, which residents can comfortably access on foot. It is stated that this should not be considered an upper limit.
- 3.18 As the National Travel Survey (2020) confirms (NTS0303), average journeys by bicycle are 4.1 miles (6.6km), with 63% of journeys by foot being under one mile. As these statistics suggest, there are instances where these distances would be exceeded.
- 3.19 The Design Manual for Roads and Bridges (DMRB), Volume 6, Section 3, Part 5 (CD143) was published by National Highways (2019) and replaces TA 91/05. Section 2 of CD 143 ‘General Design Principles’ states that walking, cycling and horse-riding routes should be designed to achieve the best balance of the five core principles:
- Coherence;
 - Directness;
 - Comfort;



- Attractiveness; and
- Safety.

- 3.20 Local Transport Note (LTN) 2/08 Cycle Infrastructure Design was published by the DfT in 2008 and details, in paragraph 1.5, “Typical cycle trip distances” –
- 3.21 *“In common with other modes, many utility cycle journeys are under three miles, although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a way-marked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose”.*
- 3.22 With regard to access to existing services/facilities in proximity to the site, **Table 3.1** provides a summary of approximate distances and journey times from the centre of the site. Existing walking and cycling routes are provided in **Figure 3.1** whilst **Figure 3.3** illustrates walking and cycling journey times to local facilities surrounding the site.

Public Transport

Bus Services

- 3.23 Bus stops (Lowther Road bus stops) providing access to services 122/123 (eb) and 129 (wb) are located on Forest Road approximately 200m to the west of the proposed site access.
- 3.24 Managed by Thames Valley Buses, the no. 122 service provides an hourly circular route around Woosehill & Emmbrook and Wokingham, stopping at Wokingham Railway Station on weekdays and a bihourly service between 09:33 and 13:26 from the Lowther Road bus stops. This service does not run on Sunday or public holidays.
- 3.25 Managed by Thames Valley Buses, the no. 128 and 129 services provide connections between Wokingham town centre, Twyford, Sonning, Woodley and Reading town centre at an hourly frequency on weekdays, every 2 hours on Saturday, but does not run on Sunday.



- 3.26 These bus services connect the site with the local district centre within the Mathews Green development and Wokingham Town Centre. Whilst the service also provides access to local schools, it's hours of operation are outside of school commuting times, it should be noted however, that in accordance with Manual for Streets maximum desired walking distances, The Embrook school and Embrook Junior and Infant schools are within walking distance of the site.
- 3.27 Further bus stops located on Commons Road near to Toutley Close (in both directions) provide access to bus service 128, which connects the site with Winnersh railway station for rail service to Reading and London Waterloo.
- 3.28 In addition, the Sadlers Lane bus stop is located along the A329 Reading Road and is approximately 850m from the site's centre. Bus services no. 4/4A (Lion) and no. 128 and no. 129 are available from this stop.
- 3.29 The no. 4 and 4A (Lion) services are managed by Reading Buses and provides connections between Bracknell bus station and Reading town centre at a frequency of every 15 minutes Monday to Saturday, and every 30 minutes on Sunday.
- 3.30 Managed by Thames Valley Buses, there is also the no. 151A service between Emmbrook School and Bracknell via Binfield, which operates once per day in both directions. The no. 151 service between Wokingham and Bracknell operates every 2 hours on Saturday and does not run on Sunday.
- 3.31 A summary of the operating hours and frequencies of the bus routes within the local area is provided in **Table 3.2**, with their routes shown in **Figure 3.2**.



Table 3.2 Local Bus Services

Service		Monday - Friday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
4/4A (Lion)	Bracknell – Wokingham - Reading	05:44 - 23:36	Every 15 mins	07:04 - 23:36	Every 15 mins	08:10 - 20:51	Every 30 mins
	Reading – Wokingham - Bracknell	05:23 - 23:26	Every 15 mins	06:57 - 23:26	Every 15 mins	08:10 - 20:22	Every 30 mins
122	Woosehill - Wokingham	09:05 - 15:14	2 every other hour	3 services at 09:33, 11:33 and 13:28		No Service	
128/129	Wokingham - Reading	07:10 - 18:19	Hourly	08:30 - 17:09	Every 2 hours		
	Reading - Wokingham	08:08 - 19:36	Hourly	10:17 - 18:34	Every 2 hours		
151/151A	Wokingham - Binfield - Bracknell	15:11	Once per day	08:35 - 17:25	Every 2 hours		
	Bracknell - Binfield - Wokingham	07:30	Once per day	07:45 - 16:45	Every 2 hours		

Rail Services

- 3.32 Winnersh Railway Station is located approximately 2km north-west of the centre of the site via the A329 Reading Road and local road network (**Figure 3.2 and Figure 3.3** refer). The station, which is run by South Western Railway, has 10 covered cycle parking spaces but does not have any car parking spaces. The station has some step-free access, but no toilets or waiting rooms. Services from Winnersh Railway Station provide connections to Reading (11 minutes) and London Waterloo (1 hour 16 minutes) via Bracknell (10 minutes) and Staines (39 minutes).
- 3.33 Access to Winnersh Railway Station is possible via the no. 4, 4A, 128 and 129 bus services.
- 3.34 A summary of rail services from Winnersh Station is provided within Error! Reference source not found., along with approximate journey times.



Table 3.3 Train Times and Journey Duration

Destination	Journey Time	Monday - Friday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
Bracknell	10 mins	05:49 – 23:21	Up to every 30 mins	05:49 – 23:30	Up to every 30 mins	08:03 – 23:23	Up to every 30 mins
Reading	11 mins	06:00 – 00:32	Up to every 20 mins	06:00 – 00:32	Up to every 20 mins	07:53 – 00:53	Up to every 20 mins
Staines	39 mins	05:49 – 23:21	Up to every 30 mins	05:49 – 23:30	Up to every 30 mins	08:03 – 23:23	Up to every 30 mins
London Waterloo	1 hour 16 mins	05:49 – 00:32	Up to every 30 mins	05:49 – 23:30	Up to every 30 mins	08:03 – 00:53	Up to every 30 mins

Accessibility Summary

- 3.35 The site is situated in a highly accessible location whether that be by foot or cycle or public transport. As such there is considerable scope for residents of Land at Old Forest Road to use sustainable travel modes rather than SOV.

2021 'Method of Journey to Work' Census Data

- 3.36 To compare the travel patterns of the local ward (Winnersh) to Wokingham, South East region and England as a whole, SMA has obtained the relevant data from the 2021 census. presents the modal share travel data, based on the 2021 'Method of Journey to Work' Census statistics.
- 3.37 As the data within **Table 3.4** shows, 2021 data suggests that 24% of existing trips within this ward are made via sustainable modes.

Table 3.4 2021 Ward 'Method of Travel to Work'

	Ward	District	Region	Country
	Winnersh	Wokingham	South East	England
Underground, metro, light rail, tram	0%	0%	0%	3%
Train	5%	3%	3%	3%
Bus, minibus or coach	3%	3%	4%	6%
Taxi	0%	0%	1%	1%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	76%	76%	69%	65%
Passenger in a car or van	6%	5%	5%	6%
Bicycle	2%	3%	3%	3%
On foot	6%	8%	12%	11%
Other method of travel to work	1%	1%	2%	2%
Total Single Occupancy Vehicle Share	76%	76%	69%	65%
Total Sustainable Travel Mode Share	24%	24%	31%	35%

Note: Excluding 'Working from Home' & 'Not in Employment'



- 3.38 The data indicates that the predominant mode of travel in the local ward is the car, with 76% driving and 6% travelling as car passengers. Travel by public transport (by train, bus or underground) is low at a total of 8%.
- 3.39 Active travel mode (cycle and walking) accounts for 8%, which is lower than the rate for the local district, the southwest region and country.



4.0 AIMS AND OBJECTIVES

- 4.1 This TP has been developed to encourage and incentivise sustainable travel choices. To guide the Travel Plan, an aim has been identified which would be achieved through the delivery of a series of objectives. Targets are used to measure the progress of the Travel Plan towards influencing travel choices.

Aims

- 4.2 The principal purpose of the Travel Plan is to encourage smarter or more sustainable travel choices, to the use of the private car. As such, the main aim of the Travel Plan is to “achieve a reduction in car trips (in particular single occupancy vehicle trips, (SOV’s) generated by the development”.
- 4.3 This aim is supported by several objectives which provide the strategy for the Travel Plan. These objectives have been developed in accordance with the objectives set within Local Policy documents relating to sustainable travel.
- 4.4 The aim of the Travel Plan will be achieved through delivering a series of objectives:

- Objective 1:** To provide residents with realistic options for travel to and from the site by supporting a range of sustainable transport alternatives;
- Objective 2:** To encourage walking, cycling, car sharing and public transport as safe, efficient and affordable alternatives to the private car by highlighting the health and environmental benefits of using sustainable travel modes;
- Objective 3:** To minimise the impact of single occupancy car journeys generated by the site on the local and strategic highway network and environment; and
- Objective 4:** To develop an awareness of the options for sustainable travel opportunities to and from local services and facilities within and around Winnersh.



5.0 TARGETS

5.1 WBC, in line with national guidance, require that targets are included within the Travel Plan. Targets are set to provide a measure against which the progress of the Travel Plan can be reviewed. These targets will be reviewed on an ongoing basis through a programme of monitoring and review.

5.2 The targets can be categorised as follows:

- **Action Targets** are non-quantifiable actions that need to be achieved by a certain time.
- **Outcome Targets** are quantifiable and relate to the degree of modal shift this TP is seeking to achieve.

Action Targets

5.3 The Action Targets for this TP are as follows:

- To approve this TP with the relevant local Authorities.
- Implement the Management Strategy set out in Section 7.0.

Outcome Targets

5.4 The progress of the Travel Plan would be measured against specific outcome targets, typically targeting modal shift. Such targets are **Specific, Measurable, Achievable, Realistic and Time-bound (SMART)**. The Travel Plan aims to achieve a reduction in car trips and increase trips by sustainable travel modes. The outcome targets set would quantify this aim.

5.5 The provisional mode share targets for the residential development aim to reduce the proportion of households travelling by SOV by 10% with there being a corresponding increase in those travelling by the more sustainable travel modes, over an initial 5-year period.

5.6 As such the mode share targets are summarised in **Table 5.1**.



Table 5.1 Preliminary Mode Share Targets

	Existing Mode Share Based on Census Ward Data	Targets		
		First Survey	Second Survey	Third Survey
Underground, metro, light rail, tram	0%	0%	0%	0%
Train	5%	5%	5%	6%
Bus, minibus or coach	3%	3%	4%	5%
Taxi	0%	0%	0%	0%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	76%	74%	71%	68%
Passenger in a car or van	6%	6%	7%	7%
Bicycle	2%	2%	3%	3%
On foot	6%	7%	7%	8%
Other method of travel to work	1%	1%	1%	1%
Total Single Occupancy Vehicle Share	76%	74%	71%	68%
Total Sustainable Travel Mode Share	24%	26%	29%	32%



6.0 TRAVEL PLAN INITIATIVES

- 6.1 In order to achieve the objectives and targets of the Travel Plan (set out within Section 4.0 and 5.0 of this TP), a number of initiatives would be implemented by the TPC throughout the life of the Travel Plan, to help reduce the number of single occupancy car journeys, whilst simultaneously encouraging travel by sustainable modes. These would seek to change residents' travel behaviour by encouraging and incentivising sustainable travel options.
- 6.2 The implementation of the measures, along with the role of the TPC, would be funded by the Developer over a period of 5 years. After this time, it is anticipated that residents would take responsibility of the Travel Plan and that sustainable travel choices would be inherent.
- 6.3 **Section 3.0** has provided an accessibility assessment of the site, additionally a Sustainability Assessment has also been undertaken as part of the Full Planning Application. The Sustainability Audit reviews existing facilities for non-motorised users and provides recommended improvements that aim to encourage travel by sustainable modes. A range of measures have been selected based on this information, which are considered suitable and appropriate for encouraging sustainable travel choices.
- 6.4 These initiatives which are to be implemented include a mix of soft and hard measures. Soft measures comprise of those incentives and demand management techniques to influence travel mode choice, whilst hard measures relate to physical works being undertaken on and off site, to facilitate travel by sustainable modes.
- 6.5 These measures are compliant with DfT's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (2009) document.
- 6.6 **Table 6.1** provides an overview of the measures that are proposed over the lifetime of the Travel Plan. These are discussed in further detail in the remainder of this section.



Table 6.1: Overview of Measures

	Strategy	Travel Plan Initiative
SOFT MEASURES	Marketing	▪ Sales/ Marketing Staff will be trained so that they understand the purpose of the TP ▪ Residents Travel Information Pack to be distributed to each household containing bus/rail timetable/route information, subsidised travel vouchers, cycle route maps and cycle training offers. ▪ Leaflets & Newsletters – distributed periodically to residents, to promote travel modes following distribution of travel pack. ▪ Resident's website or social media page informing residents of changes to public transport timetables, disruptions affecting public transport journeys and their local facilities.
	Walking & Cycling	▪ The TPCs will promote the personal health benefits of walking by encouraging households to participate in national travel awareness events including 'Walk-to-Walk' and 'Walk to School' Week. ▪ Promote: https://www.myjourneywokingham.com/walking/ https://www.wokingham.gov.uk/countryside-parks-and-conservation/footpaths-and-bridleways/find-public-right-way ▪ Secure and covered cycle parking facilities would be provided to actively encourage future households to travel by cycle for various journey purposes. ▪ Provide each household (for first occupants) with a flexible sustainable travel voucher, valid for purchases across cycle equipment, bus pass and railcard. ▪ Provision of route maps for the local area. Liaison with WBC regarding availability of walking/cycling route maps and payment for updates if necessary. ▪ Regular liaison with local cycle store to ensure various promotions are communicated to residents. ▪ Creation of a bicycle user group (BUG) to encourage cycling amongst new households. ▪ Opportunity to receive cycle training in conjunction with WBC. ▪ Promote journey planners including:



		https://www.myjourneywokingham.com/cycling/cycle-maps/ ▪ Provide information on the government's 'Cycle to Work' scheme to encourage sustainable travel to work. ▪ Promote Wokingham's Bikeability training.
	Public Transport (Bus and Rail)	▪ Provision of route maps, fare information and timetables local area bus services. ▪ Provide each household (for first occupants) with a flexible sustainable travel voucher, valid for purchases across cycle equipment, bus pass and railcard. ▪ Information regarding local rail operators bicycle policy on rail services. ▪ Benefits of travelling by Public Transport services. ▪ Promote public transport ticketing options such as apps and contactless payments. ▪ Promote public transport websites such as: https://www.thamesvalleybuses.com/ https://www.reading-buses.co.uk/
	Journey Planning Websites	▪ Weblinks to useful sources of information such as journey planning websites such as myjourneywokingham.com Traveline, National Rail, Cyclestreets, Go Jauntly, Zap Map and Journey Planner by ThamesValley Buses and Reading Buses will be presented in the Travel Information Packs.
	Homeworking	▪ All homes will be provided with highspeed broadband infrastructure to enable households to work from home as well as gain access to various goods and services online (e.g., home shopping, Amazon, and banking) thereby reducing the demand for travel.
	EV Charging	▪ Units will be provided with EV charging facilities.
	Car Sharing	▪ Raise awareness of the benefits of reducing single occupancy car journeys both personally and environmentally. ▪ Promote Car Sharing website: https://myjourneywokingham.com ▪ Promote benefits of car sharing, which include: ○ Reduced costs of running a car. ○ Reduced levels of stress associated with driving. ○ Possible priority parking at work places.



		○ Contribution towards reducing congestion. ○ Reduced CO2 emissions, creating a cleaner environment.
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- 6.7 An Action Plan has been prepared under **Section 9.0**, which sets out timing for the implementation of the measures associated with the delivery of the Travel Plan. Further details of the measures proposed are provided within the remainder of this section.

Encourage travel on foot/cycle by raising awareness of local pedestrian / cycle networks

- 6.8 Route Maps: To assist residents with planning trips by bicycle and on foot, the TPC would provide residents with route maps of the local area. These maps would provide details of distances and journey times to key destinations (schools, public transport interchanges, employment areas, medical and local centres), to ensure residents are aware of the most direct routes available to each facility. These maps would be regularly updated as necessary, to ensure residents have updated information. Route maps between the site and the centre of Winnersh and Wokingham would also be provided, with the cost associated with the updates of the maps being covered by the Travel Plan budget.
- 6.9 The TPC would also provide information to residents on the government's '**Cycle to Work**' scheme, a tax-free cycle purchase option within the Residents Information Packs. The TPC would provide the information required for residents to pursue further with their employer if they wish.
- 6.10 Cycle Training: The TPC would liaise with WBC officers and local cycle stores to establish whether there are any appropriate cycle training events for residents as well as local cycle groups regarding group bike rides, such as Bikeability, which delivers bicycle training in the local area. This information would be provided to residents through the various promotional avenues (Residents Information Packs, Website/Social Media, Leaflets, Email).
- 6.11 Bicycle parking would be provided in line with WBC requirements. The provision of secure cycle parking for each property on-site would provide enhanced security to residents.



- 6.12 Journey Sharing: The use of car sharing would be promoted amongst residents of the development, with particular emphasis on journeys to work. Car sharing not only cuts the costs of travelling to work for the individual but also reduces the number of residents making similar journeys at the same time, thereby reducing the impact of the development at peak hours on routes between the site and local employment areas. This, in turn, contributes to reducing vehicular emissions and therefore meeting local air quality targets. Measures would be taken to promote car sharing to new residents by providing information on the benefits of car sharing and how to partake found on MyJourneyWokingham (<https://www.myjourneywokingham.com>).

Raise awareness and promote use of local public transport services for accessing local services and facilities

- 6.13 Route Maps and Timetables: To enable convenient access to public transport information, residents would be provided with route maps, fare information and timetables for local area bus services. In addition to hard copies of timetables and route maps being provided to each resident within the Residents Travel Packs, mobile apps that provide real-time journey information would also be promoted to residents. This is available via:
- <https://www.thamesvalleybuses.com>
 - <https://www.reading-buses.co.uk>
- 6.14 Rail timetables would also be provided to residents along with details of where to access real-time information online. The TPC would promote the use of the National Rail personalised pocket timetable service. This enables users to create a timetable specific for their journey requirements by route and time.
- 6.15 Fare Information: Residents would be made aware of bus fare prices for local services, to encourage travel on local bus services. The current fares for bus services operating in Wokingham would also be provided to residents of the site.
- 6.16 The TPC would ensure that residents are aware of the option to purchase season tickets when travelling regularly by train. Alternatively, for those travelling outside of peak hours it may be beneficial to purchase a railcard which entitles users to discounted tickets on various services.



Encourage residents to reduce reliance and, consequently, the number of trips by private car through the promotion of alternative travel options.

- 6.17 In order for the Travel Plan to be effective in reducing dependency on the private car, a marketing strategy would be implemented by the TPC to raise awareness of the various travel modes available to residents and visitors to the site. This would raise awareness of alternative travel options available to residents and would be promoted over the life of the Travel Plan (Five Years).
- 6.18 Much of the information to be distributed has been discussed under the previous paragraphs; however, this would include, but is not limited to, route maps for all modes, bus and rail timetables and fare information, car share information and the benefits of sustainable travel.
- 6.19 It is intended that the following methods of communication would be adopted to distribute information:
- Travel Information Pack.
 - Promotional Leaflets & Newsletters.
 - Resident's website/social media page.
 - Direct email to Residents.

Travel Information Pack

- 6.20 The first occupant of each household would receive a 'Residents Travel Pack'. This would provide a brief introduction to the Travel Plan, including the aims and objectives for the 5-year period. Information would be provided to encourage sustainable travel choices on identified routes to key destinations. As previously confirmed, this pack would include (but not be limited to):
- Walking and cycling route maps of the local area and where possible journey times and distances would be indicated;
 - Contact details for accessing cycle training/maintenance events;
 - Promotion of the benefits of active travel;
 - Subsidised voucher for cycle, rail or bus travel (one per dwelling);
 - Bus and rail route maps and associated timetables;
 - Fare information for bus and rail services;
 - Promotion of the national car share databases and the associated benefits of car sharing; *and*



- Information about local shops offering online shopping and home delivery services.
- 6.21 Information and promotion of the Travel Plan from the outset ensures greater buy-in from future residents who may see it as an opportunity to plan changes in their choice of travel.
- 6.22 The TPC would ensure that the information within the Travel Packs remains up to date throughout the lifetime of the Residential Travel Plan and would amend any information if necessary.
- 6.23 The Travel Pack would, therefore, be displayed within the on-site Sales Suite to help raise awareness of the sites' accessibility to local facilities and amenities and local employers by sustainable travel modes. Sales staff would also be briefed about the Travel Pack, the information within it and the services/facilities available for residents to travel sustainably.
- 6.24 As an example, sales staff can inform future residents about local buses and key destinations they serve, along with the layout of cycle and pedestrian routes through the site. This would help to demonstrate the sites commitment to sustainable travel and encourage future residents to travel using sustainable modes.
- 6.25 Travel Advice Meetings/Personal Travel Planning: At the time of distributing the Travel Packs the TPC would offer an induction into the Travel Plan. During these meetings residents would be able to raise any queries they have regarding travel to/from the site and gain an understanding of their travel options.
- 6.26 From experience, it is apparent that residents are not always aware of what public transport services operate in proximity to their home. This induction would, therefore, be key to encouraging sustainable travel modes.
- 6.27 Flexible Sustainable Travel Voucher
- 6.28 In order to encourage the uptake of sustainable transport (cycling, bus and train), the TPC would provide a flexible sustainable travel voucher to the first occupation of each dwelling (one per dwelling). This flexible travel voucher would be redeemable against the purchase of cycle equipment at a local cycle



retailer or an online cycle retailer, a bus pass (valid for travel on Thames Valley Buses or Reading Buses) or a Railcard. The value of the flexible voucher will be determined with WBC and will have a maximum value to ensure that all voucher options are of similar value.

- 6.29 Home Working: Provision of high-speed broadband to each home would help to facilitate home working. The opportunity to work from home has the added benefit of reducing car trips and therefore, is considered a green initiative supporting sustainable development.
- 6.30 Leaflets and Printed Materials: Following the distribution of the Residents Travel Pack, the TPC would distribute relevant promotional materials to households once annually. These materials might include maps, timetables, fare information and car share information sheets. It is anticipated that this information would be provided by the transport operators and/or WBC to the TPC.
- 6.31 The periodic distribution of information would maintain resident's awareness of the alternative travel options, as well as keeping the information current to assist with journey planning.
- 6.32 Periodical changes to bus routes, timetables or fares would also be communicated to residents where necessary through the Social Media Site (Website/Facebook/Twitter).
- 6.33 Travel Events: There are a number of national travel events held over the course of the year, which seek to raise the profile of sustainable travel options and encourage participation in sustainable travel. The aim is to encourage those taking part to continue participating and making sustainable travel choices after the travel event. The TPC would promote those travel events which are practical for the site which might include:
- Walk to School Week (May)
 - World Bicycle Way (June)
 - Bike Week (June)
 - World Car Free Day (September)
 - Road Safety Week (November)



7.0 MANAGEMENT STRATEGY

Site Management

- 7.1 The Travel Plan would be managed by the TPC, who would be appointed by the site Developers for the 5-year monitoring period. It would therefore be the responsibility of the TPC to take forward the Travel Plan and undertake the associated implementation and ongoing management of initiatives, monitoring and review process.
- 7.2 The contact details of the TPC will be determined for the submission of the Final Travel Plan and sent to WBC.
- 7.3 A summary of the typical TPC responsibilities is provided as follows, although it is accepted that there may be additional services over the life of the TP.
- Liaise with WBC to finalise the Travel Plan provisions.
 - Prepare the Residents Travel Information Pack on behalf of the Client for approval.
 - Provide the sales suites with a Residents Travel Pack and inform them of the commitment to the Travel Plan and range of sustainable travel options available.
 - Implement Travel Plan in time for 1st resident occupation.
 - Distribute Travel Pack to first occupant of each household.
 - Monitor redemption rates of distributed vouchers annually.
 - Undertake traffic surveys and resident questionnaires in line with agreed methodology with WBC.
 - Review the Travel Plan biennially with WBC and consider alternate/additional initiatives if necessary.

Partnership Working

- 7.4 As part of the Travel Plan measures, residents would be encouraged to take an active role in helping to promote sustainable travel modes and be aware of factors that could affect people's travel behaviour. As such, it is proposed that a website page, X account, or Facebook account shall be created for residents of the site to be able to discuss the Travel Plan and to access up-to-date travel information. This would also provide a good source to promote local bus services, other sustainable travel modes and travel events.



- 7.5 The Travel Plan would also benefit from creating a residents' group which shall meet to discuss the operation of the Travel Plan and its associated measures. This forum would be managed by the Travel Plan Coordinator and could involve other key stakeholders if necessary (e.g. bus operators, cycle groups).
- 7.6 Commitment would be made to establish a Steering Group to take on the responsibility for the Travel Plan at the end of the 5-year monitoring period.

Potential Travel Plan Budget

- 7.7 Prior to the occupation of any dwellings on the site, Elstree Land would appoint a Travel Plan Coordinator for the site and, as such, fees would be agreed upon for the implementation of the Travel Plan and its associated measures for the life of the Travel Plan period.
- 7.8 Whilst it is anticipated that route maps would be available from WBC for walking and cycling, it is acknowledged that this may incur a printing cost. The cost of any further measures and printing of promotional material would be absorbed within the agreed Travel Plan budget between Elstree Land and the Travel Plan Coordinator.
- 7.9 In view of the anticipated budgets, it is considered that this would result in sufficient funds being available to successfully promote the various Travel Plan measures and achieve a reduction in the number of single occupancy car journeys. The Travel Plan budget has been agreed with Elstree Land.



8.0 MONITORING AND REVIEW

Monitoring

- 8.1 WBC's Residential Travel Plan Guidance (2011) states that "Travel plan monitoring is not required for RTP Statements (>50 <80 dwellings) where a Statement is for a small-scale residential development that is not part of any larger development". However, following comments received from WBC as part of the formal pre-application submission, it has been confirmed that a Framework Travel Plan be prepared to support the planning application.
- 8.2 To accord with WBC's guidance periodic monitoring would be undertaken. Monitoring enables the progress of the Travel Plan, towards achieving the identified SMART targets, to be measured. The proposed monitoring strategy would provide information regarding residents' travel patterns, which is relevant to the identified outcome targets.

Methodology

- 8.3 Monitoring techniques would include but would not be limited to:
- Monitoring of traffic flow (all modes) in/out of the site, at the site accesses (biennial).
 - Monitoring of redemption rates of distributed vouchers annually.
 - Travel questionnaire survey to ascertain resident attitudes towards the Travel Plan measures and sustainable travel choices. It is considered that a response rate of 25% would be required to provide a robust overview of travel patterns and behaviour. A copy of an example of a Residents Travel Questionnaire is contained within **Appendix B**.
- 8.4 The monitoring of traffic flows can be undertaken either by Automatic Traffic Count or Manual Classified Counts. These would be undertaken on a weekday, outside of school holidays.
- 8.5 It is proposed that the TRICS SAM style monitoring surveys would be undertaken at the site. The Standardised Assessment Methodology (SAM) is a tool to monitor the effect of Travel Plans in a consistent way. This would include baseline surveys carried out following 50% occupation of the site. Additional surveys would then be completed on the second and fourth anniversary of the



first travel survey being undertaken. The cost of these surveys would be covered by the developer as part of the agreed Travel Plan budget with the TPC.

8.6 In addition to the above travel surveys, questionnaires would also be provided to residents to establish existing travel patterns in the interim Years 2 and 4. These surveys would include:

- Details of mode of travel.
- Original destination along with journey purpose.
- Details of linked trips.

8.7 The monitoring would be undertaken by the TPC and the results written up in a monitoring report within 1 month of each survey period. Within 3 months of the survey period, the monitoring report would then be submitted to WBC for assessment and to agree forthcoming measures and actions.

8.8 In addition to the cost associated with the surveys, WBC's evaluation and monitoring fees would also be paid by the developer.

8.9 Site audits are required throughout the Travel Plan process to ensure the facilities provided within the site are safe for residents to use (e.g. footpaths, cycle ways and usage of cycle parking).

Schedule

8.10 As confirmed above, monitoring of traffic flows and travel choices would be undertaken biennially. This monitoring period has taken into consideration the likely construction period and occupation rate of the development.

8.11 Biennial monitoring would, therefore, see 3 surveys being undertaken over a 5-year period, anticipated to take place in years 1, 3 and 5, or until last occupation of the development. Monitoring is scheduled as follows:

- 1st survey to be undertaken following 50% occupancy, or six months after first occupancy; whichever occurs soonest. This would provide the baseline data for the development. The TPC would review this data together with the outcome targets to ensure that these remain realistic and achievable.



- 2nd survey to be undertaken on the second anniversary (Year 3) of the 1st survey.
- 3rd survey to be undertaken on the 4th anniversary (Year 5) of the 1st survey.
- Additional surveys undertaken biennially until last occupation of the development, if beyond 5 years.
- Residential Travel Questionnaire distributed to residents in the interim Years 2 and 4.

Review

- 8.12 The TPC would review the survey findings contained within the monitoring report. The purpose of the review is to establish whether the objectives and associated measures are being effective in progressing the Travel Plan towards achieving the identified aims and targets. Following review of the surveys, these would be submitted to WBC for approval, and to establish whether TP targets need to change as a result.
- 8.13 As part of the review the TPC would identify those measures which prove effective and any that require amending to suit the needs of residents.
- 8.14 The annual review of voucher redemptions would also prove beneficial to establish whether this initiative is effective and/or amendable to residents.
- 8.15 The TPC would actively promote the various Travel Plan measures to achieve the outcome targets of the Travel Plan. It should be acknowledged however, that travel choices are also influenced by external factors, beyond the control of the TPC and/or Developer.
- 8.16 Such external factors include parking charge strategies, changes to local bus service provision, public transport fare increases, petrol prices and inclement weather conditions. Should the Travel Plan not deliver the identified targets due to external factors this should not be considered a failure of the Travel Plan but a recommendation for adjustment to local, current conditions.
- 8.17 If, following the results of the baseline surveys, it should be necessary to revisit the outcome targets of the Travel Plan, to reflect different travel patterns to those projected in Table 5.1, then this would be discussed with WBC.



- 8.18 If the Travel Plan targets have been met, there will be no further requirement to undertake travel plan monitoring beyond Year 5.

Remedial Measures

- 8.19 Should it be necessary to revisit the outcome targets of the Travel Plan and agree new measures to help encourage and incentivise sustainable travel modes, these would be discussed and agreed with WBC and the Travel Plan would be revised to reflect these agreed changes.
- 8.20 In accordance with WBC's Residential Travel Plan Guidance, if the Travel Plan targets have not been met at Year 5, there will be a requirement to continue with an additional annual monitoring report for Year 7, with the results reported to WBC.
- 8.21 A set of potential remedial measures, to be triggered in the event that measures outlined in Section 5.0 fail to meet the required Travel Plan targets could include the following:
- Extend monitoring period of the development;
 - More active marketing and promotion of sustainable travel information; *and*
 - Further Personalised Journey Planning for residents to understand current travel patterns and help to identify potential for changing current behaviour.
- 8.22 The remedial measures are different to the Travel Plan measures and, the exact nature of what, if any, remedial measures are required would be identified through the monitoring and review process in conjunction with WBC.



9.0 ACTION PLAN

9.1 To assist with the implementation of the various measures associated with the Travel Plan, an Action Plan has been drafted below. The aim of this action plan is to both inform the TPC of the measures required and to provide a detailed schedule of the TP delivery process for WBC.

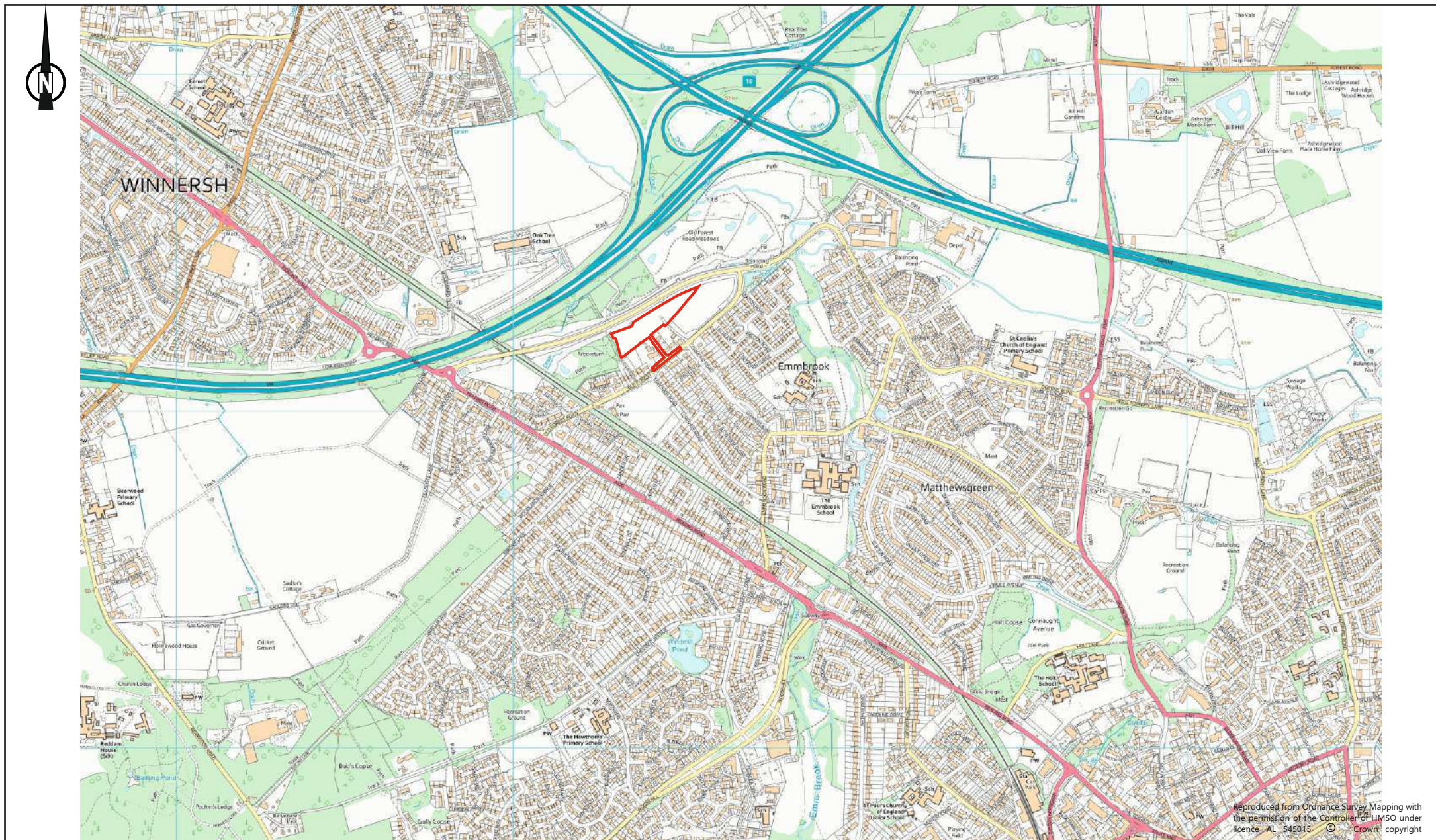
Action	Target Date	Responsibility
Appoint Travel Plan Coordinator	3 months prior to occupation	Developer
Agree contents of Travel Plan with LHA/LPA including SMART targets	1-3 months prior to occupation	TPC/LHA
Completion of Off-Site and On-Site Infrastructure works	As agreed with Local Planning Authority and detailed within Section 106 Agreement/Planning Conditions	Developer

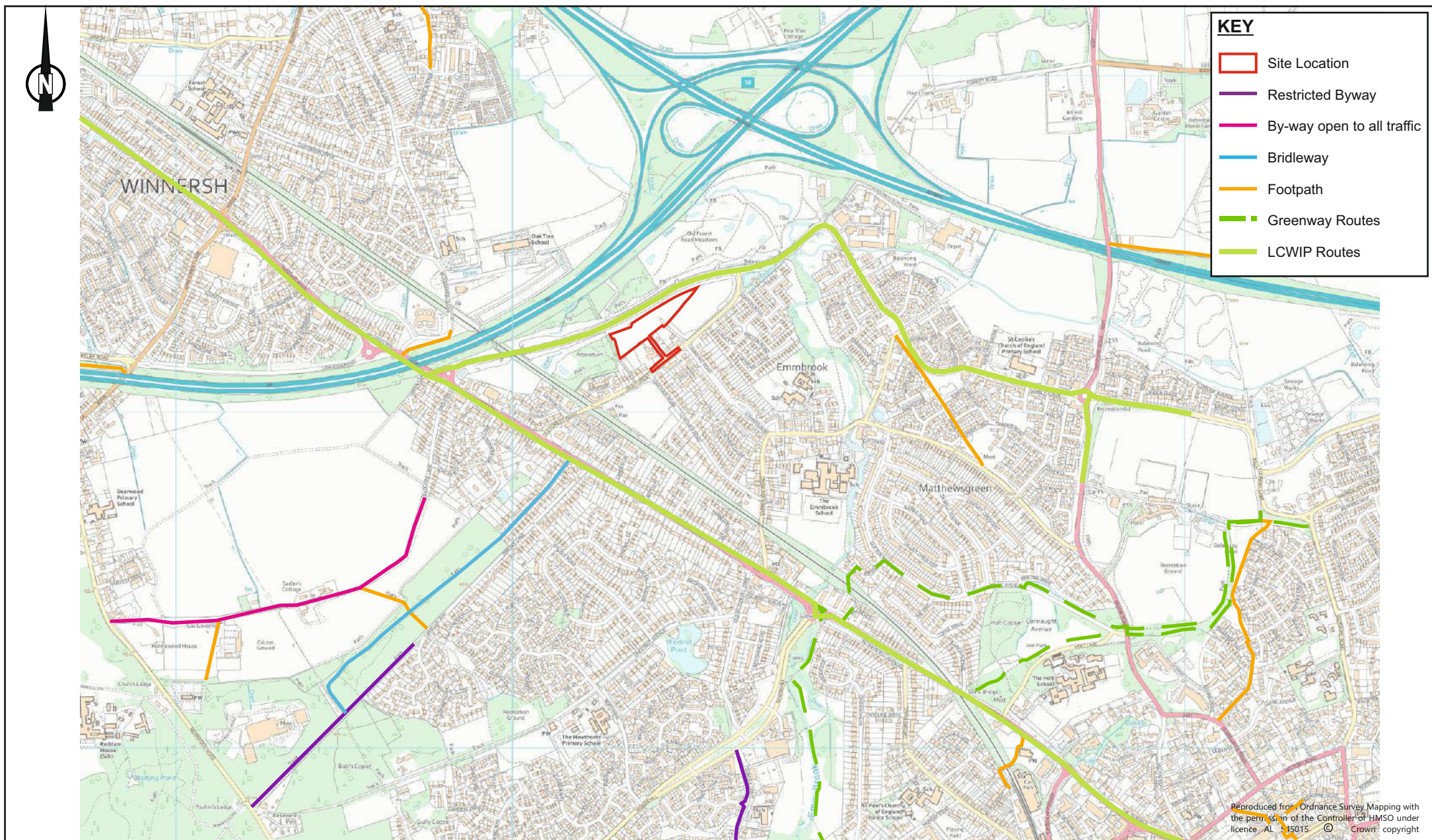
Action	Target Date	Responsibility	Budget Allocated
Prepare Residents Travel Information Pack & Submit to LPA for approval	1-3 months prior to occupation to enable distribution within 1 month of first occupation	TPC	Within TPC Budget
Provide relevant route maps (bus/walking/cycling), timetables (bus/rail) and fare information (bus/rail)	1 month prior to occupation and ongoing administration to ensure up to date information is provided	TPC	Within TPC Budget
Acquire additional marketing materials regarding benefits of sustainable travel	1 month prior to occupation	TPC	Within TPC Budget
Investigate opportunities for cycle training with LHA/Local Cycle Groups	1 month prior to occupation	TPC	Within TPC Budget
Set up a flexible sustainable travel voucher, valid for purchases across cycle equipment, bus pass and railcard.	1 month prior to occupation	TPC	£TBC per dwelling
Implement Travel Plan	1st occupation of site	TPC	Within TPC Budget
Offer Personalised Travel Planning to residents	Within 1 month of 1st occupation	TPC	Within TPC Budget
Undertake 1st TRICS Survey	Following 50% occupation of the site or six months after first occupancy; whichever occurs soonest	TPC	Costs to be covered by Developer
Travel Plan review	1 month after completion of survey	TPC	Within TPC Budget
Continued distribution of Residents Travel Information Pack	Within 3 weeks of occupation	TPC	Within TPC Budget
Periodic distribution of route maps (bus/walking/cycling), timetables (bus/rail) and fare information (bus/rail)	Once annually or when new information is released	TPC	Within TPC Budget
Review sustainable travel voucher redemptions	Once annually	TPC	Within TPC Budget
Cycle Training and/or Travel event e.g. Bikeability	1 within the 1st year of occupation	TPC	Within TPC Budget



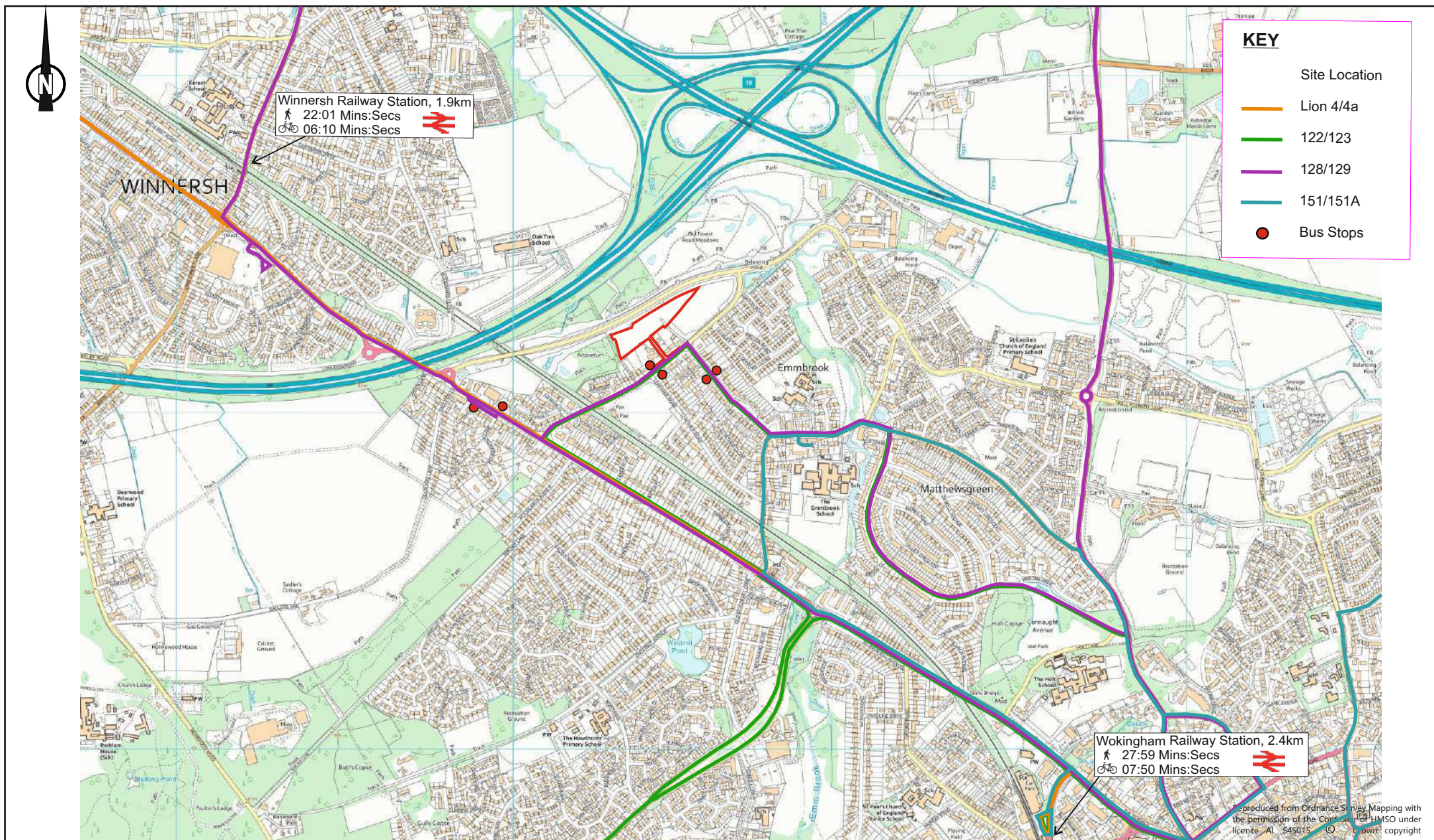
Residential Travel Questionnaire	Distributed to residents in the interim Years 2 and 4	TPC	Within TPC Budget
Conduct 2nd and 3rd surveys	Biennially on the anniversary of the 1st survey	TPC	Costs to be covered by Developer
Review Travel Plan and targets with LHA/LPA	1 month after completion of survey	TPC/LHA	Within TPC Budget
Set up/join a Bicycle User Group	Within 6 months of occupation	TPC	Within TPC Budget
Creation of Social Media Site (Website/Facebook/X) to promote sustainable modes	To be launched within 1 month of 1st occupation. Ongoing management throughout life of TP	TPC	Within TPC Budget
Continued liaison with residents to answer enquiries and provide regular promotional material	Ongoing throughout life of TP	TPC	Within TPC Budget

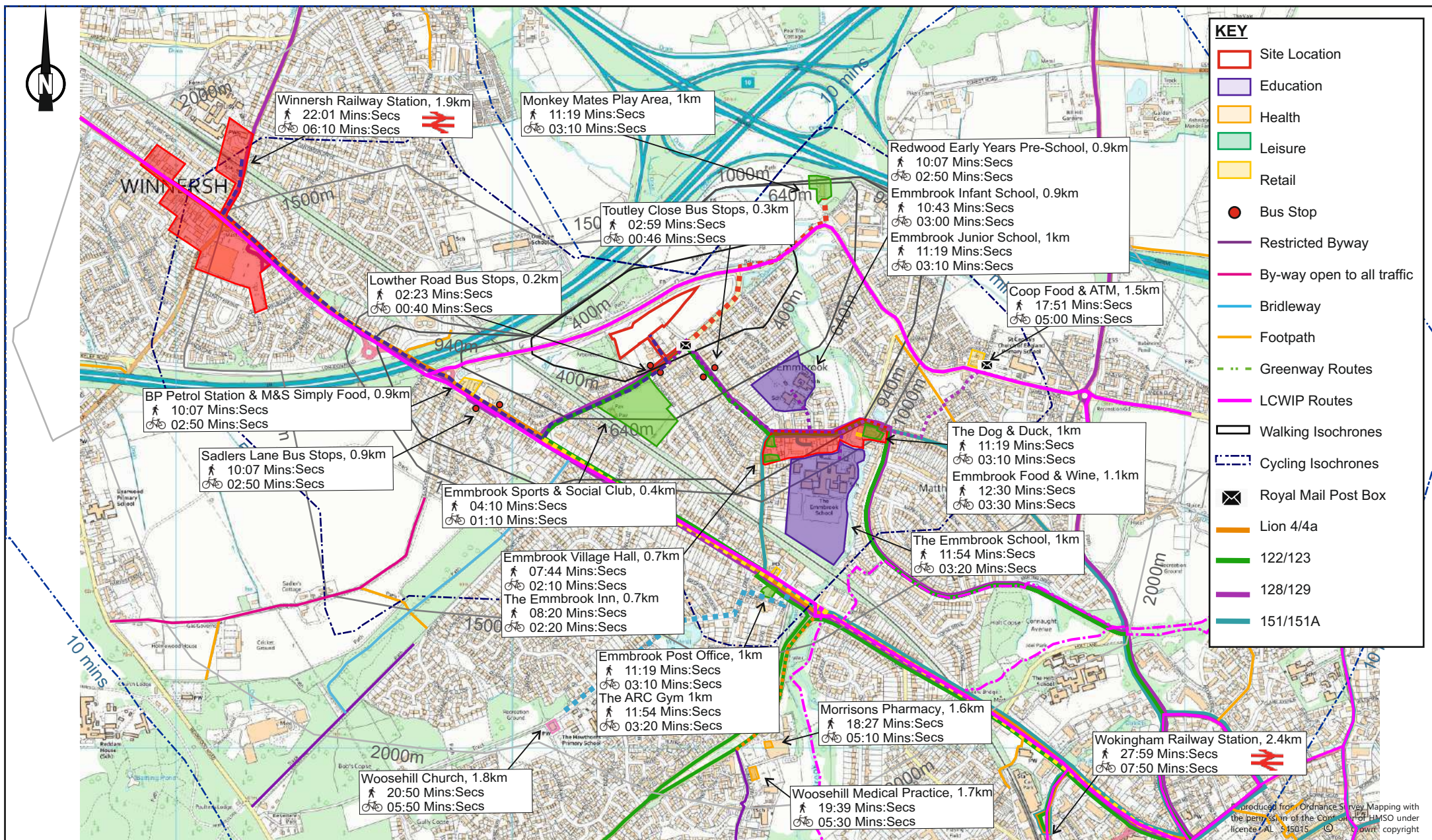






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old forest road
wokingham

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1. What is the purpose of the study?
 The purpose of the study is to determine the effect of the use of the Internet on the learning of the students in the classroom.

2. What is the research design?
 The research design is a quasi-experimental design.

3. What is the sample size?
 The sample size is 30 students.

4. What is the data collection method?
 The data collection method is a survey.

5. What is the data analysis method?
 The data analysis method is a statistical analysis.

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planning
08.05.2025

092404-ELS-01





On average, how long is your journey to your place of work?

- | | |
|-----------------------|-----------------------|
| ☐ | ☐ |
| 1-15 minutes | 16-30 minutes |
| ☐ | ☐ |
| 31-45 minutes | 46-60 minutes |
| ☐ | ☐ |
| Over 60 minutes | Not Applicable |
| ☐ | |
| I work from home | |

Aside from the travel modes you currently use to get to work, do you have the option to use any of the following sustainable travel options to commute to/from work?

- ☐ Electric Vehicle
- ☐ Car Sharing (with another employee)
- ☐ Car Sharing (via liftshare.com or another national car-sharing database)
- ☐ Bicycle
- ☐ Electric Bicycle
- ☐ Walking
- ☐ Rail services
- ☐ Bus services

Within the last month, which of the following modes of transport have you used for any part of your journey to work?

- | | |
|--|--|
| ☐ Walk | ☐ Bicycle |
| ☐ Public bus | ☐ Train |
| ☐ Private Vehicle (Single-Occupant) | ☐ Private Vehicle (With passengers) |
| ☐ Not Applicable | ☐ <input type="text"/> |

Which of the following would encourage you to use public transport to get to/from work?

- ☐ Cheaper travel fares
- ☐ More regular services
- ☐ More reliable services
- ☐ More direct services to my place of work
- ☐ Better quality of waiting facilities
- ☐ Better facilities for people with mobility impairments
- ☐ Closer services to my home
- ☐ Easy to understand timetable information
- ☐

Which of the following would encourage you to walk/cycle to your place of work?

- ☐ Traffic slowing measures
- ☐ Better street lighting
- ☐ Safer road crossing facilities
- ☐ Secure storage for bicycles
- ☐ Provision of cycle lanes
- ☐ Better services for people with disabilities
- ☐ Cheaper bicycles to buy/hire
- ☐ More facilities within walking/cycling distance
- ☐

How often over the last month have you worked from home?

- | | |
|---|--|
| ☐
Every day | ☐
3-4 times a week |
| ☐
Once or twice a week | ☐
Less than once a week |
| ☐
Never | ☐
I cannot work from home |
| ☐
I do not work | |

As a thank-you for taking part in this survey, please provide your email below if you would like to be entered into a prize draw for a £50.00 voucher to spent at John Lewis & Partners.





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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	37.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	28.5	-
0500	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	27	-
0600	16	1	0	0	8	4	3	0	0	0	0	0	0	0	0	0	31.1	39.1
0700	65	0	3	27	22	12	1	0	0	0	0	0	0	0	0	0	25.9	32.9
0800	139	2	12	47	52	21	3	2	0	0	0	0	0	0	0	0	26	31.8
0900	57	0	1	18	18	17	3	0	0	0	0	0	0	0	0	0	28.5	34.4
1000	39	2	0	10	13	12	1	1	0	0	0	0	0	0	0	0	28.3	34.6
1100	60	1	7	15	22	14	1	0	0	0	0	0	0	0	0	0	26.1	33.1
1200	42	1	0	12	19	9	1	0	0	0	0	0	0	0	0	0	27.5	32.5
1300	68	0	8	20	32	6	1	0	0	0	1	0	0	0	0	0	26.3	30.7
1400	87	3	2	30	32	17	3	0	0	0	0	0	0	0	0	0	26.6	32.9
1500	89	1	5	30	40	11	1	1	0	0	0	0	0	0	0	0	26.2	31.2
1600	68	0	6	21	25	12	2	1	1	0	0	0	0	0	0	0	27.3	34
1700	59	0	3	24	19	11	2	0	0	0	0	0	0	0	0	0	26.7	33.9
1800	48	1	3	15	20	4	4	1	0	0	0	0	0	0	0	0	27	33.7
1900	44	0	0	14	20	5	5	0	0	0	0	0	0	0	0	0	27.8	36
2000	27	1	1	12	8	2	3	0	0	0	0	0	0	0	0	0	26.1	35.7
2100	13	0	1	1	4	5	1	1	0	0	0	0	0	0	0	0	31.6	39.3
2200	5	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	26.5	-
2300	9	0	0	3	1	5	0	0	0	0	0	0	0	0	0	0	30.5	-
07-19	821	11	50	269	314	146	23	6	1	0	1	0	0	0	0	0	26.7	32.7
06-22	921	13	52	296	354	162	35	7	1	0	1	0	0	0	0	0	26.9	33.1
06-00	935	13	53	301	355	169	35	7	1	0	1	0	0	0	0	0	26.9	33.1
00-00	943	13	54	302	358	170	36	8	1	0	1	0	0	0	0	0	26.9	33.2

23 November 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	27.4	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.2	-
0600	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	27.8	-
0700	13	0	1	5	3	3	0	1	0	0	0	0	0	0	0	0	27.6	36.5
0800	44	0	1	17	13	12	0	1	0	0	0	0	0	0	0	0	27.4	33.9
0900	56	0	4	19	23	6	4	0	0	0	0	0	0	0	0	0	26.1	31.5
1000	70	0	4	21	30	9	5	1	0	0	0	0	0	0	0	0	27.4	34.3
1100	68	0	7	18	31	9	3	0	0	0	0	0	0	0	0	0	26.6	31.9
1200	75	0	3	24	28	15	5	0	0	0	0	0	0	0	0	0	27.6	33.5
1300	51	0	0	11	20	16	3	1	0	0	0	0	0	0	0	0	29.8	36.6
1400	57	0	2	17	19	17	1	1	0	0	0	0	0	0	0	0	28.1	34.1
1500	34	0	4	7	11	8	4	0	0	0	0	0	0	0	0	0	28.5	36.8
1600	37	0	4	13	12	7	0	1	0	0	0	0	0	0	0	0	26.5	33
1700	26	0	0	4	10	10	2	0	0	0	0	0	0	0	0	0	30.1	35.8
1800	24	0	1	6	8	6	2	0	1	0	0	0	0	0	0	0	29.4	37.4
1900	25	0	1	3	12	8	0	0	1	0	0	0	0	0	0	0	29.5	34.1
2000	15	0	1	2	8	3	0	1	0	0	0	0	0	0	0	0	28.6	34.9
2100	22	0	2	10	7	0	2	0	0	0	1	0	0	0	0	0	27.2	36
2200	7	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	26.9	-
2300	11	0	0	2	4	3	2	0	0	0	0	0	0	0	0	0	31.6	38.9
07-19	555	0	31	162	208	118	29	6	1	0	0	0	0	0	0	0	27.7	34.1
06-22	619	0	35	178	235	130	31	7	2	0	1	0	0	0	0	0	27.8	34.1
06-00	637	0	35	183	242	134	33	7	2	0	1	0	0	0	0	0	27.8	34.1
00-00	645	0	35	185	245	137	33	7	2	0	1	0	0	0	0	0	27.9	34.1

24 November 2024

[illegible]

25 November 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	33.1	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.6	-
0600	8	0	0	0	0	5	2	0	1	0	0	0	0	0	0	0	38.3	-
0700	68	1	4	28	23	5	7	0	0	0	0	0	0	0	0	0	26.2	34.1
0800	125	0	17	46	42	19	1	0	0	0	0	0	0	0	0	0	25.2	31.4
0900	44	0	3	12	17	10	0	2	0	0	0	0	0	0	0	0	27.3	33.3
1000	28	0	1	6	11	9	1	0	0	0	0	0	0	0	0	0	28.2	35.7
1100	51	0	4	7	21	15	4	0	0	0	0	0	0	0	0	0	29	35.7
1200	50	0	2	9	14	20	5	0	0	0	0	0	0	0	0	0	29.7	35
1300	52	1	2	12	23	10	4	0	0	0	0	0	0	0	0	0	27.8	33.7
1400	69	1	3	29	24	9	3	0	0	0	0	0	0	0	0	0	26.1	31.8
1500	88	1	12	32	29	10	4	0	0	0	0	0	0	0	0	0	24.9	31.8
1600	60	2	0	16	24	13	4	1	0	0	0	0	0	0	0	0	28.1	36.2
1700	66	0	4	25	26	10	1	0	0	0	0	0	0	0	0	0	26	32
1800	58	0	2	16	24	11	3	2	0	0	0	0	0	0	0	0	28.4	36.1
1900	38	0	1	15	13	9	0	0	0	0	0	0	0	0	0	0	27	32.7
2000	15	0	0	8	4	1	2	0	0	0	0	0	0	0	0	0	26.8	36.4
2100	12	0	0	2	7	1	2	0	0	0	0	0	0	0	0	0	29.8	39.3
2200	6	0	0	2	1	2	0	0	0	0	1	0	0	0	0	0	33.9	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-
07-19	759	6	54	238	278	141	37	5	0	0	0	0	0	0	0	0	26.8	33.4
06-22	832	6	55	263	302	157	43	5	1	0	0	0	0	0	0	0	27	33.7
06-00	839	6	55	265	304	159	43	5	1	0	1	0	0	0	0	0	27.1	33.7
00-00	845	6	55	266	306	161	44	5	1	0	1	0	0	0	0	0	27.1	33.7

26 November 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	35.1	-
0500	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	32.6	-
0600	14	0	1	0	4	5	2	2	0	0	0	0	0	0	0	0	34	43.8
0700	62	0	3	18	26	14	0	0	1	0	0	0	0	0	0	0	27.6	32.8
0800	156	2	20	57	55	18	4	0	0	0	0	0	0	0	0	0	25	31
0900	60	0	2	21	21	10	6	0	0	0	0	0	0	0	0	0	27.7	35.2
1000	46	0	0	16	23	5	2	0	0	0	0	0	0	0	0	0	27.5	32.8
1100	46	1	3	17	17	7	1	0	0	0	0	0	0	0	0	0	25.8	33.3
1200	51	0	1	17	17	9	7	0	0	0	0	0	0	0	0	0	28.5	37.1
1300	44	0	1	8	21	12	2	0	0	0	0	0	0	0	0	0	28.5	33.5
1400	75	1	4	29	24	12	4	1	0	0	0	0	0	0	0	0	26.5	33.2
1500	88	0	5	29	36	15	2	1	0	0	0	0	0	0	0	0	27	33.3
1600	57	0	2	16	24	14	1	0	0	0	0	0	0	0	0	0	27.6	33.2
1700	57	0	1	11	23	17	4	1	0	0	0	0	0	0	0	0	29.8	36.2
1800	68	0	3	19	21	16	7	0	1	1	0	0	0	0	0	0	29.1	36.8
1900	44	0	2	20	10	8	4	0	0	0	0	0	0	0	0	0	26.9	35.3
2000	13	0	0	2	5	2	2	0	0	0	2	0	0	0	0	0	35.1	63.7
2100	16	0	0	2	9	3	2	0	0	0	0	0	0	0	0	0	30	36.9
2200	13	0	1	3	2	5	2	0	0	0	0	0	0	0	0	0	29.8	39.8
2300	3	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	31.5	-
07-19	810	4	45	258	308	149	40	3	2	1	0	0	0	0	0	0	27.2	33.3
06-22	897	4	48	282	336	167	50	5	2	1	2	0	0	0	0	0	27.5	33.8
06-00	913	4	49	286	339	172	52	6	2	1	2	0	0	0	0	0	27.5	33.8
00-00	920	4	49	287	340	174	54	7	2	1	2	0	0	0	0	0	27.6	34

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	5665	37	344	1816	2054	1087	272	41	7	2	5	0	0	0	0	0	27.1	33.6

[illegible]

22 November 2024

[illegible]

23 November 2024

[illegible]

24 November 2024

[illegible]

25 November 2024

[illegible][illegible]

26 November 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
0600	12	0	2	4	2	4	0	0	0	0	0	0	0	0	0	0	25.4	33.2
0700	19	1	2	4	4	8	0	0	0	0	0	0	0	0	0	0	26.5	34.3
0800	104	2	13	38	30	15	5	1	0	0	0	0	0	0	0	0	25.2	32.6
0900	31	0	2	9	10	5	4	1	0	0	0	0	0	0	0	0	28.1	38.1
1000	29	0	3	9	8	6	3	0	0	0	0	0	0	0	0	0	27.1	35.4
1100	33	1	3	15	7	5	2	0	0	0	0	0	0	0	0	0	25.4	33.5
1200	40	1	6	13	8	10	2	0	0	0	0	0	0	0	0	0	25.7	34.6
1300	50	2	9	15	14	8	2	0	0	0	0	0	0	0	0	0	24.9	32.6
1400	39	1	4	9	13	7	4	0	0	0	1	0	0	0	0	0	28.4	36.1
1500	92	2	11	36	26	13	4	0	0	0	0	0	0	0	0	0	25	33.9
1600	66	4	9	21	23	7	2	0	0	0	0	0	0	0	0	0	24.4	30.9
1700	51	0	4	12	22	11	2	0	0	0	0	0	0	0	0	0	27.8	34.2
1800	45	0	7	14	11	9	3	0	1	0	0	0	0	0	0	0	26.5	34.3
1900	39	1	3	10	12	9	3	1	0	0	0	0	0	0	0	0	27.9	36.4
2000	16	0	3	6	3	4	0	0	0	0	0	0	0	0	0	0	24.9	31.7
2100	26	0	4	13	5	3	1	0	0	0	0	0	0	0	0	0	23.9	32.4
2200	13	0	3	4	3	2	0	0	0	1	0	0	0	0	0	0	27.1	35.1
2300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
07-19	599	14	73	195	176	104	33	2	1	0	1	0	0	0	0	0	25.9	33.2
06-22	692	15	85	228	198	124	37	3	1	0	1	0	0	0	0	0	25.9	33.2
06-00	707	15	89	233	201	126	37	3	1	1	1	0	0	0	0	0	25.9	33.2
00-00	712	15	92	234	202	126	37	3	1	1	1	0	0	0	0	0	25.9	33.2

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	4466	72	613	1455	1282	831	177	28	6	1	1	0	0	0	0	0	25.7	33.1

[illegible]

21 November 2024

[illegible]

22 November 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	31.1	-
0500	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0600	17	0	1	4	2	7	3	0	0	0	0	0	0	0	0	0	30.2	37.8
0700	64	1	5	9	24	21	4	0	0	0	0	0	0	0	0	0	28.7	34.4
0800	140	2	11	18	48	51	7	3	0	0	0	0	0	0	0	0	29	34.7
0900	54	0	1	9	17	19	7	1	0	0	0	0	0	0	0	0	30.6	37.2
1000	40	1	8	7	15	8	1	0	0	0	0	0	0	0	0	0	25.9	33.6
1100	57	1	6	16	22	10	2	0	0	0	0	0	0	0	0	0	25.9	32.2
1200	41	1	8	7	17	7	1	0	0	0	0	0	0	0	0	0	25.8	32
1300	55	2	2	19	22	9	0	0	0	0	0	1	0	0	0	0	26.5	32.6
1400	87	0	6	13	31	29	6	2	0	0	0	0	0	0	0	0	29.5	34.8
1500	92	0	8	21	36	22	5	0	0	0	0	0	0	0	0	0	27.5	33.3
1600	66	0	5	15	17	22	5	1	1	0	0	0	0	0	0	0	29.6	36.1
1700	58	0	4	8	25	17	4	0	0	0	0	0	0	0	0	0	29	34.9
1800	46	0	2	5	21	14	2	2	0	0	0	0	0	0	0	0	30.1	36
1900	46	0	2	8	15	17	3	1	0	0	0	0	0	0	0	0	30.1	35.8
2000	25	0	4	2	8	7	3	1	0	0	0	0	0	0	0	0	29	37.5
2100	13	0	0	4	3	4	1	1	0	0	0	0	0	0	0	0	30	39.3
2200	6	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	25.3	-
2300	8	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	33.2	-
07-19	800	8	66	147	295	229	44	9	1	0	0	1	0	0	0	0	28.4	34.3
06-22	901	8	73	165	323	264	54	12	1	0	0	1	0	0	0	0	28.5	34.8
06-00	915	8	74	167	329	267	55	13	1	0	0	1	0	0	0	0	28.6	34.8
00-00	922	8	74	168	332	268	57	13	1	0	0	1	0	0	0	0	28.6	34.8

23 November 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0100	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.6	-
0600	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	25.3	-
0700	14	0	1	1	6	5	1	0	0	0	0	0	0	0	0	0	29.2	34.4
0800	44	0	0	7	19	14	3	1	0	0	0	0	0	0	0	0	29.9	34.1
0900	55	0	4	13	17	18	2	1	0	0	0	0	0	0	0	0	28.6	35.6
1000	69	0	11	19	15	16	5	3	0	0	0	0	0	0	0	0	27.3	36.5
1100	67	0	9	16	25	13	4	0	0	0	0	0	0	0	0	0	27	33.3
1200	75	1	8	15	23	26	2	0	0	0	0	0	0	0	0	0	27.6	34.7
1300	52	1	5	10	11	17	7	1	0	0	0	0	0	0	0	0	29.1	37.4
1400	58	0	5	14	12	19	8	0	0	0	0	0	0	0	0	0	29.1	36.5
1500	32	0	3	7	7	12	3	0	0	0	0	0	0	0	0	0	28.8	35.6
1600	35	1	3	7	15	8	0	0	1	0	0	0	0	0	0	0	27	32.3
1700	27	0	1	5	8	11	2	0	0	0	0	0	0	0	0	0	29.7	35.1
1800	23	0	2	5	2	9	4	1	0	0	0	0	0	0	0	0	30.5	38.2
1900	25	0	3	5	10	6	0	1	0	0	0	0	0	0	0	0	27.4	33.7
2000	15	0	2	6	5	2	0	0	0	0	0	0	0	0	0	0	25.1	33.8
2100	23	0	5	2	12	1	1	1	0	1	0	0	0	0	0	0	27.8	37.2
2200	7	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	25.2	-
2300	11	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	31.2	37.7
07-19	551	3	52	119	160	168	41	7	1	0	0	0	0	0	0	0	28.4	35.3
06-22	616	3	63	132	187	178	42	9	1	1	0	0	0	0	0	0	28.2	34.9
06-00	634	3	66	134	193	184	43	9	1	1	0	0	0	0	0	0	28.2	35
00-00	642	3	68	134	197	186	43	9	1	1	0	0	0	0	0	0	28.2	35

24 November 2024

[illegible]

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	5634	42	460	1035	1957	1655	394	76	9	5	0	1	0	0	0	0	28.7	35

[illegible]

21 November 2024

[illegible]

22 November 2024

[illegible]

23 November 2024

[illegible]

24 November 2024

[illegible]

25 November 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	28.7	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0600	8	0	0	1	0	6	0	1	0	0	0	0	0	0	0	0	34.9	-
0700	21	1	4	7	4	3	2	0	0	0	0	0	0	0	0	0	25	33.8
0800	104	1	5	14	41	35	7	1	0	0	0	0	0	0	0	0	29.3	35.6
0900	31	0	1	14	7	6	3	0	0	0	0	0	0	0	0	0	26.8	35.1
1000	26	2	0	6	13	4	1	0	0	0	0	0	0	0	0	0	26.1	32.1
1100	29	0	1	4	12	11	1	0	0	0	0	0	0	0	0	0	29.6	35.6
1200	35	0	4	6	8	14	3	0	0	0	0	0	0	0	0	0	28.6	34.4
1300	48	0	3	7	19	16	2	0	0	1	0	0	0	0	0	0	29.6	35.3
1400	35	0	2	8	11	12	2	0	0	0	0	0	0	0	0	0	28.8	35.4
1500	91	1	8	11	36	27	6	1	1	0	0	0	0	0	0	0	29	35.7
1600	67	2	4	12	23	19	5	1	0	0	1	0	0	0	0	0	28.7	35.8
1700	44	0	0	10	13	17	4	0	0	0	0	0	0	0	0	0	29.7	34.9
1800	38	0	2	8	11	12	5	0	0	0	0	0	0	0	0	0	29.5	37.1
1900	36	0	4	12	10	7	3	0	0	0	0	0	0	0	0	0	26.8	35.2
2000	11	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	28.1	33.9
2100	14	0	0	3	4	5	2	0	0	0	0	0	0	0	0	0	30.4	36.7
2200	8	0	0	2	1	4	1	0	0	0	0	0	0	0	0	0	31.1	-
2300	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	23.6	-
07-19	569	7	34	107	198	176	41	3	1	1	1	0	0	0	0	0	28.7	35.3
06-22	638	7	38	125	218	197	46	4	1	1	1	0	0	0	0	0	28.7	35.2
06-00	649	7	39	127	221	201	47	4	1	1	1	0	0	0	0	0	28.7	35.2
00-00	654	7	39	129	223	202	47	4	1	1	1	0	0	0	0	0	28.7	35.1

26 November 2024

[illegible]

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	4514	61	282	1068	1572	1217	264	41	7	1	1	0	0	0	0	0	28.1	34.6



Stopping Sight Distance Calculations (for Streets where 85th Percentile Speeds are upto 60km/h)

Project Number. 7365
Project Title. Old Forest Road

Northeastbound

Design Speed (kph) = 57.29
Reaction Time (Seconds) = 1.50

Conversion from mph to kph

Stopping Sight Distance (SSD)

Distance travelled before reacting (m) = 23.87
Time taken to decelerate to a stop (0 kph) = 3.61
Average speed during deceleration (m/s) = 7.96
Distance required to decelerate to a stop (0 kph) = 28.69
Stopping Sight Distance (m) = 52.56

Surveyed 85th %ile Speed (mph) = 35.60

Design Speed in kph = 57.29

SSD adjusted for bonnet length

Distance between the Driver and front of vehicle is typically 2.40 metres
Stopping Sight Distance adjusted for bonnet length(m) = 54.96

Southwestbound

Design Speed (kph) = 54.07
Reaction Time (Seconds) = 1.50

Conversion from mph to kph

Stopping Sight Distance (SSD)

Distance travelled before reacting (m) = 22.53
Time taken to decelerate to a stop (0 kph) = 3.40
Average speed during deceleration (m/s) = 7.51
Distance required to decelerate to a stop (0 kph) = 25.55
Stopping Sight Distance (m) = 48.08

Surveyed 85th %ile Speed (mph) = 33.60

Design Speed in kph = 54.07

SSD adjusted for bonnet length

Distance between the Driver and front of vehicle is typically 2.40 metres
Stopping Sight Distance adjusted for bonnet length(m) = 50.48

Minimum Stopping Sight Distance deduced from $1.5s + 0.45g$

The deceleration rate of 0.45g is for a level road. A 10% gradient will increase (or decrease) the rate by around 0.1g





Specialists in Road Safety Engineering

Stage 1 Completion of Preliminary Design Road Safety Audit

Incorporating Design Organisation Response to items raised

Old Forest Road, Winnersh

Proposed Site Access Arrangement onto Old Forest Road

On behalf of: **Stuart Michael Associates (SMA)**

Report Ref: 25036-3

Date: 19 May 2025

Courzons Ltd
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Contents

Page

SECTION 1	DOCUMENT CONTROL	1
SECTION 2	INTRODUCTION	2
SECTION 3	SAFETY ISSUES RAISED AT PREVIOUS AUDITS.....	5
SECTION 4	ITEMS RAISED AT THIS STAGE 1 AUDIT	6
SECTION 5	AUDIT TEAM STATEMENT	14

Appendices

APPENDIX A	LIST OF ITEMS SUBMITTED FOR AUDITING	15
APPENDIX B	ITEM LOCATION PLAN	16
APPENDIX C	DRAWINGS ASSOCIATED WITH THE DESIGN ORGANISATION RESPONSE	17



SECTION 1 DOCUMENT CONTROL

Report Title:	Stage 1 Completion of Preliminary Design Road Safety Audit
Date:	May 25
Document reference and revision:	25036-3
Prepared by:	Courzons Limited
On behalf of the Overseeing Organisation:	Wokingham Borough Council
Design Organisation:	Stuart Michael Associates (SMA)
Project Sponsor:	Elstree Land

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Draft for Audit Team Review	ZB			7 th May 2025
1	Report finalised and issued to the Design Organisation	ZB	JJF	ZB	8 th May 2025
2	Report format amended to incorporate Design Organisation Response	ZB			8 th May 2025
3	Design Organisation Response Incorporated	James Pritchard on behalf of Stuart Michael Associates (SMA)			12 th May 2025



SECTION 2 INTRODUCTION

2.1 Background

2.1.1 This report has been prepared by Courzons Limited and describes a Stage 1 Completion of Preliminary Design Road Safety Audit of a proposal to form a new simple priority junction and access arrangement on the northern side of Old Forest Road in Winnersh for a proposed residential development comprised of 53 dwellings. The proposed access is to comprise of a bellmouth with 8 metre corner radii serving a 5.5 metre wide carriageway that narrows to 4.8 metres as it approaches the wider application site and follows a 100° speed control bend with over-run area. A 2.0 metre wide footway is to be provided on the northern side of the access road that terminates at the speed control bend where an uncontrolled crossing is to be provided to allow the 2 metre wide footway to continue on the southern side around the bend into the application site. A 2 metre wide margin is to be provided on the southern side of the access road that narrows to a 1.7 metres in the vicinity of a retained tree that is to be situated within the margin, before narrowing to 1 metre in width at the proposed uncontrolled crossing point at the 100° speed control bend. An uncontrolled crossing is proposed on Old Forest Road to the north of the proposed access.

2.1.2 A number of existing trees are located either side of the proposed access road. The Audit Brief identifies that a couple of trees on the western side are to be removed while a couple are to have their canopies lifted to circa 4 – 5 metres from ground level, deadwooded and crown thinned.

2.1.3 This Stage 1 Completion of Preliminary Design Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team comprised:

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA, Road Safety / Highway Engineer – Courzons Limited

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency, Road Safety / Highway Engineer – Courzons Limited



-
- 2.1.4 The audit was carried out in accordance with GG 119 of The Design Manual for Roads and Bridges (DMRB).
- 2.1.5 The Road Safety Audit was undertaken during May 2025 in accordance with the Road Safety Audit Brief provided on Tuesday 6th May 2025 by the Design Organisation, Stuart Michael Associates (SMA), on behalf of the Project Sponsor, Elstree Land, and comprised an examination of the documents and other information provided, as is listed in **Appendix A**, as well as a site visit to put the proposals into context with the existing infrastructure. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme, therefore, any associated road safety concerns are only raised if considered fundamental. Furthermore, it has been confirmed that the illustrated visibility splays will be cleared and maintained clear of any vegetation and obstructions in excess of 600mm in height.
- 2.1.6 A site visit and inspection was undertaken by the Audit Team during the late morning on Friday 2nd May 2025 between 11am and 11:30am. The weather during the site visit was clear and overcast, the road surface was dry and visibility was good. Vehicular traffic to include cars and light goods vehicles were observed during the site visit. A number of pedestrians but no cyclists were also observed during the site visit.
- 2.1.7 The audit team have not been informed of any Departures from Standard (DfS) in the scheme subject to this Stage 1 Completion of Preliminary Design Road Safety Audit.
- 2.1.8 A scheme drawing illustrating where the locations of specific problems are referenced is included in **Appendix B**.
- 2.1.9 This Road Safety Audit has been compiled, only with regards to the safety implications for road users of the proposals presented in the supplied documentation. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals.
-



2.2 Design Organisation Response

2.2.1 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.

2.2.2 The Design Organisation Response has been prepared by:

Name: James Pritchard

Position / Organisation: Principal Engineer, Stuart Michael Associates (SMA)

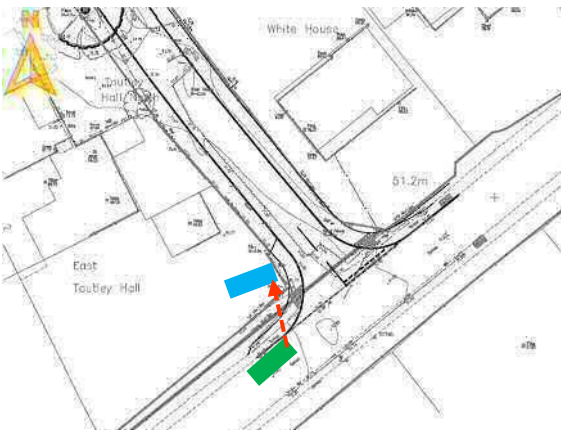
2.2.3 If applicable, any drawings or documents associated with the Design Organisation Response are listed at **Appendix C**.



SECTION 3 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

- 3.1** Courzons Limited have not been made aware of any previous road safety audits associated with the proposals that form the scope of this audit.

SECTION 4 ITEMS RAISED AT THIS STAGE 1 AUDIT

4.1	LOCAL ALIGNMENT
	No road safety concerns raised at this stage.
4.2	GENERAL
4.2.1	Problem
Location:	Old Forest Road – Access to East Toutley Hall
Summary:	Insufficient forward visibility to exiting vehicle
Four existing properties are currently served along the unmade track that is to be formalised as part of the proposed scheme. The scheme includes creation of a formal simple priority junction and access arrangement on the northern side of Old Forest Road as well as alterations to the existing driveway accesses. It is unclear from the scheme drawings provided with the Audit Brief if sufficient forward visibility is achievable between a northbound vehicle turning left into the proposed access and a vehicle exiting from the property known as East Toutley Hall. Insufficient forward visibility could result in a vehicle turning left into the proposed development failing to notice a vehicle exiting East Toutley Hall, which could lead to side impact collisions.	
Recommendation:	
It is recommended that sufficient forward visibility is achievable.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12 th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8 th May 2025.	
The proposed improved access arrangements provide a 2m margin between the proposed carriageway edge and boundary to East Toutley Hall which is a significant improvement over the existing situation and allows a car to pull forward to observe	



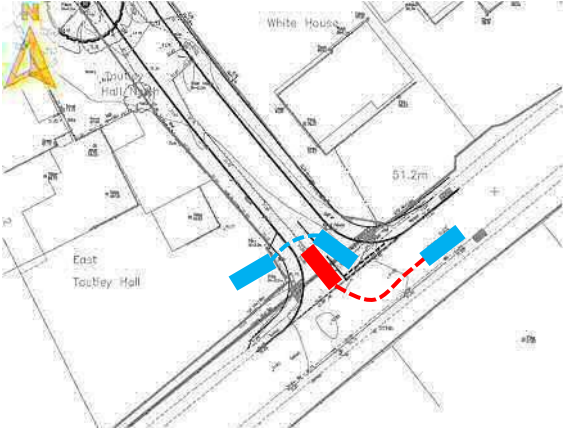
oncoming vehicles. A vehicle approaching from the west, turn left in, can see a vehicle waiting at the proposed drop kerbing East Toutley Hall at a 15m stopping sight distance around the bellmouth which equates to a MfS speed of 15mph.

4.2.2	Problem
Location:	Old Forest Road – Access to East Toutley Hall
Summary:	Insufficient space to accommodate expected vehicle manoeuvres

Four existing properties are currently served along the unmade track that is to be formalised as part of the proposed scheme. The scheme includes creation of a formal simple priority junction and access arrangement on the northern side of Old Forest Road as well as alterations to the existing driveway accesses. It is unclear if, following the potential alterations to the East Toutley Hall access, located some 7 metres north of the proposed give-way line, sufficient space is available to fully accommodate a vehicle at the give-way line having exited East Toutley Hall without the rear of the vehicle encroaching the opposing lane. The rear end of a vehicle overhanging into the adjacent lane of traffic will not be expected by vehicles entering the proposed development and is likely to lead to sideswipe or side impact type collisions.

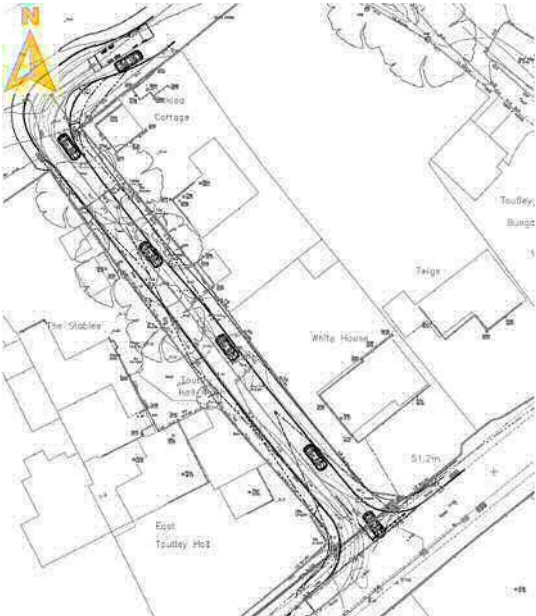
Recommendation:
It is recommended that sufficient space is available to fully accommodate a vehicle having exited East Toutley Hall without the rear of the vehicle encroaching the opposing lane.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 12th May 2025.

Vehicle tracking for a large car has been undertaken to show how a car can exit East Toutley Hall access and wait at the give-way line without encroaching over the opposing lane, drawing 7365.002A refers.

4.2.3	Problem
Location:	Scheme
Summary:	Insufficient space to accommodate expected vehicle manoeuvres
The scheme includes the provision of a proposed access on the northern side of Old Forest Road that allows access to a 5.5 metre wide carriageway that narrows to 4.8 metres as it approaches the wider application site. A 2.0 metre wide footway is to be provided on the northern side of the access road that terminates upon entering the wider application site, where an uncontrolled crossing is to be provided and the 2 metre wide footway continues on the southern side of the access road. A 2 metre wide margin is to be provided on the southern side of the access road that narrows to 1.7 metres in the vicinity of a retained tree, before narrowing to 1 metre in width at the proposed uncontrolled crossing point at the 100° speed control bend. Swept path analyses of an 11.35 metre long Refuse / Recycling Collection Vehicle (RCV) navigating northbound along the access road while passing cars travelling in the opposite direction have been provided, however, not for the vehicles traveling in the opposite direction. The Audit Team have concerns vehicles take different lines when travelling in different directions and that there may be insufficient space to accommodate a RCV travelling southbound while cars travel in the opposite direction, which could lead to front / sideswipe type collisions.	
Recommendation:	
It is recommended that the scheme allows for all expected manoeuvres.	
Location Plan:  	



DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 12th May 2025.

Agree, a vehicle swept path manoeuvre for a refuse vehicle has been added to drawing 7365.002A to show how this type of large vehicle can pass a car travelling in the opposite direction.

4.3 JUNCTIONS

No road safety concerns raised at this stage.

4.4 NON-MOTORISED USER PROVISION

4.4.1 Problem

Location: Old Forest Road – Proposed Footway / Access for Oaklea Cottage

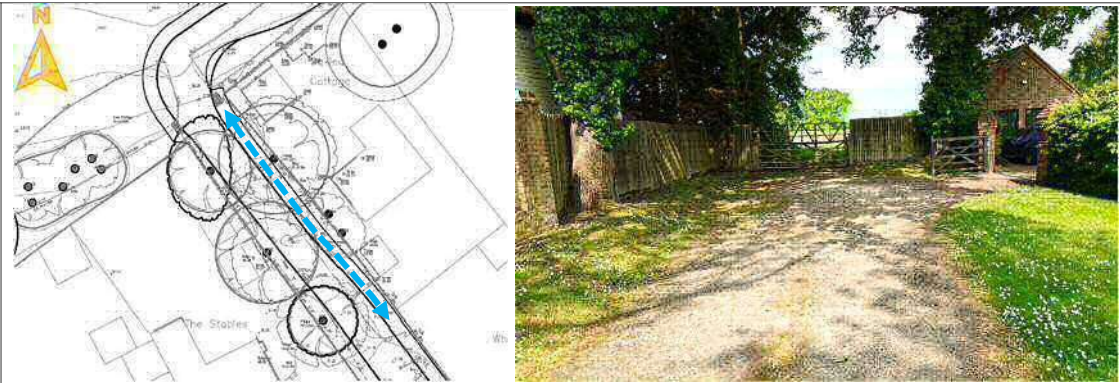
Summary: Steep footway crossfall / vehicular access

The scheme includes the provision of a proposed access on the northern side of Old Forest Road that serves a 5.5 metre wide carriageway that narrows to 4.8 metres as it approaches the wider application site. A 2.0 metre wide footway is to be provided on the northern side of the access road that terminates upon entering the wider application site, where an uncontrolled crossing is to be provided and the 2 metre wide footway continues on the southern side of the access road. A 2 metre wide margin is to be provided on the southern side of the access road that narrows to a 1.7 metres in the vicinity of a retained tree, before narrowing to 1 metre in width at the proposed uncontrolled crossing point at the 100° speed control bend. The scheme drawings indicate that a section of the access road within the vicinity of retained trees, located in proximity of the access to Oaklea Cottage, is to be of raised 'no-dig' permeable construction, raised circa 250mm above RPA's and tapered down to existing property boundaries. No proposed level details have been provided at this stage, however, the Audit Team have concerns that the proposed footway on the northern side could accommodate a steep crossfall in excess of 1 in 33 / 3%. A steep crossfall will be uncomfortable for many pedestrians, to include the infirm / mobility impaired, and may result in users of wheeled devices veering towards the driveway and non-motorised users sliding sideways during freezing conditions, which could lead to falls and personal injuries.

Recommendation:

It is recommended that an appropriate crossfall is provided.

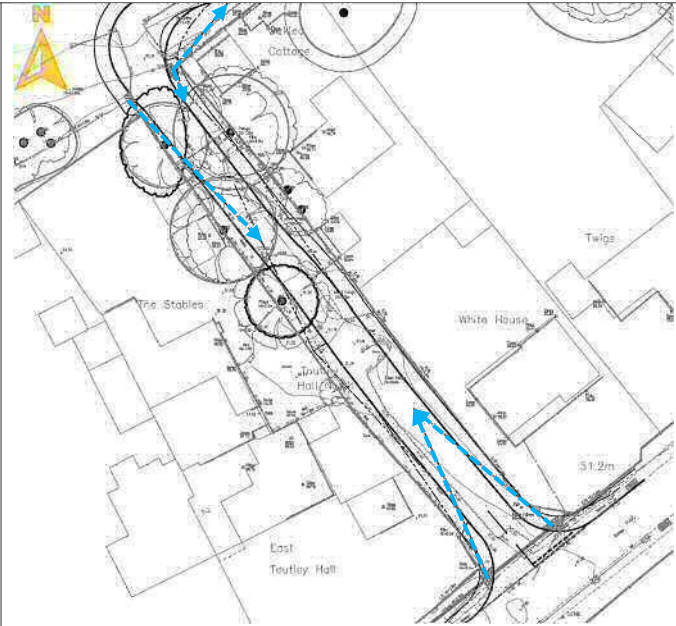
Location Plan:



DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8th May 2025.

The drawing has been amended to show a continuous section of low height kerbing where the ‘no dig’ section is located to reduce the crossfall. Precise details regarding levels and kerbing information will be provided at the detail design stage.

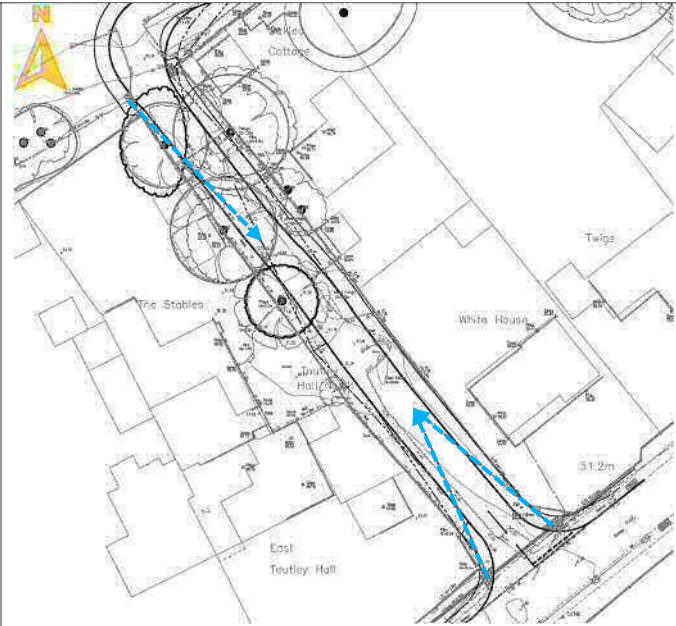
4.4.2	Problem
Location:	Proposed Access Road Uncontrolled Crossing Points
Summary:	Insufficient intervisibility between a user attempting to cross and approaching vehicles
The scheme includes the provision of a simple priority access arrangement on the northern side of Old Forest Road, with associated uncontrolled crossing at the bellmouth and a further uncontrolled crossing along the access road as it enters the wider application site. The scheme drawings provided with the Audit Brief illustrate various visibility splays at the proposed uncontrolled crossing points, however, it is unclear if a sufficient ‘x’ distance has been utilised. An insufficient ‘x’ distance could limit intervisibility between a user attempting to cross and approaching vehicles, which may result in a non-motorised user entering the carriageway into the path of a vehicle when it is unsafe to do so, leading to a vehicle to non-motorised user collision.	
Recommendation:	
It is recommended that suitable intervisibility between vehicles and users attempting to cross at the uncontrolled crossing points is achievable.	
Location Plan:	



DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8th May 2025.

Agree, pedestrian intervisibility has been added to drawing 7365.001A.

4.4.3	Problem
Location:	Proposed Access Road Uncontrolled Crossing Points
Summary:	Insufficient intervisibility between a user attempting to cross and approaching vehicles
The scheme includes the provision of a simple priority access arrangement on the northern side of Old Forest Road, with associated uncontrolled crossing at the bellmouth and a further uncontrolled crossing along the access road as it enters the wider application site. The scheme drawings provided with the Audit Brief illustrate various visibility splays at the proposed uncontrolled crossing points, however, the ‘y’ aspect of some of the visibility splays appear to be offset a distance from the channel line. The Audit Team have concerns a motorcyclist / cyclist, who travel closer to the channel line, may not be seen. Limited intervisibility between a user attempting to cross and approaching vehicle may result in a non-motorised user entering the carriageway into the path of approaching vehicle when it is unsafe to do so, leading to a vehicle to non-motorised user collision.	
Recommendation:	
It is recommended that suitable intervisibility between vehicles and users attempting to cross at the uncontrolled crossing points is achievable.	
Location Plan:	



DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8th May 2025.

Agree, driver and pedestrian intervisibility has been added to drawing 7365.001A.

4.4.4	Problem
Location:	Proposed Access Road – Segregated pedestrian access for East Toutley Hall
Summary:	Provision of full height kerbs will restrict pedestrian access

The scheme includes the provision of a proposed access on the northern side of Old Forest Road that serves a 5.5 metre wide carriageway that narrows to 4.8 metres as it approaches the wider application site. A 2.0 metre wide footway is to be provided on the northern side of the access road that terminates upon entering the wider application site, where an uncontrolled crossing is to be provided and the 2 metre wide footway continues on the southern side of the access road. A 2 metre wide margin is to be provided on the southern side of the access road that narrows to a 1.7 metres in the vicinity of a retained tree, before narrowing to 1 metre in width at the proposed uncontrolled crossing point at the 100° speed control bend. At the time of the site visit it was observed that an existing pedestrian gate is present on the southern side of the carriageway leading to East Toutley Hall. There is a concern full height kerbs will restrict access at the location of the gate and that pedestrians attempting to negotiate where full height kerbs are present could lead to trips and falls, leading to personal injuries.

Recommendation:
It is recommended that an uncontrolled crossing with associated dropped kerbs and tactile paving is provided and where appropriate levels of intervisibility are achievable.



Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by Stuart Michael Associates (SMA) on the 12th May 2025 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 8th May 2025.	
Agree, drop kerbing has been added to drawing 7365.001A.	
4.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No road safety concerns raised at this stage.



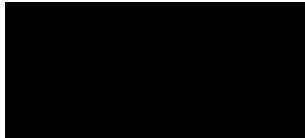
SECTION 5 AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA

Signed:



Position: Road Safety / Highway Engineer

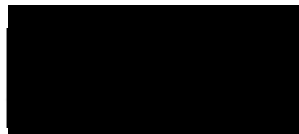
Organisation: Courzons Limited

Date: 19th May 2025

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA
Certificate of Competency

Signed:



Position: Road Safety / Highway Engineer

Organisation: Courzons Limited

Date: 19th May 2025



APPENDIX A LIST OF ITEMS SUBMITTED FOR AUDITING

List of items examined as part of this Stage 1 Completion of Preliminary Design Road Safety Audit

Documents

Document Reference	Document Title
7365	Stage 1 Road Safety Audit Brief



APPENDIX B ITEM LOCATION PLAN





APPENDIX C DRAWINGS ASSOCIATED WITH THE DESIGN ORGANISATION RESPONSE

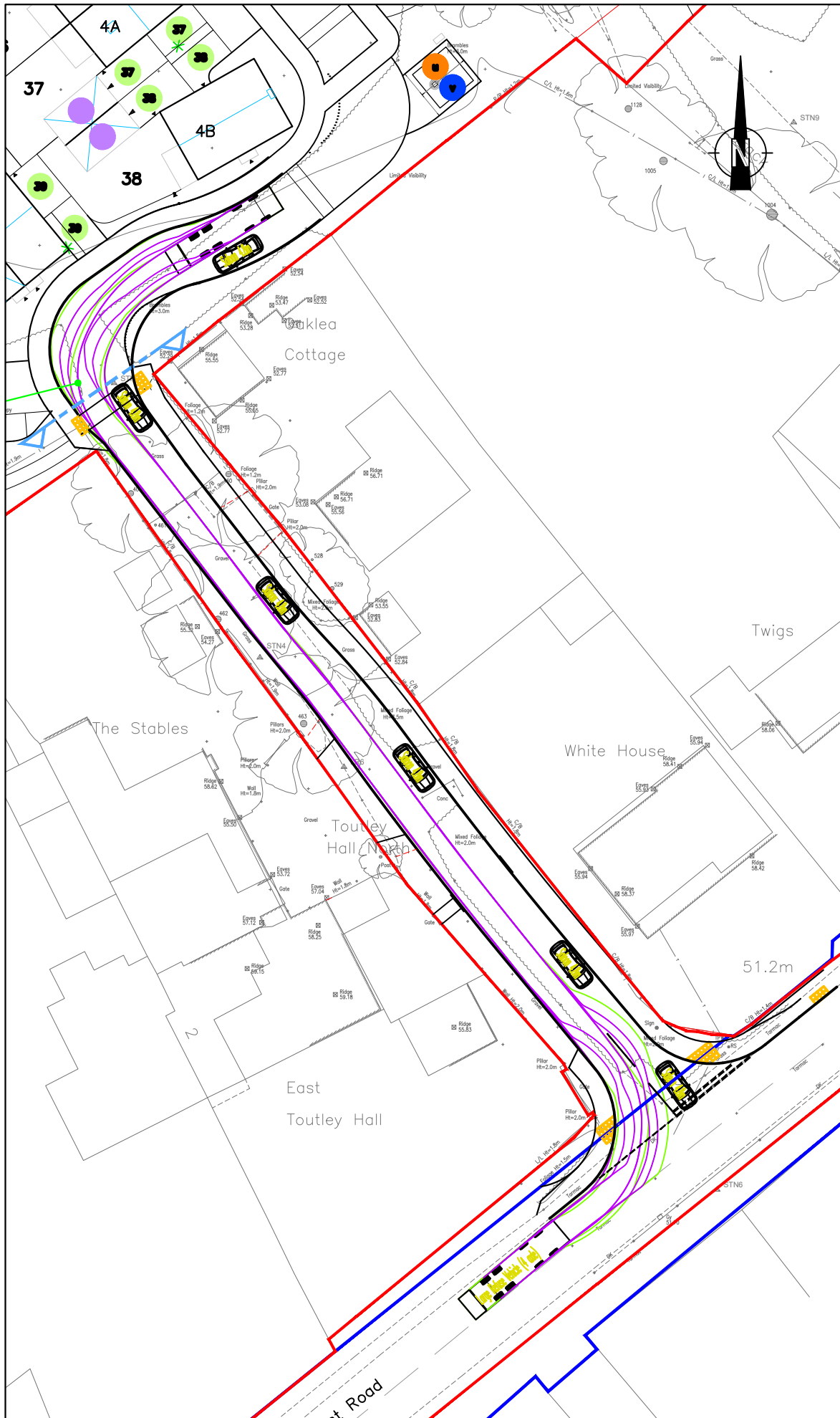
Drawings

Drawing Reference	Drawing Title
7365.001A	Proposed Access Arrangements
7365.002A	Autotrack Swept Paths

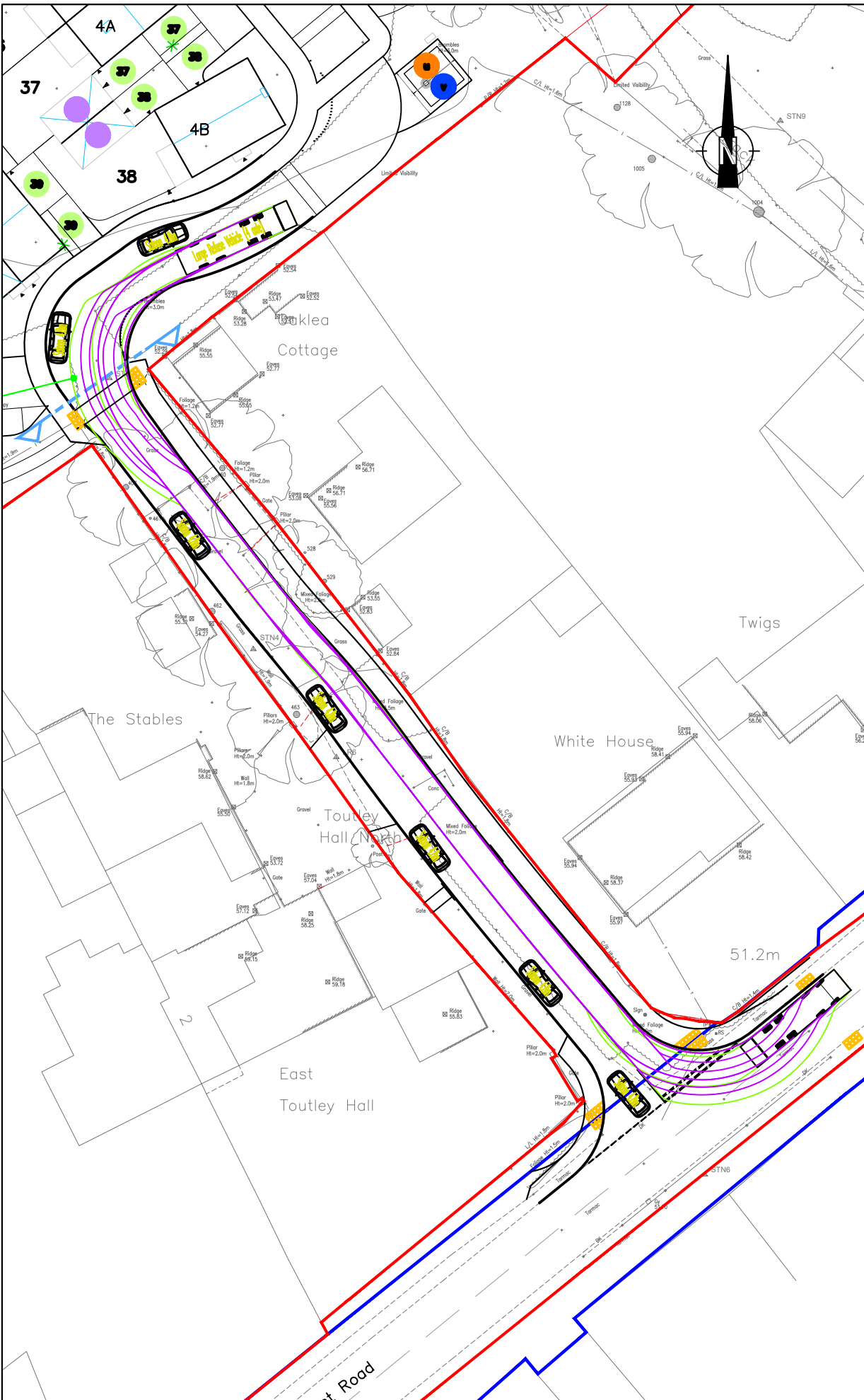


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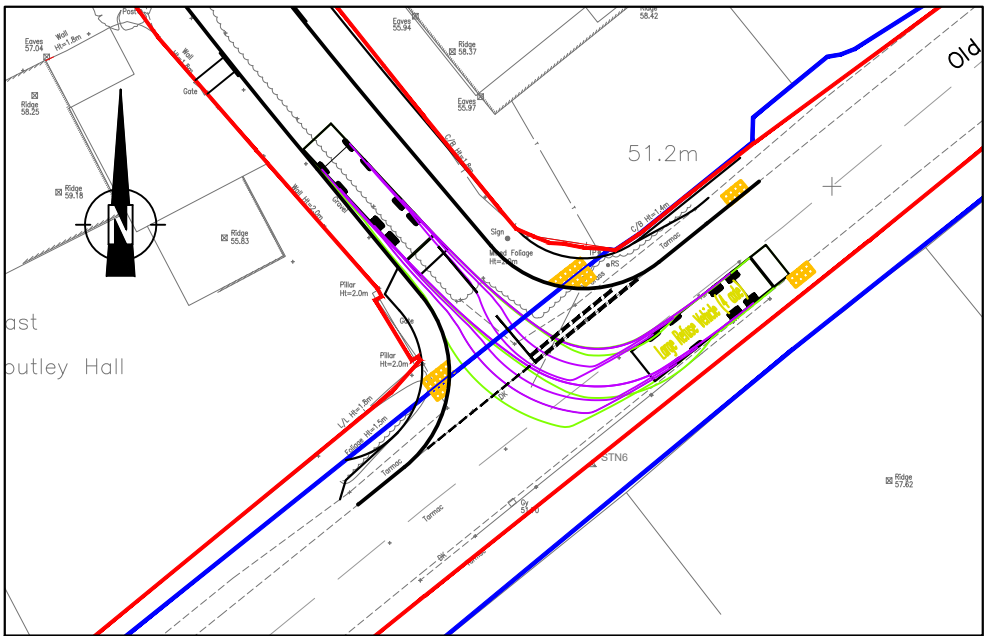
DRAWINGS



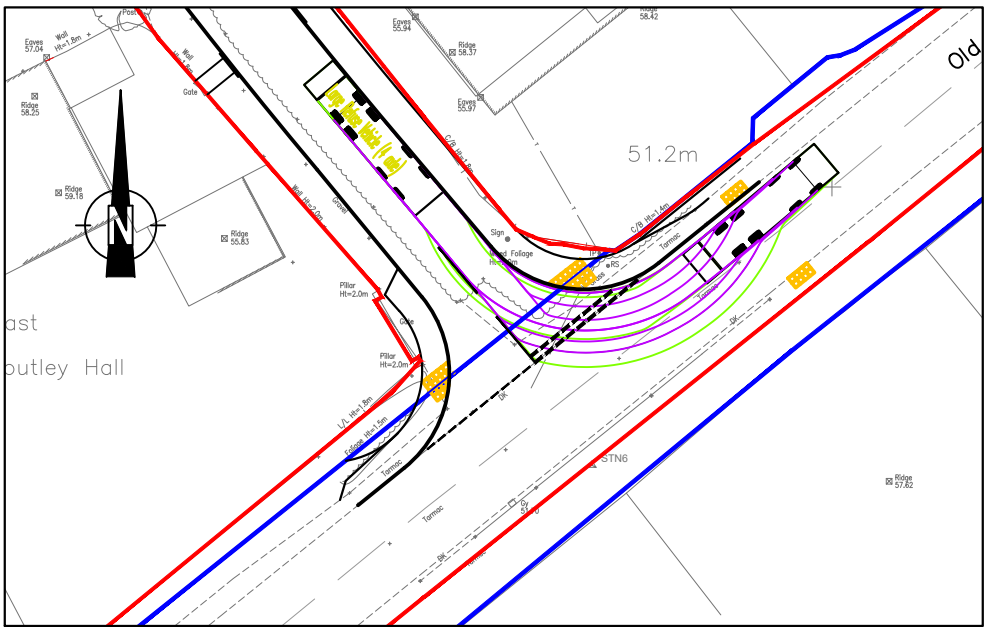
1) LARGE REFUSE VEHICLE SWEEP PATH – LEFT TURN INTO SITE IN FORWARD GEAR, PASSING A LARGE CAR



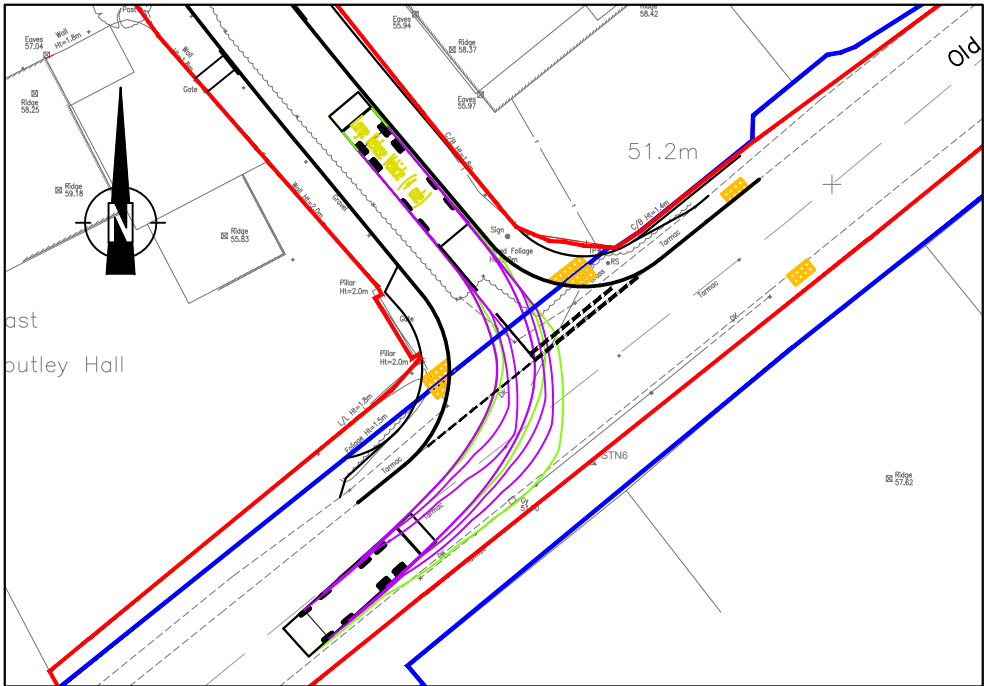
2) LARGE REFUSE VEHICLE SWEEP PATH – EXIT SITE IN FORWARD GEAR, PASSING A LARGE CARS



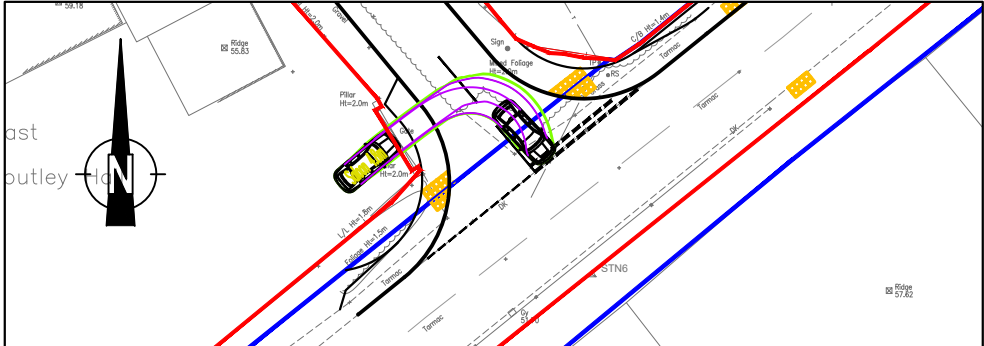
3) LARGE REFUSE VEHICLE SWEEP PATH – RIGHT TURN INTO SITE IN FORWARD GEAR



4) LARGE REFUSE VEHICLE SWEEP PATH – LEFT TURN OUT OF SITE IN FORWARD GEAR

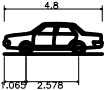


5) LARGE REFUSE VEHICLE SWEEP PATH – RIGHT TURN OUT OF SITE IN FORWARD GEAR



6) LARGE SALOON CAR SWEEP PATH – RIGHT TURN OUT OF PRIVATE DRIVE IN FORWARD GEAR

VEHICLE DETAILS



Saloon 4.8m
Overall Length 4.800m
Overall Width 1.769m
Overall Body Height 1.486m
Min Body Ground Clearance 0.249m
Max Track Width 1.715m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.151m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

	B	UPDATED INTERNAL SITE LAYOUT	AME	MRO	10.06.25
-	A	TRACKING ADDED FOLLOWING STAGE 1 RSA COMMENTS	JGP	MRO	09.05.25
ST	Rev	Description	Drn	Chk	Date
REVISIONS					

REVISIONS				
Preliminary Issue		Submitted for S104		
Planning Issue		Issued for Tender		
Submitted for S38		Issued for Construction		✓
Submitted for S278		As Built		

DRAWING STATUS

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ELSTREE LAND

JOB TITLE
LAND OFF OLD FOREST ROAD,
WINNERSH

DRAWING TITLE
AUTOTRACK SWEEP PATHS
LARGE REFUSE VEHICLE
& LARGE SALOON CAR

DATE	DRAWN	CHECKED	SCALE	REV	STATUS
APRIL 2025	JGP	MRO	1:500	@A2	
7365.002				A	SO

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KEY:

- EXISTING STREET LIGHTING COLUMN
- PROPOSED STREET LIGHTING COLUMN



ILLUSTRATIVE STREET LIGHTING
TYPICAL STREET SCENE

	B	SITE LAYOUT UPDATED	JGP	MRO	11.06.25
	A	SITE LAYOUT UPDATED	JGP	MRO	04.06.25
ST	Rev	Description	Drn	Chk	Date
REVISIONS					
Preliminary Issue		✓	Submitted for S104		
Planning Issue			Issued for Tender		
Submitted for S38			Issued for Construction		
Submitted for S278			As Built		
DRAWING STATUS					



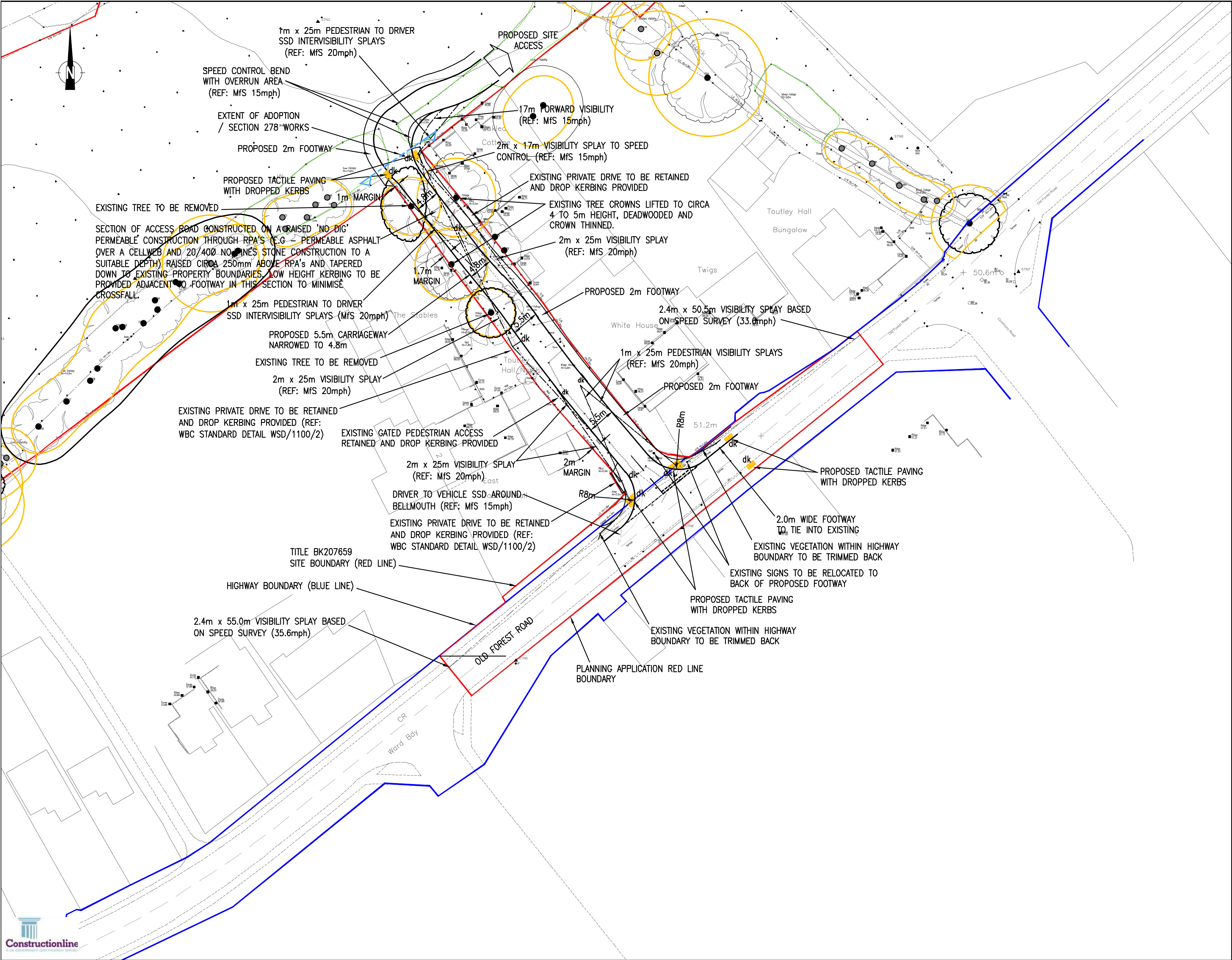
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ELSTREE LAND

LAND OFF OLD FOREST ROAD,
WINNERSH

ILLUSTRATIVE STREET LIGHTING
LAYOUT

DATE	DRAWN	CHECKED	SCALE	
MAY 2025	JGP	MRO	1:500	@A2
DRAWING No.	REV	STATUS		
7365.003	B	SO		
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KEY:

— PLANNING APPLICATION RED LINE BOUNDARY

— HIGHWAY BOUNDARY

	B	NOTES AND PLANNING APPLICATION BOUNDARY LINE ADDED	JGP	MRO	05.06.25
-	A	VISIBILITY SPLAYS, DROP KERBING AND NOTES ADDED FOLLOWING STAGE 1 RSA COMMENTS	JGP	MRO	09.05.25
ST	Rev	Description	Drn	Chk	Date
REVISIONS					

REVISIONS				
Preliminary Issue		Submitted for S104		
Planning Issue	✓	Issued for Tender		
Submitted for S38		Issued for Construction		
Submitted for S278		As Built		
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JOB TITLE

LAND OFF OLD FOREST ROAD, WINNERSH

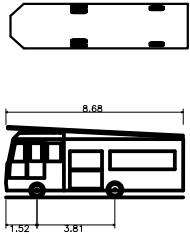
DRAWING TITLE

PROPOSED ACCESS ARRANGEMENTS

DATE	APRIL 2025	DRAWN	JGP	CHECKED	MRO	SCALE	1:500	@A2
DRAWING No.	7365.001	REV	B	STATUS	SO	© This drawing is the copyright of Stuart Michael Associates Limited. It may not be reproduced or amended without the written approval of Stuart Michael Associates		



VEHICLE DETAILS



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.420m
Overall Body Height 2.420m
Min Body Ground Clearance 0.377m
Max Track Width 2.121m
Lock to lock time 6.03s
Kerb to Kerb Turning Radius 7.910m

ST	Rev	Description	Drn	Chk	Date
REVISIONS					
Preliminary Issue		Submitted for S104			
Planning Issue		Issued for Tender			
Submitted for S38		Issued for Construction			
Submitted for S278		As Built			
DRAWING STATUS					



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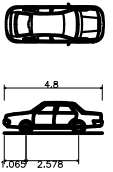
LAND OFF OLD FOREST ROAD,
WINNERSH

AUTOTRACK SWEEP PATHS
DB32 FIRE TENDER
SITE LAYOUT

DATE	DRAWN	CHECKED	SCALE	STATUS
JUNE 2025	AME	MRO	1:500	@A2
DRAWING No. 7365.005				SO
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VEHICLE DETAILS



Saloon 4.8m
Overall Length 4.800m
Overall Width 1.760m
Overall Body Height 1.480m
Min Body Ground Clearance 0.240m
Max Track Width 1.710m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.100m

ST	Rev	Description	Drn	Chk	Date
REVISIONS					
Preliminary Issue		Submitted for S104			
Planning Issue		Issued for Tender			
Submitted for S38		Issued for Construction			
Submitted for S278		As Built			
DRAWING STATUS					



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ELSTREE LAND

LAND OFF OLD FOREST ROAD,
WINNERSH

AUTOTRACK SWEEP PATHS
LARGE FAMILY SALOON
SITE LAYOUT

DATE	DRAWN	CHECKED	SCALE	STATUS
MAY 2025	AME	MRO	1:500 @A2	SO
DRAWING No. 7365.006				

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