

Baird Road, Aborfield. Wokingham.

BRIEFING NOTE 1 – TRANSPORT

Access

1. INTRODUCTION

1.1 Introduction

1.1.1 This Briefing Note 1 (BN1) has been prepared by Entran Ltd. to detail and assess transport matters associated with a new agricultural access off Baird Road, Arborfield. Wokingham.

1.1.2 The site currently has no vehicular access.

1.2 Policy

1.2.1 This BN1 has sought to reference both National and Local Policy and Plan Documents including:

- NPPF;
- DMRB;
- Manual for Streets;
- Wokingham Borough Council
 - Core Strategy
 - Local Plan
 - SPG, Living Streets A Highways Guide for Developers in Wokingham

1.2.2 It is noted that a site visit has been undertaken.

1.3 Structure of Report

1.3.1 This report provides details of the traffic and transportation issues associated with the development proposals and addresses the following:

- Section 1 - Introduction
- Section 2 - Site Location and Description
- Section 3 - Traffic Surveys
- Section 4 - Highway Safety
- Section 5 - Proposed Development
- Section 6 - Trip Generation
- Section 7 - Conclusion

2.1 Site Location

- [illegible]

2



2.2 General

- 2.2.1 Baird Road is approximately 7.3m wide with grass verges either side.
- 2.2.2 There is currently no footway present along Baird Road in the location of the site frontage along the boundary of the application site.
- 2.2.3 Baird Road is subject to a posted speed limit of 30mph.

2.3 Access

- 2.3.1 There is currently no access into the application site.
- 2.3.2 The existing site frontage is illustrated below in **PLATE 1**:



PLATE 1 – Existing Site Frontage (Baird Road)



3 TRAFFIC SURVEYS

3.1 Manual Classified Count Survey

- 3.1.1 An Automated Traffic Count (ATC) survey has been carried out in order to obtain actual vehicle speed and volume data along Baird Road to the east of the proposed access.
- 3.1.2 The survey was carried out on Saturday 28th February 2026 for a period of 7 Days.
- 3.1.3 In summary, from a volume perspective there are approximately 2743 vehicles (two-way) using Baird Road across a 12-hr day with 269 vehicles (two-way) across the AM peak hour 0800-0900hrs and 319 vehicles (two-way) across the PM peak hour 1700-1800hrs.
- 3.1.4 Furthermore, it is to be noted that, OGV2 and buses make up less than 1% of the daily flows along Baird Road.

Speed Results

- 3.1.5 The results of the speed data along Baird Road are summarised below with all ATC data attached as **Appendix A**:

Reading ATC, Baird Road			
Direction: Southwestbound			
	Total Volume	85th Percentile	Mean Average
Sat 28 Feb 2026	1571	19.9	16.4
Sun 1 Mar 2026	1507	19.5	16.1
Mon 2 Mar 2026	1667	20.1	16.6
Tue 3 Mar 2026	1662	19.6	16.1
Wed 4 Mar 2026	1708	19.8	16.3
Thu 5 Mar 2026	1729	19.6	16.3
Fri 6 Mar 2026	1911	19.4	16.1
5 Day Ave.	1735	19.7	16.3
7 Day Ave.	1679	19.7	16.3
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Figure 3.1– Southwest bound 85th%ile Speeds



Direction: Northeastbound			
	Total Volume	85th Percentile	Mean Average
Sat 28 Feb 2026	1546	21.5	17.2
Sun 1 Mar 2026	1413	20.3	16.3
Mon 2 Mar 2026	1631	21.7	17.1
Tue 3 Mar 2026	1651	20.9	16.7
Wed 4 Mar 2026	1673	21.1	16.9
Thu 5 Mar 2026	1707	21.9	17.1
Fri 6 Mar 2026	1805	21.6	17.0
5 Day Ave.	1693	21.4	17.0
7 Day Ave.	1632	21.3	16.9
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Figure 3.2– Northeast bound 85thile Speeds

- 3.1.6 In summary, the recorded 85th percentile speeds demonstrate speeds no greater than 22mph in both directions which is significantly below that of the posted 30mph speed limit.

4 HIGHWAY SAFETY

- 4.1.1 Personal Injury Collision (PIC) Data has been reviewed using Crashmap for the last 5-year period in order to determine if there have been any PIC's that have occurred within the vicinity of the application site along Baird Road.
- 4.1.2 See **Figure 4.1** below demonstrating that no PIC's have occurred in the last 5 years on the Baird Road link adjacent to the roundabout across nearby junctions.

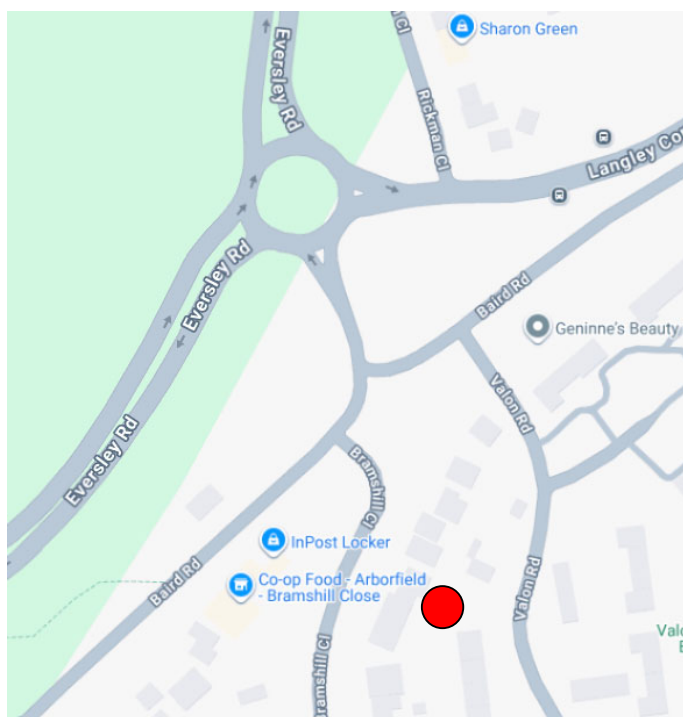


Figure 4.1 – Crashmap Extract

- 4.1.3 In this regard, there is no concern on road safety and that with the low forecast in development



traffic and that there is no further analysis considered necessary.

5 PROPOSED DEVELOPMENT

5.1 Development Proposals

- 5.1.1 The development proposals are for a new agricultural access for maintaining of the application land only and associated works to implement and construct the access with the adjoining public highway on Baird Road.

5.2 Proposed Access Arrangements

- 5.2.1 The access is for agricultural use.
- 5.2.2 This BN1 has been prepared to assess the impact of the access with Baird Road.
- 5.2.3 The access will be Soley for the use of vehicles associated with the maintaining of the application land.
- 5.2.4 The proposed access with Baird Road will consist of the following as a minimum in line with Wokingham Borough Council Design guidance on Agricultural accesses:
- Vehicle Crossover;
 - 4m wide access road;
 - 11m in length;
 - Minimum of 10no. dropped kerbs 125 x 150 kerbs with a dropper kerb either side (125 x 255 kerb)
 - Commensurate visibility achievable for the recorded 85thile speeds in accordance with MfS and MfS2.
 - Turning available on site for entry/egress in a forward gear.
- 5.2.5 See attached dwg 001 illustrating the access proposals as **Appendix B**.
- 5.2.6 See attached **Appendix C** for Adopted Highway search as obtained from WBC.

Visibility

- 5.2.7 Recorded 85thile speeds have been obtained and measured at 20mph southwest bound and 22mph northeast bound.
- 5.2.8 MfS2 criteria parameters have been used to calculate the required SSD for the recorded speed of the road and are summarised as follows:
- reaction time (t) = 1.5 secs; and
 - deceleration rate (d) = 3.68m/s²
- 5.2.9 In this regard, the commensurate Visibility Splays have been calculated as follows for a maximum travelling speed of 22mph in both directions for robustness:
- Visibility to the Right - 2.4m x 28m
 - Visibility to the Left - 2.4m x 28m
- 5.2.10 In this regard, the commensurate visibility splays are MfS and MfS2 compliant and the proposed access arrangements provide for a safe and suitable means of access with the proposed access arrangements in accordance with national and local design guidance.



6 TRIP GENERATION

6.1 Development Proposals

- 6.1.1 The following chapter has been prepared to identify the extant and future traffic generation profiles of the development site.

6.2 Trip Generation

- 6.2.1 The proposals as set out in this BN1 are for a single agricultural access only and for robustness it has been assumed that there will be a maximum of 4 two-way vehicle trips daily of which, generally, no trip will be during the highway peak hours.

6.3 Traffic Impact

- 6.3.1 In this regard, the traffic generated by an agricultural access in this location is negligible and less than that of daily variation across Baird Road and the local highway network resulting in an immaterial impact to the local highway network and that no further analysis is considered necessary.
- 6.3.2 Furthermore, the effects of the proposed access in its proposed location are not considered to be significant or severe in relation to paragraphs 115 (b) 116 of the NPPF.

7 CONCLUSION

- 7.1.1 Based on the data and analysis presented in this report, the following conclusions are drawn:
- The proposals set out in this BN1 are consistent with National and Local policy and design guidance
 - The proposed site access has been assessed in accordance with national and local design guidance and is considered safe and fit for purpose for its intended use.
 - Commensurate visibility displays have been demonstrated in accordance with the recorded 85th percentile travelling speeds.
 - No recorded PIC's in the last 5 years along Baird Road in the vicinity of the proposed access or local junctions
 - Entry/Egress in a forward gear for all vehicles
 - Forecast trip generation demonstrates no anticipated material impact on the local highway network and will not cause detriment to highway capacity or to road safety in this location.
- 7.1.2 It can therefore be concluded that, the access proposals have been robustly and comprehensively assessed as set out in this BN1 and will not result in a severe impact upon the safety or operation of Baird Road in this location and that there are no significant highways and transport reasons that should prevent the LPA from supporting this planning application and its proposed access arrangements and to recommend approval on this basis.



Appendix A

ATC Data

Reading ATC, Baird Road

Direction: Southwestbound

Hour Beginning	Sat 28/02/2026	Sun 01/03/2026	Mon 02/03/2026	Tue 03/03/2026	Wed 04/03/2026	Thu 05/03/2026	Fri 06/03/2026	5-Day Ave.	7-Day Ave.
00:00	6	6	0	3	2	6	2	3	4
01:00	11	5	3	2	1	3	3	2	4
02:00	6	7	3	1	1	1	1	1	3
03:00	2	3	0	1	0	2	0	1	1
04:00	1	1	0	2	3	1	0	1	1
05:00	5	6	6	5	8	14	12	9	8
06:00	11	6	18	25	18	19	17	19	16
07:00	29	22	61	69	47	73	79	66	54
08:00	47	49	106	111	105	119	131	114	95
09:00	80	80	74	77	67	85	71	75	76
10:00	110	72	69	77	65	68	78	71	77
11:00	110	94	86	72	85	83	90	83	89
12:00	111	105	99	92	110	93	108	100	103
13:00	112	132	88	82	112	78	128	98	105
14:00	123	116	98	90	96	91	109	97	103
15:00	121	133	165	148	153	156	171	159	150
16:00	136	157	158	192	167	178	196	178	169
17:00	120	151	186	166	171	177	195	179	167
18:00	100	120	137	138	155	158	154	148	137
19:00	99	98	121	112	129	125	120	121	115
20:00	76	67	81	103	93	74	99	90	85
21:00	76	48	69	61	58	73	67	66	65
22:00	62	22	31	29	52	41	59	42	42
23:00	17	7	8	4	10	11	21	11	11
Total	1199	1231	1327	1314	1333	1359	1510	1369	1325
12H(7-19)	1461	1450	1616	1615	1631	1650	1813	1665	1605
18H(6-22)	1540	1479	1655	1648	1693	1702	1893	1718	1659
24H(0-24)	1571	1507	1667	1662	1708	1729	1911	1735	1679
AM Peak	10:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
	110	94	106	111	105	119	131	114	95
PM Peak	16:00	16:00	17:00	16:00	17:00	16:00	16:00	17:00	16:00
	180	157	186	192	171	178	196	179	169

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Direction: Northeastbound

Hour Beginning	Sat 28/02/2026	Sun 01/03/2026	Mon 02/03/2026	Tue 03/03/2026	Wed 04/03/2026	Thu 05/03/2026	Fri 06/03/2026	5-Day Ave.	7-Day Ave.
00:00	8	4	1	2	2	5	1	2	3
01:00	8	1	2	2	1	4	3	2	3
02:00	5	6	2	3	1	1	0	1	3
03:00	2	0	2	0	1	0	0	1	1
04:00	1	5	3	7	6	6	5	5	5
05:00	8	4	23	16	17	18	15	18	14
06:00	15	6	39	54	54	52	36	47	37
07:00	51	29	144	169	151	149	157	154	121
08:00	93	66	150	151	151	157	162	154	133
09:00	90	105	81	106	82	108	100	95	96
10:00	112	101	79	81	79	69	78	77	86
11:00	112	92	87	87	88	83	86	86	91
12:00	130	101	104	91	108	108	105	103	107
13:00	116	109	96	64	100	113	117	98	102
14:00	113	98	94	97	112	82	116	100	102
15:00	96	99	111	112	121	117	130	118	112
16:00	117	156	132	135	135	133	142	135	136
17:00	102	127	128	161	132	133	145	140	133
18:00	108	107	128	87	106	114	126	112	111
19:00	74	87	93	88	104	115	100	100	94
20:00	63	56	69	66	51	58	59	61	60
21:00	69	41	35	45	37	47	45	42	46
22:00	41	8	22	16	28	21	57	29	28
23:00	12	5	6	10	6	14	20	11	10
Total	1240	1190	1334	1341	1365	1366	1464	1374	1329
12H(7-19)	1461	1380	1570	1594	1611	1638	1704	1623	1565
18H(6-24)	1514	1393	1598	1620	1645	1673	1781	1663	1603
24H(0-24)	1546	1413	1631	1651	1673	1707	1805	1693	1632
AM Peak	10:00	09:00	08:00	07:00	07:00	08:00	08:00	08:00	08:00
	112	105	150	169	151	157	162	154	133
PM Peak	12:00	16:00	16:00	17:00	16:00	16:00	17:00	17:00	16:00
	180	156	132	161	135	133	145	140	136

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Direction: Total Flow

Hour Beginning	Sat 28/02/2026	Sun 01/03/2026	Mon 02/03/2026	Tue 03/03/2026	Wed 04/03/2026	Thu 05/03/2026	Fri 06/03/2026	5-Day Ave.	7-Day Ave.
00:00	14	10	1	6	4	11	3	5	7
01:00	19	6	5	4	2	7	6	5	7
02:00	11	13	5	4	2	2	1	3	5
03:00	4	3	2	1	1	2	0	1	2
04:00	2	6	3	9	9	7	5	7	6
05:00	13	10	29	21	25	32	27	27	22
06:00	26	12	57	79	72	71	53	66	53
07:00	80	51	205	238	198	222	236	220	176
08:00	140	115	256	262	256	276	293	269	228
09:00	170	185	155	183	149	193	171	170	172
10:00	222	173	148	158	144	137	155	149	163
11:00	222	186	173	159	173	166	176	169	179
12:00	241	206	203	183	218	201	213	204	209
13:00	228	241	184	146	212	191	245	196	207
14:00	236	214	192	187	208	173	225	197	205
15:00	217	232	276	260	274	273	301	277	262
16:00	253	313	290	327	302	311	338	314	305
17:00	222	278	314	327	303	310	340	319	299
18:00	208	227	265	225	261	272	280	261	248
19:00	173	185	214	200	233	240	220	221	209
20:00	139	123	150	169	144	132	158	151	145
21:00	145	89	104	106	95	120	112	107	110
22:00	103	30	53	45	80	62	116	71	70
23:00	29	12	14	14	16	25	41	22	22
Total	2439	2421	2661	2655	2698	2725	2974	2743	2653
12H(7-19)	2922	2830	3186	3209	3242	3288	3517	3288	3171
18H(6-24)	3054	2872	3253	3268	3338	3375	3674	3382	3262
24H(0-24)	3117	2920	3298	3313	3381	3436	3716	3429	3312
AM Peak	10:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
	222	186	256	262	256	276	293	269	228
PM Peak	16:00	16:00	17:00	16:00	17:00	16:00	17:00	17:00	16:00
	253	313	314	327	303	311	340	319	305

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Reading ATC, Baird Road

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation
Sat 28 Feb 2026	1571	19.9	16.4	3.4
Sun 1 Mar 2026	1507	19.5	16.1	3.4
Mon 2 Mar 2026	1667	20.1	16.6	3.3
Tue 3 Mar 2026	1662	19.6	16.1	3.4
Wed 4 Mar 2026	1708	19.8	16.3	3.3
Thu 5 Mar 2026	1729	19.6	16.3	3.2
Fri 6 Mar 2026	1911	19.4	16.1	3.2
5 Day Ave.	1735	19.7	16.3	3.3
7 Day Ave.	1679	19.7	16.3	3.3

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Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation
Sat 28 Feb 2026	1546	21.5	17.2	4.2
Sun 1 Mar 2026	1413	20.3	16.3	3.9
Mon 2 Mar 2026	1631	21.7	17.1	4.4
Tue 3 Mar 2026	1651	20.9	16.7	4.1
Wed 4 Mar 2026	1673	21.1	16.9	4.0
Thu 5 Mar 2026	1707	21.9	17.1	4.6
Fri 6 Mar 2026	1805	21.6	17.0	4.4
5 Day Ave.	1693	21.4	17.0	4.3
7 Day Ave.	1632	21.3	16.9	4.2

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Direction: Total Flow

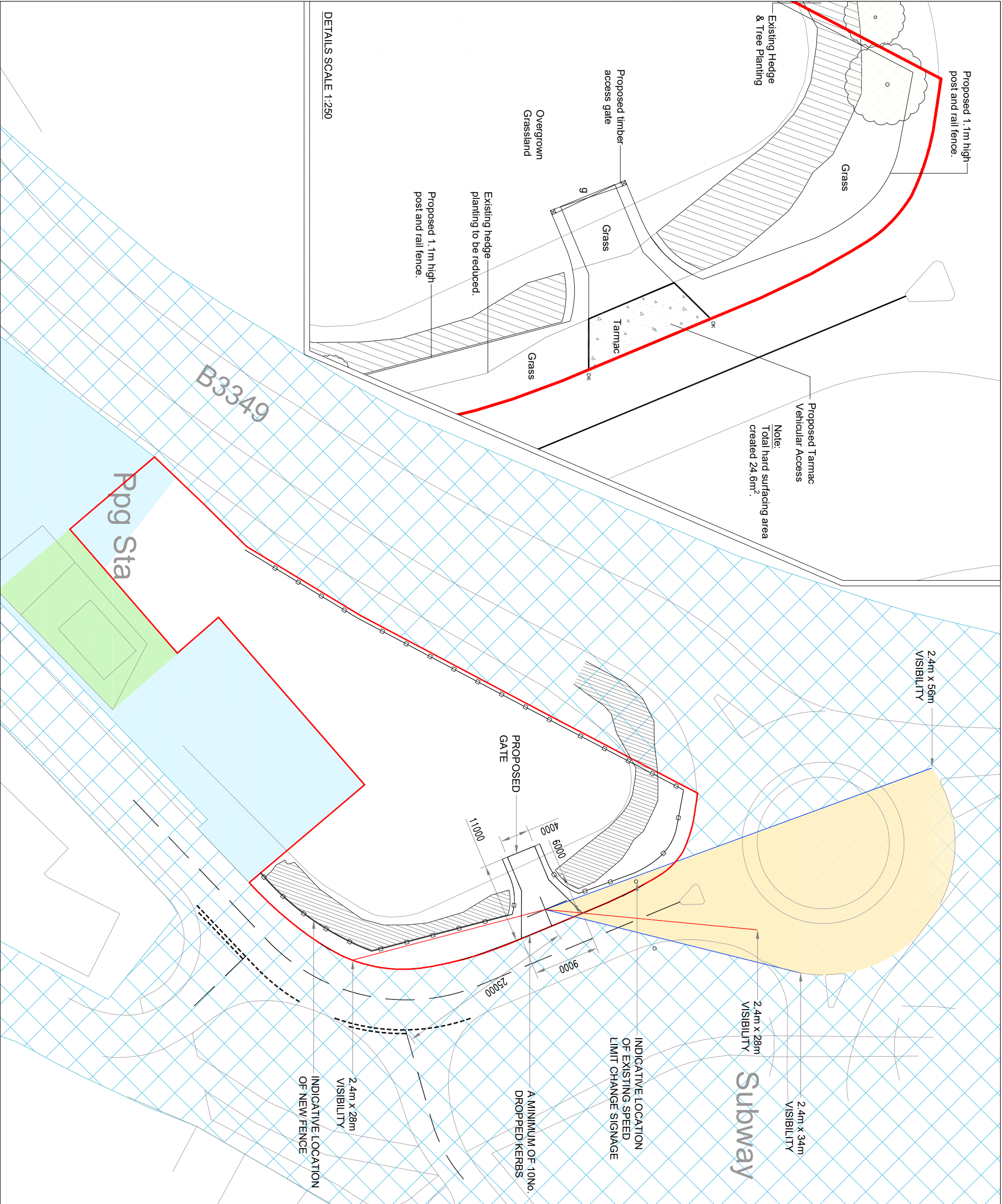
	Total Volume	85th Percentile	Mean Average	Standard Deviation
Sat 28 Feb 2026	3117	20.7	16.8	3.8
Sun 1 Mar 2026	2920	19.9	16.2	3.6
Mon 2 Mar 2026	3298	20.9	16.9	3.9
Tue 3 Mar 2026	3313	20.3	16.4	3.8
Wed 4 Mar 2026	3381	20.4	16.6	3.7
Thu 5 Mar 2026	3436	20.8	16.7	4.0
Fri 6 Mar 2026	3716	20.6	16.5	3.9
5 Day Ave.	3429	20.6	16.6	3.8
7 Day Ave.	3312	20.5	16.6	3.8

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Appendix B

Proposed Site Access Arrangements



NOTES:

1. PROPOSED AGRICULTURAL ACCESS TO CONSIST OF:
11m IN LENGTH
4m IN WIDTH
A MINIMUM OF 10No. DROPPED KERBS

2. RECORDED 85TH%ILE SPEEDS 22mph

3. REQUISITE VISIBILITY SPLAYS DEMONSTRATED IN ACCORDANCE WITH MIS AND SHOWN AT 2.4m X 28m TO THE RIGHT.

4. TO THE LEFT THE VISIBILITY ENVELOPE HAS BEEN SHOWN AS WELL AS MEETING THE REQUISITE VISIBILITY AS A MINIMUM AS SET OUT IN MIS.

5. PROPOSED DROPPED KERB TO BE CARRIED OUT UNDER APPROPRIATE CONSENT AND HIGHWAY/STREET WORKS LICENCE

6. EXISTING VEGETATION TO BE REMOVED TO ENSURE VISIBILITY SPLAYS REMAIN FREE FROM VERTICAL OBSTRUCTION ABOVE 600mm

HIGHWAY BOUNDARY

LAND WITHIN APPLICANTS CONTROL

SUBSTATION

3RD PARTY LAND

VISIBILITY ENVELOPE

REV	DATE	REVISION DETAILS	BY

2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG

TELEPHONE : 0117 937 4077

entran

environmental & transportation

PROJECT TITLE

LAND OFF BAIRD ROAD
READING. RG2 9PP

DRAWING TITLE

PROPOSED ACCESS
ARRANGEMENTS

CLIENT / ARCHITECT

STATUS

PRELIMINARY

SCALE

1:750, 1:250 AT A3

CHECKED

APPROVED

DWG SIZE

DATE

A3 MAY 26

DRAWING NUMBER

001

REV

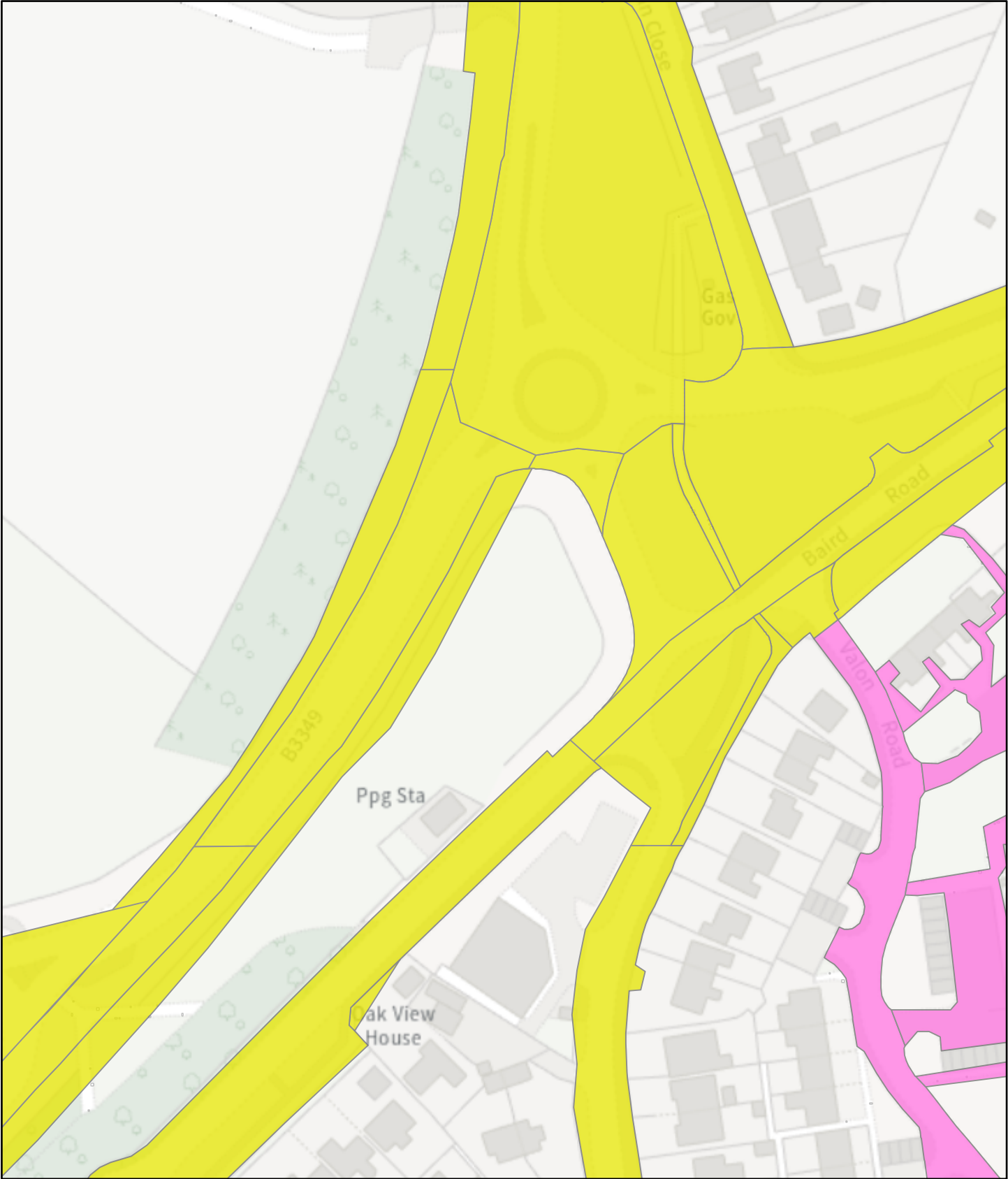
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Appendix C

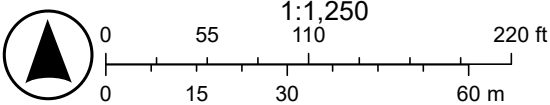
Adoptable Highway Boundary

HIGHWAYS PLAN - Land at Baird Road, Wokingham. RG2 9PP



30/01/2026, 15:24:11

- District
- Adoption Status
 - Private
 - Adopted



Highways Report



WOKINGHAM
BOROUGH COUNCIL

Land at Baird Road, Wokingham. RG2 9PP

Reference Number

HR/2026/0019

Date of Report

02/02/2026

Date Paid

30/01/2026

VAT Number

200351435

Applicant Reference

Fee	VAT (£)	Net (£)	Gross (£)
Highways Report Ordnance Survey Question Fee	£24.17	£120.83	£145
Non-Standard Question Residential Fee	£0	£0	£0
Total (£):	£24.17	£120.83	£145

An ordinance survey extract from the Council's records at time of request, indicating the extent of the highway recorded to be highway maintainable at public expense

Street Name: READING ROAD

Adoption Status: Adopted

Street Name: BRAMSHILL CLOSE

Adoption Status: Adopted

Street Name: BAIRD ROAD

Adoption Status: Adopted

Street Name: EVERSLEY ROAD

Adoption Status: Adopted

Street Name: LANGLEY COMMON ROAD

Adoption Status: Adopted

Further Information

For further information on the details in this report contact

Highway.Searches@wokingham.gov.uk.