

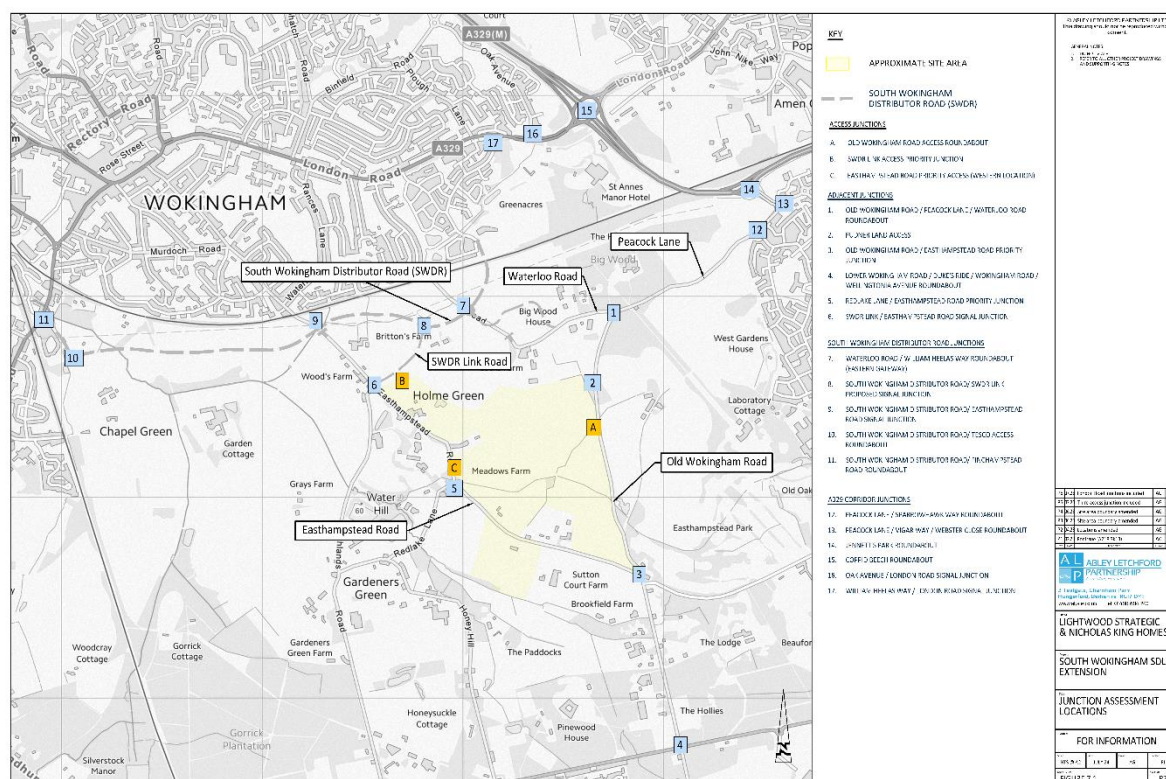
7. HIGHWAYS AND ACCESSIBILITY

Introduction

- 7.1 This Chapter of the ES assesses the likely significant effects of the Proposed Development on the environment with respect to transport and access.
- 7.2 In particular, this Chapter considers the potential effects of the construction phase and the operation of the Proposed Development, upon sensitive receptors around the Site (with mitigation measures proposed where necessary). Transport Assessments have been produced in order to quantify the transport and highways impacts of the Proposed Development and identify suitable mitigation and these are provided at **Appendix 7.1**.
- 7.3 This Chapter has been prepared by Abley Letchford Partnership (ALP). All staff involved in preparation of the ES Chapter are members of the Chartered Institute of Highways and Transportation (CIHT).

Study Area

- 7.4 The modelling methodology and scope of the transport appraisal has been agreed during scoping discussions with Wokingham Borough Council and the appraisal within this Chapter encompasses the road links and junctions listed below and depicted on **Figure 7.1**.
- a. Old Wokingham Road Access Roundabout
 - b. Western Priority Access Junction
 - c. Easthampstead Road Priority Access
 1. Old Wokingham Road / Peacock Lane Waterloo Road Roundabout
 2. Pudner Land Access
 3. Old Wokingham Road / Easthampstead Road Priority Junction
 4. Lower Wokingham Road / Duke's Ride / Wokingham Road / Wellingtonia Avenue Roundabout
 5. Redlake Lane / Easthampstead Road Priority Junction
 6. SWDR Link / Easthampstead Road Signal Junction
 7. Waterloo Road / William Heelas Way Roundabout (Eastern Gateway)
 8. South Wokingham Distributor Road / SWDR Link Proposed Signal Junction
 9. South Wokingham Distributor Road / Easthampstead Road Signal Junction
 10. South Wokingham Distributor Road / Tesco Access Roundabout
 11. South Wokingham Distributor Road / Finchampstead Road Roundabout
 12. Peacock Lane / Sparrowhawk Way Roundabout
 13. Peacock Lane / Vigar Way / Webster Close Roundabout
 14. Jennett's Park Roundabout
 15. Coppid Beech Roundabout
 16. Oak Avenue / London Road Signal Junction
 17. William Heelas / London Road Signal Junction

Figure 7.1 - Junction Assessment Locations

Legislative Planning Policy Framework

National Planning Policy Framework

- 7.5 The Department for Communities and Local Government published the 'National Planning Policy Framework' (NPPF) document in March 2012, this has subsequently been updated in December 2023. The NPPF sets out the Government's policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.
- 7.6 The purpose of the planning system is to contribute to the achievement of sustainable development. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.
- 7.7 In respect of promoting sustainable travel, Paragraph 114 of the NPPF states that planning policies and decisions should consider whether:
- 'Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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.'

7.8 Paragraph 115 of the NPPF advises that, subject to the above considerations, a proposed development should not be prevented or refused on transport grounds unless there would be an unacceptable impact on highway safety or the residual impact of the development would be severe.

Planning Practice Guidance

7.9 The Planning Practice Guidance (PPG) was launched on 6th March 2014 and provides a web-based source of all national planning guidance. In the section relating to Travel Plans, Transport Assessments and Statements, the PPG defines these documents as ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

7.10 The PPG provides guidance as to what should be considered when setting the scope of the transport assessment, as well as the level of detail to be included, whilst acknowledging that this will vary from Site to Site. It states that an assessment should include the likely associated environmental impacts of transport related to the Proposed Development, particularly in relation to proximity to environmentally sensitive areas (such as AQMAs) as well as an appropriate assessment of the cumulative impacts arising from other, committed developments.

Wokingham Borough Adopted Core Strategy Development Plan Document

7.11 The Wokingham Borough Core Strategy was adopted in January 2010 and sets out a vision for how the Borough will develop in the period to 2026. Policies of relevance to this Development include:

- CP1 establishes a requirement to provide sustainable development and in particular to provide attractive, functional, accessible, safe, secure and adaptable schemes with the aim of enhancing the overall sustainability of the area through minimising impact on the environment, including access to facilities.
- CP4 establishes the need for proposals to demonstrate that there is either sufficient infrastructure capacity or that this can be readily provided as part of any scheme. Infrastructure includes roads and other transport requirements.
- CP6 establishes a desire to manage travel demand rather than designing for the private car. The aim of policy CP6 is to ensure that all proposals achieve sustainable development and that people have the widest range of choice in selecting transport modes thereby helping to reduce the use of the private car.
- CP10 sets out a need to make improvements to the Strategic Transport Network including improvements to the quality and frequency of public transport services along

any part of the network and improvements to increase the use of bicycles, including cycle paths.

Wokingham Borough Council Third Local Transport Plan (LTP3) 2011-2026

- 7.12 The Third Local Transport Plan for Wokingham Borough (LTP3) covers the fifteen year period between 2011-2026. The main objective articulated by the LTP3 is to provide a cost effective, inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and well being of those that use it.
- 7.13 The following five goals for the LTP3 are identified which reflect the local priorities set out in Wokingham Borough's Sustainable Community Strategy and the overarching national transport priorities:
- To have a resilient, safe highway network that balances capacity for all users, enhances the economic prospects of the Borough, and promotes sustainable travel.
 - To work with partners to promote walking and cycling as a health enhancing physical activity 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; and improved cycle parking at stations, businesses and schools.
 - To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel.
 - To enable people who live, visit and work in the Borough to make informed, safe and sustainable travel decisions from a range of transport options.
 - To manage the demand for travel in order to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion.

Assessment Methodology

Consultation Sources

- 7.14 Consultation sources used to inform the Transport Chapter are included at the **Table 7.1** below.

Table 7.1 – Consultation sources

Organisation	Form of consultation/meeting date	Summary of discussion/outcome four
Wokingham Borough Council	Transport Scoping Note	WBC comments received August 2023

Wokingham Borough Council	Transport EIA Scoping Chapter	Document Dated May 2023
Wokingham Borough Council	WSTM Modelling Instruction	WBC comments received August 2023, Instruction agreed by WBC in September 2023

Methodology

- 7.15 As a matter of best practice, this assessment has been undertaken based on the relevant guidance for the assessment of road traffic. This includes:
- Guidance for the Environmental Assessment of Road Traffic (Guidance Note No.1) published in 1993 by The Institute of Environmental Assessment (IEA) (now the Institute of Environmental Assessment (IEMA)).
 - Guidelines on Transport Assessment published in March 2007 by the Department of Transport; and
 - Environmental Impact Assessment, A Guide to Procedures, DETR (2000).
 - IEMA Guidelines: Environmental Assessment of Traffic and Movement published in July 2023;
- 7.16 The Guidelines for the Environmental Assessment of Road Traffic ('IEA Guidelines') recommends two rules to be considered when assessing the impact of development traffic on a highway link:
- Rule 1: Include highway links where traffic flows will increase more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
 - Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% or more.
- 7.17 The above guidance is based upon knowledge and experience of the environmental effects of traffic and also acknowledges that traffic forecasting is not an exact science. The 30% threshold is based upon research and experience of the environmental effects of traffic, with less than a 30% increase generally resulting in imperceptible changes in the environmental effects of traffic apart from within sensitive locations. The guidance considers that projected changes in traffic flow of less than 10% create no discernible environmental effect, hence the threshold set out in Rule 2.

Nature of Effect

- 7.18 Paragraph 1.30 of the 2023 IEA Guidelines identifies special interests that should be considered when defining sensitive receptor geographic locations. These include sensitive/vulnerable groups, locations with concentrations of vulnerable users (hospitals, or schools) and collision clusters and routes with road safety concerns.

7.19 Paragraph 3.3 of the updated guidance sets out the updated and replacement guidelines addressing specific traffic and movement related impacts, consistent with, but expanding on upon, the categories identified in the 1993 guidelines, including:

- **Severance of Communities:** Severance is the perceived division that can occur within a community when it becomes separated by a major traffic artery. In general terms according to the IEA guidelines a 30% change in traffic flow is likely to produce a 'Slight' change in severance, with 'Moderate' and 'Substantial' changes occurring at 60% and 90% respectively.
- **Road Vehicle Driver and Passenger Delay:** Delay to the drivers generally occurs at junctions where opposing vehicle manoeuvres are undertaken with vehicles having to give or receive priority depending upon the type of junction arrangement. This potential effect has been assessed on links which the increase in traffic flow is above the 30% threshold or 10% for sensitive links during a peak hour period and the magnitude of effect is determined by the junction capacity assessment results which quantify the increase in delay that would result.
- **Non-motorised User Delay:** The severance and delay incurred by pedestrians is generally a direct consequence of their ability to cross roads. This has been assessed on links where the increase in traffic flow is above the 30% threshold or 10% for sensitive links during a peak hour period and the magnitude of effect is determined qualitatively based upon the existing speed of the link and width of the road and pedestrian crossing infrastructure available.
- **Non-motorised User Amenity:** The term pedestrian amenity is broadly defined as the relative pleasantness of a journey and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic. This has been assessed on links where the increase in traffic flow is above the 30% threshold or 10% for sensitive links during a peak hour period and the magnitude of effect is determined qualitatively based on the existing speed of the link and the types of additional vehicles (i.e. HGV'S). The assessment of amenity should pay full regard to specific local conditions.
- **Fear and Intimidation on and by Road Users:** The environmental impact of fear and intimidation from moving objects, including various modes of transportation such as motorcycles, cars, and e-scooters, is a concern. Factors influencing fear include traffic volume, heavy vehicle composition, speed, and proximity to pedestrians. Despite a lack of universally agreed-upon thresholds, referencing past studies can aid in estimating danger levels. A weighting system is presented in Table 3.1 of the updated guidance assists in evaluating the likelihood of pedestrian's fear and intimidation, considering factors like high-speed areas and unfamiliar locales. This system involves assigning scores based on established thresholds, enhancing hazard assessment on highway links.
- **Road User and Pedestrian Safety:** This establishes the effect on the road safety record of the adjoining road network. This has been assessed on links where the increase in

traffic flow is above the 30% threshold or 10% for sensitive links during the peak hour period and the magnitude of the effect is determined by reviewing the previous 5 years of accident data on the link. The final impact assessment should present calculated changes in levels of the roads' intrinsic safety and the estimated annual reduction in fatal or serious injuries.

- **Hazardous/ Large Loads:** In this instance, the Development would not result in hazardous loads and therefore, this effect is not considered further.

Magnitude of Effect

- 7.20 The methodology used in assessing the nature of each particular effect is set out above. A description of the terminology used in describing the magnitude of the environmental effects, which could be either adverse or beneficial, is set out in **Table 7.2** below. It is important to note that the following parameters are used as guide and that, as advocated in the EIA guidance, a range of factors are considered in reaching a professional judgement when assessing the magnitude of the effects.

Table 7.2 – Criteria for Evaluating Magnitude of Environmental Impacts

Magnitude of Change	Magnitude of Impact	Typical Description
Change in total traffic flows of less than 10%	No Change	No loss or alteration of characteristics, features or elements; no observable impact in either direction.
Change in total traffic flows of less than 30%	Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.
Change in total traffic flows of 30-60%	Minor	A minor shift away from baseline conditions. Some discernible, but not material, change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements.
Change in total traffic flows of 60-90%	Moderate	Partial loss or alteration to one or more key elements / features of the baseline conditions such as the characteristic will be materially changed, albeit not necessarily compromising its integrity or functionality..

Magnitude of Change	Magnitude of Impact	Typical Description
Change in total traffic flows over 90%	Major	Substantial loss or alteration to one or more key elements / features of the baseline conditions such as the characteristic's integrity or functionality has the potential to be fundamentally changed.

- 7.21 Where the IEA Guidelines' 10% threshold is exceeded, the assessment of effects relating to pedestrian severance and amenity will be undertaken, primarily by examining the effects of the changes in traffic flows. The existing pedestrian and cycle provision along the links, including pedestrian crossing locations, will also be accounted for. The magnitude of any effects will be identified based on the criteria set out in Table 18.1.
- 7.22 Where the IEA Guidelines' 10% threshold is exceeded, then the effects on driver delay may also need to be calculated. This would be informed through the results of junction operational assessments which would be undertaken. The magnitude of any effects will be identified based on an appraisal of the forecast changes to queuing that may occur at the junctions.
- 7.23 Similarly, if the IEA Guidelines' 10% threshold is exceeded, then the effects on accidents and safety will be appraised. The effects on accidents and safety will be identified using the appraisal of the personal injury accident data along the local highway links. The magnitude of any effects will be identified based on an appraisal of the likely changes in accident rates that may occur as a result of the forecast changes in traffic flows.

Receptors

Sensitivity of Receptor

- 7.24 In order to identify the significance of each effect, its magnitude has been appraised against the sensitivity receptor. For example, an effect with a moderate magnitude in a typical area of highway network may become more significant if it were to occur in a location near to a school where a pedestrian activity would be higher.
- 7.25 Where the traffic flow increases exceed the IEA Guidelines' 10% threshold, road links will therefore be assessed in further detail. At that point, additional consideration will be given to the sensitivity of the link and how it accords with the sensitivities set out at **Table 7.3** below and in the context of the approach advocated in paragraph 2.21 of the updated IEA Guidelines.

Table 7.3 – Methodology for Determining Receptor Sensitivity

Value (sensitivity) of Receptor	Typical Description
High	High concentration of sensitive land uses (such as schools, hospitals or high pedestrian flows) along link with poor standard of provision of road users.
Medium	Sensitive land uses (such as schools, hospitals or high pedestrian flows) along link with good standard of provision for road users.
Low	Some adjacent land uses along link with poor standard of provision of road users

- 7.26 The methodology used in assessing the nature of each particular effect is set out above. A description of the terminology used in describing the magnitude of the environmental effects, which could be either adverse or beneficial, is set out in **Table 7.4** below. It is important to note that the following parameters are used as a guide and that, as advocated in the EIA guidance, a range of factors are considered in reaching a professional judgement when assessing the magnitude of effects.

Significance of Effect

- 7.27 The resultant effect has been determined based on the sensitivity of the receptor and the magnitude of impact. **Table 7.4** below, illustrates the result of the interaction of each.

Table 7.4 – Matrix for Determining Significance of Effects

		Sensitivity of Receptor		
		High	Medium	Low
Impact Magnitude	Major	Major	Major	Moderate
	Moderate	Major	Moderate	Minor
	Minor	Moderate	Minor	Negligible
	Negligible	Minor	Negligible	Negligible

- 7.28 The resultant effects can be of major, moderate, minor or negligible significance. Major and moderate effects are considered to be significant for the purposes of this assessment.

Where appropriate, mitigation measures have been identified in order to mitigate any adverse effects which have been identified.

Baseline Conditions

Walking and Cycling Facilities

- 7.29 Local cycle and walking routes are identified within the Transport Assessment Report which is attached as **Appendix 7.1** of this ES Chapter.
- 7.30 There is no footway provision along either the Old Wokingham Road, Easthampstead Road or Waterloo Road corridors in the immediate vicinity of the Site. However, as part of the proposals for the South Wokingham Distributor Road, Waterloo Road is to be stopped up to prevent through movements, which will instead be catered for along the South Wokingham Distributor Road. The redundant road corridor is however being retained and will provide opportunity for pedestrian and cycle movements to be accommodated to the north of the Proposed Development.
- 7.31 Similarly, the development proposals for the South Wokingham SDL, which lies on adjacent land to the north of the Site, include significant measures to facilitate pedestrian and cycle movements. This includes footway / cycleway connections alongside the key road corridors as well as an ancillary network of off-road footpaths and cycle routes running within and along the peripheries of the development parcels. Accordingly, residents of the development will benefit from a high level of pedestrian and cycle connectivity which will cater for trips travelling to and from the existing and future facilities located to the north of the Development.
- 7.32 There are various public rights of way within the vicinity of the development parcel. These include the Byway open to all traffic WOKW30 and the footpath WOKW5 which lay to the west and north of the development parcel respectively.
- 7.33 The Byway open to all traffic (BOAT) WOKW30 lays to the west of the development parcel and runs between the junction of Easthampstead Road and Holme Green Lane and Waterloo Road approximately 290m east of the Waterloo Road / William Heelas Way Roundabout. The BOAT takes the form of a gravel track with a short section of paved surface adjacent to Easthampstead Road.
- 7.34 The footpath (PRoW) WOKW5 runs between Easthampstead Road in the south and Waterloo Road adjacent to the Waterloo Road / William Heelas Way Roundabout. The southern portion of the PRoW starts with a stile at Easthampstead Road takes the form of an unmade path through a large agricultural field. The PRoW then enters Britton's Farmyard and follows an agricultural gravel track for approximately 180m before diverging from the agricultural track for a further 70m before ending at the Waterloo Road / William Heelas Way Roundabout.
- 7.35 Further public rights of way are expected to be established to the north and west of the developed parcel as part of the development of the South of Wokingham SDL. These will

further improve the pedestrian and cycle connections between the developed Site and Wokingham.

Pedestrian and Cycle Accessibility

- 7.36 The National Travel Survey (NTS) identifies the mode share proportions for journeys of different lengths.
- 7.37 The vast majority (76%) of trips are undertaken on foot for journeys up to one mile. The data also shows that 31% of journeys between 1 and 2 miles will be on foot, i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km).
- 7.38 On this basis, the following walking distances to destinations are considered acceptable:
- 1.6km – a distance where most people (circa 76%) will walk; and
 - 3.2km – a distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk.
- 7.39 DMRB TA 91/05 'Provision For Non-Motorised Users' paragraph 2.11 states:
- 7.40 'Cycling is used for accessing a variety of different situations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently form part of a journey in combination with cars and public transport.'
- 7.41 On this basis, 5 miles (8km) is considered to be an acceptable cycling distance.
- 7.42 The locations of key services and facilities in the immediate locality have been identified as shown in **Table 7.5** with walking distances along suitable routes from the centre of the development.

Table 7.5 – Proximity of Key Facilities and Services

Facility		Approximate Distance	Within Reasonable Walking Distance	Within Reasonable Cycling Distance
Education	Jennett's Park Primary School	2.3km		✓
	Easthampstead Park Community School	3.9km		✓
	Holme Grange School	800m	✓	✓
	Floreat Montague Park Primary School	1.5km	✓	✓
	St Crispin's School	1.9km	✓	✓
Employment	Wokingham Town Centre	2.6km		✓
	Crowthorne Town Centre	4.6km		✓
	Bracknell Town Centre	4.9km		✓
Retail	Co-Operative, Jennett's Park	2.3km		✓

Facility		Approximate Distance	Within Reasonable Walking Distance	Within Reasonable Cycling Distance
	Tesco Finchampstead Road	2.7km		✓
	Aldi Wellington Road	2.7km		✓
	Waitrose Wokingham	2.9km		✓
	Wokingham Town Centre	2.5km		✓
	Bracknell Town Centre	5.0km		✓
Health	Wokingham Medical Centre	2.8km		✓
	Lloyds Pharmacy, Crowthorne	3.3km		✓
	Great Hollands Health Centre	3.7km		✓
	Bean Oak Dental Centre	2.7km		✓
Community	Great Hollands Library	3.2km		✓
	Wokingham Library	3.7km		✓
	Great Hollands Post Office	3.9km		✓
	Wokingham Post Office	2.7km		✓
Leisure	Crooked Billet Public House	1.5km	✓	✓
	The White Horse Public House	600m	✓	✓
	St Crispin's Leisure Centre	1.9km	✓	✓
Recreation	Peacock Meadows South	2.1km		✓

- 7.43 In addition to the range of local services and facilities located near the Site and towards Wokingham town centre, the South Wokingham SDL proposals on adjacent land located south of the railway line include a variety of new services such as a neighbourhood centre, primary school, local retail, community facilities, nature parks and sports and recreation facilities. The exact location of these planned facilities will be determined as the proposals for the South Wokingham SDL progress. Notwithstanding, it is evident that the close proximity of these adjacent uses will be within reasonable walk and cycle distances of the Proposed Development.

Travel By Bus

- 7.44 The closest pair of existing bus stops to the development Site are located 1,200m to the north of the Site on Waterloo Road within Wokingham. This bus stop can be accessed via Easthampstead Road or Waterloo Road. Other bus stops in the vicinity of the development Site are located at Merlin Way, Peacock Farm and Tesco Finchampstead Road.
- 7.45 **Table 7.6** below provides details of the bus services that serve these stops.

Table 7.6 – Summary of Local Bus Services

Bus Stop Location	Distance to Site	No.	Operator	Route	Avg. Frequency		
					Weekday	Sat	Sun
Waterloo Road	1,200m	124	Thames Valley Buses	Wokingham – Waterloo Road (Circular)	1 return per day	-	-
Merlin Way	2.2km	108	Thames Valley Buses	Bracknell – Jennetts Park via Wildridings	40 minutes	40 minutes	90 minutes
Peacock Farm	2.4km	4	Reading Buses	Reading – Bracknell Via Wokingham, Great Hollands	20 minutes	20 minutes	60 minutes
		108	Thames Valley Buses	Bracknell – Jennetts Park via Wildridings	40 minutes	40 minutes	90 minutes
Tesco Finchampstead Road	3.4km	121	Thames valley Buses	Wokingham (Tesco) – Norreys Estate via Wokingham Town Centre	30 minutes	30 minutes	-
		125	Thames Valley Buses	Wokingham - Crowthorne	3 returns per day	2 returns per day	-
		128	Thames Valley Buses	Wokingham – Twyford, Sonning, Woodley - Reading	65 minutes	120 minutes	-
		145	Horseman Coaches	Three Mile Cross - Winnersh	1 return per day (Tuesdays)	-	-

7.46 The Route 124 bus service operates between Wokingham town centre and Waterloo Road in a loop. The service operates one return service on weekdays. The service operates at 11:20 and 13:25 at the Waterloo Road bus stops closest to the development Site. Due to the distance from the development Site and the low frequency, this service will be of limited use to residents of the development.

7.47 The Route 108 bus service operates between Bracknell and Jennetts Park via Wildridings. This service operates between 06:35 and 20:35 at a peak 40 minute frequency during weekdays and Saturdays. On Sundays the service operates at a peak frequency of 90 minutes. Due to the higher frequency of service, this bus route would be suitable for use by commuters as well as individuals traveling for other purposes.

- 7.48 The Route 4 bus service is operated by Reading Buses and travels between Reading and Bracknell via Wokingham. This service operates at a peak frequency of 20 minutes on weekdays and Saturdays. The service operates at a peak frequency of 60 minutes on Sundays.
- 7.49 The route 121 bus service operates between Wokingham (Tesco) – Norreys Estate via Wokingham Town Centre. On weekdays and Saturdays the service operates at a peak frequency of 30 minutes. This service does not operate on Sundays. While this service operates at a high frequency, the distance of the bus stop from the development Site will limit the usage of the service by residents of the Proposed Development.
- 7.50 The Route 125 bus service operates between Wokingham and Crowthorne, with a total of 3 returns per day on weekdays and 2 returns per day on Saturdays. The closest bus stop to the Proposed Development that is served by this route is located at Wokingham Tesco which is approximately 3.4km northwest of the development Site.
- 7.51 The Route 128 bus service operates between Wokingham – Reading via Twyford, Sonning, Woodley. In the vicinity of the development Site the bus operates from the Wokingham Tesco's bus stop. During weekdays the bus operates at a frequency of a service every 65 minutes and on Saturdays at a frequency of a service every 120 minutes.
- 7.52 The Route 145 bus service also operates from the Wokingham Tesco's bus stop and runs between Three Mile Cross – Winnersh via Wokingham. This service operates 1 return on Tuesdays. The return service departs 70 minutes after arrival at the final stop. Within Winnersh this service ends adjacent to the Winnersh Sainsburys, this would suggest that this bus service primarily exists to provide access to the supermarket.
- 7.53 Although proximity to existing bus services may limit the propensity for residents to take up travel by public transport, the opportunities need to be considered in the wider context of a public transport strategy which has been secured as part of the South Wokingham SDL development. This would deliver a 30 minute frequency service connecting Wokingham and Bracknell, which make up a significant proportion of destinations for trip purposes.
- 7.54 Furthermore, the internal road network has been designed to accommodate a bus service through the Site and it is envisaged that this would form an additional 'loop' of that service being delivered for South Wokingham SDL, further securing its provision by both increased patronage as well as financial contributions through the S106 agreement. This would mean that residents instead of having to walk north to bus stops, would be within easy reach of a bus stop within the development Site itself.

Travel By Rail

- 7.55 The nearest railway station to the Site is located at Wokingham and is located 2.9km northwest of the development Site.
- 7.56 Wokingham station is located on the Waterloo to Reading Line and North Down Line. The Waterloo to Reading Line runs between London Waterloo in the northeast and Reading in the west south via villages and towns including Twickenham, Bracknell, Wokingham and

Earley. The North Down Line Runs between Reading and Reigate with services continuing on to Gatwick Airport. **Table 7.7** summarises the railway services that are available from Wokingham railway station.

Table 7.7 – Summary of Local Rail Services

Destination	Journey Time	Approximate Frequency Guide			
		Peak	Off Peak	Evening	Weekend
Reading	8 to 13 mins	10 mins	10 mins	15 mins	20 mins
Bracknell	6 mins	30 mins	30 mins	20 mins	30 mins
Winnersh	3 mins	20 mins	30 mins	20 mins	30 mins
London Waterloo	70 to 90 mins	12 mins	15 mins	20 mins	12 mins
Redhill	60 to 85 mins	30 mins	30 mins	30 mins	30 mins

7.57 As can be seen by the above table, destinations further afield from the Site can be easily accessed by rail with reduced journey times compared to private cars or buses. The Wokingham station is accessible from the Proposed Development Site via cycling. The station has a total of 118 cycle storage spaces and 531 car spaces.

7.58 There are facilities at Wokingham station including: Ticket machines, Toilets and is disabled accessible to the platform.

Local Highway Network

Old Wokingham Road and Waterloo Road

7.59 Old Wokingham Road is currently subject to a national speed limit of 60mph on the single carriageway road and there is currently no streetlighting or footways.

7.60 Old Wokingham Road leads to Peacock Lane to the north as well as connecting to Crowthorne to the south via the roundabout junction with Nine Mile Ride. Peacock Lane provides access to the east into residential areas within Bracknell such as Jennet's Park as well as Bracknell's Southern Industrial Area. It also provides a route towards Bracknell town centre via Berkshire Way or Mill Lane.

7.61 The Jennet's Park roundabout, located to the north west of the Site, is accessed via Peacock Lane and Vigar Way and links with the A329(M), which in turn provides a connection to the M4 motorway corridor approximately 5.5km to the north west.

7.62 At present a priority junction is formed between Old Wokingham Road, Peacock Lane and Waterloo Road. Although a roundabout scheme has been secured as part of the South Wokingham SDL development. A second priority junction is located to the south, forming the

junction between Old Wokingham Road and Easthampstead Road. Both Waterloo Road and Easthampstead Road lead to Wokingham which is located approximately 3km to the west.

Easthampstead Road, Heathlands Road and Redlake Lane

- 7.63 Easthampstead Road forms a priority junction with Old Wokingham Road at its eastern extent. At present the road is approximately 2 miles long terminating at the junction with Peach Street in the centre of Wokingham. Easthampstead Road will however be severed as part of the delivery of the South Wokingham Distributor Road (SWDR), south of the railway line crossing. Existing traffic will therefore utilise the SWDR to access routes towards the town centre via either the improved Finchampstead Road Roundabout (Tesco Roundabout) or via William Heelas Way onto the London Road corridor.
- 7.64 At the eastern end of Easthampstead Road, and in relevance to the location of the development Site, the road is rural in character and currently subject to a derestricted 60mph speed limit, with no street lighting or footways.
- 7.65 Just south of the current Heathlands Road priority junction (this will become a four arm signal junction once works on the SWDR are complete) the road turns to a 40mph speed limit. A footway also commences on the western side of the road. After approximately 150m this footway switches to the eastern side.
- 7.66 Approximately another 300m north there is an at grade railway level crossing where speed limit is again reduced to 30mph. North of the railway line, footways are present on both sides and street lights commence. This is in keeping with the more suburban environment of the road as it completes its final section towards Peach Street and in turn a route into Wokingham town centre.
- 7.67 Again, as part of the South Wokingham SDL development proposals and the associated SWDR infrastructure, Easthampstead Road will be severed south of the railway line resulting in a no through route for vehicles. However, it will remain a pedestrian route into the town centre and with the reduced vehicle traffic will increase amenity for such non motorised users, with a more comfortable route for on road cycling.
- 7.68 Heathlands Road is just over 2km long forming at present a priority junction with Easthampstead Road at its northern end (although this will be a signal junction once the SWDR works are completed) and a priority junction with Nine Mile Ride to the south.
- 7.69 Travelling north to south, the road is rural in character and subject to a derestricted 60mph speed limit. There are no footways or street lights. Although signing warning of pedestrians in carriageway are provided linking in with routes into Holme Grange School. The road is wide enough for two vehicles to pass with white line markings identifying the centre of the road. Approximately 400m north of the junction with Nine Mile Ride, the speed limit reduces from 60mph to 50mph.
- 7.70 Redlake Lane is 515m long, forming a priority junction at its northern end with Easthampstead Road and another priority junction with Honey Hill at its southern end. The road is again rural in character with many places only wide enough for one vehicle to pass.

There are no street lights or footways. It does provide a route into Holme Grange School, and given the narrow width of the carriageway, which acts as a constraining feature for vehicle speeds some on road pedestrian activity has been observed during Site visits.

- 7.71 Honey Hill provides an alternative route south to the B3430 Nine Mile Ride corridor, however drivers are instead encouraged to use Heathlands Road for such journeys with its greater width better accommodating such trips.

Holme Green Lane and Byway 30

- 7.72 Holme Green Lane forms a priority junction with Easthampstead Road, between the junctions with Redlake Lane and Heathlands Road. For the first 150m the link is referred to as Holme Green Lane, being a metalled road serving six dwellings. To the north of this it becomes a Public Right of Way, albeit a Byway with designation as a Byway Open (to) All Traffic (BOAT). Thereby, at present both non motorised users and vehicular traffic have the right to utilise the route.
- 7.73 The route is approximately 3 – 3.5m wide and continues northwards up to the junction with Waterloo Road. The route is currently not lit, but a proposed enhancement scheme has been proposed. In turn this will provide a good pedestrian / cycle corridor for residents to route northwards towards infrastructure associated with the South Wokingham SDL, the SWDR and William Heelas Way.
- 7.74 This forms the western boundary of the Priors Farm development Site and eastern boundary of the Pearces Farm Site, and in turn a road link is proposed to bisect the Byway to provide a connection between the two development parcels. On a standalone basis, it is proposed to deliver a simple 3m access onto the Byway from the Priors Farm development Site in order to enhance connections for Non Motorised Users.

Accident Analysis

- 7.75 In order to establish whether there are any particular road safety issues on the local network, the most recent 5-years of Personal Injury Accident information for the highway network in the vicinity of the Site has been obtained from Wokingham Council which maintains accident records for the Wokingham area. The data covers the period from 01/07/2018 – 30/06/2023 and encompasses the following study area as established during the scoping exercise:

- Old Wokingham Road
- Easthampstead Road
- Peacock Lane (Between Old Wokingham Road and Vigar Way Roundabout)
- Vigar Way
- Jennets Park Roundabout
- Waterloo Road
- William Heelas Way

- Redlake Lane
- Heathlands Road
- Honey Hill
- B3430 (between Heathlands Road and Old Wokingham Road)

7.76 A summary of the accidents is included below in **Table 7.8**.

Table 7.8 – Accident Summary

Location	Severity (total injuries)				Road users (total vehicles involved in collisions)						
	Slight	Serious	Fatal	Total	Pedestrian	Cyclist	Car	LGV	Motorcycle	HGV	Total
Easthampstead Road	6	1	-	7		3	7	1			11
Heathlands Road	4	1		5			5		2		7
Easthampstead Road / Heathlands Road Junction	4	-	-	4			7				7
Old Wokingham Road	10	-	-	10			11	2	1		14
Old Wokingham Road / Easthampstead Road Junction	2	1	-	3		1	4		1		6
Heathlands Road / Honey Hill Junction	1			1			2				2
Peacock Lane	2	-	-	2			4				4
Peacock Lane / Waterloo Road Junction	1	1	-	2			3				3
Old Wokingham Road / Waterloo Road Junction	1			1						1	1
Peacock Lane / Easthampstead Park Junction	2			2			3		1		4

Location	Severity (total injuries)				Road users (total vehicles involved in collisions)						
	Slight	Serious	Fatal	Total	Pedestrian	Cyclist	Car	LGV	Motorcycle	HGV	Total
Peacock Lane / Vigar Way Junction	5	1		6		1	6				7
A329 Berkshire Way	3			3			7			1	8
Waterloo Road / Easthampstead Junction	5			5		1	5		1		7
Easthampstead Road / Murdoch Road Junction	2	-	-	2			1		1		2
Easthampstead Road / Starmead Road Junction	1	-	-	1			2				2
Denton Road	1	-	-				1				1
Peach Street / Easthampstead Road Junction	1			1			1				1
A329 Peach Street	4	-	-	4	1		4				5
B3430 / TRL Roundabout	2	-	-	2				2			2
B3430 Nine Mile Ride / Honey Hill Junction	1	-	-	1		1		1			2
B3430 Nine Mile Ride	2	4		6			2		2	1	5
Total	60	9	0	69	1	7	75	6	9	3	101

7.77 A total of 52 accidents have occurred within the study area during the assessment period. These accidents have resulted in 69 injuries, of which 60 were slight and 9 were severe injuries. Of these accidents 1 pedestrian, 7 cyclists, 75 cars, 6 Light Goods Vehicles (LGV), 9 motorcycles and 3 Heavy goods Vehicles (HGV) were involved.

7.78 Of note, is that thankfully, the vast majority of accidents have only resulted in slight injuries and there were no fatal accidents.

7.79 Only accidents that have resulted in serious injuries will be summarised below. Whilst all accidents are regrettable, it is acknowledged that despite mitigation some accidents will inevitably occur. Those resulting in slight injuries have the least effect on users and thankfully recover quickly from such events. It is not possible to mitigate all risk associated with road users, (both vehicular and non motorised users) and indeed despite any changes that may occur to the highway network such events will still occur. It is the severe and fatal (thankfully of which there have been none) events which need to be reviewed in detail to confirm how these have occurred and if possible any mitigation which can occur to help facilitate means by which the likelihood of such events occurring are reduced.

Easthampstead Road

7.80 One accident involving a serious injury occurred on Easthampstead Road within the study period. The accident involved a cyclist traveling south east to north west along Easthampstead Road before receiving severe injuries for an unknown reason. No other road user was involved in the accident.

Peacock Lane

7.81 An accident resulting in a serious injury occurred on Peacock Lane on 27/10/2022 and involved the collision of a single car. The primary contributing factor to the accident was determined to be a Junction overshoot, while the second contributing factor was a poor turn or manoeuvre. Both of these were determined with very likely confidence.

Old Wokingham Road / Easthampstead Road Junction

7.82 One accident occurred on the Old Wokingham Road / Easthampstead Road Junction that resulted in a serious injury. This accident involved the collision of a car (Veh 1) and a motorcycle (Veh 2). Veh 1 was traveling from northwest to south at the junction before colliding with Veh 2 which was traveling from north to south. The accident resulted in serious injuries to the rider of Veh 2. The primary cause of the accident was determined with very likely confidence to Veh 1 failed to look properly. A secondary cause of the accident that was determined with possible confidence was the road layout (eg bend, hill Crest).

B3430 Nine Mile Ride

7.83 A total of four accidents that resulted in serious injury occurred on the B3430 Nine Mile Ride within the study period.

7.84 The first accident resulting in a serious injury involved the collision between a motorcycle (Veh 1) and a car (Veh 2), resulting in serious injury to the rider of Veh 1 and slight injury to 2 occupants of Veh 2. The accident was caused by Veh 1 colliding with the rear of Veh 2. The primary cause of the accident with very high confidence was determined to be sun dazzling Veh 1, a secondary cause of the accident was Veh 1 failing to look properly. This was also determined with very likely confidence.

- 7.85 The second accident also involved a motorcyclists colliding with the rear of a car, which was slowing to turn left. The cause of the accident was determined to be failure of the motorcyclist to observe other road users carefully which may have been further exacerbated by low sun.
- 7.86 The third accident to occur on the B3430 Nine Mile Ride within the study period involved a motorcycle (Veh 1) colliding with a deer while driving west to east, this resulted in severe injuries to the rider of Veh 1. It was determined with very likely confidence that the primary cause of the accident was an 'animal or object in the carriageway'.
- 7.87 The final accident to occur on the B3430 that resulted in a serious injury involved a car (Veh 1) traveling along the road before crossing into the opposite carriageway and striking a bus/coach (Veh 2). This accident resulted in severe injuries to two occupants of Vehicle 1. The primary cause of the accident was determined with very likely confidence to be Veh 1 losing control, a secondary cause was determined with very likely confidence to be Veh 1 swerving.

A329 Berkshire Way / Vigar Way Junction

- 7.88 One accident occurred at this junction within the study period. This was a single vehicle accident and involved a motorcycle (Veh 1) losing control and crashing, this resulted in serious injuries to the rider of Veh 1. It was determined with possible confidence that the primary cause of this accident was a slippery road (due to weather).

Heathlands Road

- 7.89 One accident resulting in serious injuries occurred in this location within the study period. This accident involved a motorcycle (Veh 1) traveling along the road before colliding with the rear of a car (Veh 2) that was waiting to turn. This accident resulted in severe injuries to the rider of Veh 1. It was determined with very likely confidence that the primary cause of the accident was slippery road (due to weather).

Summary

- 7.90 Aside from accidents along the Nine Mile Ride corridor, no particular section of road or junction has experienced more than one serious accident in the previous five year study period. A number of accidents involved either a single road user, weather conditions or an animal, which are outside of the control of any mitigation which can be delivered.
- 7.91 Of note is there has been no serious accidents involving pedestrians, on either the Easthampstead Road, Heathlands Road or Redlake Lane corridors during the study period, despite the lack of footways and access to Holme Grange School.
- 7.92 Notwithstanding, mitigation is being delivered (described at later sections of this Chapter) which would result in lower traffic volumes along the Easthampstead Road corridor as well as a revised arrangement to the Easthampstead Road / Heathlands Road junction which would mean that it would no longer require drivers to observe uncontrolled priority movements. This would provide betterment in terms of safety on these key corridors, as well as aiding the safety of pedestrian movements connecting the development Site to the

infrastructure being delivered as part of the South Wokingham SDL development and onwards to Wokingham town centre.

Traffic Flows

- 7.93 Given the location of the proposed Site in the context of the South Wokingham SDL proposals and the associated new transport links such as the South Wokingham Distributor Road, it is important that account is taken of the resultant rerouting of traffic that will occur. Accordingly, use has been made of baseline traffic flows that have been obtained from WBC's Strategic Transport Model (WSTM) which fully allow for these effects and the impact of other committed development Sites in the local area. Further details of the traffic flow scenarios obtained from the WSTM are presented within the Transport Assessment Reports.
- 7.94 Baseline traffic flows have been established for the morning and evening peak hours using the WSTM 2026 baseline model. These flows are shown in **Table 7.9** below and all flows are represented as Passenger Car Units (PCUs) which allow for all vehicle types, including HGVs which are given greater weighting than cars due to their increased use of capacity on the network. A plan identifying the location of each link is provided at **Figure 7.2**.
- 7.95 The traffic flow diagrams for the 2026 Baseline AM and PM Peak Flows are shown on **Figures 7.3 and 7.4** respectively.

Table 7.9 – 2026 Base Flows

Link Ref	Links	AM Peak Hour	PM Peak Hour	24 Hr Daily
1	Finchampstead Road (North)	1,970	1,891	22,329
2	SWDR (West)	1,238	1,456	14,264
3	Finchampstead Road (South)	2,289	2,231	27,548
4	Oakley Drive	65	95	687
5	SWDR (West of Easthampstead Road)	1,168	1,133	13,239
6	Easthampstead Road	255	120	1,823
7	SWDR (East of Easthampstead Road)	1,364	1,247	14,209
8	SWDR (East of new SWDR link Road)	1,361	1,490	15,013
9A	SWDR Link Road	780	684	7,180
9B	SWDR Link Road	780	684	7,178
10A	Easthampstead Road (West of Site Access B)	349	174	3,071

Link Ref	Links	AM Peak Hour	PM Peak Hour	24 Hr Daily
10B	Easthampstead Road (East of Site Access B)	349	174	3,071
11	Heathlands Road	494	555	5,048
12	Easthampstead Road	2	2	23
13A	Easthampstead Road (East of Site Access C)	349	174	3,071
13B	Easthampstead Road	376	172	-
14	Redlake Lane	266	294	3,755
15	Old Wokingham Road	2,339	2,157	22,187
16	B3430 Nine Mile Ride (East)	1,615	1,580	16,552
17	Old Wokingham Road (South)	1,400	1,440	11,634
18	B3430 Nine Mile Ride (West)	1,418	1,368	13,452
19A	Old Wokingham Road (South of Site Access A)	2,046	2,035	19,305
19B	Old Wokingham Road (North of Site Access A)	2,046	2,035	19,305
20	Old Wokingham Road	2,046	2,035	19,305
21	Waterloo Road	1,057	1,207	10,605
22	SWDR (North of Waterloo Road)	1,359	1,156	13,209
23	Peacock Lane	2,033	2,183	18,917
24	Sparrowhawk Lane	395	1,173	6,269
25	Peacock Lane	2,257	3,183	23,428
26	Peacock Lane	832	441	5,251
27	Vigar Way	1,845	2,937	21,370
28	A329 Berkshire Way (East)	4,376	3,319	42,444
29	A329 Berkshire Way	5,958	5,228	56,547

Link Ref	Links	AM Peak Hour	PM Peak Hour	24 Hr Daily
30	London Road	3,521	2,910	34,497
31	A329 Berkshire Way (West)	8,447	7,636	74,681
32	London Road (East)	2,886	3,091	29,054
33	Oak Avenue	1,464	1,116	13,034
34	London Road (East of SWDR)	2,472	2,100	24,238
35	London Road (West of SWDR)	1,796	1,481	18,217

Figure 7.2 - Link locations

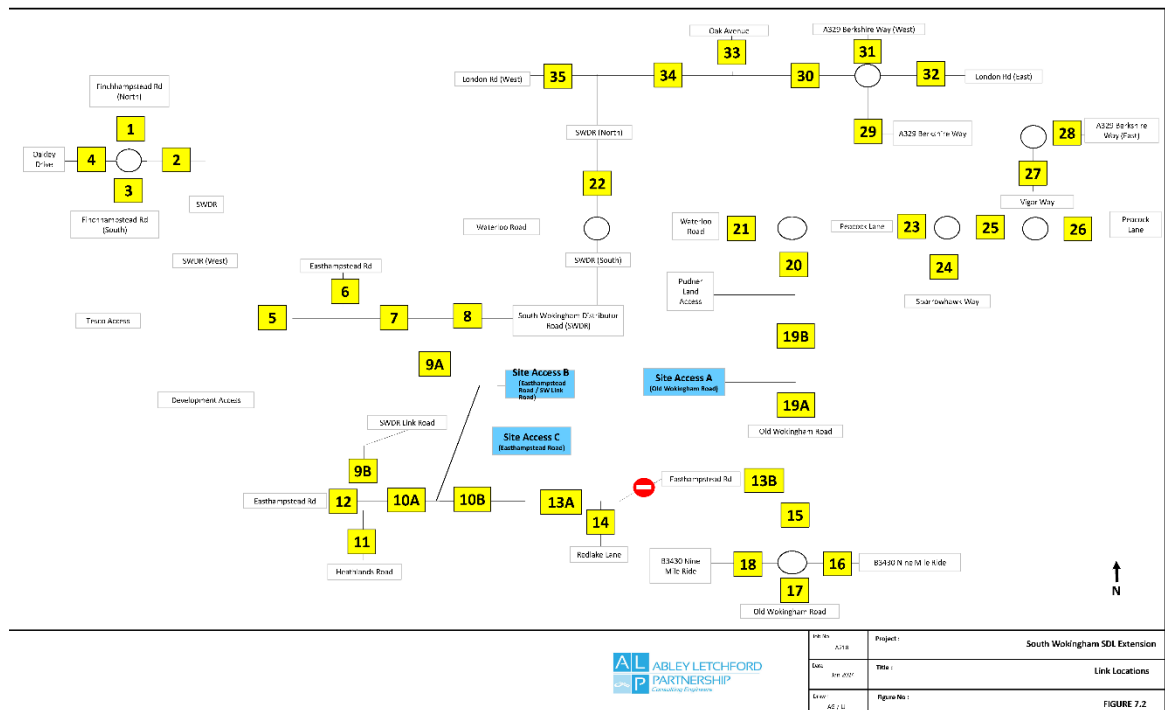
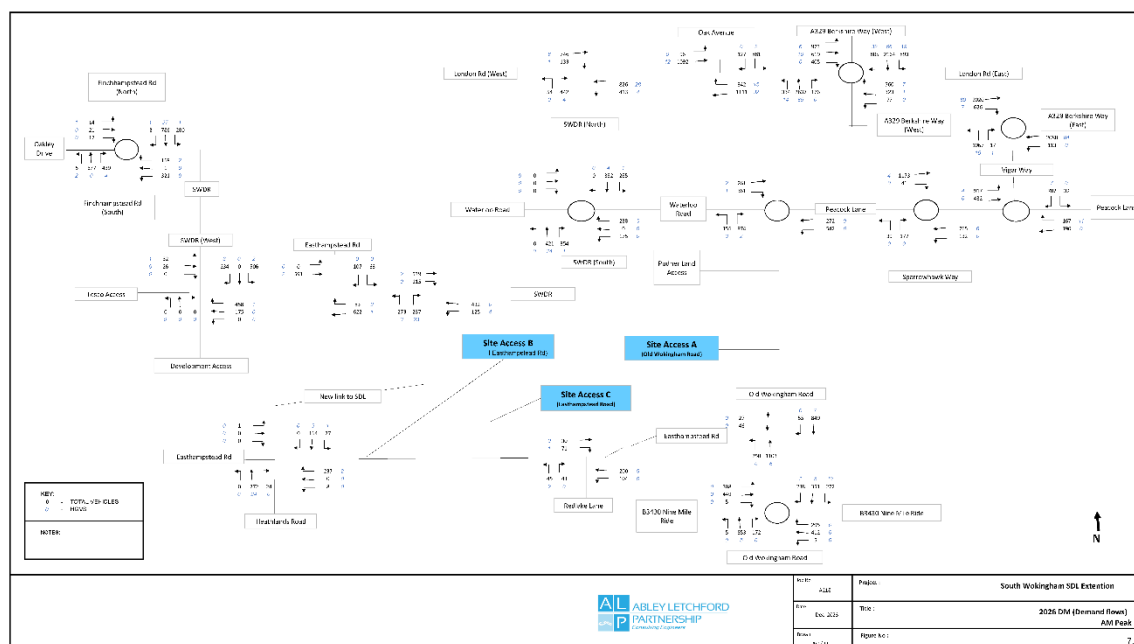
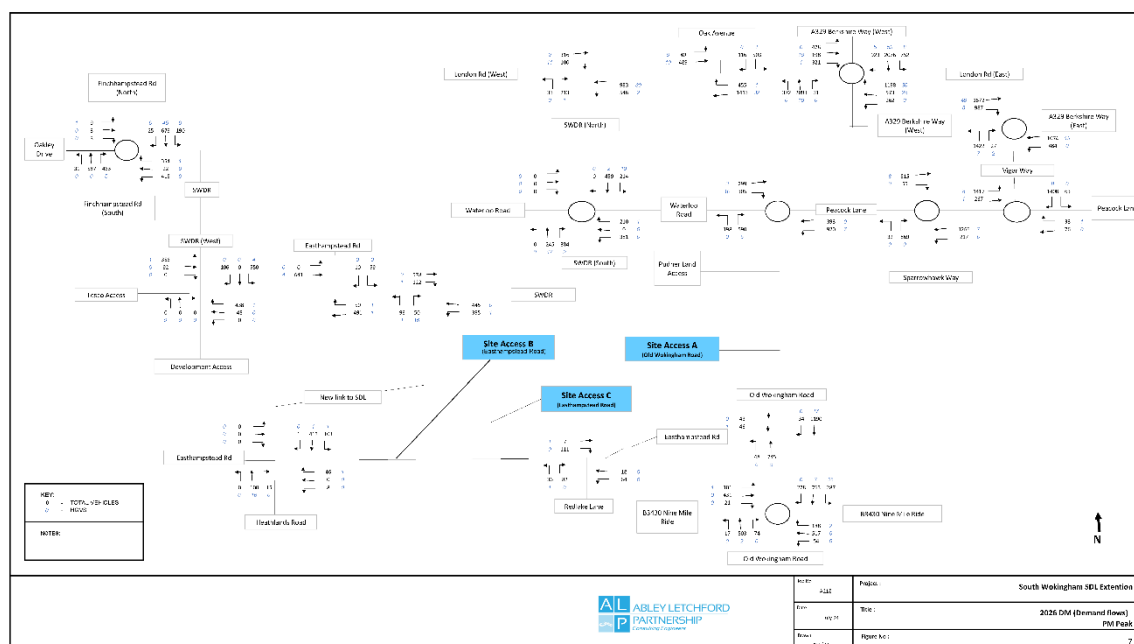


Figure 7.3 - 2026 Baseline Traffic Flows AM Peak**Figure 7.4 - 2026 Baseline Traffic Flows PM Peak**

Future Baseline Conditions

- 7.96 Background traffic growth will occur during the period up to 2038 as well as new traffic movements attributable to committed and planned developments that will become operational in the intervening years. These factors are fully allowed for within the 2038 'Forecast Base' scenario derived from the WSTM traffic model.

7.97 Diagrams showing the two-way traffic flows that would occur along the local highway network in the 2038 'Forecast Base' scenario are shown on **Figures 7.5 and 7.6** for the morning and evening peak hours respectively.

Figure 7.5 - 2038 Baseline Traffic Flows AM Peak

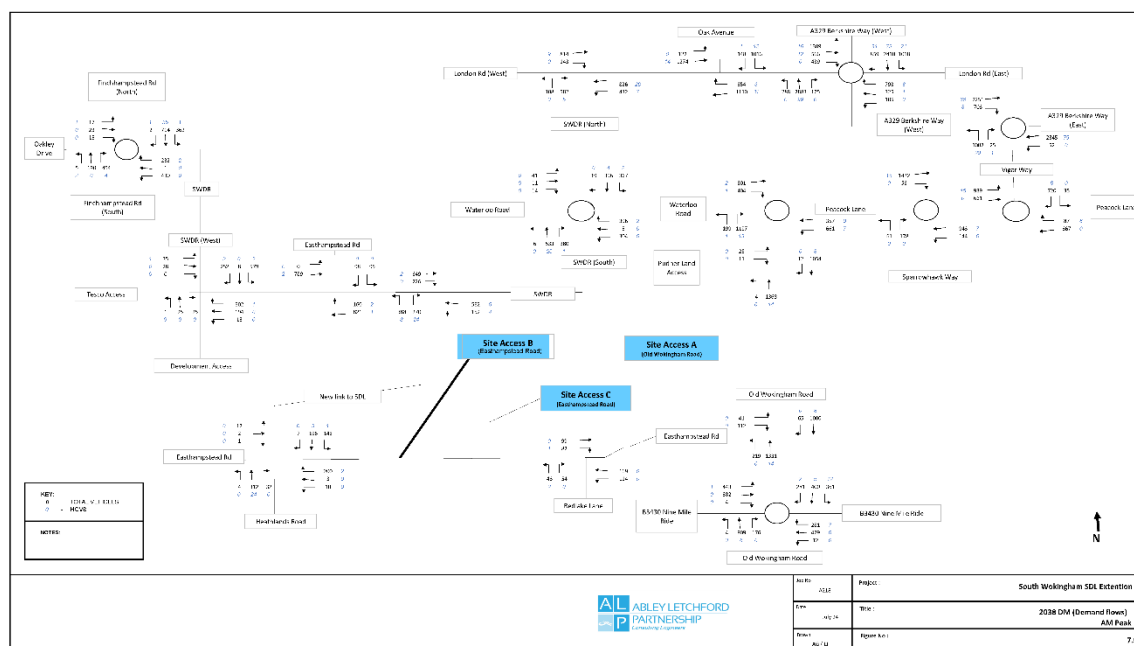
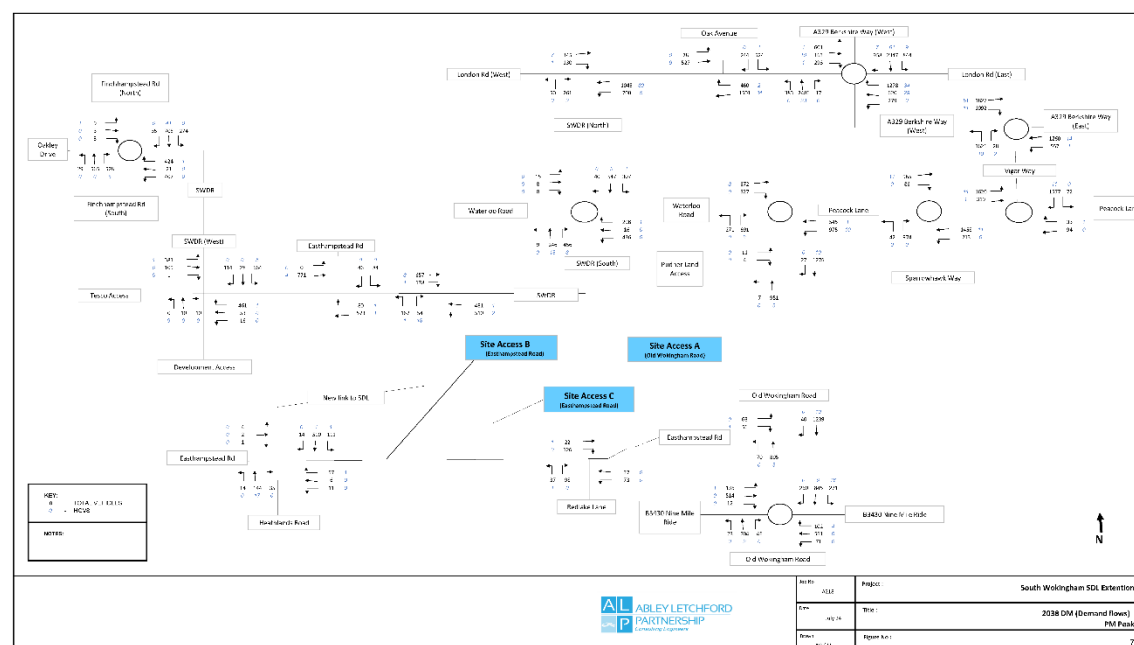


Figure 7.6 - 2038 Baseline Traffic Flows PM Peak



Assessment of Effects

Construction Phase

- 7.98 The development is expected to be fully operational during 2038, with construction commencing at approximately 2026. Therefore, for the purposes of assessing transport effects a 2026 design year has been identified as a typical year during the construction period.
- 7.99 Construction traffic associated with the development would access the Site via Either Old Wokingham Road or Old Wokingham Road and Easthampstead Road. Further afield, construction traffic would either route southbound on Old Wokingham Road or via Peacock Lane and Vigar Way onto Berkshire Way before dispersing onto the wider highway network.
- 7.100 It is estimated that a development of this size and nature would typically achieve an annual build out rate of up to 100 dwellings per annum. Based on information obtained from other similar residential Sites, the construction of 100 dwellings per annum typically generates a total of 14 HGV movements each day.
- 7.101 In terms of the construction worker movements, information obtained at other residential Sites indicates that approximately 0.78 construction workers can be expected on-Site for every residential dwelling being constructed per annum. Therefore, based on the estimated 100 annual dwelling build out rate, this equates to 78 construction workers on-Site at a time.
- 7.102 The construction worker vehicle trips rates obtained from other residential construction Sites are summarised in **Table 7.10** below. The Table uses these trip rates to calculate the number of light vehicle movements that would be generated by the 78 construction workers. These trips are then combined with the predicted HGV movements to determine the total peak hour and daily vehicular generation during the construction phase.

Table 7.10 – Construction Worker Vehicle Trips

Time Period	Light Vehicle Trip Rate			Light Vehicles			HGVs			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.11	0.02	0.12	8	2	10	2	2	2	10	4	12
PM Peak Hour	0.00	0.03	0.03	0	2	2	2	2	2	2	4	4
Daily	0.77	0.77	1.54	60	60	120	8	8	14	68	68	134

Note: Trip rates are vehicle trips per construction worker.

- 7.103 **Table 7.10** shows that the construction of the development could result in 134 daily two way construction movements. In the morning peak hour there would be 12 two way vehicle movements with 4 two way vehicle movements occurring during the evening peak hour.

Construction Traffic Assessment

7.104 **Table 7.11** presents an assessment of highway link flows in the 2026 scenario by comparing the baseline flows to the additional traffic generated by the construction phase. As before, the flows are represented as Passenger Car Units (PCUs) which allow for all vehicle types including HGVs which are given greater weighting than cars due to their increased use of capacity on the network and a plan identifying the location of each link is provided at **Figure 7.2**.

Table 7.11 – 2026 Two-way Link Flow analysis - With Construction Traffic Appraisal

Link Ref	Links	AM Peak Hour			PM Peak Hour			24Hr Daily		
		2026 Base	Diff	% Change	2026 Base	Diff	% Change	2026 Base	Diff	% Change
1	Finchampstead Road (North)	1,970	-	-	1,891	-	-	22,329	-	-
2	SWDR (West)	1,238	-	-	1,456	-	-	14,264	-	-
3	Finchampstead Road (South)	2,289	-	-	2,231	-	-	27,548	-	-
4	Oakley Drive	65	-	-	95	-	-	687	-	-
5	SWDR (West of Easthampstead Road)	1,168	-	-	1,133	-	-	13,239	-	-
6	Easthampstead Road	255	-	-	120	-	-	1,823	-	-
7	SWDR (East of Easthampstead Road)	1,364	-	-	1,247	-	-	14,209	-	-
8	SWDR (East of new SWDR link Road)	1,361	-	-	1,490	-	-	15,013	-	-
9A	SWDR Link Road	780	-	-	684	-	-	7,180	-	-
9B	SWDR Link Road	780	-	-	684	-	-	7,178	-	-
10A	Easthampstead Road (West of SWDR)	349	-	-	174	-	-	3,071	-	-
10B	Easthampstead Road (West of Site Access B)	349	+9	+2.6%	174	+9	+5.2%	3,071	+96	+3.1%
11	Heathlands Road	494	-	-	555	-	-	5,048	-	-
12	Easthampstead Road	2	-	-	2	-	-	23	-	-
13A	Easthampstead Road (East of Site Access C)	349	+9	+2.6%	174	+9	+5.2%	3,071	+96	+3.1%
13B	Easthampstead Road	376	+9	+2.4%	172	+9	+5.2%	2,883	+86	+3.0%
14	Redlake Lane	266	-	-	294	-	-	3,755	-	-
15	Old Wokingham Road	2,339	+6	+0.3%	2,157	+6	+0.3%	22,187	+54	+0.2%
16	B3430 Nine Mile Ride (East)	1,615	-	-	1,580	-	-	16,552	-	-
17	Old Wokingham Road (South)	1,400	+6	+0.4%	1,440	+6	+0.4%	11,634	+45	+0.4%

Link Ref	Links	AM Peak Hour			PM Peak Hour			24Hr Daily		
		2026 Base	Diff	% Change	2026 Base	Diff	% Change	2026 Base	Diff	% Change
18	B3430 Nine Mile Ride (West)	1,418	-	-	1,368	-	-	13,452	-	-
19A	Old Wokingham Road (South of Site Access A)	2,046	+9	+0.4%	2,035	+9	+0.4%	19,305	+78	+0.4%
19B	Old Wokingham Road (North of Site Access A)	2,046	+12	+0.6%	2,035	+12	+0.6%	19,305	+104	+0.5%
20	Old Wokingham Road	2,046	+12	+0.6%	2,035	+12	+0.6%	19,305	+104	+0.5%
21	Waterloo Road	1,057	-	-	1,207	-	-	10,605	-	-
22	SWDR (North of Waterloo Road)	1,359	-	-	1,156	-	-	13,209	-	-
23	Peacock Lane	2,033	+12	+0.6%	2,183	+12	+0.5%	18,917	+98	+0.5%
24	Sparrowhawk Lane	395	-	-	1,173	-	-	6,269	-	-
25	Peacock Lane	2,257	+12	+0.5%	3,183	+12	+0.4%	23,428	+95	+0.4%
26	Peacock Lane	832	-	-	441	-	-	5,251	-	-
27	Vigar Way	1,845	+12	+0.7%	2,937	+12	+0.4%	21,370	+98	+0.5%
28	A329 Berkshire Way (East)	4,376	+6	+0.1%	3,319	+6	+0.2%	42,444	+60	+0.1%
29	A329 Berkshire Way	5,958	+6	+0.1%	5,228	+6	+0.1%	56,547	+55	+0.1%
30	London Road	3,521	-	-	2,910	-	-	34,497	-	-
31	A329 Berkshire Way (West)	8,447	+6	+0.1%	7,636	+6	+0.1%	74,681	+51	+0.1%
32	London Road (East)	2,886	-	-	3,091	-	-	29,054	-	-
33	Oak Avenue	1,464	-	-	1,116	-	-	13,034	-	-
34	London Road (East of SWDR)	2,472	-	-	2,100	-	-	24,238	-	-
35	London Road (West of SWDR)	1,796	-	-	1,481	-	-	18,217	-	-

7.105 **Table 7.11** shows that traffic flows in 2026 with the construction traffic would not be significantly different from the 2026 'Forecast Base' scenario. Traffic increases along all areas of the road network would be no greater than 5.2% across the morning and evening peak hours as well as the 24 hour weekday period. Changes of this magnitude lie well below the 10% threshold and therefore, in accordance with the IEA guidance thresholds, would not be perceptible.

7.106 Notwithstanding that the changes in traffic flows along all areas of the surrounding highway network would not be discernible during the construction stage of the Proposed Development, the construction activity would generate HGV movements that would not occur in the baseline scenario. The nature of the HGV trips associated with the construction activities is such that has the potential to create a minor adverse effect in terms of pedestrian amenity along the surrounding network. The effect of the HGV trips in respect of pedestrian delay and severance as well as driver delay, accidents and safety would however be

negligible. Measures that will be adopted to mitigate the specific nature of the short term minor adverse effect on pedestrian amenity are set out in the 'Mitigation Measures' section of this Chapter.

Construction of Access Junction

- 7.107 The access proposals for the development include the construction of new vehicular access junctions at Old Wokingham Road, Easthampstead Road and ultimately the SWDR Link Road. Further details of the proposed junction layouts are provided within the Transport Assessment Reports which are attached as **Appendix 7.1** of this ES Chapter. The access will take the form of a new three arm roundabout at Old Wokingham Road, and a priority junction at the other two locations.
- 7.108 The construction of the access junctions is likely to take place over an approximately three-month period during which time local traffic management measures will be introduced along Old Wokingham Road or Easthampstead Road as required.
- 7.109 The access junction construction works are likely to effect the users of Old Wokingham Road or Easthampstead Road and result in a minor adverse effect in terms of driver delay while the traffic management measures are in place. As the construction works for the access junctions are likely to only occur for only a three-month duration, the adverse effects will however be short term in nature.
- 7.110 The construction of the access junction would have no effect on the pedestrian on cycle networks in the area. Consequently, there would be negligible effects in terms of pedestrian delay, severance and amenity. Similarly, the traffic management scheme that would accompany the construction works would ensure that the activities are undertaken in an appropriate and safe manner, thereby ensuring that there would also be negligible effects in terms of accidents and safety.
- 7.111 Finally, regarding fear and intimidation on and by road users, the IEA guidance states that factors influencing fear include traffic volume, heavy vehicle composition, speed, and proximity to pedestrians. The increase in traffic flows related to construction traffic have been identified as well below the 10% threshold and therefore would not be perceptible.

Service and Utility Diversions

- 7.112 It is possible that utility diversions may need to be undertaken along the Site's eastern boundary with Old Wokingham Road and southern boundary with Easthampstead Road as part of the construction works for the Site access junctions.
- 7.113 The construction works for any such service diversions would be scheduled to take place during the same period as the construction of the access junctions in order to minimise the disruption. The environmental effects would therefore be the same as identified above for the construction of the access junction; namely a short term minor adverse effect in terms of driver delay and negligible effects in terms of pedestrian delay, severance and amenity, and accidents and safety.

Operational Phase

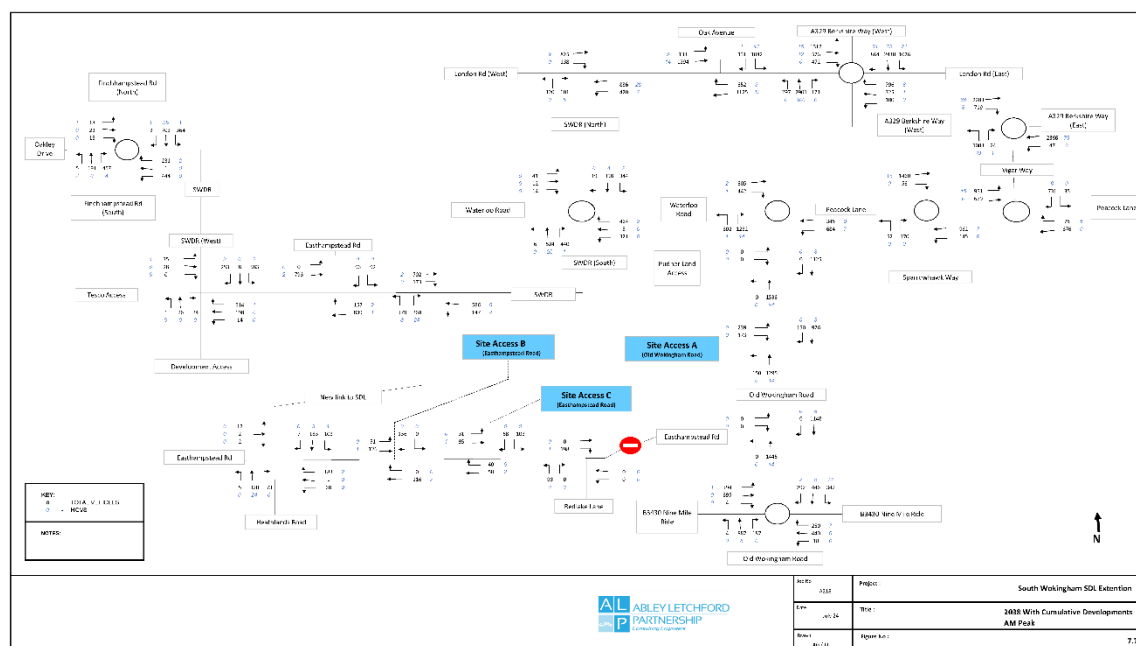
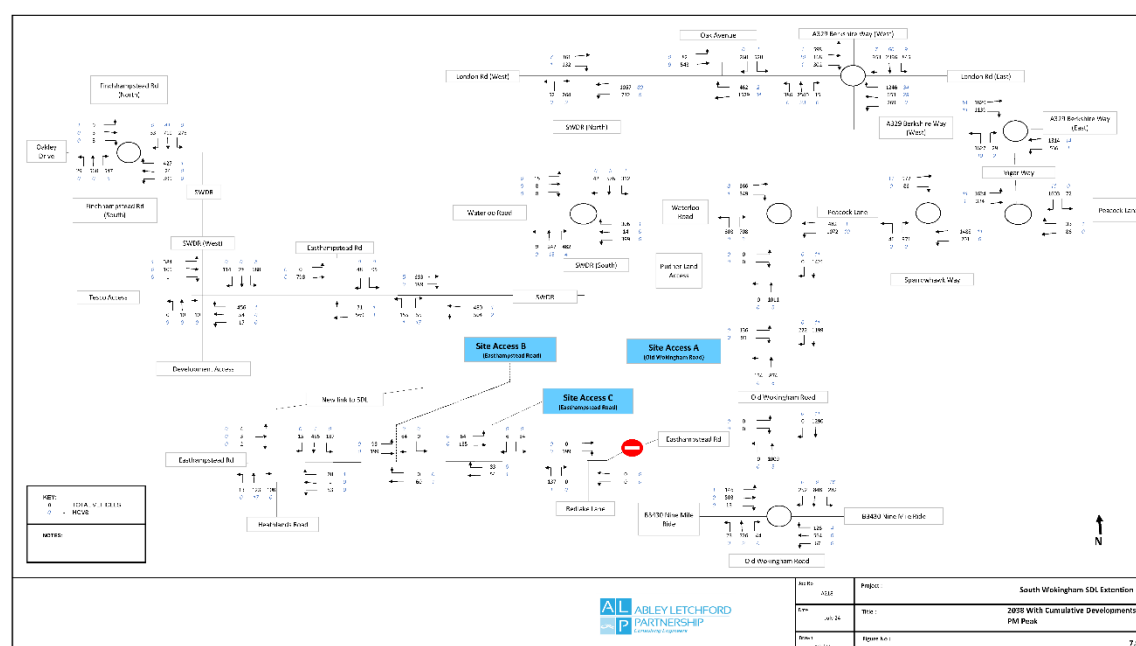
- 7.114 The Development is likely to be fully operational by 2038. Therefore, for the purposes of assessing the transport effects of the Development an assessment year of 2038 has been used. Furthermore, this is the earliest available year within Wokingham Borough Council's WSTM traffic model where the Development is fully completed and operational.
- 7.115 The vehicular trip generation for the Development has been appraised using the approved peak hour trip rates which Wokingham Borough Council utilises within its WSTM traffic model.
- 7.116 Although the Proposed Development is for up to 1,030 dwellings, the traffic modelling undertaken within the WSTM was instructed in August 2023 for a higher quantum of 1,100 dwellings. Therefore, the number of vehicle trips for the 1,100 dwellings that would be generated during the morning and evening peak hours, as well as the 24 hour weekday period, are summarised in **Table 7.12** below. Note that the inclusion of an additional 70 dwellings allows for a robust assessment.

Table 7.12 – Proposed Development - Vehicular Trip Generation

	AM Peak Hour			PM Peak Hour			Daily (24 Hour)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicular Trips (1,100 units)	187	451	638	396	176	561	3,716	3,716	7,433

Operational Traffic Assessment

- 7.117 The vehicular trips that would be generated by the Development have been assigned onto the local highway network using the 2038 WSTM. The results of the 2038 'With Development' model output have then been compared with the '2038 Forecast Base' model output in order to establish the transport impact of the Development.
- 7.118 **Figures 7.7 and 7.8** show the 2038 With Cumulative Development Traffic Flows for the AM and PM peak hours respectively.

Figure 7.7 - 2038 Cumulative Dev Traffic Flows AM Peak**Figure 7.8 - 2038 Cumulative Dev Traffic Flows PM Peak**

7.119 **Table 7.13** presents an assessment of highway link flows in the 2038 scenario by comparing the 2038 'Forecast Base' flows with the 2038 'With Development' flows which allows for the vehicular trips that would be generated when the Development is fully operational. As before, the flows are represented as Passenger Car Units (PCUs) which allow for all vehicle types including HGVs which are given greater weighting than cars due to their increased use of capacity on the network and a plan identifying the location of each link is provided at **Figure 7.2**.

Table 7.13 – 2026 Two-way Link Flow analysis - With Development Traffic Appraisal

Link Ref	Links	AM Peak Hour			PM Peak Hour			24Hr Daily		
		2038 Base	Diff	% Change	2038 Base	Diff	% Change	2038 Base	Diff	% Change
1	Finchampstead Road (North)	2,058	-10	-0.5%	2,058	+11	+0.6%	23,402	-54	-0.2%
2	SWDR (West)	1,509	+18	+1.2%	1,663	+22	+1.3%	16,622	+230	+1.4%
3	Finchampstead Road (South)	2,352	+7	+0.3%	2,287	+16	+0.7%	28,325	+70	+0.2%
4	Oakley Drive	70	0	+0.5%	103	0	+0.3%	734	+3	+0.4%
5	SWDR (West of Easthampstead Road)	1,445	+19	+1.3%	1,333	+5	+0.4%	15,148	+167	+1.1%
6	Easthampstead Road	355	-8	-2.3%	211	+4	+1.8%	2,659	+53	+2.0%
7	SWDR (East of Easthampstead Road)	1,829	+16	+0.9%	1,490	+24	+1.6%	17,666	+333	+1.9%
8	SWDR (East of new SWDR link Road)	1,664	+69	+4.2%	1,726	+21	+1.2%	17,776	+552	+3.1%
9A	SWDR Link Road	1,068	-70	-6.5%	931	-7	-0.7%	9,697	- 409	-4.2%
9B	SWDR Link Road	908	-65	-7.1%	862	+13	+1.5%	8,793	- 208	-2.4%
10A	Easthampstead Road (West of SWDR)	397	+35	+8.9%	225	+198	+88.2%	3,743	+1,551	+41.4%
10B	Easthampstead Road (West of Site Access B)	397	-152	-38.4%	225	+36	+16.0%	3,743	- 614	-16.4%
11	Heathlands Road	584	+94	+16.2%	734	+38	+5.2%	6,354	+432	+6.8%
12	Easthampstead Road	35	-1	-3.4%	42	-5	-11.0%	438	-41	-9.4%
13A	Easthampstead Road (East of Site Access C)	397	-98	-24.6%	225	+113	+50.2%	3,743	+574	+15.3%
13B	Easthampstead Road	437	-409	-93.6%	231	-199	-86.1%	3,551	-3,236	-91.1%
14	Redlake Lane	296	+3	+0.9%	335	+2	+0.7%	4,288	+29	+0.7%
15	Old Wokingham Road	2,707	-64	-2.4%	2,353	+62	+2.6%	25,623	+813	+3.2%
16	B3430 Nine Mile Ride (East)	1,661	-10	-0.6%	1,588	+20	+1.3%	17,765	+330	+1.9%
17	Old Wokingham Road (South)	1,516	+42	+2.7%	1,714	+18	+1.1%	13,259	+422	+3.2%
18	B3430 Nine Mile Ride (West)	1,545	-13	-0.9%	1,508	-6	-0.4%	14,842	+187	+1.3%
19A	Old Wokingham Road (South of Site Access A)	2,459	+157	+6.4%	2,256	+61	+2.7%	22,884	+2,029	+8.9%

Link Ref	Links	AM Peak Hour			PM Peak Hour			24Hr Daily		
		2038 Base	Diff	% Change	2038 Base	Diff	% Change	2038 Base	Diff	% Change
19B	Old Wokingham Road (North of Site Access A)	2,459	+197	+8.0%	2,256	+167	+7.4%	22,884	+2,454	+10.7%
20	Old Wokingham Road	2,484	+197	+8.0%	2,283	+167	+7.3%	23,147	+2,436	+10.5%
21	Waterloo Road	1,266	+132	+10.4%	1,521	-15	-1.0%	13,388	+799	+6.0%
22	SWDR (North of Waterloo Road)	1,785	+38	+2.1%	1,478	+45	+3.1%	16,749	+315	+1.9%
23	Peacock Lane	2,505	+49	+1.9%	2,573	+45	+1.7%	22,922	+1,036	+4.5%
24	Sparrowhawk Lane	440	- 16	-3.6%	1,315	-10	-0.8%	6,253	- 106	-1.7%
25	Peacock Lane	2,710	+51	+1.9%	3,633	+26	+0.7%	26,842	+947	+3.5%
26	Peacock Lane	1,157	+15	+1.3%	520	- 4	-0.8%	6,909	+149	+2.2%
27	Vigar Way	1,809	+12	+0.7%	3,326	+28	+0.9%	22,575	+735	+3.3%
28	A329 Berkshire Way (East)	4,818	+47	+1.0%	3,738	+37	+1.0%	45,704	+259	+0.6%
29	A329 Berkshire Way	6,473	+70	+1.1%	5,889	+105	+1.8%	62,639	+1,039	+1.7%
30	London Road	3,848	+60	+1.6%	3,066	+42	+1.4%	37,025	+305	+0.8%
31	A329 Berkshire Way (West)	9,523	+58	+0.6%	8,648	+64	+0.7%	84,910	+897	+1.1%
32	London Road (East)	3,024	+12	+0.4%	3,284	-5	-0.1%	30,790	+141	+0.5%
33	Oak Avenue	1,655	+20	+1.2%	1,310	+18	+1.3%	15,342	+209	+1.4%
34	London Road (East of SWDR)	2,701	+28	+1.1%	2,395	+63	+2.7%	27,278	+440	+1.6%
35	London Road (West of SWDR)	1,926	+28	+1.5%	1,607	+32	+2.0%	19,135	+287	+1.5%

7.120 As can be seen from **Table 7.13**, with the exception of eight links, traffic flows in 2038 when the development is fully operational would not be significantly different from the 2038 baseline scenario. Traffic increases along most areas of the road network would be no greater than 8.9% across the morning and evening peak hours as well as the 24 hour weekday period. Changes in flow of this magnitude lie below the 10% threshold and therefore, in accordance with the IEA guidance, would not be perceptible.

7.121 There are some instances where traffic flows would decrease slightly. This is due to the traffic adopting different routings in response to the different traffic flows and highway network configuration that will be in place by 2038.

7.122 The eight links with changes greater than 10% when compared to the baseline scenario during either peak hour or the 24 hour period have been reproduced at **Table 7.14** below for ease of reference.

Table 7.14 – 2026 Two-way Link Flow analysis - With Development Traffic Appraisal (changes greater than 10%)

Link Ref	Links	AM Peak Hour			PM Peak Hour			24Hr Daily		
		2038 Base	Diff	% Change	2038 Base	Diff	% Change	2038 Base	Diff	% Change
10A	Easthampstead Road (West of SWDR)	397	+35	+8.9%	225	+198	+88.2%	3,743	+1,551	+41.4%
10B	Easthampstead Road (West of Site Access B)	397	-152	-38.4%	225	+36	+16.0%	3,743	- 614	-16.4%
11	Heathlands Road	584	+94	+16.2%	734	+38	+5.2%	6,354	+432	+6.8%
13A	Easthampstead Road (East of Site Access C)	397	-98	-24.6%	225	+113	+50.2%	3,743	+574	+15.3%
13B	Easthampstead Road	437	-409	-93.6%	231	-199	-86.1%	3,551	-3,236	-91.1%
19B	Old Wokingham Road (North of Site Access A)	2,459	+197	+8.0%	2,256	+167	+7.4%	22,884	+2,454	+10.7%
20	Old Wokingham Road	2,484	+197	+8.0%	2,283	+167	+7.3%	23,147	+2,436	+10.5%
21	Waterloo Road	1,266	+132	+10.4%	1,521	-15	-1.0%	13,388	+799	+6.0%

7.123 The potential environmental effects from the operational Development in respect of transport are assessed below for each of the links identified.

Easthampstead Road

7.124 Links 10A, 10B, 13A and 13B are all located along Easthampstead Road. The highest change occurs at link 13B, with a reduction in flows of 93.5% during the AM peak period and 86.1% during the PM peak period. This is due to the proposed point closure of the route to preventing through movements along the link.

7.125 The IEA Guidelines as set out at **Table 7.2**, define increases of over 90% as representing a major magnitude of impact.

7.126 Easthampstead Road is an unlit road accommodating two-way traffic and has no separate footway or cycleway provision adjacent to the carriageway. The route has a 60mph speed limit, reducing to 40mph in the vicinity of the priority junction with Heathlands Road. The existing flows shown on the link are low and given a school is located to the south of the link, it is therefore deemed as being a medium sensitivity receptor.

- 7.127 Given the change is a reduction in flows, it is therefore considered that the change in flows at the link would result in a major beneficial effect in terms of pedestrian severance and amenity, driver/passenger delay, NMU delay, Fear and intimidation on and by road users, and road users/pedestrian safety.
- 7.128 Similarly link 13A benefits from a reduction in traffic during the AM peak hour of 24.6% as a result of the closure. However, during the PM peak period and 24Hr daily there are increases of 50.3% and 15.3% respectively. Rather than traffic generated from development trips, these increases are as a result of background traffic rerouting through the development Site from Old Wokingham Road or west from the Redlake Lane priority junction as the eastbound route is closed.
- 7.129 An increase between 30-60% constitutes a minor magnitude of impact as defined with the IEA Guidelines, whilst those less than 30% are defined as negligible. Given the link has been considered a medium sensitivity receptor, it is therefore considered that the change in flows at the link would result in a minor adverse effect during the PM peak period and a negligible effect during the AM and 24hr periods.
- 7.130 Although the percentage increase in trips along the link is shown to be discernible in the PM peak hour, this is due to the route having low existing volumes of traffic. Indeed, the 113 PCUs increase equates to approximately 2 vehicles per minute during the peak hour.
- 7.131 At links 10B and 10A, the links are also affected by development traffic arriving/departing Accesses B and C as well as the redistribution of traffic as a result of the point closure of Easthampstead Road. At link 10B there is a reduction of 38.4% during the AM peak period and an increase during the PM peak period of 16%. For the 24Hr daily period, flows reduce by 16.4%. At link 10A there are increases of 8.9%, 88.2% and 41.4% for the AM, PM and daily periods respectively.
- 7.132 An increase of less than 30% constitutes a negligible magnitude of impact as defined with the IEA Guidelines, given the link has been considered a medium sensitivity receptor, the resultant effects at link 10b are a negligible effect during the PM peak hour and 24Hr period. The 38.4% decrease results in a minor beneficial effect during the AM peak period.
- 7.133 At link 10A the 8.9% increase results in a negligible effect during the AM peak hour. The 88% and 41% increases are defined as minor and moderate effects respectively on the Easthampstead Road links. However, as mentioned above, the percentage increase in trips along the link is due to the route having low existing volumes of traffic and the changes on this link should be considered in the context of the other changes and benefits across the Easthampstead Road link as a whole.

Heathlands Road

- 7.134 Heathlands Road is similar in character to Easthampstead Road, being unlit and accommodating two-way traffic with no separate footway or cycleway provision adjacent to the carriageway. The route has a 60mph speed limit, reducing to 40mph in the vicinity of the priority junction with Heathlands Road. The existing flows shown on the link are also low and

a school is located to the north east of the link, so it is therefore deemed as being a medium sensitivity receptor.

- 7.135 At Heathlands Road there is an increase of 16.2% during the AM peak period, however increases during the PM and daily periods are below 10% at 5.2% and 6.8% respectively.
- 7.136 An increase of less than 30% constitutes a negligible magnitude of impact as defined with the IEA Guidelines. Given the link has been considered a medium sensitivity receptor, the resultant effects on pedestrian severance and amenity, driver/passenger delay, NMU delay, Fear and intimidation on and by road users, and road users/pedestrian safety is considered negligible.

Old Wokingham Road and Waterloo Road

- 7.137 The other three links are located north of proposed Site access A, at Old Wokingham Road and Waterloo Road. Links 19B and 20 are located at Old Wokingham Road and the table identifies increases of 10.5% and 10.7% at each link during the 24Hr period. Increases during the AM and PM peak period are less pronounced at 8% and 7.4% respectively.
- 7.138 Old Wokingham Road is an unlit road accommodating two-way traffic and has no separate footway or cycleway provision adjacent to the carriageway (south of the priority junction with Waterloo Road). The route has a 60mph speed limit, reducing to 40mph in the vicinity of the priority junction with Easthampstead Road. There are some adjacent land uses, but not sensitive uses, so it is therefore deemed as being a low sensitivity receptor.
- 7.139 Waterloo Road is an unlit road accommodating two-way traffic and generally has no separate footway or cycleway provision adjacent to the carriageway (aside from a section of footway/footway adjacent to the priority junction with Peacock Lane). The route has a 30mph west of the priority junction for approximately 240m before increasing to 60mph. There are some adjacent land uses, but not sensitive uses, so it is therefore deemed as being a low sensitivity receptor.
- 7.140 The predicted traffic flow increases along both Old Wokingham Road and Waterloo Road are up to 11% which slightly exceed the 10% threshold within the IEA Guidelines. However, given the low sensitivity of the receptors, the resultant effects on severance of communities, driver/passenger delay, NMU delay, NMU amenity, fear and intimidation on and by road users, and road users and pedestrian safety would be negligible.
- 7.141 The appraisal of non car accessibility presented with the Transport Assessment Report demonstrates there would be a high level of connectivity for pedestrian trips arising from the Development. Most notably, this includes promoting segregated 3m pedestrian/cycle routes at the northern perimeter of the Site to connect to Byway 30 and the future South Wokingham SDR link road. The byway in turn leads to the section of Waterloo Road which is being stopped up to through traffic as part of the access proposal for the adjacent South Wokingham SDL development. These routes will enable pedestrians and cyclists to use alternative segregated links to reach destinations at the north of the Site, without utilising the Old Wokingham Road corridor. The point closure at Easthampstead Road will also allow

pedestrians to cross to the south of the Site to a proposed SANG Site. Pedestrian trips associated with the development will therefore be well catered for and hence it is considered that the adverse effects of the Development would be negligible in terms of pedestrian delay, severance and amenity.

- 7.142 More generally, capacity assessments have been undertaken at the proposed access junction and neighbouring junctions along the highway network. The results, which are presented with the Transport Assessment Report show that the access arrangements would operate within capacity when the Development is fully operational and that the increases in delay along the surrounding network would not be significant. The effect of the Development in respect of driver delay is therefore considered to be negligible.
- 7.143 Similarly, the appraisal of accident data presented in the Transport Assessment Report has shown that the above sections of road network have not experienced any significant pattern of accidents that would be exacerbated by the Proposed Development. As such, the effect of the Development with regards to accidents and safety is considered to be negligible.
- 7.144 Given the promotion of the alternative routes for non-motorised Users within the Site, it is considered that the effect of the Development with regards to NMU delay and Fear and Intimidation on and by Road Users is also negligible.

Proposed Mitigation

Construction Phase

- 7.145 The analysis undertaken within this Chapter of the ES has determined that the nature of HGV trips associated with the construction activities is such that it has the potential to create a minor adverse effect in terms of pedestrian amenity along the surrounding network. The analysis has also identified a potential for minor adverse effects to driver delay during the construction phase. This is attributable to the physical construction of the access junctions and the potential for service utility diversions along the Old Wokingham Road and Easthamsptead Road frontages.
- 7.146 Mindful of the specific nature of the HGV trips that would be generated during the construction period a Construction Environment Management Plan (CEMP) would be submitted to and approved by Wokingham Borough Council prior to the commencement of any development. This could be secured by condition attached to the grant of planning permission. In respect of transport, the principal aim of a Construction Environment Management Plan would be to ensure that construction works are organised and delivered in a manner that safeguards the highway impact, highway safety and amenity of the area surrounding the Development.
- 7.147 Along with specifying the construction duration and hours of operation the Construction Environment Management Plan would contain information such as an agreed routing plan for the demolition, excavation and construction vehicles. This would be established to seek to minimise the impacts on other users of the highway network. The Construction Environment Management Plan would also set out the access arrangements throughout the construction stage.

Operational Phase

- 7.148 The analysis undertaken within this Chapter of the ES has determined that the transport related effects of the Development during the operational phase would be negligible when appraised in accordance with the IEA guidance. Notwithstanding, as detailed within the Transport Assessment Reports, a financial contribution will be provided towards Wokingham Borough Council's 'My Journey Wokingham' initiative which addresses Travel Planning measures within the borough with the aim of promoting a range of initiatives and measures that will act to encourage sustainable travel. This will have the positive effect of reducing the vehicular trips arising from the Development.

Mitigation Measures

- 7.149 Vehicular access to the Site would primarily be achieved through a newly constructed roundabout located on Old Wokingham Road. The northern and southern arms of this roundabout will be the northern and southern sections of Old Wokingham Road, while the third arm located to the west will be the Site access.
- 7.150 Priority access junctions at Easthampstead Road will also include 2m footways to allow pedestrians to route through the Site. Meanwhile, Easthampstead Road to the east of Redlake lane will provide a quiet route for pedestrians and cyclists as a result of the point closure.
- 7.151 The internal road network of the development will be designed as a low speed environment reducing the dominance of cars and increasing pedestrian amenity within the Site as well as increasing safety within the development.

Residual Effects**Construction Phase**

- 7.152 It is considered that the implementation of a Construction Environment Management Plan (CEMP) would help to mitigate the minor adverse effects on pedestrian amenity along the surrounding network due to the nature of HGV trips associated with the construction activities. The CEMP would also help to mitigate the effects along Old Wokingham Road and Easthampstead Road in terms of driver delay attributable to the physical construction of the access junctions and potential diversion of utility apparatus. However, the residual effects on both pedestrian amenity and driver delay are still considered to be minor and short term in nature.

Operational Phase

- 7.153 The financial support provided towards the 'My Journey Wokingham' travel planning initiative is likely to result in the actual vehicular trip generation of the Development during the operational phase being lower than that allowed for in the trip generation rates that have been used to undertake this assessment. On this basis, the scale of any adverse effects that are forecast to occur along all areas of the network during the operational phase are likely to be less pronounced. Notwithstanding this positive effect, the residual transport related effects associated with the development are considered to remain as being negligible.

Limitations and Assumptions

- 7.154 The main limitation in the baseline conditions presented within this Chapter relate to the availability of baseline and future year traffic flows. These have been obtained from WBC's Strategic Transport Model (WSTM) which assesses both existing traffic on the network as well as that associated with future developments which are due to be built. This ensures that assessment is undertaken on a Cumulative basis. Further details of how the WSTM model flows are derived is included within the Transport Assessment Reports
- 7.155 Attached as **Appendix 7.1** of this ES Chapter. Notwithstanding, model traffic flow outputs are only available for certain future years, in this case 2026 and 2038. Therefore, although the Development is due to be operational at an earlier date, the 2038 model outputs have instead been used for robustness.
- 7.156 Traffic generation estimates for the construction of the Development are based on a number of assumptions on matters such as materials quantities, number of workers, construction programme etc. However, worst case assumptions have been made in a number of instances. For example the period of the highest traffic generation has been used.
- 7.157 Traffic generation assumptions for the operational assessment are based on trip rates agreed with Wokingham Borough Council.

Summary of Effects

- 7.158 **Table 7.15** provides a summary of the effects set out above.

Table 7.15 – Summary of Effects, mitigation and residual effects.

Potential Effect	Nature of Effect (Permanent / Temporary)	Significance (Major/Moderate/Minor) (Beneficial/ Adverse/Negligible)	Mitigation / Enhancement Measures & Monitoring (and how these will be secured)	Residual Effects (Major/Moderate/Minor) (Beneficial/Adverse/ Negligible)
Construction				
Effects on Driver Delay due to construction of access junctions at Easthampstead Road	Temporary	Minor Adverse	Implementation of measures set out in the CEMP and Temporary Traffic Management Schemes	Minor Adverse
Effects on Driver Delay due to	Temporary	Minor Adverse	Implementation of measures set out in the	Minor Adverse

Potential Effect	Nature of Effect (Permanent / Temporary)	Significance (Major/Moderate/Minor) (Beneficial/ Adverse/Negligible)	Mitigation / Enhancement Measures & Monitoring (and how these will be secured)	Residual Effects (Major/Moderate/Minor) (Beneficial/Adverse/ Negligible)
construction of access junctions at Old Wokingham Road			CEMP and Temporary Traffic Management Schemes	
Completed Development				
Pedestrian severance, amenity, driver delay, safety, NMU delay and fear & intimidation at Easthampstead Road (Old Wokingham Road to Point Closure)	Permanent	Major Beneficial	-	-
Pedestrian severance, amenity, driver delay, safety, NMU delay and fear & intimidation at Easthampstead Road (West of Redlake Lane)	Permanent	Minor adverse	Contribution towards 'My Journey Wokingham' Travel Planning Initiative Provision of alternative pedestrian and cycle infrastructure within the Site	Negligible

Potential Effect	Nature of Effect (Permanent / Temporary)	Significance (Major/Moderate/Minor) (Beneficial/ Adverse/Negligible)	Mitigation / Enhancement Measures & Monitoring (and how these will be secured)	Residual Effects (Major/Moderate/Minor) (Beneficial/Adverse/ Negligible)
Pedestrian severance, amenity, driver delay, safety, NMU delay and fear & intimidation at Easthampstead Road (East of Heathlands Rd)	Permanent	Moderate adverse	Contribution towards 'My Journey Wokingham' Travel Planning Initiative Provision of alternative pedestrian and cycle infrastructure within the Site	Negligible
Cumulative Effect				
Construction	Temporary	Minor Adverse	Traffic Management and implementation of CEMP Measures	Minor Adverse
Operation	Permanent	Minor Adverse	'My Journey' contributions and enhanced pedestrian and cycle provision internal to the Site	Negligible

Conclusion

- 7.159 This Chapter has assessed the environmental effects which would be likely to arise on the local transport network due to changes in predicted travel demand associated with the Proposed Development and other permitted or planned schemes in the vicinity. It draws on technical element of the Transport Assessment reports which accompany the planning

applications. The assessments have been carried out in accordance with the 'Guideline for the Environmental Assessment of Road Traffic' published by the IEA.

- 7.160 Transport policy at all levels advocates a move away from a reliance on the private car as the only realistic mode of transport for many journeys and places an emphasis on more effective and sustainable use of the transport infrastructure resource. In particular the guidance emphasises the benefits that limiting the distances between people live and the facilities and amenities which they need to access can have in reducing car-borne trips. Where distances are too great to reasonably walk or cycle, the guidance emphasises the importance of providing good public transport services in order to provide an attractive alternative to the private car. The Proposed Development is consistent with these policy aspirations.
- 7.161 The traffic data utilised in the assessment has been obtained from Wokingham Borough Council's Strategic Traffic Model (WSTM). The Development is likely to be fully operational by 2038. Therefore, for the purposes of assessing the transport effects of the Development an assessment year of 2038 has been used. Furthermore, this is the earliest available year within Wokingham Borough Council's WSTM traffic model where the Development is fully completed and operational.
- 7.162 The development proposals will include a Construction Environmental Management Plan (CEMP) which would be secured by condition and ensure that construction works are organised and delivered in a manner that safeguards the highway safety and amenity of the area surrounding the Site. This would help to minimise the minor adverse effects on pedestrian amenity along the surrounding network due to the nature of HGV trips associated with the construction activities. The CEMP would also act to minimise the nuisance associated with the construction activities associated with the formation of the access junction at Old Wokingham Road and Easthampstead Road. However, the residual effects on both pedestrian amenity and driver delay are still considered to be minor and short term in nature.
- 7.163 Traffic increases associated with the operational phase of the development would generally have negligible transport related effects when appraised in accordance with the IEA guidance. A minor and moderate adverse effect has been identified at certain locations of Easthampstead Road, however these should be viewed in the context of a proposed point closure of the route which creates a permanent major benefit. Pedestrians will be able to cross to the south of the Site to a proposed SANG Site and therefore pedestrian trips will be well catered for.
- 7.164 Notwithstanding, a financial contribution will be provided towards Wokingham Borough Council's 'My Journey Wokingham' initiative which addresses Travel Planning measures within the borough and aims to promote a range of initiatives and measures that will act to encourage sustainable travel. As a result, the actual vehicular trip generation of the Development during the operational phase being lower than that allowed for in the trip generation rates that have been used to undertake this assessment. Notwithstanding this

positive effect, the residual transport related effects associated with the development considered to remain as being negligible.