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Transport Statement – Supplementary Information 2

Project:	Shinfield Community Church. WBC Planning ref: 251538	Date:	9 March 2026
Note:	Supplementary Information to Transport Statement	Reference:	2517TN03A

1 Introduction

- 1.1.1 The following responds to queries raised by the highway authority regarding the proposed redevelopment of the Shinfield Community Church in Shinfield.
- 1.1.2 In particular, this document responds to re-consultation comments dated 19th December 2025.

2 Access geometry and Parking Layout

- 2.1.1 These comments will be addressed by Acis Group

3 Sunday Service Vehicle Trip Assessment

- 3.1.1 The following updates section 3.3 from Helix's document 2517TN02E, Transport Statement – Supplementary Information. In this update, the total assessed parking demand in the 'sensitivity test' scenario is rounded up to 64, as opposed to the previous rounding to 63, as follows:

3.3 Sensitivity Test

- 3.3.1 As indicated above, the assessment contained in the Transport Statement links growth in the congregation to the growth in the local population over a 10-year period.
- 3.3.2 The local population is not expected to stop growing after 10 years and the church does hope that its activities will lead to a growth-rate that exceeds 6.4%. Therefore, a further assessment has been undertaken based on the capacity of the proposed worship space if the numbers attending the church may grow to this number and or beyond.
- 3.3.3 It has been determined that the proposed space for the Sunday service (183sqm internally) can accommodate 200 worshippers in a seated arrangement. During the service surveyed on Sunday 23rd March 2025, 83% of people arrived by car with an average car occupancy rate of 2.62 people per car.

3.3.4 The details of the survey undertaken on Sunday 23rd March 2025 are included in the Transport Statement and, for ease of reference, reproduced below:

- Total number of adults = 52
- Total number of children = 14
- Total number of cars = 21
- Number of people cycling = 1
- Number of people walking = 10

3.3.5 According to the observed proportion of car use, it is estimated that a Sunday service hosting 200 people would be expected to need parking for 64 cars.

3.3.6 As set out in the Parking Management Plan (document reference: 2517TN01C), the church has secured the use of 54 off-site parking spaces at the South Reading and Shinfield Group Medical Practice (aka Shinfield Health Centre) and the Plymouth Brethren Assembly Room (off Hollow Lane). Both of these are very near to the church. When coupled with the 18 on-site spaces, it is clear that the proposed overflow parking contingency can accommodate the parking needs of a full church.

Table 2.5 – Predicted Future Vehicle Activity Associated with The Shinfield Community Church's Sunday Service Based On Maximum Sunday Worshipper Capacity.

Time Begin	Vehicles In	Vehicles Out	Accumulation
09:00	64	0	64
10:00	0	0	64
11:00	0	64	0
Total	64	64	

3.3.7 Inevitably, the upper limit on the number of people the building can accommodate places an upper limit on the number of parking spaces needed at any one time.

3.3.8 If, or when, the number of worshippers exceeds the capacity of the proposed space, the Shinfield Community Church will explore solutions to address this. It is likely that this will involve hosting more than one Sunday service and/or instigating a new church in a nearby location.

4 'Share' Vehicle Parking Demand

4.1.1 The highway authority raises concern over the predicted shortfall in parking required to accommodate the Share group.

4.1.2 Share is a charitable community-based organisation involved in the distribution of surplus food from supermarkets, combatting food waste, as well as helping those that might otherwise struggle to afford their weekly shop.

4.1.3 The hosting of Share on the application site is well established; however, the proposed introduction of a formal parking layout results in fewer delineated spaces than the number of cars observed to park on the site when it was surveyed on the 24th March 2025.

- 4.1.4 The submitted Transport Statement (reference 2517REP01 Rev E) acknowledged this issue and identified mitigation options that the applicant and Share were considering.
- 4.1.5 Since the 2025 survey, Share has undertaken the majority of its sessions at the nearby School Green (community) Centre. It is understood that Share moved from the application site due to better facilities. A recent exception to this, due to a lack of availability at the School Green Centre, saw Share return to the application site, as a one-off, on the 23rd February 2026. The intention is for Share to officially return to the application site when the new building is operational.
- 4.1.6 The School Green Centre has fewer parking spaces than the application site will have and, as a result, Share has already acted upon a mitigation strategy.
- 4.1.7 Following the move to the School Green Centre, Share altered the timings to 11:45-13:00. This is 15 minutes longer than the sessions used to be. More significantly, a ticketing system has been introduced. According to the new system, guests come in, get their tea/coffee/snacks in the café, register, and wait for their number to be called. This is randomised. In addition, stock is kept back so that all guests will have a good choice. When compared to the previous first-come-first-served system, there is now no incentive to arrive as soon as the session begins.
- 4.1.8 Share has noticed a significant reduction in the number of people queuing as a result of this new system, and instead a steadier flow of arrivals and departures occur across the session.
- 4.1.9 The system described above has become established and has made a big difference in terms of processing guests. In practice, it means that by just after 12:00 the first guests are leaving, which makes way for new guests.
- 4.1.10 As indicated, on the 23rd February 2026 Share had a 'one-off' week back at the application site, and the effect of the new system was clear. Where previously the queue would have run down the ramp and to the pavement, on the 23rd February 2026 the queue was less than half this length.
- 4.1.11 Volunteer traffic marshals noted a peak car occupancy of 17 vehicles during this recent session on the application site.
- 4.1.12 A total of 47 guests were accommodated by 14 volunteers on the site on the 23rd February 2026. This compares with the 39 guests and 13 volunteers involved during the survey on the 24th March 2024.
- 4.1.13 It is clear from the above that the extended session and randomised ticketing system has had a profound effect on the number of parking spaces required for Share. This system will continue unless an even more effective system is devised.
- 4.1.14 The above also serves to demonstrate the applicant's and associated organizations' commitment to ensuring they are good neighbours.
- 4.1.15 In addition to the above, the applicant has secured the use of the front parking area at the nearby Brethren's meeting rooms during the future Share sessions. This parking can easily accommodate 3 vehicles. These spaces will be reserved for volunteers.
- 4.1.16 The result of the above is that the availability of parking for Share is 21, which is 24% higher than the recently observed need of 17.

5 Cycle Parking

- 5.1.1 The highway authority has also requested further information on the cycle parking arrangement for a potential Sunday service accommodating 200 worshippers.
- 5.1.2 The relevant local parking standards set out in the Parking Standards Study Report (PSSR) produced for Wokingham Borough Council recommend provision for cycle parking at a rate of 1 space per 15 visitors and 1 space per 5 members of staff.
- 5.1.3 Based on the above, the cycle parking requirement for 200 worshippers is 14 spaces. Adding 1 space for staff brings the total to 15 spaces.
- 5.1.4 As indicated previously, the applicant has secured the use of off-site parking in order to provide capacity for when the site experiences particularly busy times. The nearby Shinfield Health Centre has 8 Sheffield-type cycle parking stands (16 cycle parking spaces). Added to the proposed 6 spaces on the site, the total cycle parking available for a 200-strong congregation is 22 cycle parking spaces. This compares favourably to the required 15 spaces.