

A Planning Application by
**CROUDACE HOMES, VORTAL HOMES LIMITED AND
FALCON DEVELOPMENTS (SE) LIMITED**

In respect of
**Land North of School Road, Arborfield Cross,
WOKINGHAM**

Transport Assessment

2305-083/TA/02B | March 2025



Document Management

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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Croudace Homes, Vortal Homes Limited And Falcon Developments (SE) Limited to provide transport planning consultancy services in relation to the proposed development of the land north of School Road, Arborfield Cross, RG2 9NX.

The Site

- 1.2 The location of the site is shown below in **Figure 1.1**, along with its context to the wider area.

Figure 1.1 Site Location Plan – Regional Context



Source: © OpenStreetMap contributors

Relevant Planning History

- 1.3 An outline planning application¹ was submitted in 2024 seeking:

¹ Planning application reference 242421

*"Outline planning application for a proposed residential development of up to 95 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)."*²

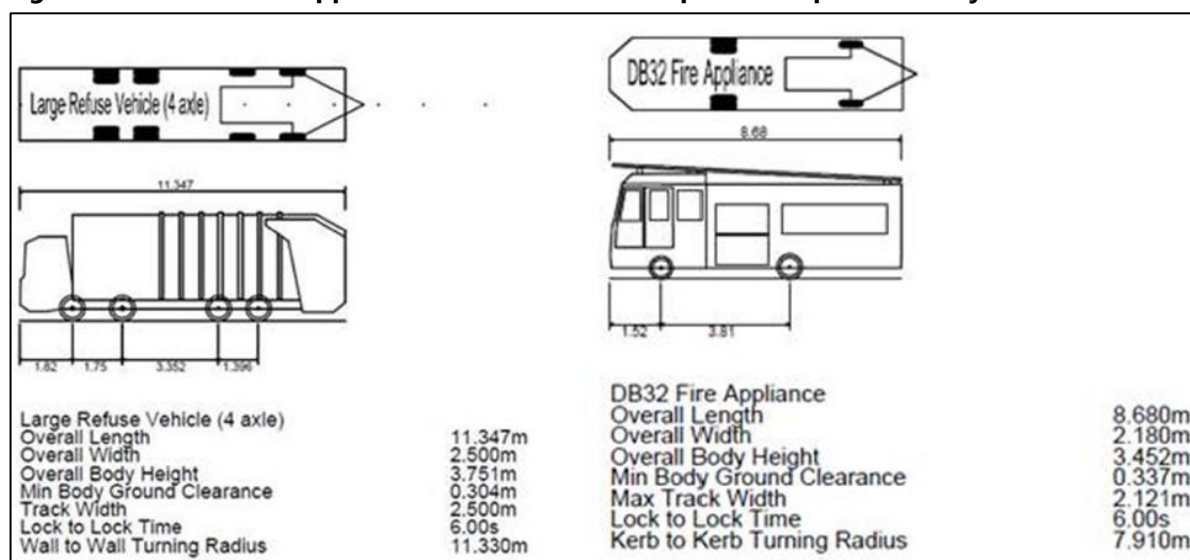
- 1.4 The application was supported by a Transport Assessment and Framework Travel Plan prepared by Transport Planning Associates. The application was refused on 20th December 2024. Reasons for Refusal 9 and 10 of the decision notice contend that insufficient information was provided in relation to highways, parking and transportation, and sustainable modes of transport. Reasons for Refusal 16 and 17 concern the absence of S106 obligations to secure physical infrastructure and/or financial contributions.
- 1.5 This new outline planning application and the supporting technical reports (including this Transport Assessment) will examine in detail how the proposals have been amended to address the Officers' comments and the Reasons for Refusal.
- 1.6 The statutory consultation response received from the Council's Highways team for the previous application³ is provided in **Appendix A** with a summary set out below.
- 1.7 The Consultation Response requested further information be provided to support the planning application as set out below together with our response:
- The use of Wokingham Borough Council's (**WBC**) parking calculator on an illustrative masterplan and housing mix. This has been undertaken as set out in Chapter 4;
 - Whilst the Highway Authority welcomed the provision of Electric Vehicle (**EV**) Charging Spaces in line with the prevailing standards at the time of the reserved matter they requested that they be provided in line with Building Control Regulations Approved Document S. This is agreed as set out in Chapter 4;
 - Whilst the Highway Authority welcomed the re-alignment of School Road into the site they stated that the *"plan would need to be improved to reflect this"*. No information was provided as to what alterations would be required. We consider that the proposed access drawing together with the Road Safety Audit and Designer's Response to be sufficient for the preliminary design, with further details to be provided as part of the future Technical Approval process;
 - An assessment of whether the Trip Rate Information Computer System (**TRICS**) sites selected were comparable and a request that the WBC trip rates be used. It is noted that the WBC trip rates were not provided, but that they would result in *"an additional 15 and 9 two-way trips in the AM and PM peak hours respectively"*. The trip rates set out previously have been updated to reflect the latest version of the TRICS database together with evidence provided in relation to the trends in trips per person. Notwithstanding this, a sensitivity test has been undertaken which responds directly to the Officer's request to use the WBC trip rates;

² Planning application reference 242421

³ Planning application reference 242421

- Swept path analysis to be undertaken for a large refuse vehicle and the DB32 fire appliance as set out in **Figure 1.2**, including swept paths of vehicles accessing and egressing the southern part of School Road. This analysis is provided in Chapter 4;
- Swept path analysis of the internal illustrative road network. This is agreed as set out in Chapter 4;
- Walking distances to be measured from the centre of the site. This is agreed, with a revised walking catchment presented in Chapter 2;
- An audit of the walking routes to local services together with details of any proposed improvements. This is agreed and has been provided in Chapter 6;
- A contribution of £50,000 to improve the two existing bus stops (The Swan) in lieu of the new bus stop previously proposed which was deemed unacceptable. It is agreed that a contribution will be made, with the value determined as part of S106 negotiations;
- A contribution of £914 (index linked) for each dwelling towards bus route 3. This is agreed;
- Whilst the Framework Travel Plan was welcomed the Highway Authority criticised the used of 2011 Census data to provide an initial (pre-occupation and baseline survey) modal split instead requesting that 2021 Census data is used. We do not agree with this approach due to the influence of COVID-19 restrictions on travel behaviour. Notwithstanding this, the modal split for the site will be revised following a baseline travel survey and thus the proportions presented will not have a significant impact on the document at this Travel Plan;
- Baseline travel surveys to be undertaken at 50% occupancy rather than the 75% proposed. This is agreed; and
- A Framework Construction Management Plan to be submitted due to the scale and location of the proposals. This is agreed.

Figure 1.2 Previous Application – Consultation Response Swept Path Analysis Vehicles



Source: Paragraph 22 of the WBC Consultation Response provided in **Figure 1.2**.

- 1.8 Whilst many of the items set out above go beyond what would typically be expected of an Outline application, with detailed elements of the masterplan a reserved matter, we have prepared this Transport Assessment in the context of the requests set out by the Highway Authority above.

Proposed Development

- 1.9 The proposed development comprises an outline application for up to 70 dwellings with access taken from School Road. The description of the proposed development is as follows:

"Proposed residential development of up to 70 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)"

- 1.10 The illustrative Masterplan is shown in **Figure 1.3** with a full version provided in **Appendix B**.

Figure 1.3 Illustrative Masterplan



Source: Illustrative Masterplan provide in **Appendix B**

- 1.11 A pedestrian and cycle access will be provided onto Cole Lane on the northwestern boundary of the site to increase the permeability of the site by active modes of travel. Following feedback from the Council the connection to Cole Lane has been located circa 65m southwest reducing walking distances for residents. This access will be a minimum of 3m wide in accordance with requirements for a shared

cycle/ footway in Local Transport Note 1/20⁴ (**LTN1/20**) allowing up to 300 pedestrians and 300 cyclists per hour⁵, and will reduce the walking distance of the services and amenities in Arborfield Cross for residents.

- 1.12 Additionally, an access for pedestrians, cycles and vehicles will be provided onto School Road. To achieve this, and in the context of the lack of through traffic due to a restriction on motor vehicle traffic further east, School Road will be realigned to prioritise movements into the site.

Report Scope and Structure

- 1.13 This Transport Assessment has been prepared to consider the highway and transport aspects of the proposed change of use as part of a suite of documents supporting the planning application. It will set out the baseline position, describe the proposed scheme and consider its impact on the existing and surrounding transport network.

- 1.14 The rest of this report is set out as follows:

- **Chapter 2** – Baseline Transport Conditions;
- **Chapter 3** – National and Local Planning Policy;
- **Chapter 4** – The Proposed Development;
- **Chapter 5** – Trip Generation and Impact Assessment;
- **Chapter 6** – Pedestrian Audit; and
- **Chapter 7** – Summary and Conclusion.

⁴ <https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf>

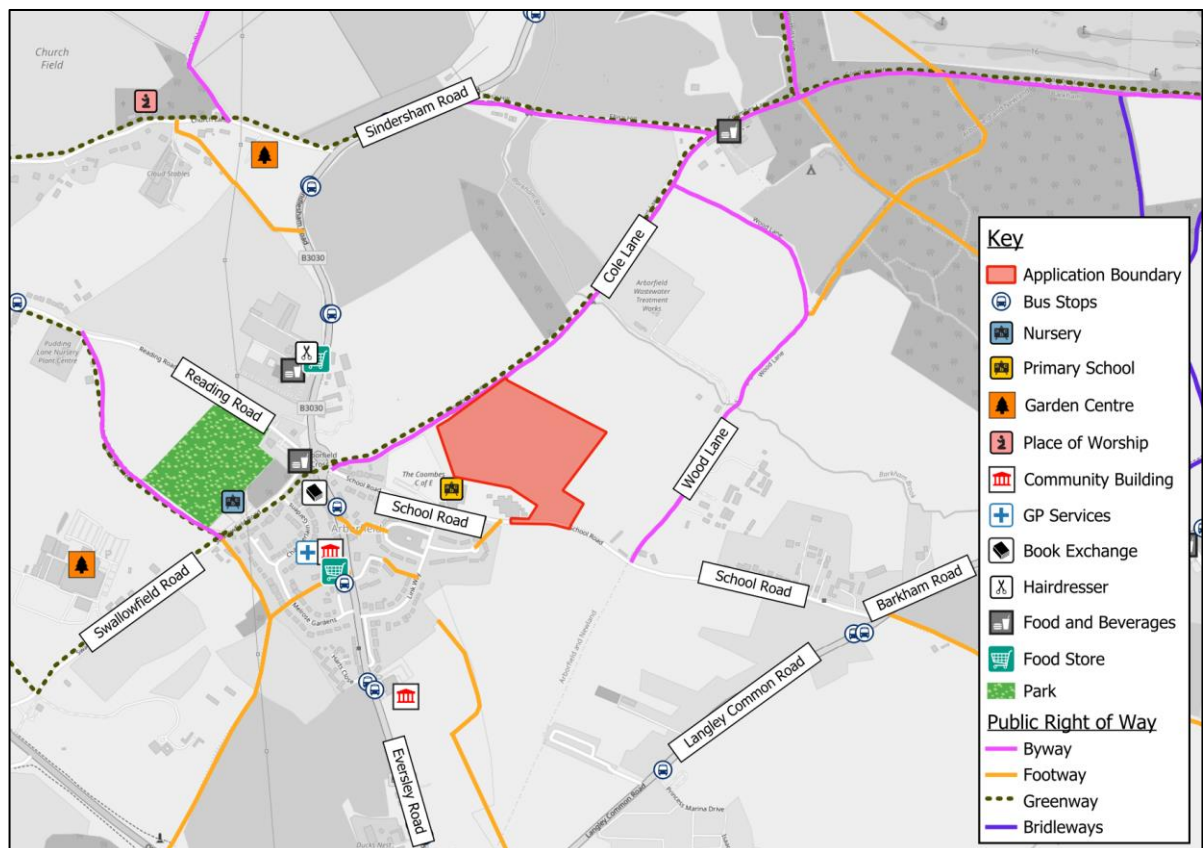
⁵ Table 6-3 of LTN1/20

2 Baseline Transport Conditions

The Existing Site

- 2.1 The site is located in Arborfield Cross which, as shown in **Figure 1.1**, is a village situated between Arborfield Green and Reading. Focussing on the local area, **Figure 2.1** below provides context within the village of Arborfield Cross.

Figure 2.1 Site Location – Local Context



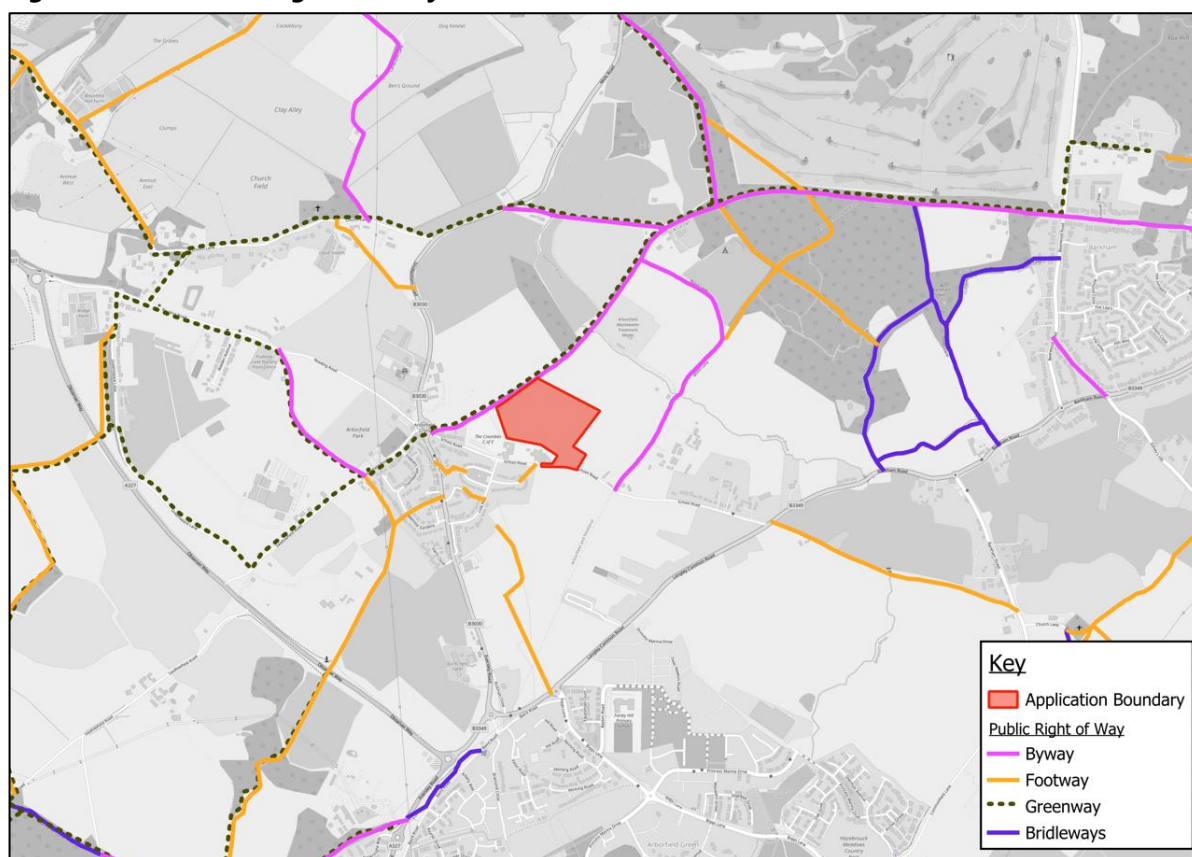
Source: © OpenStreetMap Contributors

- 2.2 As shown, the site is bounded by agricultural land to the north and east, School Road and the Coombes Church of England Primary School to the south and Cole Lane to the west.
- 2.3 Cole Lane and Wood Lane are existing Public Rights of Way (**PROW**) as set out later within this Transport Assessment.
- 2.4 The existing site is currently in use as arable farmland with access taken from Wood Lane via the neighbouring field to the northeast.

Existing Pedestrian Infrastructure

- 2.5 Pedestrian footways are provided along the southern side of School Road, which have had recent improvement works carried out following the installation of bollards along School Road. The footways measure approximately 1.4 m in width.
- 2.6 Dropped kerbs are frequently provided at crossing points along School Road. Street lighting is also provided intermittently (to the west) along School Road.
- 2.7 The site benefits from access to an extensive network of PROWs as shown in **Figure 2.2**. As shown, Cole Lane, which bound the site to the west, is a Byway open to all traffic.

Figure 2.2 Public Rights of Way



Source: © OpenStreetMap Contributors and WBC's Public Rights of Way map⁶

- 2.8 In addition to the PROWs, WBC has identified Greenway Routes, including Greenway Route B which follows Cole Lane in the vicinity of the site. WBC's Public Right of Way Improvement Plan states that:

⁶ <https://experience.arcgis.com/experience/693aa0ab35dd45e7ae8e256533d7dd2b/>

*"Wokingham Borough Council's aspiration is to have Greenways (which are continuous generally traffic-free multi user routes) linking the major Strategic Development Locations (SDL's) in the borough (Arborfield Garrison, Shinfield, North Wokingham and South Wokingham) to each other and also to the existing communities and places of interest/employment."*⁷

- 2.9 Photographs of the pedestrian network within the vicinity of the site, during our site visit are shown in **Figure 2.3**.

Figure 2.3 Existing Pedestrian Network



Source: TPA Site Visit (May 2024 and February 2025)

Local Services and Amenities

- 2.10 The (then) Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot' (2000) identifies the desirable, acceptable and preferred maximum walking distances to various

⁷ Page 9 of WBC's PROW Improvement Plan

amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT Suggested Walking Distance Thresholds

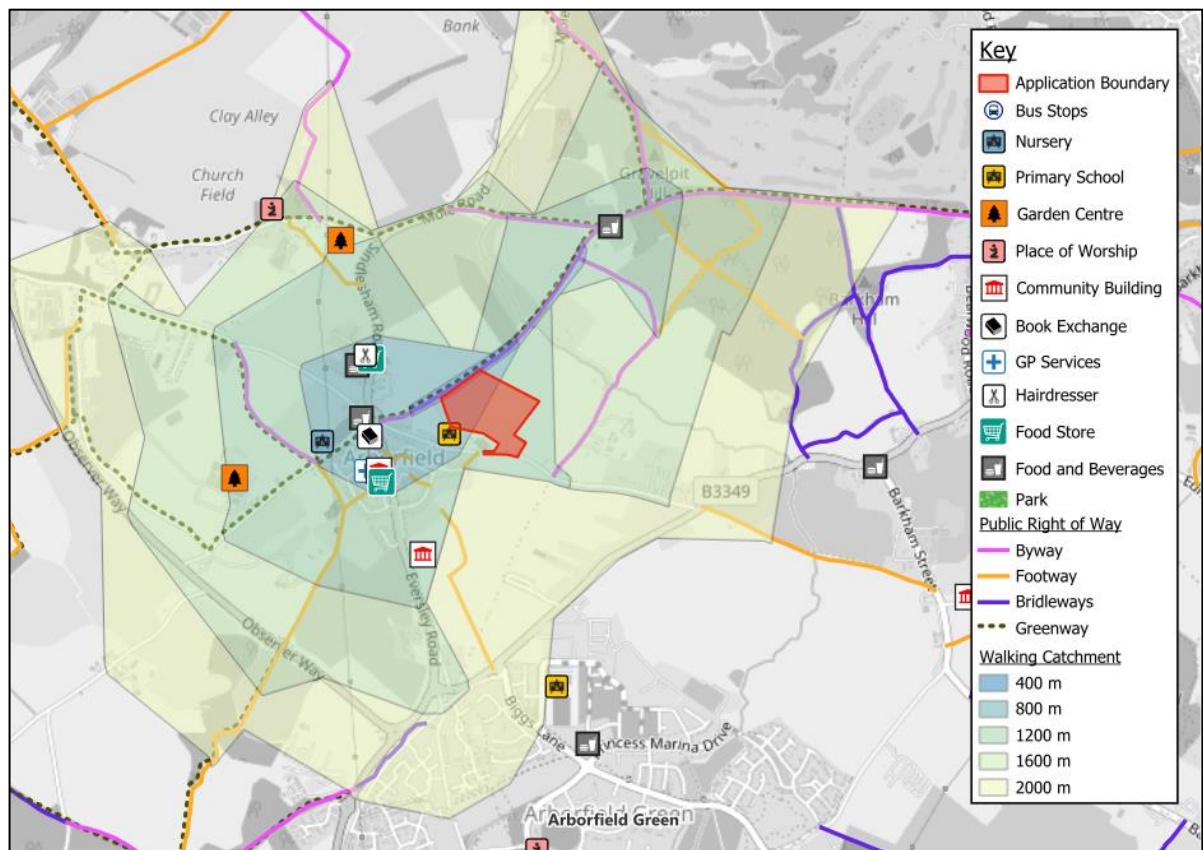
	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of Providing for Journeys on Foot (IHT)

- 2.11 In addition, and more recently, 'Building Sustainable Transport into New Developments' (DfT, 2008) gives the following advice on pedestrian catchment areas: "Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)"⁸. That concept is developed further in CIHT's guidance 'Planning for Walking' (2015) and in the 'Manual for Streets' (2007)⁹.
- 2.12 **Figure 2.4** illustrates the nearby services and amenities to the site with context of 400m, 800m, 1,200m, 1,600m and 2,000m walking catchments. Following the feedback from the Council on the previous application the walking catchments have been revised to reflect distances measures from the centre of the site.

⁸ Page 8 of Building Sustainable Transport into New Developments' (DfT, 2008)

⁹ Paragraph 4.4 of Manual for Streets (2008)

Figure 2.4 Local Services and Amenities

Source: © OpenStreetMap contributors

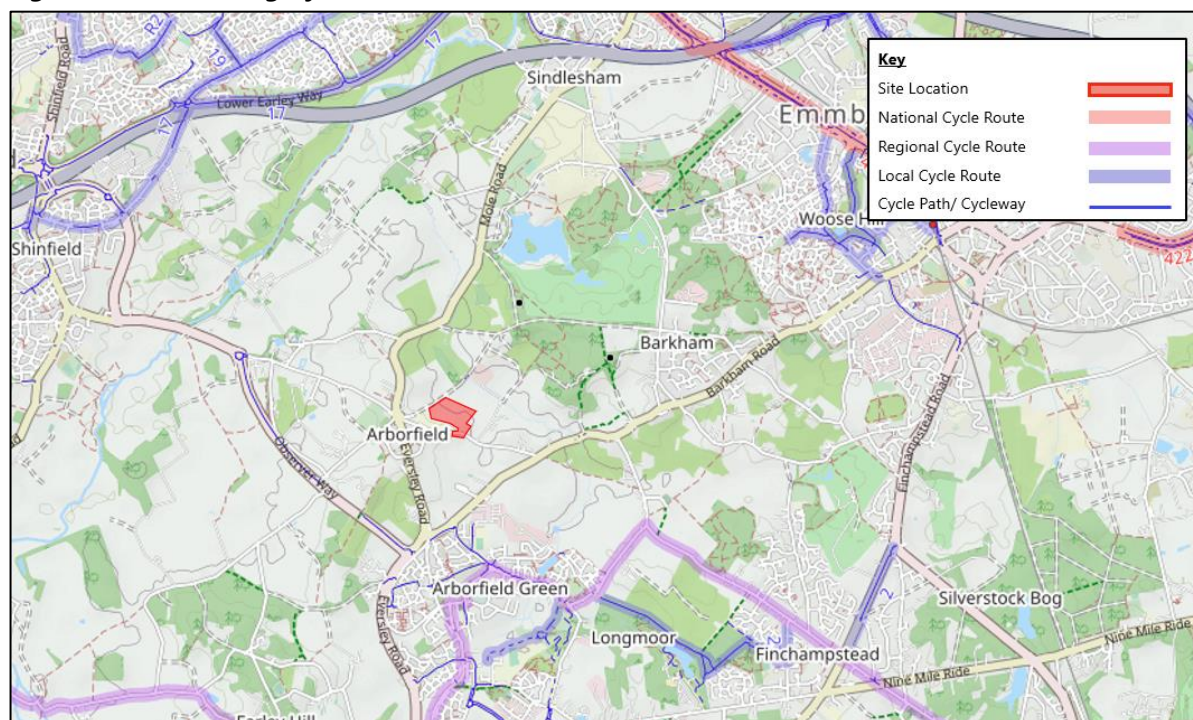
Notes: Walking isochrones calculated from site accesses

- 2.13 As shown, the site benefits from access to a variety of services and amenities within walking distance of the site. These include a convenience store, the village hall and the Arborfield Consulting Room for the Swallowfield Medical Practice¹⁰, The Coombes Church of England Primary School adjacent, and the Bull Inn. The provision of additional dwellings within the village would serve to provide additional custom and viability to the existing services and amenities within the area.
- 2.14 Further afield, services and facilities are provided in Arborfield Green to the southeast which is accessible via walking, cycling or a regular bus service.

Existing Cycle Infrastructure

- 2.15 The existing designated cycle routes in the vicinity of the site are shown in **Figure 2.5**. In the context of the rural location of the site, the majority of local cycling will occur on-street with cyclists in the carriageway.

¹⁰ <https://www.swallowfieldmedicalpractice.co.uk/>

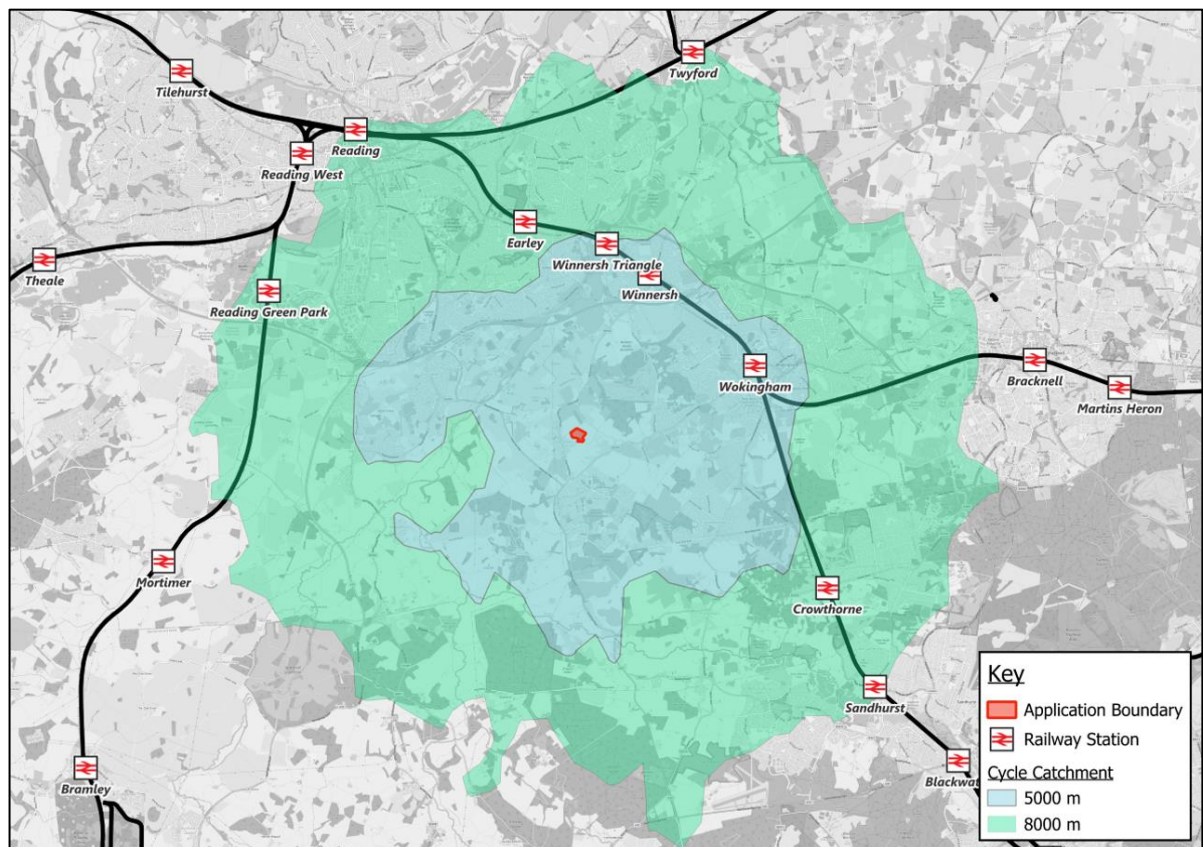
Figure 2.5 Existing Cycle Routes

Source: © OpenStreetMap Contributors

- 2.16 To the south of the site the Round Berkshire Cycle Route¹¹ passes through Arborfield Green which links Crowthorne, Swallowfield and Greenham. The Round Berkshire Cycle Route is a Regional Cycle Route which intersects with National Cycle Route 23 at Beech Hill to the west of the site.
- 2.17 With regard to catchment, the bicycle is an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)¹². **Figure 2.6** illustrates the five to eight kilometre catchment of the site by cycle.

¹¹ <https://www.strava.com/routes/8768441?hl=en-GB>

¹² *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*

Figure 2.6 Cycle Catchment

Source: © OpenStreetMap Contributors

Note: measurements taken from proposed site access.

- 2.18 As shown, the site is within cycle distance of Arborfield Green, Wokingham, Winnersh, Barkham, and Reading providing access to services and amenities beyond those identified previously. Some services which are accessible by cycle include (but are not limited to):

- Wokingham Station;
- the new schools (primary and secondary) within Arborfield Green; and
- The local facilities (retail etc.) within Arborfield Green, Wokingham town centre, and Reading town centre.

Public Transport

Bus Services

- 2.19 The Swan bus stops are the closest to the site, located circa 250m-500m from the proposed Cole Lane access. The southbound stop has a flag, timetable and routing information and a bin, whilst the northbound stop also provides a shelter.

2.20 These stops provide access to the 3 Leopard bus service, which is summarised in Table 2.2.

Table 2.2 Summary of Local Bus Services

Bus No.	Route	Typical Frequency per hour		
		Mon-Fri	Sat	Sun
3 Leopard	The Swan – Arborfield Garison – Arborfield Green – California Crossroads – Barkham – Wokingham Hospital – Wokingham Station – Wokingham	1	1	2
	The Swan – Arborfield Garison	1	3	2
	The Swan – Shinfield – UoR (Chancellor's Way) – Royal Berkshire Hospital – Central Reading	2	2	2

Source: Passenger Line¹³

2.21 Notwithstanding the above, it is understood that WBC's Executive considered a proposal to "consider if the bus Route 3 should be enhanced to every 30 minutes using the available Section 106 money"¹⁴.

2.22 During their meeting of 30 January 2025 the Executive resolved to:

*"the tender of a contract for bus route 3 to increase the weekday and Saturday frequency to 30 minutes between Arborfield, Finchampstead, Barkham and Wokingham Town. The contract period would be 2 years with an option to extend two further for one-year periods."*¹⁵

2.23 This resolution will result in an increased bus service towards Wokingham effectively doubling the weekday and Saturday frequency from the current hourly provision.

Rail Services

2.24 Wokingham railway station is located circa 5km (northeast) from the site and is accessible via a circa 20-minute cycle or via a circa 30-minute bus ride utilising the '3 Leopard'. The station is managed by South Western Railway and located at the junction of the Waterloo-Reading Line and North Downs Line. It benefits from 118 cycle parking spaces, 531 car parking spaces¹⁶.

2.25 Table 2.3 below illustrates the services available from Wokingham railway station.

¹³ <https://passenger-line-assets.s3.eu-west-1.amazonaws.com/readingbuses/RBUS/3-timetable-20240902-1818f4dd.pdf>

¹⁴ <https://wokingham.moderngov.co.uk/ieListDocuments.aspx?CId=129&MId=4979>

¹⁵ <https://wokingham.moderngov.co.uk/ieListDocuments.aspx?CId=129&MId=4979>

¹⁶ <https://www.nationalrail.co.uk/stations/wokingham/>

Table 2.3 Summary of Train Services

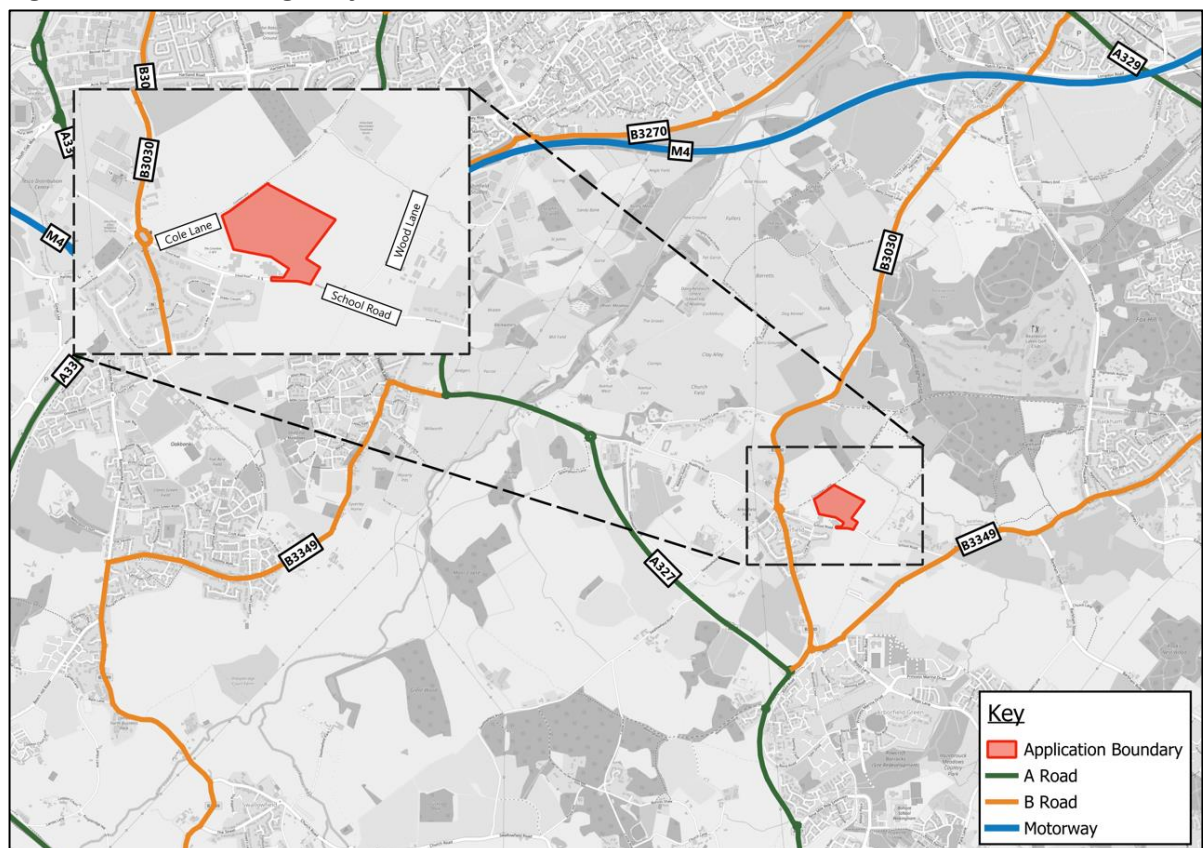
Destination	Via	Frequency per hour		
		Mon-Fri	Sat	Sun
Reading	Wokingham – Winnersh – Winnersh Triangle – Earley	5	4	4
London Waterloo	Bracknell – Egham – Twickenham – Vauxhall	2	2	2
Gatwick Airport	Blackwater – Guildford – Reigate	2	2	1

Source: www.southernrailway.com & www.gwr.com/

Local Highway Network

- 2.26 Vehicular access to the site is currently taken through the adjacent field from Wood Lane as set out previously, however it also benefits from a frontage onto School Road. The local highway network is illustrated in **Figure 2.7**.

Figure 2.7 Local Highway Network



Source: © OpenStreetMap Contributors

- 2.27 **Figure 2.8** contains a selection of photographs from a recent site visit illustrating the existing local highway network in the vicinity of the site.

Figure 2.8 Existing Local Highway Network

Source: TPA Site Visit (22 May 2024)

Arborfield Cross Relief Road

2.28 In 2017 a planning application was submitted for:

*"[...] the construction of a 2.3 KM Arborfield Cross Relief Road (including shared use pathway) linking A327 Reading Road in the north and A327 Eversley Road in the south east. The proposal includes two new roundabout junctions link to the existing road network along the A327, a new staggered priority junction at Swallowfield Road and a new shared-use (non-motorised user) bridge where Arborfield Footpath 17 intersects the proposed relief road."*¹⁷

- 2.29 The application was subsequently granted permission and the relief road (now known as Observer Way) has since been constructed. The route of the relief road is illustrated in the figure below.

Figure 2.9 Arborfield Cross Relief Road (Observer Way)



Source: © OpenStreetMap contributors

- 2.30 Focusing on the predicted impact of the relief road the Addendum Transport Assessment¹⁸ identifies the AM and PM peak flows for five scenarios, namely:

- 2015 Base Year;
- 2019 Do Minimum;
- 2019 Do Something;
- 2026 Do Minimum; and

¹⁷ Planning application reference 172209

¹⁸ WSP Addendum 1 to Transport Assessment for planning application reference 172209

- 2026 Do Something.

2.31 Focusing on Reading Road and Eversley Road the impact identified in the supporting Transport Assessment is summarised in Table 2.4.

Table 2.4 Arborfield Cross Relief Road (Observer Way) – Impact

Scenario	Reading Road		Eversley Road	
	Westbound	Eastbound	Northbound	Southbound
Morning Peak				
2015 Baseline	701	694	773	728
2019 Do Minimum	907	831	572	679
2019 Do Something	416	362	261	238
2026 Do Minimum	1,435	1,106	737	955
2026 Do Something	401	370	314	336
Afternoon Peak				
2015 Baseline	821	721	724	699
2019 Do Minimum	871	787	570	611
2019 Do Something	412	388	209	295
2026 Do Minimum	1,259	1,091	742	974
2026 Do Something	350	421	317	453

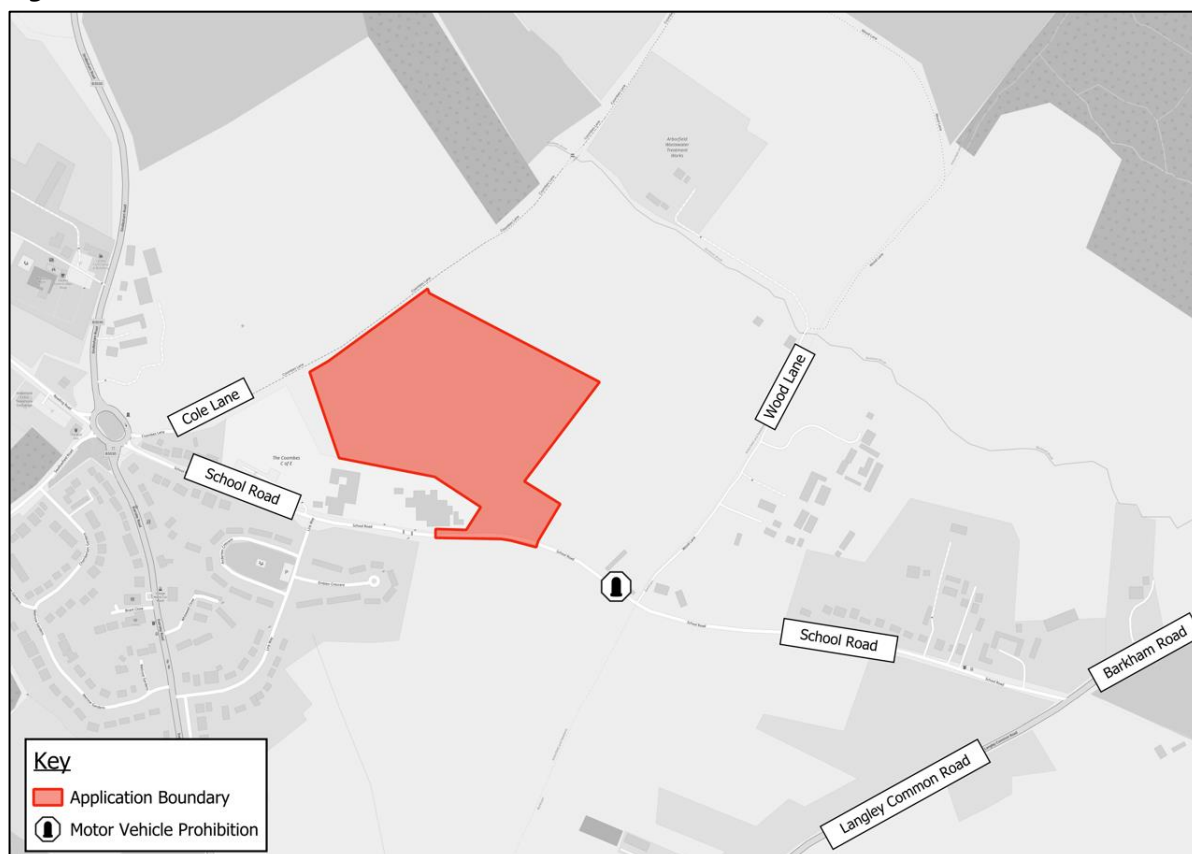
Source: Based on Figures 7 and 8 of the Addendum Transport Assessment¹⁹

2.32 As shown, the predicted 2026 do something scenario results in flows through Arborfield Cross which are lower than those in the 2015 Baseline.

School Road Motorised Vehicle Prohibition

2.33 The level of flows through Arborfield Cross will likely have fallen further than predicted due to the implementation of a motor vehicle prohibition on School Road at its junction with Wood Lane which was introduced in 2020. **Figure 2.10** illustrates the location of the motor vehicle prohibition with photos of the existing arrangement provided in **Figure 2.11**.

¹⁹ WSP Addendum 1 to Transport Assessment for planning application reference 172209

Figure 2.10 School Road Motor Vehicle Prohibition Location

Source: © OpenStreetMap Contributors

Figure 2.11 School Road Motor Vehicle Prohibition Photos

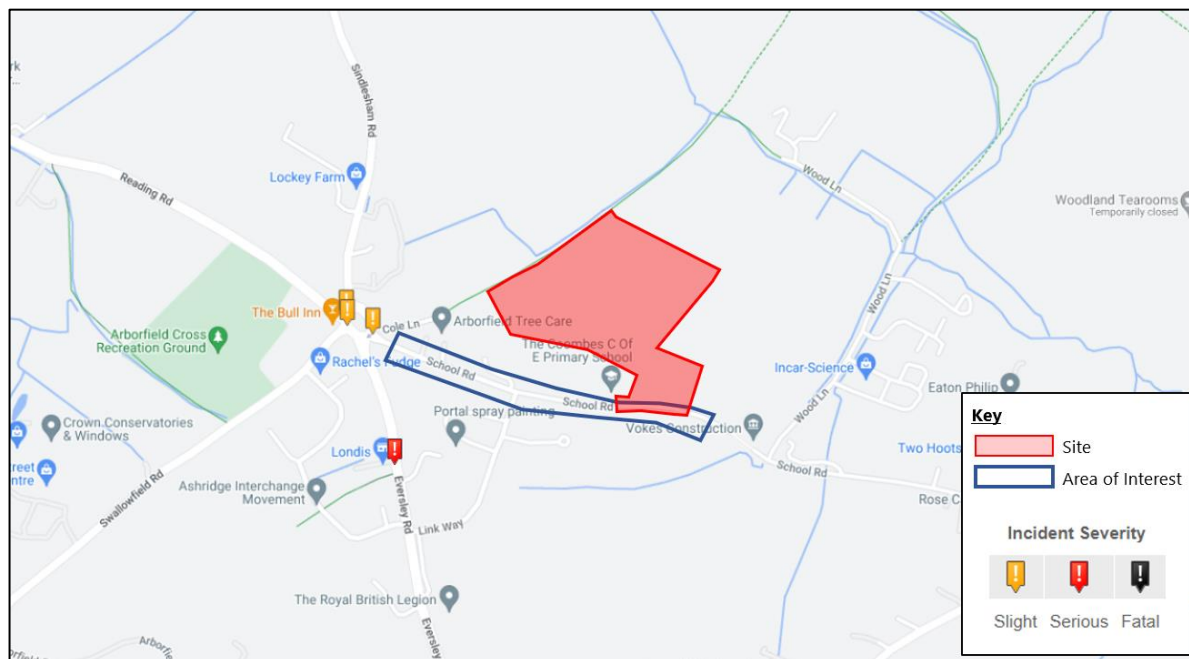


Source: Croudace Site Visit (November 2023 and February 2025)

- 2.34 As set out above, the construction of Observer Way together with the motor vehicle prohibition located on School Lane has significantly reduced the background traffic movements through Arborfield Cross. A turning facility is provided on the western side of the prohibition which likely provided to accommodate smaller vehicles such as cars, light goods vehicles and mini-buses.

Road Safety

- 2.35 Personal Injury Collision (**PIC**) data has been obtained from CrashMap for the most recent available five-year period (2018-2022 inclusive) for the area surrounding the site. For the purpose of this Transport Assessment we have identified the area of interest on School Road. Notwithstanding we have also made reference to the four PICs which occurred within Arborfield Cross outside of this area.

Figure 2.12 Personal Injury Collision Data

Source: CrashMap

- 2.36 As shown, no PICs were recorded on School Road within the most recent five-year period and therefore we do not anticipate that the proposals will exacerbate any pre-existing highway safety issues on School Road.
- 2.37 Further afield, three slight PICs have been recorded at the Arborfield Cross roundabout, with two shown in the vicinity of the Reading Road arm, and one in the vicinity of the School Road arm. We do not consider these constitute a cluster of collisions that suggests a highway safety issue related to the highway infrastructure.
- 2.38 Finally, a single PIC resulting in a serious injury occurred in the vicinity of the Londis on Eversley Road. As this collision occurred in isolation, we do not consider that this suggests a highway safety issue that could be exacerbated by the proposals.

Arborfield Green Site

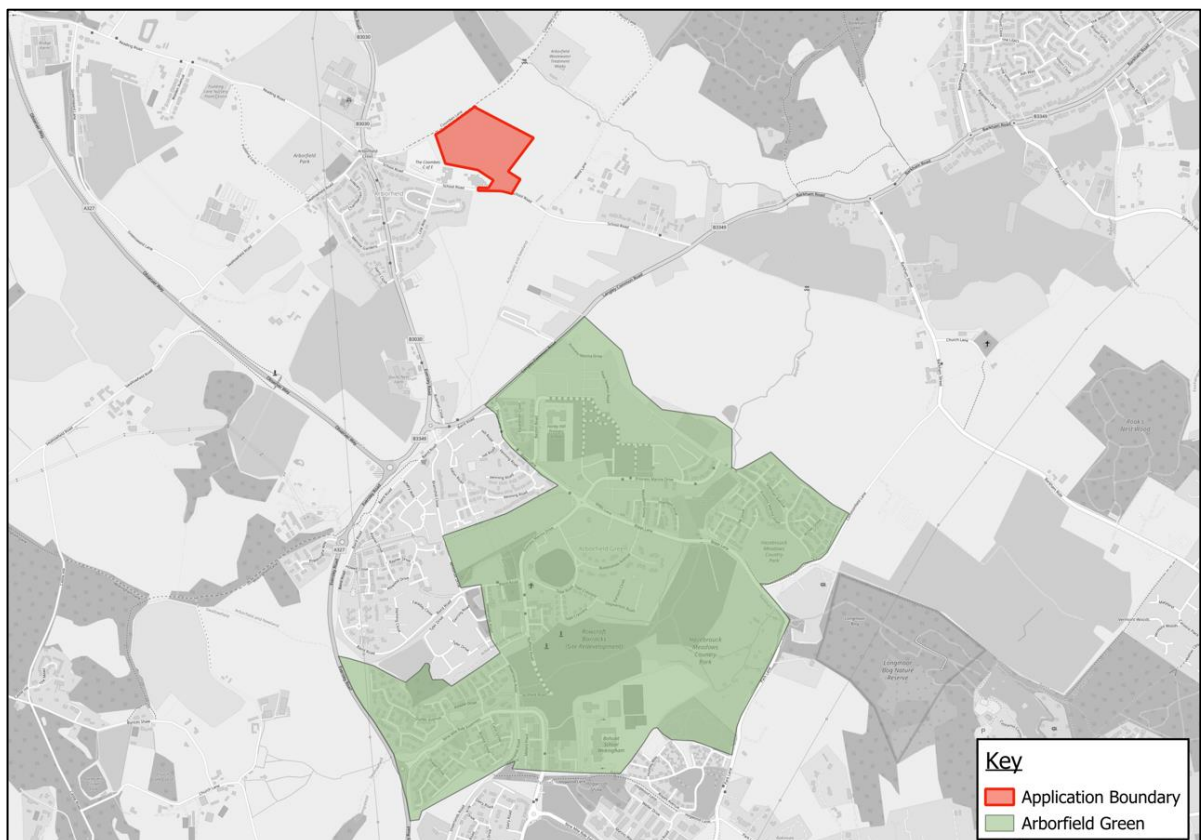
- 2.39 The former Arborfield Garrison (**Arborfield Green**) site to the south of Arborfield Cross was subject to a planning application in 2014 for:

"Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a food store up to 4,000 sq m gross with up to a further 3,500 sq m (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a

further 1,500 sq m (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sq m (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works."²⁰

2.40 The location of the Arborfield Green development is shown in **Figure 2.13**.

Figure 2.13 Arborfield Green Site



Source: © OpenStreetMap Contributors

2.41 This application was subsequently granted permission in 2015 and is being built out providing access to a variety of services and amenities. The resultant planning strategy map for Arborfield Green is

²⁰ Planning Application reference 140977

replicated in **Figure 2.14** with a copy of the full resolution plan available on the Arborfield Green website²¹.

Figure 2.14 Arborfield Green Planning Strategy Map



Source: www.arborfieldgreen.co.uk/assets/map/Arborfield_Green_Map.pdf

2.42 The Arborfield Garrison development can be accessed from the site via a circa ten-minute cycle ride, or alternatively via a 15-minute bus ride, or a 20-minute walk. As such, it will provide access to a variety of local services and amenities for the site including:

- New secondary and primary Schools;
- A District centre with shops, a supermarket, a community centre, a nursery, a pre-school, and the village green;
- A Suitable Alternative Natural Greenspace(SANG);
- Sports facilities; and
- A Linear park.

²¹ <https://www.arborfieldgreen.co.uk/planning-strategy>

3 National and Local Planning Policy

3.1 This chapter of the Transport Assessment provides a policy context to the Development, focusing on both national and local planning transport policy and guidance. The documents that we have reviewed in relation to this planning application include:

- National Planning Policy Framework (2024);
- National Planning Practice Guidance (2014);
- WBC's Adopted Core Strategy (2010);
- WBC's Managing Development Delivery Plan (2014); and
- The Emerging Wokingham Local Plan.

National Planning Policy Framework (December 2024)

3.2 The National Planning Policy Framework (**NPPF**) sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development and determine planning applications.

3.3 The NPPF defines a sustainable transport mode as follows:

*"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."*²²

3.4 Regarding transport assessments/statements and travel plans, it states that:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*²³

3.5 Considering planning applications:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road

²² NPPF, annex 2, p. 79

²³ NPPF, para 118

network, following mitigation, would be severe, taking into account all reasonable future scenarios.”²⁴

- 3.6 The review set out in Chapter 2 has demonstrated that the Site is in a sustainable location and benefits from good accessibility by active and sustainable modes of travel. The scheme has been designed to provide parking in line with local policy standards, and we have prepared this report to assess the potential impacts. As will be demonstrated throughout this Transport Assessment and will be reiterated in the conclusions, our assessment shows that the impacts would not be severe. Therefore, we consider that the Development is in line with the guidelines, recommendations, and prescriptions included in the NPPF.

National Planning Practice Guidance (2014)

- 3.7 The latest update to the national Government’s National Planning Practice Guidance (**NPPG**) for Travel Plans, Transport Assessments and Statements in decision-taking was released on 6 March 2014.
- 3.8 The NPPG defines a Transport Assessment as an:

“assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (ie in the case of developments with anticipated limited transport impacts).”²⁵

- 3.9 Additionally, the guidance outlines the following as possible positive contributions as a result of producing a Transport Assessment and Travel Plan:
- *“encouraging sustainable travel;*
 - *lessening traffic generation and its detrimental impacts;*
 - *reducing carbon emissions and climate impacts;*
 - *creating accessible, connected, inclusive communities;*
 - *improving health outcomes and quality of life;*
 - *improving road safety; and*
 - *reducing the need for new development to increase existing road capacity or provide new roads.”²⁶*

²⁴ NPPF, para 116

²⁵ <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

²⁶ <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

Wokingham Borough Council's Adopted Core Strategy

3.10 WBC adopted its core strategy in 2010. The core strategy 'sets out the vision for how the borough will develop in the period to 2026 and how the council aims to protect and enhance the good quality of life enjoyed in the borough.'

3.11 The Core Strategy outlines several 'Core Strategy Policies' (**CP**) addressing a range of topics. CP1 within the document addresses Sustainable Development. The core strategy 'includes a number of high level policies in order to achieve the objectives and vision set out in the earlier sections.' The policy reads:

"Planning permission will be granted for development proposals that:

1. *Maintain or enhance the high quality of the environment;*
2. *Minimise the emission of pollutants into the wider environment;*
3. *Limit any adverse effects on water quality (including ground water);*
4. *Ensure the provision of adequate drainage;*
5. *Minimise the consumption and use of resources and provide for recycling;*
6. *Incorporate facilities for recycling of water and waste to help reduce per capita water consumption;*
7. *Avoid areas of best and most versatile agricultural land;*
8. *Avoid areas where pollution (including noise) may impact upon the amenity of future occupiers;*
9. *Avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater);*
10. *Provide attractive, functional, accessible, safe, secure and adaptable schemes;*
11. *Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and*
12. *Contribute towards the goal of reaching zero-carbon developments⁴¹ as soon as possible by:*
 - a. *Including appropriate on-site renewable energy features; and*
 - b. *Minimising energy and water consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account of microclimate so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form.*²⁷

3.12 Further, CP6 addresses 'Managing Travel Demand'. It reads:

"Planning permission will be granted for schemes that:

²⁷ Page 34 - Policy CP1 – Wokingham Borough Council Adopted Core Strategy

1. *Provide for sustainable forms of transport to allow choice;*
2. *Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;*
3. *Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;*
4. *Provide appropriate vehicular parking, having regard to car ownership;*
5. *Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;*
6. *Enhance road safety; and*
7. *Do not cause highway problems or lead to traffic related environmental problems.”²⁸*

3.13 WBC’s Core Strategy does not reference parking standards, for vehicles nor cycles. As such, reference has been made to *WBC’s Managing Development Delivery Plans*

Wokingham Borough Council’s Managing Development Delivery Plan

3.14 Parking standards for WBC are determined through the use of a parking demand calculation spreadsheet²⁹ in the context of standards set out in Table C3-3 of the Managing Development Delivery Plan (**MDD**) which is replicated below for village locations.

Table 3.1 Parking Standards

Number of habitable Rooms	Number of bedrooms	Unallocated Demand		
		0	1	2
		Village		
3 or less	1-2	1.2	0.4	-
4	2	1.3	0.4	0.1
5	2-3	1.5	0.6	0.1
6	3	1.7	0.8	0.2
7	3-4	2.0	1.0	0.2
8 or more	4	2.2	1.3	0.4

Source: Table C3-3 of the MDD

²⁸ Page 43 - Policy CP6 – Wokingham Borough Council Adopted Core Strategy

²⁹ <https://www.wokingham.gov.uk/sites/wokingham/files/2023-06/Parking%20Calculation%20Spreadsheet.xls>

- 3.15 In addition to the above the MDD also states that *“Developers should also include for visitor parking, which is calculated for all dwellings that have 1 or more allocated space on the basis of 0.2 per dwelling”*³⁰.
- 3.16 WBC provide a parking calculator which has been used to determine the quantum of parking appropriate for the illustrative mix of dwellings set out in the illustrative masterplan. This calculator is provided in **Appendix C**. And has been used to inform the illustrative masterplan provided in **Appendix B**.
- 3.17 The MDD also sets out the following requirements for cycle and powered two-wheeler parking.

Table 3.2 Cycle and Powered Two-Wheeler Parking Standards

Use	Number of Habitable Rooms	Cycle Parking Allocation (per dwelling)	Powered Two Wheeler Parking
C3 Houses	1-2	1	1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter.
	3	1	
	4-5	2	
	6	3	

Source: page 133 of the MDD

Emerging Wokingham Local Plan and Evidence Base

- 3.18 WBC has been preparing a new Local Plan which will put in place a new planning strategy for the period to 2040, and when adopted would replace the current Local Plan documents.
- 3.19 On the 28 February 2025, the Wokingham Borough Local Plan Update 2023-2040: Proposed Submission Plan was submitted to the Secretary of State for examination by an independent Planning Inspector. At the time of writing, there is no date for the Examination
- 3.20 The anticipated change in volume set out within the strategic modelling results is set out within the Wokingham Modelling Transport Assessment Report dated February 2020³¹ provided as part of

³⁰ Paragraph 1.13.7 of the MDD

³¹ https://www.wokingham.gov.uk/sites/wokingham/files/2023-07/Wokingham%20Modelling%20Local%20Plan%20Update%20Transport%20Assessment%20Report_Final.pdf

evidence base of the emerging Local Plan. It is understood that the volume of movements through Arborfield Cross is not predicted to significantly increase by 2036 in the do something scenarios³².

- 3.21 Additionally, it is noted that the strategic modelling did not allow for the motor vehicle prohibition identified previously which is expected to have further reduced the quantum of movements through Arborfield Cross.

³² Details provided in Appendix H of the Wokingham Modelling Transport Assessment available at <https://www.wokingham.gov.uk/planning-policy/evidence-studies>

4 The Proposed Development

Proposed Development

- 4.1 The proposed development comprises an outline application for up to 70 dwellings with access taken from School Road as shown in the illustrative masterplan in **Appendix B**. The description of development is as follows:

"Outline planning application for a proposed residential development of up to 70 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)."

Access

- 4.2 A pedestrian and cycle access will be provided onto Cole Lane on the northwestern boundary of the site to increase the permeability of the site by active modes of travel. Following feedback from the Council the connection to Cole Lane has been located circa 65m southwest reducing waling distances for residents. This access will be a minimum of 3m wide in accordance with requirements for a shared cycle/ footway in LTN1/20 allowing up to 300 pedestrians and 300 cyclists per hour³³, and will reduce the walking distance of the services and amenities in Arborfield Cross for residents.
- 4.3 Additionally, an access for pedestrians, cycles and vehicles will be provided onto School Road. To achieve this, School Road will be realigned to prioritise movements into the site as shown in **Appendix D** and the existing footway will be widened to a minimum of 2m up to the existing pedestrian crossing. This improvement was welcomed by the Highway Authority in their previous consultation response and has therefore been retained for the latest proposal.
- 4.4 This arrangement has been prepared due to the anticipated prevailing vehicular flows on School Road in the context of the existing prohibition of motor vehicles east of the site. The provision of the site access as a minor arm on School Road would require visibility splays of 2.4m X 25m in both directions and may result in failures to give way due to the lack of through traffic along School Road. In this context the proposed realignment of School Road is considered to be preferable.
- 4.5 The location of the primary access, and the convoluted route for vehicle traffic demonstrates the priority that has been given the active modes of travel (which can use the Cole Lane Access) over

³³ Table 6-3 of LTN1/20

motor vehicle users. The reduced walking distance should act as an incentive for active and sustainable travel by future residents.

- 4.6 The proposals have been developed in accordance with a Tertiary Street in WBC's 'Highway Design Guide for Developers'³⁴ and in the context of Manual for Streets (2007). As such, visibility splays of 2.4m X 25m have been provided from the proposed priority junction, and 25m of forward visibility has been provided to the proposed pedestrian crossing.
- 4.7 The proposed access arrangement includes alterations to the existing traffic calming scheme on School Road as set out in **Appendix D**. The proposals include:
- i) The removal of the existing one-way working to be replaced by a raised junction on school road; and
 - ii) The removal of the existing speed cushions on School Road to be replaced by a chicane, which would allow for low left soft landscaping in the context of its designation as a Green Route.
- 4.8 To determine the width of the carriageway a swept path analysis has been undertaken to demonstrate that a refuse vehicle to pass a large car, which is considered suitable given the scale of the proposals. In addition, swept path analysis of a tractor and trailer has been undertaken for the proposed field access to the adjacent field. This is provided in **Appendix E**.
- 4.9 Finally, swept path analysis has been provided demonstrating that a refuse vehicle can continue to travel along School Road as requested by the Highway Authority as part of the Consultation Response to the previous application. The refuse vehicle track requested is in excess of the maximum size of vehicle that could turn in the existing turning head adjacent to the motor vehicle prohibition on School Road. Therefore, the analysis is provided in **Appendix E** demonstrates that the proposals do not restrict the vehicle size on School Road beyond what has already been deemed acceptable by the Highway Authority.

Emergency, Servicing, and Refuse Vehicle Access

- 4.10 Access for emergency, servicing, and refuse collection vehicles will be taken from School Road. Vehicles will access and egress the site in forward gear, using turning facilities provided on-site. Swept path analysis of the refuse vehicle and fire tender requested in the Consultation Response to the previous application (as set out in **Figure 1.2**) has been prepared for the illustrative masterplan. In addition, swept path analysis for the refuse vehicle set out in WBC's Waste Management Facilities in

³⁴ <https://www.wokingham.gov.uk/planning-policy/advice-developers/highways-development-advice>

New Developments Guidance Notes for Developers and Managing Agents (November 2024) has been prepared. This analysis is provided in **Appendix F**.

- 4.11 The provision of a separate emergency access is not required in the context of a tertiary street being able to provide access 100 dwellings on a cul-de-sac without an emergency access as set out in Appendix B of WBC's Living Streets A Highways Guide for Developers in Wokingham³⁵.

Parking

- 4.12 As previously set out, the planning application is seeking an outline permission only and therefore details of the specific parking provision will be provided as part of future Reserved Matters applications. Notwithstanding this, we anticipate a condition requiring the site to provide car and cycle parking in accordance with the prevailing parking standards at the time of the future Reserved Matters applications.
- 4.13 Notwithstanding the above, WBC's parking calculator has been used to determine the provision of parking that would be appropriate based on the illustrative masterplan and illustrative unit split as requested by the Highway Authority in their previous Consultation Response. The resultant calculation is provided in **Appendix C**.
- 4.14 With regards to EV Charing Spaces, the proposals will provide in accordance with Building Regulations Part S as requested by the Highway Authority in their Consultation Response to the previous planning application, with details relating to the location provided as part of future reserved matters applications.

Bus Stop Improvements

- 4.15 As requested by the Highway Authority in their previous Consultation Response the following will be agreed as part of a future S106:
- A contribution of £50,000 to improve the two existing bus stops (The Swan) in lieu of the new bus stop previously proposed which was deemed unacceptable; and
 - A contribution of £914 (index linked) for each dwelling towards bus route 3.

³⁵ <https://www.wokingham.gov.uk/sites/wokingham/files/2023-07/Highways%20design%20guide%20for%20developers.pdf>

5 Trip Generation and Impact Assessment

- 5.1 This section of the Transport Assessment sets out the trip generation and distribution methodology that will be used to assess the possible impact of the development proposals on the local highway network.
- 5.2 In response to the Highway Authority's Consultation Response to the previous application, the trip rates have been reviewed. In addition, a sensitivity test has been undertaken as set out within this Chapter in response to the previous comments received.

Existing Use

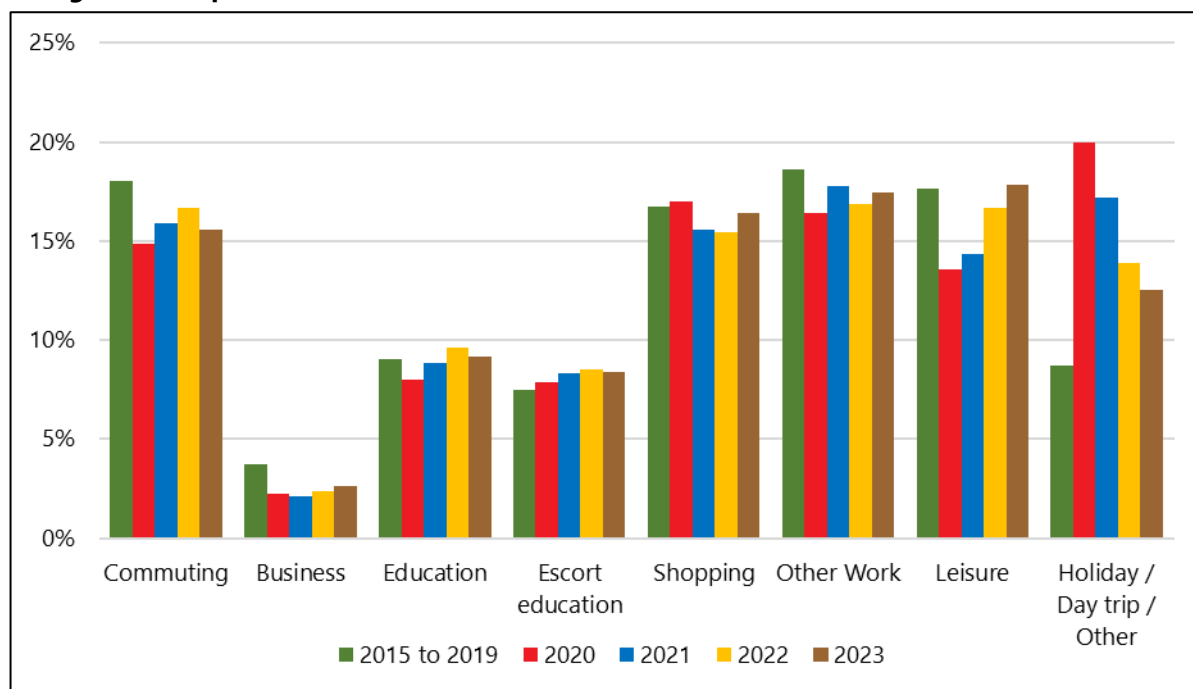
- 5.3 As the site is currently utilised as arable farmland, and to assess a worst-case, no allowance will be made for the existing vehicular movements to the site.

Proposed Use

Trends in Travel Behaviour

- 5.4 As part of the previous planning application the Highway Authority requested a justification for the trip rates provided, noting that they were lower than the WBC trip rates.
- 5.5 Table NTS0502 sets out the "*Trip start time by trip purpose (Monday to Friday only)*" in England. Reference has been made to the data available for 2019 (pre-COVID-19 impact), 2020, 2021, 2022, and 2023 to determine the proportion of trips undertaken for various reasons. As shown in **Figure 5.1**, the proportion of trips undertaken for commuting has fallen between 2022 and 2023 suggesting that the increased flexible working is likely to remain at least in part.

Figure 5.1 National Travel Survey – Trip start time by trip purpose (Monday to Friday only) in England – Proportion



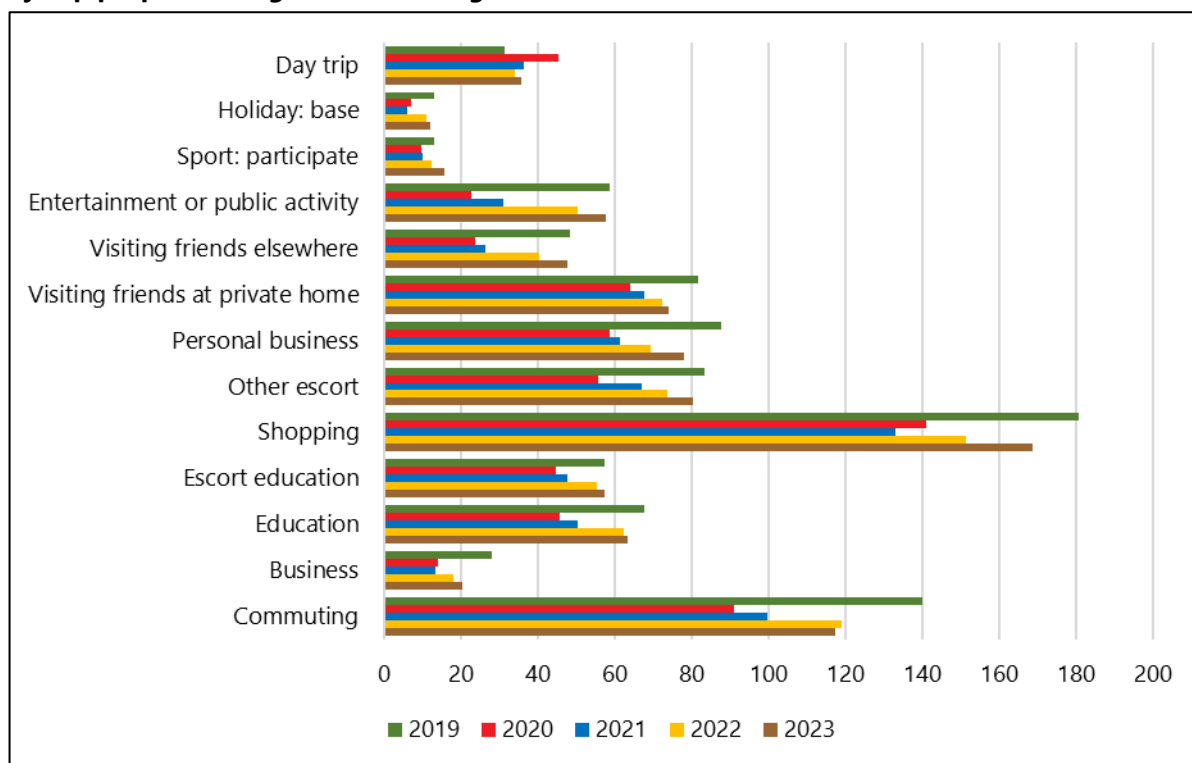
Source: Table NTS0502 of the National Travel Survey

Notes: Other = Other work, other escort and personal business

Leisure = Visiting friends / entertainment / sport

- 5.6 Reference to NTS table NTS0403 'Average number of trips (trip rates) per person per year by trip purpose' including short walks in England to determine if there are any patterns in the quantum of trips being made. **Figure 5.2** illustrates that the number of commuting trips reduced significantly from 2019 to 2022, likely due to the COVID-19 pandemic. It is also noted that the total number of trips has fallen from 953 for all purposes in 2019 to 739 in 2020 before slowly rising to 915 in 2023.

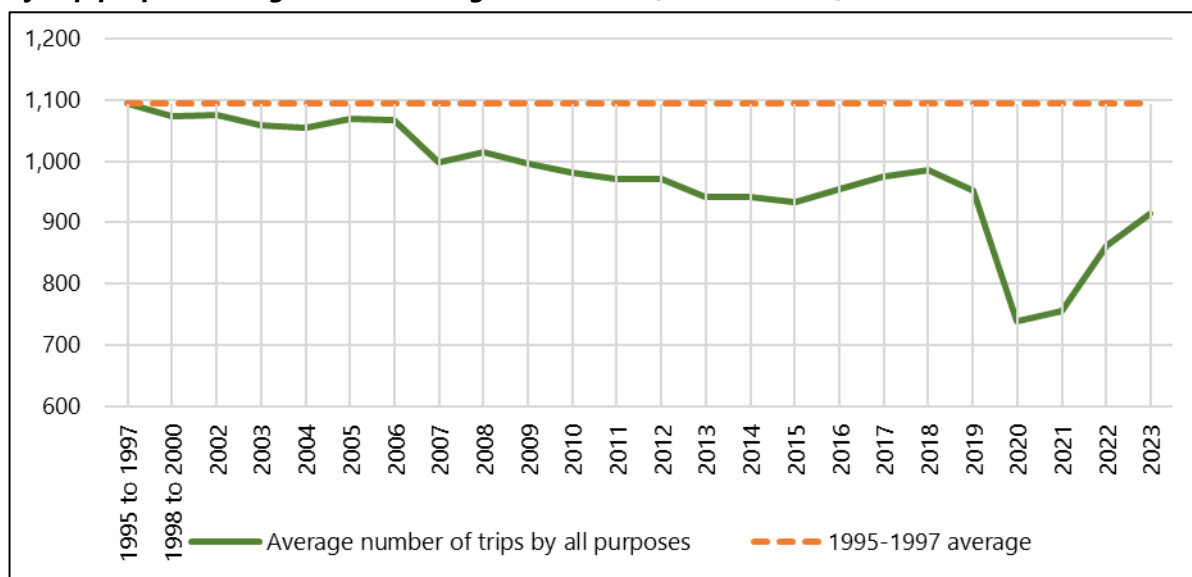
Figure 5.2 National Travel Survey – Average number of trips (trip rates) per person per year by trip purpose in England – Including Short Walks



Source: Table NTS0403 of the National Travel Survey

5.7 Finally, reference has been made to the number of average number of trips per person per year by trip purpose in England since 1995 to determine whether there is a demonstrable trend in the quantum of trips. This data is presented in **Figure 5.3**.

Figure 5.3 National Travel Survey – Average number of trips (trip rates) per person per year by trip purpose in England – Including Short Walks (1995 onwards)



Source: Table NTS0403 of the National Travel Survey

- 5.8 The data demonstrates that the post pandemic trends had a demonstrable impact on travel behaviour. In particular, the reduction in peak hour trips can likely be tied to increased home working and flexible starting/ finishing times post pandemic.
- 5.9 Notwithstanding this, there has been a downward trend in the average number of trips per person over nearly three decades.

Proposed Trip Generation

- 5.10 Notwithstanding the above, the trip rates used to determine the potential impact of the development proposals have been updated to reflect the latest version of the TRICS database (version 7.11.4). To ensure a robust analysis of the potential trip attraction of the development proposals the development has been assessed assuming all units are privately owned.
- 5.11 The trip rates obtained have been selected utilising the following parameters to select suitable proxy surveys from within the database:
- **TRICS Land Use:** 03/A – Houses Privately Owned;
 - **Regions:** Located within England, excluding Greater London;
 - **Quantum of Dwellings:** Between 0 and 200;
 - **TRICS Location Type:** Neighbourhood Centre; and
 - **Survey Type:** Multi-modal surveys only.
- 5.12 The selection criteria above resulted in the selection of 28 surveys with an average of 78 dwellings for the hours of 07:00-19:00. A summary of the average parking provision per dwelling is set out in with a copy of the full TRICS Report provided in **Appendix G**.

Table 5.1 TRICS Site Selection

Reference	Number of Dwellings	Number of parking spaces	Average Spaces per Dwelling
AC-03-A-06	99	217	2.2
BN-03-A-03	133	218	1.6
CA-03-A-08	83	187	2.3
CS-03-A-03	30	59	2.0
CS-03-A-04	63	196	3.1
DH-03-A-02	125	124	1.0
ES-03-A-11	105	275	2.6
ES-03-A-12	123	359	2.9
HC-03-A-32	105	253	2.4
HG-03-A-01	20	54	2.7
IM-03-A-01	31	81	2.6
IM-03-A-02	27	54	2.0
IM-03-A-03	111	198	1.8
KC-03-A-08	159	480	3.0
LE-03-A-02	85	363	4.3
MW-03-A-01	8	16	2.0
NF-03-A-27	93	248	2.7
NF-03-A-43	125	302	2.4
SC-03-A-09	136	359	2.6
SC-03-A-10	32	84	2.6
SF-03-A-06	38	35	0.9
SM-03-A-02	42	142	3.4
SM-03-A-03	41	118	2.9
WM-03-A-04	39	45	1.2
WS-03-A-07	57	108	1.9
WS-03-A-16	58	132	2.3
WS-03-A-18	156	328	2.1
WS-03-A-25	65	155	2.4
Total	2189	5190	2.4

Source: TRICS Report provided in **Appendix G**

- 5.13 In addition to the above we note that 13 of the 28 surveys selected were undertaken prior to the impact of COVID-19 on travel behaviour and as such could be assumed to provide an overly robust trip rate. In the context of the above the sites selected are considered to be appropriate, and as previously set out the use of private dwellings only provides a robust analysis of the likely trip generation of the site.

- 5.14 The resultant trip rates that will be used to determine the trip attraction of the proposals are set out in Table 5.2.

Table 5.2 Proposed Trip Rates – Private Houses

Direction	Total People	Pedestrian	Cycle	Public Transport Users	Total Vehicles
08:00 – 09:00					
Arrivals	0.207	0.037	0.006	0.005	0.134
Departures	0.731	0.135	0.014	0.041	0.336
Total	0.938	0.172	0.02	0.046	0.470
17:00 – 18:00					
Arrivals	0.497	0.054	0.005	0.015	0.278
Departures	0.237	0.044	0.006	0.005	0.136
Total	0.734	0.098	0.011	0.020	0.414
07:00 – 19:00					
Arrivals	4.673	0.881	0.07	0.446	2.362
Departures	4.147	0.798	0.053	0.243	2.248
Total	8.82	1.679	0.123	0.689	4.610

Source: TRICS Report provided in **Appendix G**

- 5.15 Utilising the trip rates as set out above, the trip generation of the site, on the basis of 70 dwellings, has been calculated and is presented below in Table 5.3.

Table 5.3 Proposed Trip Generation – Private Houses

Direction	Total People	Pedestrian	Cycle	Public Transport Users	Total Vehicles
08:00 – 09:00					
Arrivals	14	3	0	0	9
Departures	51	9	1	3	24
Total	66	12	1	3	33
17:00 – 18:00					
Arrivals	35	4	0	1	19
Departures	17	3	0	0	10
Total	51	7	1	1	29
07:00 – 19:00					
Arrivals	327	62	5	31	165
Departures	290	56	4	17	157
Total	617	118	9	48	323

Source: TRICS Report provided in **Appendix G**

Note: Based on 70 dwellings

Any arithmetic errors based on rounding

- 5.16 As set out above, the proposed development could generate a total of 66 trips by all modes of transport during the traditional AM peak hour and 51 trips by all modes of transport during the traditional PM peak hour. Focusing on vehicle movements, the proposals are predicted to generate circa 33 and 29 vehicular movements during either the AM and PM network peak hours respectively.

Distribution

- 5.17 To predict the distribution of trips associated with the proposed development, reference has been made to the journey to work Census data from 2011 available from NOMIS³⁶. Whilst the use of 2011 Census Data was criticised by the Highway Authority in their Consultation Response to the previous application we do not consider this appropriate. The use of 2011 data to determine a possible trip distribution for residents as opposed to 2021 data is common practice due to the influence of COVID-19 on travel behaviour during the 2021 Census. The 2021 Census was undertaken on 21 March 2021

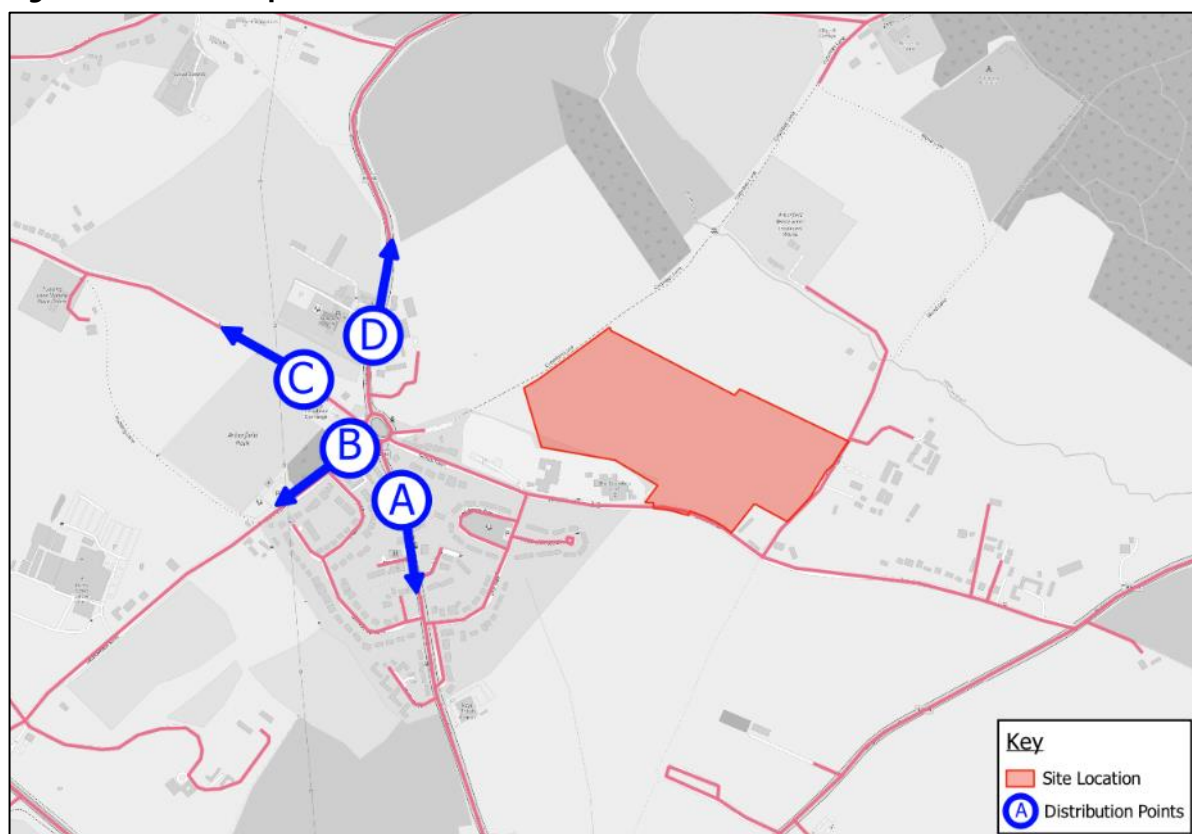
³⁶ www.nomisweb.co.uk

at which time many restrictions on travel were still in place³⁷ resulting in travel patterns that could not be considered to be typical.

5.18 Dataset WU03EW³⁸ was obtained from NOMIS assuming a usual place of residency within E02003456 : Wokingham 018 (2011 super output area - middle layer).

5.19 Separate distributions were determined as set out in **Figure 5.4**.

Figure 5.4 Development Distribution



Source: © OpenStreetMap Contributors

5.20 The resultant wider distribution has been calculated and is summarised in Table 5.4, with a copy of the Census data calculation provided in **Appendix H**

³⁷ https://assets.publishing.service.gov.uk/media/6037c40ee90e0705568501fa/COVID-19_Response_-_Spring_2021___Summary_-_Easy_Read_.pdf

³⁸ Location of usual residence and place of work by method of travel to work (MSOA level)

Table 5.4 Wider Distribution – Proportions

Zone	Road Name	Commuting via Driving a car or van	Distribution
A	Eversley Road	508	22.8%
B	Swallowfield Road	69	3.1%
C	Reading Road	522	23.4%
D	Sindleshams Road	1131	50.7%
Total	-	2230	100%

Source: based on Journey to Work 2011 Census data from Nomis WU03EW

- 5.21 Utilising the data from both Table 5.3 and Table 5.4, we expect the proposed development will result in the following peak hour distribution at the Arborfield Cross Roundabout.

Table 5.5 Proposed Development – Distribution

	To	Sindleshams Road	School Road	Eversley Road	Swallowfield Road	Reading Road
From						
AM Peak Hour (08:00-09:00)						
Sindleshams Road	-	5	-	-	-	-
School Road	12	-	5	1	6	-
Eversley Road	-	2	-	-	-	-
Swallowfield Road	-	0	-	-	-	-
Reading Road	-	2	-	-	-	-
PM Peak Hour (17:00-18:00)						
Sindleshams Road	-	10	-	-	-	-
School Road	5	-	2	0	2	-
Eversley Road	-	4	-	-	-	-
Swallowfield Road	-	1	-	-	-	-
Reading Road	-	5	-	-	-	-

- 5.22 In the context of the anticipated trip generation and distribution of the proposals set out above, the Arborfield Cross Roundabout could be expected to cater for an additional circa 33 and 29 total movements during the traditional AM and PM network peak hours respectively.

- 5.23 Focusing on the Reading Road and Eversley Road links, the future with development flows in the context of the predicted background traffic movements resulting from the construction of Observer Way are presented in Table 5.6.

Table 5.6 Arborfield Cross Relief Road (Observer Way) – Impact

Scenario	Reading Road		Eversley Road	
	Westbound	Eastbound	Northbound	Southbound
AM Peak Hour (08:00-09:00)				
2015 Baseline	701	694	773	728
2026 with Observer	401	370	314	336
2026 with Development	407	372	316	341
<i>Comparison to 2015</i>	-294	-322	-457	-387
<i>Comparison to 2026</i>	+6	+2	+2	+5
PM Peak Hour (17:00-18:00)				
2015 Baseline	821	721	724	699
2026 with Observer	350	421	317	453
2026 with Development	352	426	321	455
<i>Comparison to 2015</i>	-469	-295	-403	-244
<i>Comparison to 2026</i>	+2	+5	+4	+2

Source: Based on Table 2.4.

Notes: * = 2026 Do Something scenario from Table 2.4.

- 5.24 As shown, the proposals will not result in the quantum of movements on Eversley Road or Reading Road returning to the levels that it formerly operated at.
- 5.25 The motor vehicle prohibition provided on School Road is expected to have reduced flows along School Road resulting in a further reduction in movements within Arborfield Cross. In the context of the above we do not consider the proposals would result in a severe impact on the operation of the junctions which have previously accommodated significantly greater levels of vehicular movement. On this basis no further analysis has been undertaken.

Sensitivity Test

- 5.26 Notwithstanding the above, a sensitivity test has been undertaken to provide further assurance to the Highway Authority that the proposals will not result in a severe impact to the local highway network. For this sensitivity test, the WBC trip rates have been calculated utilising the information provided in the Consultation Response received for the previous application as set out in Table 5.7.

Table 5.7 WBC Trip Rate Calculation

	Previous two-way vehicular Trip Rate*	Previous two-way Trip Generation*	Increase in trip generation from the use of WBC trip rates**	Resultant trip generation based on WBC trip rates	Calculated two-way WBC trip rate
AM Peak	0.417	40	+15	55	0.579
PM Peak	0.418	40	+9	49	0.516

Source: * = As set out in table 5.1 of TPA Transport Assessment 2305-083 TA01A

** = As set out in the Highway Consultation Response provided in **Appendix A**

- 5.27 Based on the trip rates set out above, the proposed development could be expected to generate 41 two-way movements during the morning peak hour and 36 two-way movements in the evening peak hour. We do not consider that this level of trip attraction would result in an impact on the local highway network that could be deemed to be severe in the context of the NPPF.

6 Pedestrian Audit

- 6.1 As set out in Chapter 1, WBC requested a pedestrian audit be undertaken as part of their Consultation Response to the previous application. An audit has subsequently been undertaken to support the current planning application.
- 6.2 In the absence of any WBC specific guidance, the pedestrian audit requested broadly aligns with the Active Travel Zone Assessment (**ATZ**) methodology set out by Transport for London.
- 6.3 This audit identifies a number of possible improvements which the application can make a financial contribution towards enabling the Highway Authority to deliver with the level of contribution confirmed as part of the S106 discussions.

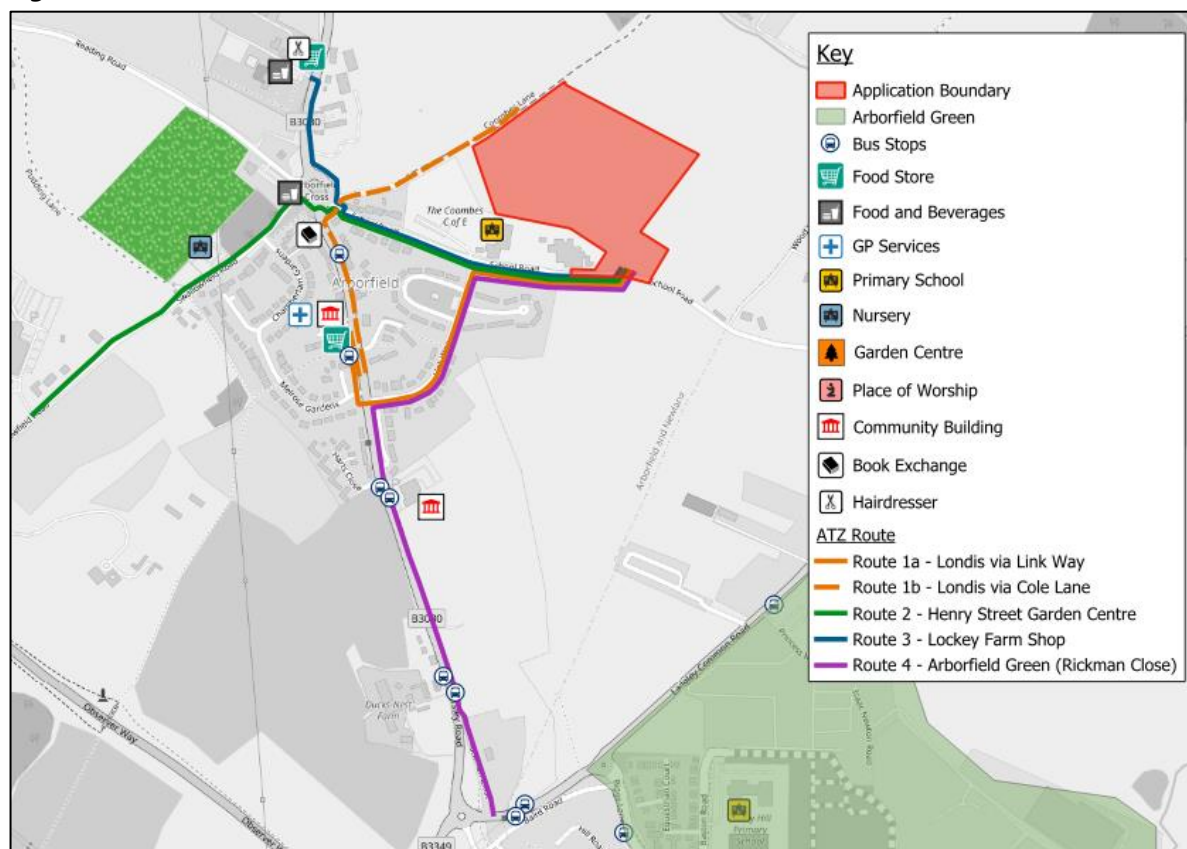
Potential Key Active Travel Destinations

- 6.4 The ATZ guidance requires assessment to include potential key destinations in the vicinity of the proposed site. These can be grouped into six categories; namely:
- Public transport stops and stations;
 - Town centres;
 - Parks;
 - Schools/colleges;
 - Health facilities; and
 - Places of worship.
- 6.5 In the context of the above the following routes to key destinations have been identified.

Route ID	Destination	Other Attractors
1a	Londis, Eversley Road (form Cole Lane)	The Swan bus stop (Southbound), Arborfield Village Hall
1b	Londis, Eversley Road (from School Road)	The Swan bus stop (Northbound), Arborfield Village Hall
2	Henry Street Garden Centre	Coombes Church of England Primary School, The Bull Inn, Arborfield Cross Book Exchange, Arborfield Cross Recreation Ground, Arborfield Village Montessori Nursery ³⁹
3	Lockey Farm Shop, and Sula Café and Pizzeria, Headline Hair, and a butchers	Coombes Church of England Primary School, Arborfield Cross War Memorial
4	Arborfield Green	Arborfield Royal British Legion

6.6 In this context, routes were identified from both the School Road and Cole Lane site access locations as illustrated in **Figure 6.1**.

³⁹ <https://arborfieldvillagemontessori.co.uk/>

Figure 6.1 Pedestrian Routes

Source: © OpenStreetMap contributors

- 6.7 As shown, the routes identified provide access to a variety of services and amenities within Arborfield Cross and Arborfield Green.

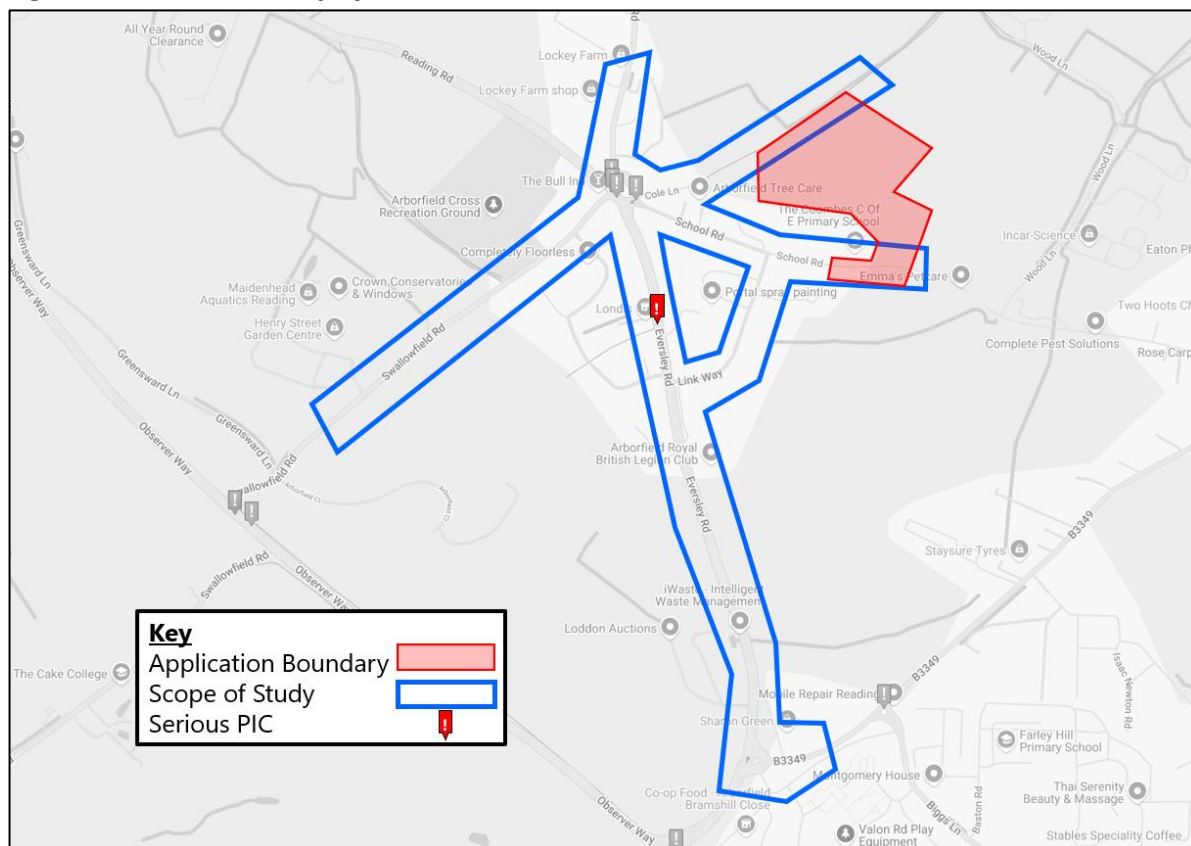
Methodology

- 6.8 To assess the existing condition of the pedestrian infrastructure along the identified routes in in **Figure 6.1** a site visit was undertaken on Thursday 13 February 2025 and supplemented with photos from our previous site visit on Wednesday 22 May 2024. During the site visit, photos were taken at intervals of 150m from the viewpoint of a pedestrian in accordance with the ATZ guidance, with additional photos also taken at key locations (such as junctions and crossings).
- 6.9 As part of the audit reference has been made to Personal Injury Collision (**PIC**) data obtained from Crashmap⁴⁰ for the most recent five-year period (2019-2023 inclusive). In accordance with ATZ guidance reference has been made to incidents that resulted in injuries classified as serious or resulted in a fatality only.

⁴⁰ <https://www.crashmap.co.uk/Search>

- 6.10 **Figure 6.2** illustrates the PIC data obtained for a study area covering the pedestrian audit routes. As shown, only one PIC occurred that was classified as serious. This incident was isolated with no other PICs occurring in its vicinity and did not result in an injury to a vulnerable road user group⁴¹.

Figure 6.2 Personal Injury Collision Data



Source: Crashmap

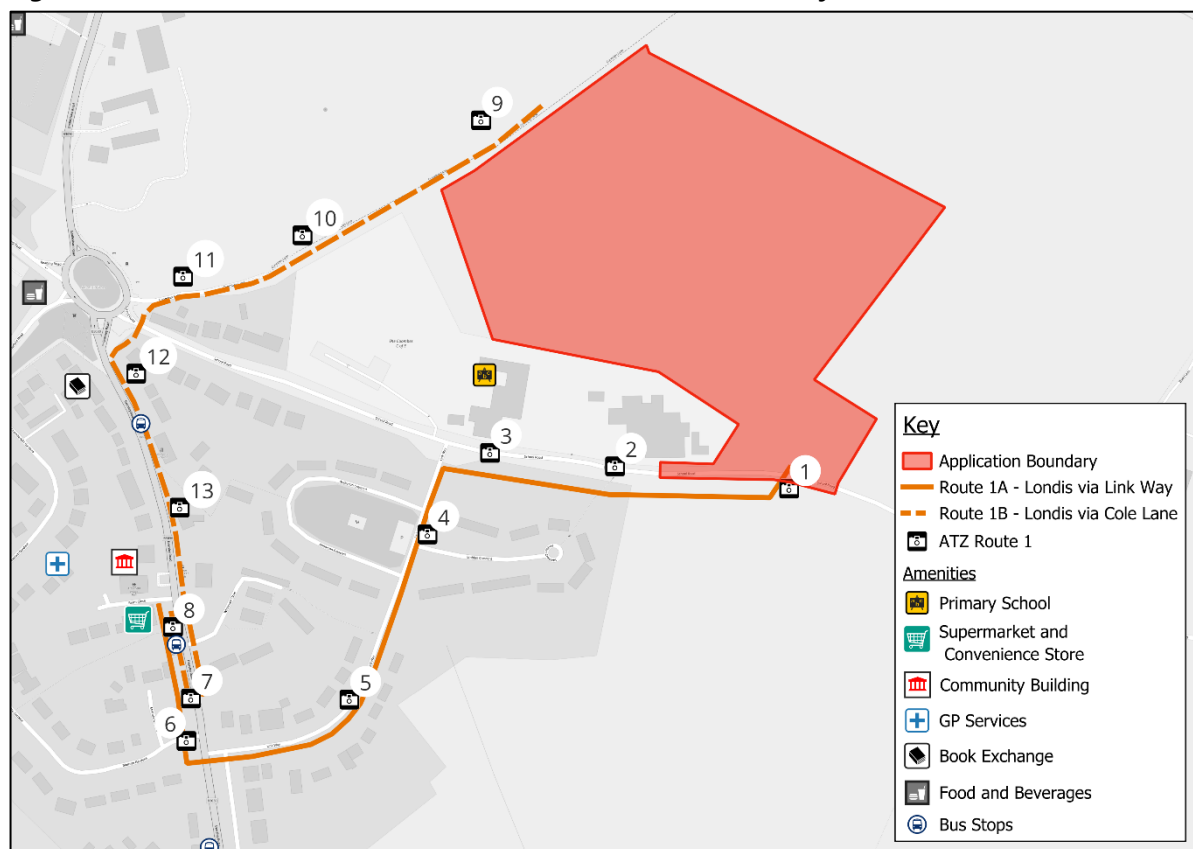
- 6.11 On the basis of the above, no common pattern of PICs has been identified, and therefore we conclude that the proposals would not exacerbate any pre-existing highway safety issues within the audit area.

Audit

Routes 1A and 1B – Route to the Londis via Link Way or via Cole Lane

- 6.12 The first route audited comprised the connection between the site and the Londis on Eversley Road via Cole Lane and an alternative route via Link Way as shown in **Figure 6.3**.

⁴¹ Pedestrians, pedal cyclists, motorcyclists and children

Figure 6.3 Route 1A and 1B – Route to the Londis via Link Way or via Cole Lane

Source: © OpenStreetMap contributors

6.13 A review of this route and of the associated potential improvements is provided as follows:

Table 6.1 Route 1 Assessment

Map Ref.	Photo	Observations	Suggested Improvements
1		Footway circa 1.2-1.5m in width provided on the south side of the carriageway only.	Widen the footway to be a minimum of 2m as proposed as part of the access works.
2		- This section of the route is accessible for pedestrians with a continuous footway on both sides of the road. - A signal-controlled crossing is present along The Coombes Primary School's frontage, featuring appropriate tactile paving, dropped kerbs and guard railing. - Footway width ranges between 1.8m – 2m on both footways along School Road on this section of the route.	No improvements suggested for this section.
2		- Both footways extend to the west, with no noticeable damage. - It is noted that the practical footway width of the southern footway decreases to circa 0.9m due to overgrown vegetation.	Maintenance of landscaping along School Road to restore footway width.
3		- The footway bifurcates at the School Road/ Link Way junction. - A grass verge circa 4.5m is present along Link Way on this section of the route, creating a safer division between road traffic and pedestrians. - Street furniture, i.e. recycling bins are seen on this section of the route.	No improvements suggested for this section.

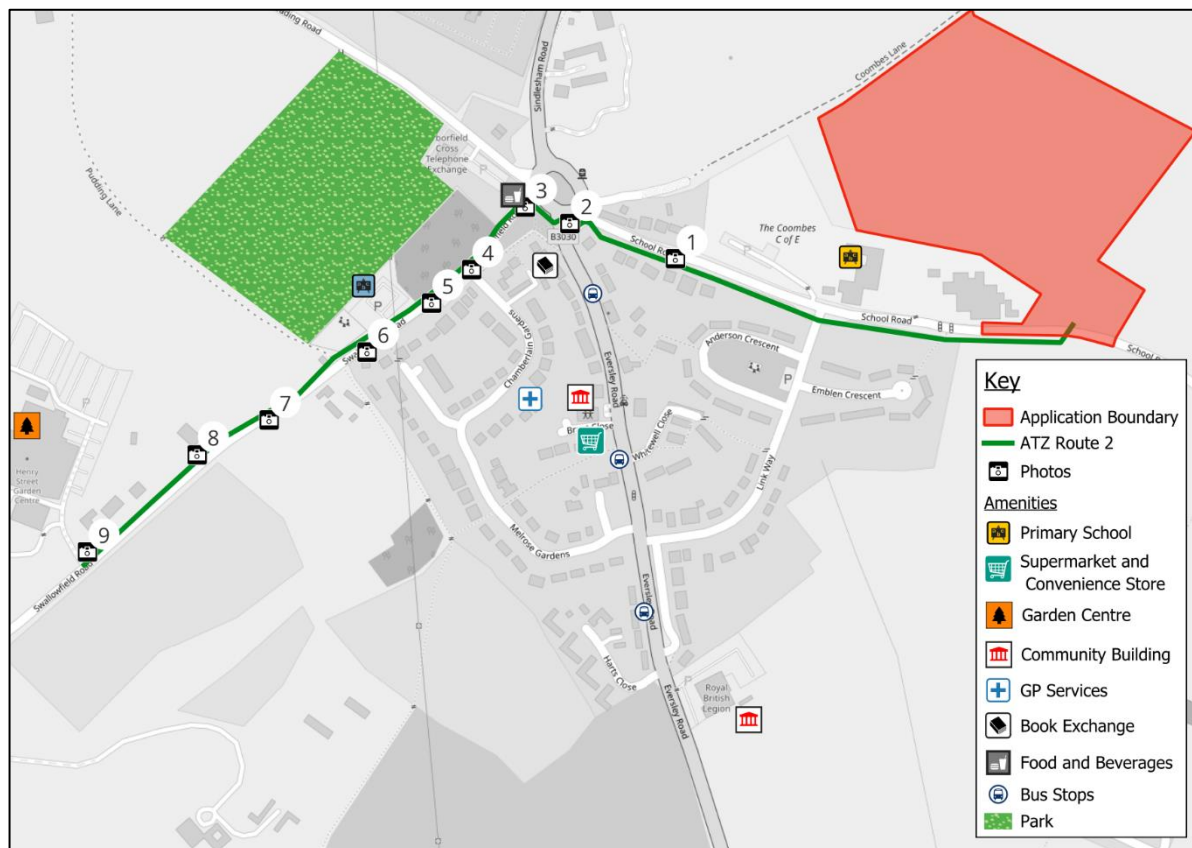
Map Ref.	Photo	Observations	Suggested Improvements
9		- No footways or illumination present along the Cole Lane byway and consists of a gravel track with landscaping to either side. - Overhanging branches and dead trees were observed on this section of the route which could fall onto the byway.	- Maintenance to remove overhanging vegetation (subject to appropriate approvals and deliverability) - Improvements could include lighting subject to ecological constraints.
10		- As aforementioned, no footways or illumination are present along the byway. - The byway width varies between 2.1m - 3m (if landscaping is included).	Improvements could include lighting subject to ecological constraints.
11		This section of Cole Way provides access to a number of private dwellings and features a paved road.	No improvements suggested for this section.
12		- Guard railing is present along this section of the route at the Arborfield Cross roundabout. - A crossing is also present allowing for pedestrians to travel along the western footways on Eversley Road.	No improvements suggested for this section.
13		- Footways remain present on both sides of Eversley Road, however, no formal crossings are present for pedestrians crossing from the eastern footway to the medical practise. - A traffic island acts as a priority chicane with priority given to northbound traffic.	The traffic island could be converted to a pedestrian refuge, enabling a crossing point between footways.

Source: Site visit undertaken 13 February 2025

Route 2 – Henry Street Garden Centre

- 6.14 The second route audited comprised the connection between the site and the Henry Street Garden Centre together with the Bull Inn and Arborfield Cross Recreation Ground as shown in **Figure 6.4**.

Figure 6.4 Route 2 – Henry Street Garden Centre



Source: © OpenStreetMap contributors

Notes: * Section of School Road east of Link Way included as part of Route 1 assessment

Table 6.2 Route 2 Assessment

Map Ref.	Photo	Observations	Suggested Improvements
1		A footway is present on the southern side of School Road and is approximately 1.5m wide, with street lighting throughout.	No improvements suggested for this section
2		- A pedestrian crossing on School Road accommodates pedestrians travelling towards Cole Lane and Sindlesham Road. - The crossing features dropped kerbs and appropriate tactile paving. Ponding issues were observed at the crossing.	Maintenance of crossing and road to reduce ponding.
3		- A crossing point from School Road / Roundabout towards Swallowfield Road features dropped kerbs and tactile paving. - An isolated footpath with verges on both sides is present along the route, featuring street furniture, i.e. a bench and a book exchange repurposed phone booth.	No improvements suggested for this section.
4		A grass verge circa 6.5m – 10m in width separates the footway from the carriageway, extending from the Arborfield Cross roundabout to Chamberlain Gardens.	No improvements suggested for this section.
5		A crossing point is present with the appropriate tactile paving and dropped kerbs, however, damage was observed in some tiles.	Maintenance of tactile paving.

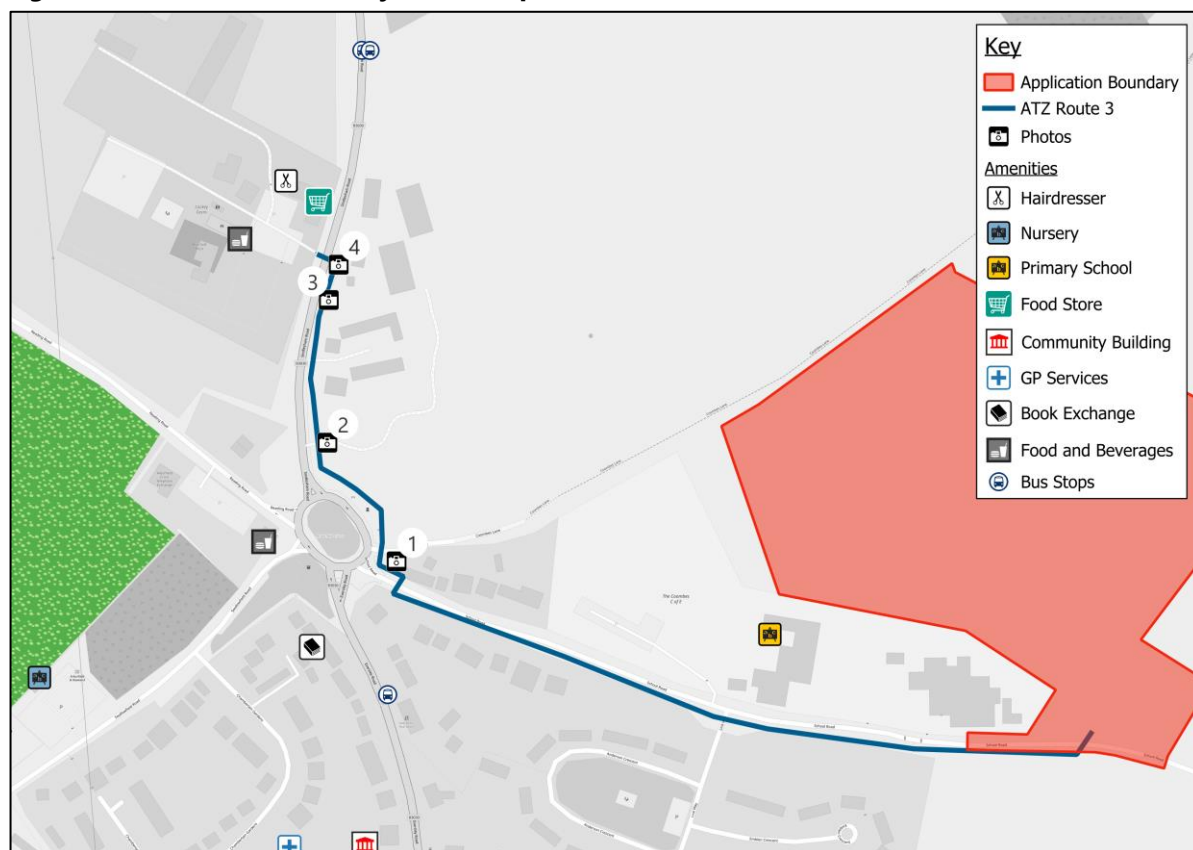
Map Ref	Photo	Observations	Suggested Improvements
6		- The footway on Swallowfield Road extends to the south and remains circa 1.5 – 2m in width. - An informal crossing point to a local playground is located along this section of the route and features the appropriate tactile paving and dropped kerbs.	Maintenance of tactile paving.
7		A telegraph pole reduces the practical footway width to circa 0.6m. The absence of another footway on the other side of Swallowfield Road means mobility scooters will not be able to transit through this route.	Relocation of telegraph pole to a less intrusive location or the provision of a build out as a traffic calming feature to enable a wider footway to be provided.
8		- An extension of the footway to the south features a 1.5m grass verge. - Large trees were observed to be inclined towards the footway, which may result in a safety risks to pedestrians should the trees fall onto the footway.	Maintenance of vegetation and removal of unsafe tree branches.
9		- Overgrown vegetation reduced practical footway width. - A crossing point is present to allow pedestrians to continue their journey on foot onto the pavement on the opposite side of Swallowfield Road. The crossing features a dropped kerb and tactile paving, however, damage and a large amount of gravel was observed at the crossing	Maintenance of tactile paving and landscaping surrounding crossing.
10		A footway extends to the Henry Street Garden Centre access.	No improvements suggested for this section.

Source: Site visit undertaken 13 February 2025

Route 3 – Lockey Farm Shop and Sula Café and Pizzeria

- 6.15 The third route comprised a connection to the Lockey Farm Shop, Sula Café and Pizzeria, Headline Hair, and a butchers as shown in **Figure 6.5**.

Figure 6.5 Route 3 – Lockey Farm Shop and Sula Café and Pizzeria



Source: © OpenStreetMap contributors

Notes: * Assessment of School Road included as part of Route 1 and 2 assessment

- 6.16 A review of this route and of the associated potential improvements is provided as follows.

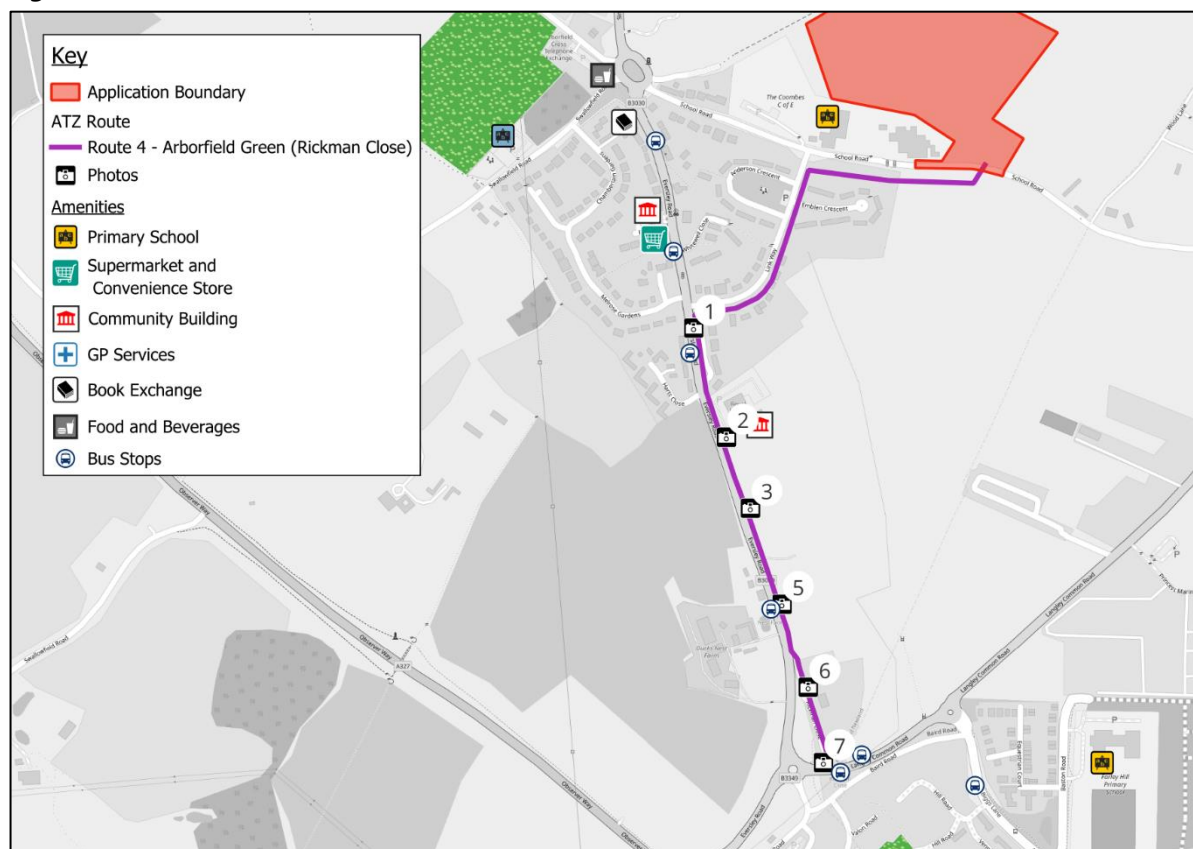
Table 6.3 Route 3 Assessment

Map Ref	Photo	Observations	Suggested Improvements
1		A footway is present on the edges of the Arborfield Cross Roundabout, featuring a landmark monument and street furniture such as benches within surrounding landscaping.	No improvements suggested for this section
2		- A footway circa 80m in length is provided from the Arborfield Cross roundabout onto Sindlesham Road. - There is no footway provision on the western side of Sindlesham Road.	No improvements suggested for this section.
3		- A site access is present along the route, servicing several dwellings. - No tactile paving or dropped kerbs are present at the access.	To accommodate for visually or movement impaired pedestrians, tactile paving and dropped kerbs could be put in place.
4		- An unpaved footway is provided along the route, featuring guard fencing and landscaping along its edges. - As it is unpaved, the footway may not be suitable for mobility scooter users, as wet weather can cause the gravel to become hard to navigate. - There are no formal or informal crossing points from the footway onto Lockey Farm.	Provide appropriate paving for the footway.

Source: Site visit undertaken 13 February 2025

Route 4 – Arborfield Green

- 6.17 The fourth route comprised the connection to Arborfield Green via the Arborfield Royal British Legion as shown in **Figure 6.6**.

Figure 6.6 Route 4 – Arborfield Green

Source: © OpenStreetMap contributors

Notes: School Road and Link Way assessment included as part of Route 1

6.18 A review of this route and of the associated potential improvements is provided as follows.

Table 6.4 Route 4 Assessment

Map Ref	Photo	Observations	Suggested Improvements
1		- A bus stop is located on the route, featuring a covered seating area, bus timetables and real time information. - Footways circa 1.5m wide are provided on both sides of Eversley Road, with a grass verge provided on the eastern side of the carriageway. - A signal-controlled crossing is present circa 40m from the bus stop. An assessment of the crossing is presented in photo 7 of "ATZ Route 1".	No improvements suggested for this section
2		- This section of Eversley Road only features footways to the east of the carriageway, measuring 1.3m – 1.5m in width. - A simple flag and pole bus stop is located on both sides of Eversley Road, featuring timetable information.	No improvements suggested for this section.
3		- The eastern Eversley Way extends further to the south, however, multiple bollards have been placed along the route. - The practical width of the footway decreases to circa 0.5m due to the bollards and unmaintained landscaping	- Removal of bollards to ensure mobility scooters and visually impaired pedestrians can safely use the footway. - Maintenance of surrounding landscaping.
4		Large area covered by gravel and ponding was observed during the route.	Maintenance of surrounding drains and paving.

Map Ref	Photo	Observations	Suggested Improvements
5		- Bus stops are located on both sides of Eversley Road, featuring table information. - There was noticeable damage to the bus stop poles.	Maintenance or replacement of current flag and pole stops.
6		- An extension of the Eversley Road footway links to Rickman Close. - Grass verges separate Rickman Close from Eversley Road and further afield the B349 / Eversley Road roundabout.	No improvements suggested for this section.
7		Final section of route travels through a residential road on Rickman Close with appropriate footways.	No improvements suggested for this section.

Source: Site visit undertaken 13 February 2025

Pedestrian Audit – Conclusion

- 6.19 The pedestrian audit has provided a review of the walking routes to key destinations within the vicinity of the site, covering a total of four routes. The site's location and the routes have been reviewed with reference to access to public transport, local amenities, access to green space and the road safety data. A number of potential improvements were identified and suggested as part of the assessment.
- 6.20 The quality of the existing infrastructure was generally considered to be good. Notwithstanding this, a number of potential improvements are suggested following the assessment, which include:
- The improvement of raised and dropped kerbs;
 - Introduction or maintenance of crossings and tactile paving;
 - Maintenance of landscaping and vegetation; and
 - Removal of the reflective bollards on Eversley Road.
- 6.21 As noted, the purposed of this audit is to identify works for which a financial contribution can be made from developers to be undertaken by WBC rather than direct works to be delivered by the applicant as part of this development. While the improvements would be of benefit to the wider

area, they are not considered to be necessary or contingent in determining the acceptability of the development proposals.

7 Summary and Conclusion

7.1 Transport Planning Associates has been commissioned by Croudace Homes, Vortal Homes Limited And Falcon Developments (SE) Limited to provide transport planning consultancy services in relation to the proposed development of the land north of School Road, Arborfield Cross, RG2 9NX.

7.2 The proposed development comprises an outline application for up to 70 dwellings with access taken from School Road. The description of the proposed development is as follows:

"Outline planning application for a proposed residential development of up to 70 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)."

7.3 A pedestrian and cycle access will be provided onto Cole Lane on the northwestern boundary of the site to increase the permeability of the site by active modes of travel. Following feedback from the Council the connection to Cole Lane has been located circa 65m southwest reducing waling distances for residents. This access will be a minimum of 3.0m wide in accordance with requirements for a shared cycle/ footway in Local Transport Note 1/20⁴² allowing up to 300 pedestrians and 300 cyclists per hour⁴³.

7.4 Additionally, an access for pedestrians, cycles and vehicles will be provided onto School Road. To achieve this, School Road will be realigned to prioritise movements into the site.

7.5 Pedestrian footways are provided along the southern side of School Road, which have had recent improvement works carried out following the installation of bollards along School Road. The footways measure approximately 1.4 m in width.

7.6 The site benefits from access to a variety of services and amenities within walking distance of the site. These include a convenience store, the village hall and the Arborfield Consulting Room for the Swallowfield Medical Practice, The Coombes Church of England Primary School adjacent, and the Bull Inn. The provision of additional dwellings within the village would serve to provide additional custom and viability to the existing services and amenities within the area.

7.7 The site is within cycle distance of Arborfield Green, Wokingham, Winnersh, Barkham, and Reading providing access to services and amenities beyond those identified previously. Some services which are accessible by cycle include (but are not limited to):

⁴² <https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf>

⁴³ Table 6-3 of LTN1/20

- Wokingham Station;
- the new schools (primary and secondary) within Arborfield Green; and
- The local facilities (retail etc.) within Arborfield Green, Wokingham town centre, and Reading town centre.

7.8 The Swan bus stops are the closest to the site, located circa 250m-500m from the proposed Cole Lane access. The southbound stop has a flag, timetable and routing information and a bin, whilst the northbound stop also provides a shelter. These stops provide access to the 3 Leopard bus routes.

7.9 A pedestrian audit has been undertaken with possible improvements identified that the proposed development could provide a financial contribution towards. The scope and extent of the contribution will be determined as part of future S106 discussions with the Local Authority.

7.10 The proposed development could generate a total of 66 trips by all modes of transport during the traditional AM peak hour and 51 trips by all modes of transport during the traditional PM peak hour. Focusing on vehicle movements, the proposals are predicted to generate circa 33 and 29 vehicular movements during the traditional AM and PM network peak hours respectively.

Conclusion

7.11 In conclusion, the development proposals comply with national, regional, and local policies and good practice. It will not result in a severe impact. Hence, there are no transport or highway reasons for which the development proposals should not be granted planning consent.