

Unit 4, Winnersh Fields, Wokingham

Transport Scoping Note

Client:	Muslim Community Connect Wokingham		
Date:	27 February 2025	Job No	J328602
Prepared by:	JO	Approved by:	CH

1. Introduction

1.1 Overview

- 1.1.1 This Transport Scoping Note (TSN) has been prepared by mode transport planning (mode) on behalf of Muslim Community Connect Wokingham (MCC Wokingham) in support of a proposed change of the use application from existing offices to a new Place of Worship (to operate as an educational and community centre) at Unit 4, Winnersh Fields, Wokingham.
- 1.1.2 At this stage, detailed floor plans are yet to be finalised, however, there will be no external changes to the building, with the existing floorspace of the building (398m²) and the number of parking spaces (14) remaining as existing.

1.2 Purpose and Structure

- 1.2.1 The purpose of this TSN is to provide an overview of the transport considerations surrounding the proposed change of use, as informed by the baseline conditions of the site and what may stand to change in terms of trip generation characteristics and how that may relate to car parking provision.
- 1.2.2 The remainder of this TSN is structured as follows:
- **Section 2:** Sustainable Transport Credentials;
 - **Section 3:** Proposed Site Operation;
 - **Section 4:** Car Parking Accumulation; and
 - **Section 5:** Summary and Conclusions.

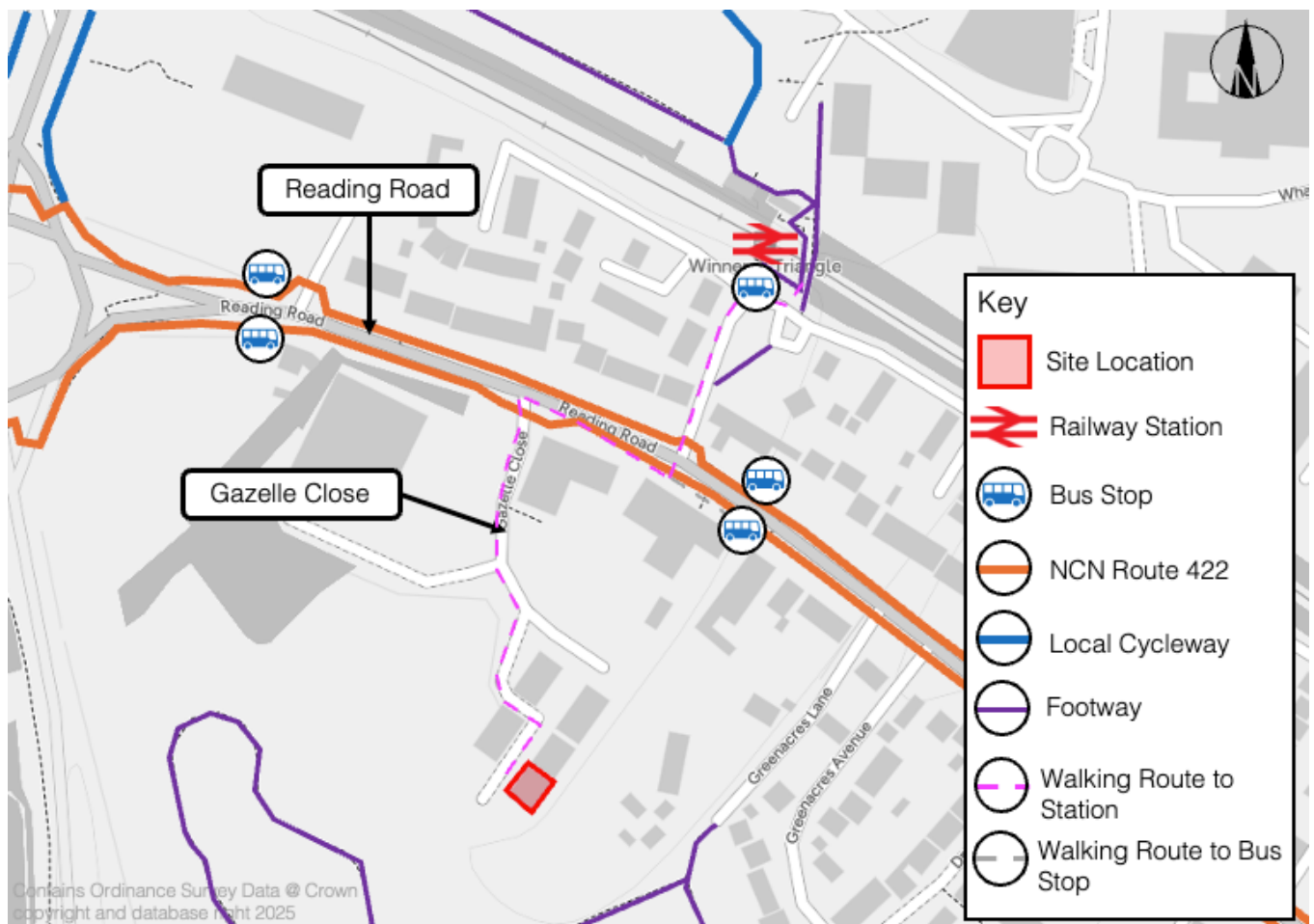
2. Sustainable Transport Accessibility

2.1 Site Location

2.1.1 The application site is located within Winnersh, between Reading to the west and Wokingham to the east. The area surrounding the site primarily consists of commercial/residential space, with the site itself located within the “Winnersh Fields Business Park” alongside 4 other units.

2.1.2 The site is situated within a highly sustainable location, in close proximity to Winnersh Triangle train station (approximately 335m to the north), nearby bus stops (approximately 125m to the north), and the National Cycle Network (NCN) Route 422, providing a demarcated cycle route that stretches along Reading Road, connecting to local cycleways. The site location in context with the surrounding area is demonstrated on **Figure 2.1**.

Figure 2.1 Site Context Plan



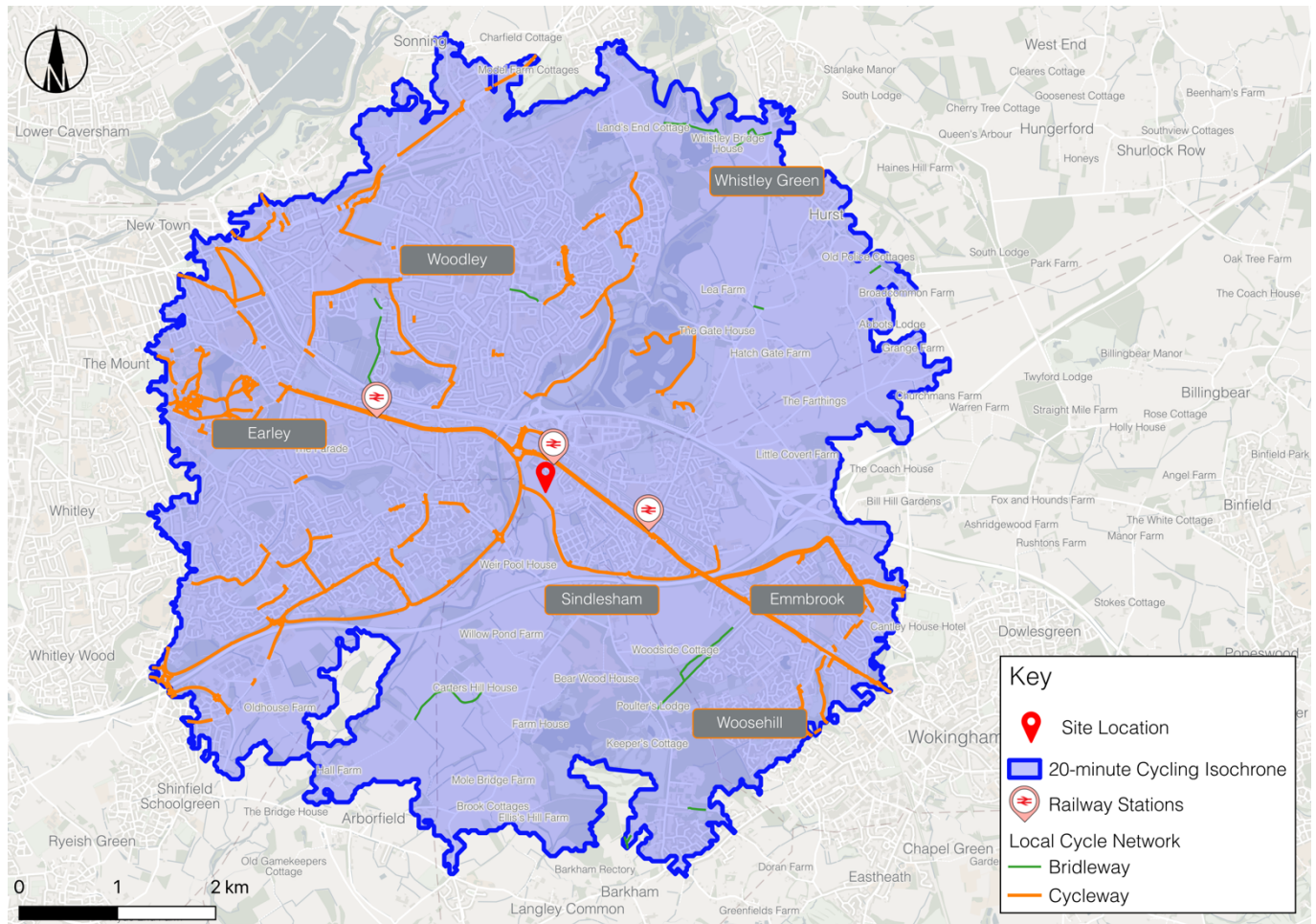
2.2 Pedestrian Accessibility

- 2.2.1 The site is located within Winnersh Fields Business Park which takes access via Gazelle Close. Gazelle Close is a 5mph road with footway provision on both sides of the carriageway, both of which connect to the A329 Reading Road.
- 2.2.2 Reading Road benefits from a comprehensive footway provision of approximately 2.5m in width along both sides of the carriageway, as well as segregated cycleways running adjacent to the footway along much of its length (supported in places by a clearly marked on-road cycle lane, including across nearby junctions). This provides a continuous pedestrian and cycle link east into the residential areas of Winnersh, with various side streets providing subsequent connections to key nearby transport nodes, including Winnersh Triangle train station (approximately a 480m / 6-minute walk away) and the Cavendish Gardens bus stops which are located less than a 3 minutes' walk from the site.
- 2.2.3 To the west, signalised pedestrian and cycle crossing facilities are present to facilitate crossing the A329 Reading Road / A3290 / B3270 signalised roundabout, which itself provides for further dedicated footway/cycleway connections westbound along Reading Road into Earley and Woodley, as well as south on the B3270 towards Lower Earley.

2.3 Cycle Accessibility

- 2.3.1 As outlined within this section, the application site benefits from being in close proximity to a number of cycleways extending from the site. It should be noted that NCN Route 422 runs adjacent to Reading Road and provides a formalised east-to-west cycle connection. A 20-minute cycling isochrone from the site is demonstrated on **Figure 2.2**.

Figure 2.2 20-minute Cycling Isochrone



2.3.2 From the application site, many key residential areas can be accessed via bicycle within 20-minutes, such as Earley, Woodley, to the west, Whistley Green to the north, and Sindlesham, Emmbrook and Woosehill to the east.

2.4 Public Transport Accessibility

Bus Accessibility

- 2.4.1 The site benefits from being located within close proximity to numerous bus stops along the A329 Reding Road, namely “Cavendish Gardens” bus stops (approximately 200m to the north) located on A329 Reading Road.
- 2.4.2 The above bus stops are serviced by routes 4 and 4a “Lion” Reading Buses service between Central Reading and Bracknell via Earley, Winnersh, and Wokingham. These services operate at a frequency of 1 bus every 15-25 minutes in either direction on weekdays, and every 15-30 minutes at the weekend.

2.4.3 The above bus services, located a short walking distance from the application site, are outlined further in **Table 2.1** by peak frequency and route.

Table 2.1 Bus Services Available to the Application Site

Bus Service	Bus Stop	Peak Frequency	Route
4 Lion	Cavendish Gardens	Every 15 minutes	St Mary's Butts – Bracknell Bus Station
4a Lion	Cavendish Gardens	Every 15 minutes	St Mary's Butts – Bracknell Bus Station
500 P & R	Winnersh Triangle Railway Station	Every 15 minutes	Winnersh Triangle Station – Central Reading

2.4.4 Winnersh Triangle Park and Ride (~500m), located adjacent to Winnersh Triangle train station, also offers the Reading Buses service 500 into Central Reading. This service operates at a one-way frequency of 1 bus every 15 minutes in either direction.

2.4.5 To summarise, the bus services outlined above should be considered to represent good bus connectivity at the application site, serving a range of residential areas in the central and suburban areas of Reading, Wokingham and Bracknell. This will facilitate future visitors of the site to make sustainable journeys as opposed to the private car.

Rail Accessibility

2.4.6 The nearest train station to the site is Winnersh Triangle. Winnersh Triangle train station is located within a 6-minute walk of the application site. This train station is serviced by Southwestern Railway on the Reading to London Waterloo Line, covering a range of train stations on this line between Berkshire, Surrey and Greater London. This does not withstand the quality of other immediate local connections on this route, including Winnersh, Earley and Bracknell. Trains service this route at a frequency of approximately 4 trains per hour during the peak hours, and 2 services per hour outside of the peak hours (including on Sundays).

2.4.7 The above train services offer further public transport connectivity to local areas and areas further afield, over and above the existing availability of bus services.

2.5 Local Highway Network

2.5.1 The A329 Reading Road provides a link between Reading, Winnersh and Wokingham. Reading Road adjoins the B3270 and A3290 to the west of the application site at the A329 Reading Road / A3290 / B3270 signalised roundabout, with subsequent access to the A329 (M) to the north via Winnersh Triangle junction. Numerous bus services are accessible along the A329 Reading Road which provides access to the wider Wokingham area.

2.6 Summary

- 2.6.1 This section demonstrates that the site is well-situated to benefit from the wealth of sustainable transport options in the area. Nearby bus stops along the A329 Reading Road provide frequent services into surrounding residential areas while Winnersh Triangle train station connects the site with Reading and Wokingham via a short journey time. A comprehensive network of pedestrian and cycle infrastructure in the area will benefit the site enabling many of the trips to be made sustainably as opposed to the private car.

3. Proposed Change of Use

3.1 Overview

- 3.1.1 The site is currently a vacant office unit, which is located amongst other office (or similar) units within the Winnersh Fields Business Park. The proposals are for the change of use from the existing office use to a Community Centre, which will partly operate as a Place of Worship, to be used by Muslim Community Connect Wokingham. No changes are proposed to floor areas/externals of the building, with the site to retain all 14 car parking spaces. Internally, the building will remain largely as existing.

3.2 Site Operation

- 3.2.1 Muslim Community Connect Wokingham currently operate out of the existing Winnersh Community Centre, however, they are seeking to relocate in order to host regular events in a dedicated building. The building will host numerous events such as prayer, educational classes and meetings.
- 3.2.2 A breakdown of events run by MCC Wokingham is outlined within **Table 3.1**. These numbers have been confirmed by the client. This table only outlines the busiest events, given these will be the highest trip generators.

Table 3.1 Summary of Events Run by MCC Wokingham

Time	Event	Attendees (maximum)
Friday (Peak Day for Regular Prayers)		
18:30 – 20:00	Kids' Activities	50-70
19:45 – 20:15	4 th Prayer	15-25
21:00 – 21:30	5 th Prayer	5-10
Ramadan (Peak Month for Late Evening Prayers)		
20:00 – 21:00 (Winter)	Ramadan Prayer	50-70
22:00 – 23:00 (Summer)	Ramadan Prayer	50-70
Weekend Community Events		
Late Morning (10:00 – 12:00)	Weekend School	50-70
Afternoon	Non-Regular Family Community Event	~50

- 3.2.3 As demonstrated within **Table 4.1**, Friday will be the busiest day during the week at the site, with the peak period of trips occurring between 18:30 and 20:00. During this time, up to 50–70 people will use the site for kids'/family activities. It's worth noting that parents usually drop off their children at the centre, before coming back to pick them up. As such, this activity will not result in an onerous demand for car parking spaces.
- 3.2.4 Furthermore, MCC Wokingham has noted that average attendance to kids' activities is typically lower, as many parents opt for online classes. Additionally, car sharing amongst parents is common, resulting in much fewer cars on the road. Whilst evening prayer is held concurrently with the kids' activities event, this usually involves people coming and going at intervals, not in large groups.
- 3.2.5 Based on the existing site utilised by MCC Wokingham, many people travel to the site on foot as part of a local linked trip. Given the site is located in close proximity to Winnersh Triangle railway station and nearby bus stops, the site is likely to be accessed as part of a linked trip, as people come to the site on their way home from work or after picking their children up from school. Therefore, the site is not likely to result in many new car trips on the local highway network and will primarily serve local residential areas.
- 3.2.6 On weekends, the busiest period is expected to be from late morning to early afternoon, with attendance reaching up to 70 people. Similar to the weekday evening school/kid's activities setup, this will likely be undertaken via car-sharing and drop-offs amongst families. Many attendees live locally and will use the wealth of public transport options available to journey to and from the site.

- 3.2.7 During Ramadan, a special evening prayer will be held on one evening, for one month of the year. This may attract between 50-70 people between the hours of 20:00 and 22:00. Given this event will not occur frequently, all visitors will be made aware of the sustainable transport options available to them prior to the event by MCC Wokingham. Furthermore, visitors will be encouraged to car share where possible, although given the site is to serve locals, it is envisaged the majority of visitors will walk to the site.

4. Parking Accumulation

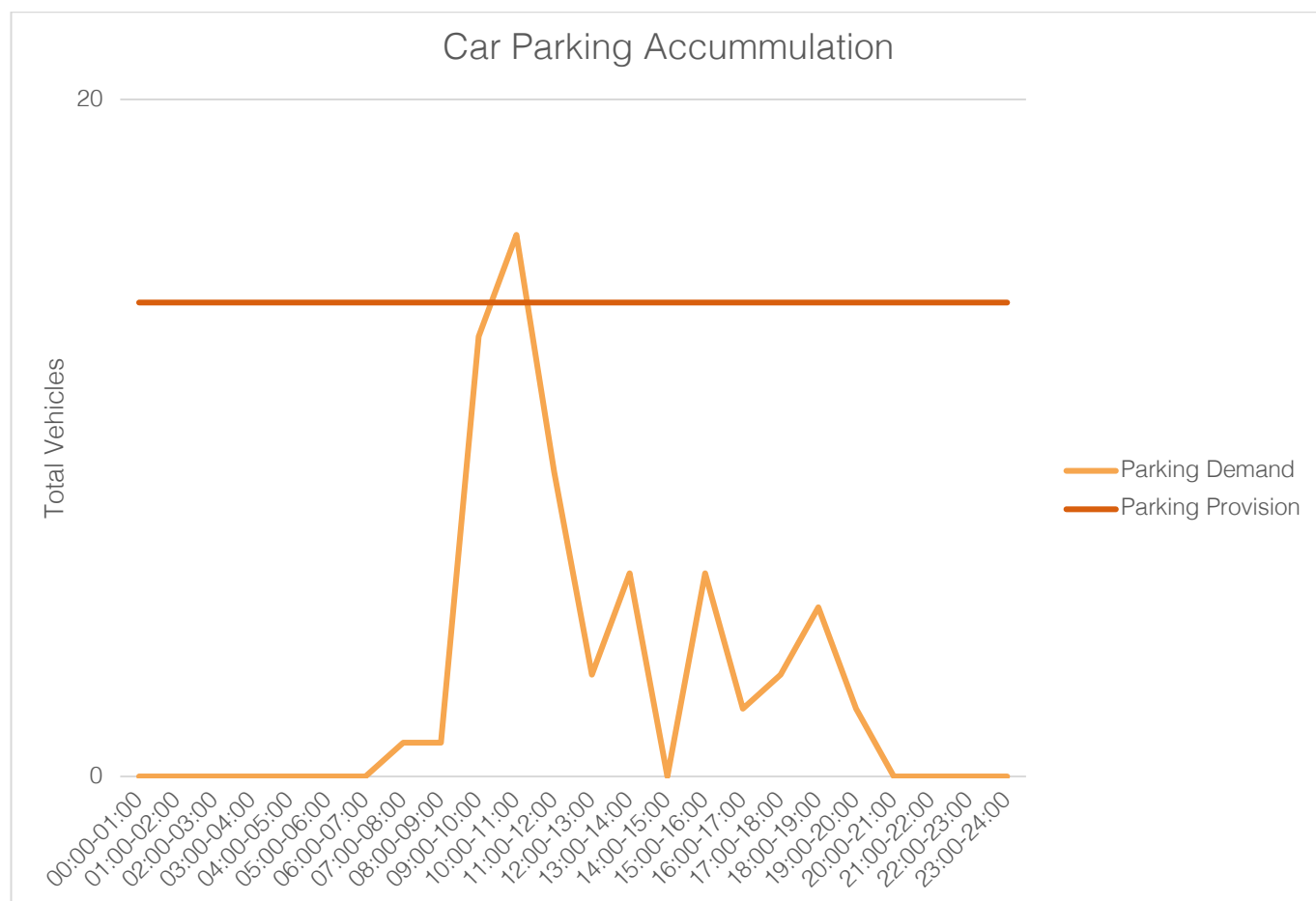
4.1 Overview

- 4.1.1 The proposals will retain the existing parking provision of 14 spaces allocated to Unit 4 of Winnersh Business Park. However, due to the change of use from the extant office to a new Place of Worship, and the potential demand for car parking spaces as a result of this, a TRICS-based parking accumulation has been undertaken to quantify the level of parking occupied and spare capacity of spaces across the standard day. When interrogating the TRICS database, the following search parameters have been adopted:

- Land Use: Leisure;
- Sub Land Use: T – Place of Worship;
- Regions: England, apart from Greater London;
- GFA (sqm): 200 – 1000; and
- Days: Sunday

- 4.1.2 The search query presents 4 suitable site survey locations with combined TRICS parking accumulation data, which is provided in [Appendix A](#). The resultant parking accumulation based on the TRICS query is demonstrated on [Figure 4.1](#). This covers the weekend period, for which the surveys were undertaken, which aligns with the potential peak number of visitors at the site.

Figure 4.1 Weekend Parking Accumulation



4.1.3 As demonstrated on **Figure 4.1**, during the weekend when the site is expected to attract the most visitors, parking demand for the site could reach 16 spaces between the hours of 10:00 and 11:00. It should be noted that the given this will occur on the weekend, there is likely to be more than sufficient spare capacity within the overall parking court, when employees associated with surrounding units will not be present. MCC Wokingham is committed to engaging with the owners of the surrounding units if the need arises to ensure that a minimum of two additional spaces can be utilised temporarily on the weekend to ensure that no parking on-street elsewhere occurs.

4.1.4 In addition to the above, given the site is located in a highly sustainable location, the above provides a worst-case scenario when in actuality, future users of the site will likely walk, or take public transport to access the site.

5. Summary

5.1.1 This TSN has been prepared on behalf of MCC Wokingham to support the proposed change of use of the existing office space to a Community Centre / Place of Worship at Unit 4, Winnersh Fields Business Park, Wokingham. In summary, this TSN has identified the following:

- The application site is highly accessible by sustainable modes of transport and is located to promote walking, cycling and public transport to future users of the site – with multiple bus stops and Winnersh Triangle train station in close proximity. Furthermore, the site is within close proximity to multiple residential areas such as Earley and Woodley.
- The site currently operates as an office, with the proposals seeking a change of use to a Community Centre / Place of Worship. With regards to trip generation, this will result in a reduction of trips on the local highway network during the peak hours given the majority of trips associated with the scheme will be undertaken in the evenings on weekdays and on Saturday mornings.
- The busiest days which are most likely to generate the highest number of trips would be from 20:00 – 20:15 on Fridays and Saturdays between the late morning to early afternoon. However, as most trips are local most people will walk, utilise public transport, or if needed, car share when travelling to the site.
- A TRICS-based car parking accumulation analysis indicates that the site could result in a worst-case demand for 16 spaces. This would occur on the weekend. However, as Winnersh Fields is primarily used for offices, most spaces will be vacant during this period, comfortably accommodating the temporary deficit.

APPENDICES

APPENDIX A

Parking Accumulation Data

[illegible]

TRICS Ref	DC-07-T-01	GM-07-T-01	SE-07-T-01	TW-07-T-03
GFA (sqm)	950	800	300	700

Parking Accumulation per 100 sqm

[illegible]

Demand for the Proposed Development

GEA	398	sqm
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