

Project:	Land at Park Lane, Charvil	SMA Ref:	7473/TN.01.2
Subject:	Walking Strategy		
Prepared by:	William Graham/ Oliver Dallow	Date:	14/07/2026
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Revised by:	Oliver Dallow	Date:	30/07/2026

1.0 INTRODUCTION

- 1.1. Stuart Michael Associates Limited (SMA) has been appointed by Bellway Homes Limited (Thames Valley) to provide technical support to discharge Planning Conditions for the approved residential development at Park Lane, Charvil (WBC Planning Reference: 232704).
- 1.2. The site is centred on Ordnance Survey grid reference SU 77633 75200 and co-ordinates X: 477633, Y: 175200. The nearby post code is RG10 9TS. **Figure 1.1** provides a plan showing the site's location.
- 1.3. Outline Planning Consent was granted in May 2025 for the erection of up to 75 dwellings with only access to be considered via Park Lane, with the appearance, landscaping, layout and scale of the site to be matters reserved. A copy of the site masterplan is attached to this Note as **Appendix A**.
- 1.4. This Walking Strategy has been prepared to discharge Condition 18 of the Planning Decision Notice, dated May 2025.

This Condition is as follows:

- **Condition 18:** *Prior to the commencement of development, details of the internal pedestrian infrastructure and connections from the development to improve footway routes that connect the development with Twyford Station, bus stops and local shops shall be submitted for approval by the local planning authority. The measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.*

Background

- 1.5. The site is located to the south of the Hawthorns, to the west of Park Lane, and opposite the primary school in Charvil, within the jurisdiction of Wokingham Borough Council (WBC) which serves as both the Local Planning and Highway Authority. To the north of the site is a recently completed residential development which delivered 25 dwellings.



- 1.6. Access to the site will be served through a simple priority junction from Park Lane, which will benefit from 2m wide footways on either side of the access road. This will connect to the existing footway on the western side of Park Lane.
- 1.7. There is an existing Public Right of Way (PROW) Footpath (CHAR3), which connects Park Lane, approximately 100m north of the site access, to the A3032 (Old Bath Road) to the northeast. A new route is also proposed approximately 120m south of the site access, which would travel in an easterly direction towards Twyford Railway Station and connect to other existing routes.
- 1.8. The site is well located to connect to existing walking and cycling facilities within the local highway network and would benefit from direct links to Twyford.



2.0 PEDESTRIAN INFRASTRUCTURE POLICY AND GUIDANCE

- 2.1. Wokingham Borough Council (WBC) Borough Design Guide (Adopted June 2012) provides guidance principles for developments in the Borough. This guidance includes the design and inclusion of pedestrian footways within developments.
- 2.2. WBC's Core Strategy document identifies the following policies which should be considered when designing a new residential development. The following Highways and transport policies are relevant to this development:

CP1 – Sustainable Development

- 2.3. Planning permission will be granted for development proposals that:
- 1) Maintain or enhance the high quality of the environment;
 - 2) Provide attractive, functional, accessible, safe, secure and adaptable schemes;
 - 3) Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and
 - 4) Contribute towards the goal of reaching zero-carbon developments 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.

CP6 – Managing Travel Demand

- 2.4. Planning permission will be granted for schemes that:
- a) Provide for sustainable forms of transport to allow choice;
 - b) 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;
 - c) 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;
 - d) Provide appropriate vehicular parking, having regard to car ownership;
 - e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
 - f) Enhance road safety; and
 - g) Do not cause highway problems or lead to traffic related environmental problems.



3.0 EXISTING PEDESTRIAN INFRASTRUCTURE

- 3.1. The site is located to the south of the Hawthorns, to the west of Park Lane, and opposite The Charvil Piggott Primary School, . All pedestrian and cycle movements will use the site access from Park Lane, which will provide pedestrian connections to the existing facilities in Charvil and the surrounding area.

Existing Infrastructure

- 3.2. Park Lane benefits from footways along its western side, between the A3032 (Old Bath Road) to the north and the railway bridge to the south, where the footway continues along the northern side of Waingels Road towards Woodley.
- 3.3. To the north of Park Lane, the A3032 (Old Bath Road) provides footways on both sides of the road between approximately 50m from the petrol station to the west and the edge of the village to the east, where it continues only along the northern side of the road for approximately 600m towards Twyford. Here, at the bridge over the Old River, footways are provided on both sides of the road into the centre of Twyford. Some footways are also provided along the A4 Bath Road, on its northern side, and offer a more direct route to Sonning to the southwest, as well as the north of Twyford.
- 3.4. Charvil Country Park lies to the east of the site and provides a network of footpath connections and recreational routes that can also be used to connect to Twyford. This includes a Public Right of Way (PROW) footpath (CHAR3) which links to the A3032 (Old Bath Road) through the Country Park, as well as a proposed PROW, which would connect to Gas Lane, adjacent to Twyford Railway Station.
- 3.5. Full details of the proposed on-site pedestrian infrastructure are provided within **Section 4.0**.

Accessibility to Services/Facilities

- 3.6. The importance of walking and cycling locally, and the significant contribution that these effective modes of travel can make, in respect of journeys of up to 2km (walking) has been recognised in earlier government policy (PPG13) and in various CIHT and Department for Transport (DfT) publications and guidance notes.
- 3.7. Manual for Streets (MfS) guidance considers that a walkable neighbourhood is one which has a range of facilities within a 10-minute walking distance (up to 800m) of residential area. However, it is stated that this should not be considered an upper limit.
- 3.8. Taking the aforementioned guidance into account, **Table 3.1** displays the approximate distances and journey times to key facilities and amenities from the centre of the site.



Table 3.1 Approximate Walking Journey Distances and Times in Metres

Facility	Distance (metres)	Walk Time (minutes)	Within Preferred Maximum
Charvil Country Park	250	03:00	✓
The Charvil Piggott Primary School	300	03:30	✓
Margaret Gimblett Pavilion	400	05:00	✓
Charvil Village Hall	650	07:30	✓
Park View Drive South Bus Stops	850	10:00	✓
Wee Waif Hotel	950	11:30	✓
Texaco Petrol Station & Co-op	1000	12:00	✓
One Stop & Post Office	1150	13:30	✓
Twyford Village Centre	2200	26:11	-
Twyford Railway Station	2650	31:30	-
The Piggott CE School	3400	40:30	-

Notes: 1. Distance is the distance from the footpath between parcels, at the centre of the site, measured along the internal pedestrian/cycle access footpaths and existing roads/footways.
2. Walking time is the walking time from the centre of the site based on an average walking speed of 1.4m/s set out in CIHT's 'Guidelines for Providing for Journeys on Foot'.

- 3.9. **Figure 3.1** illustrates the walking isochrones up to 20-minutes, originating from the centre of the site. Whilst **Figure 3.2** emulates just the 20-minute isochrone and shows the locations of the facilities listed in **Table 3.1**, as well as their distance and journey time from the centre of the site.
- 3.10. Several key facilities are within the 20-minute walking catchment, such as the Charvil Country Park (recreation), The Charvil Piggott Primary School (education), Charvil Village Hall (community), Wee Waif Hotel (recreation), and the One Stop and Post Office (retail).
- 3.11. Other key facilities are located within the surrounding area, not explicitly within the 20-minute walking catchment. Such as, Twyford Village Centre, where numerous health, retail, and faith facilities are located, and Twyford Railway Station, which facilitates connections to Reading and central London.
- 3.12. According to CIHT guidance, Twyford Village Centre and Twyford Railway Station are deemed to exceed the preferred maximum walking distance. However, based upon new guidance from the Department of Health and Social care, walking times should not determine whether a place is deemed accessible on foot nor not.
- 3.13. The 'UK Chief Medical Officers' physical activity guidelines' (July 2026) recommends a certain amount of time adults should be active for, in order to increase their general health. This aim is stated as follows:



‘Each week, adults should accumulate at least 150 minutes (2 and a half hours) of moderate intensity activity (such as brisk walking or cycling), or 75 minutes of vigorous intensity activity (such as running)... adults should aim to minimise the amount of time spent being sedentary and when physically possible should break up long periods of inactivity with at least light physical activity.’¹

- 3.14. Subsequently, Twyford Village Centre and its facilities should be deemed as walkable and accessible. Able-bodied individuals would be on track to achieve this goal just by walking to/from Twyford Village Centre 3 times per week (two-way movement). Residents would achieve this goal by walking to Twyford Railway Station 3 times per week (two-way movement).
- 3.15. Alternatively, this target can be achieved through leisurely trips, **Figure 3.3** illustrates the existing and proposed Public Rights of Way (PRoW) in proximity to the site.
- 3.16. Of note, just south of the site, under the Rights of Way Improvement Plan 2020-2030 Appendix 4, an off-road route to Twyford Railway Station from Charvil is proposed. This route would significantly improve connectivity from the site, minimising journey times and increasing accessibility.

¹ Department of Health & Social Care ‘UK Chief Medical Officers’ Physical activity guidelines’ (2026)



4.0 PROPOSED PEDESTRIAN AND CYCLE INFRASTRUCTURE

- 4.1. As detailed within the Transport Statement by i-Transport (Reference: SJ/PL/ITS210467-001a) that accompanied the Outline Planning Application for the site, new pedestrian and cycle infrastructure will be provided to help connect the development to the surrounding area, whilst encouraging travel by sustainable modes. The development's internal layout will create a hierarchy which places pedestrians and cyclists before motorists, whilst ensuring access to public transport links is prioritised.

On-Site Works

- 4.2. The site access road constructed from Park Lane will initially be 5.5m wide before narrowing to 5m wide within the site and will provide 2m wide footways on both sides where dwellings are present, or on one side if dwellings are only present on one side.
- 4.3. On-carriageway walking and cycling will be suitable within the site due to low traffic volumes and slow traffic speeds, as well as 4.8m wide shared surface streets in some locations. The site will be designed to a maximum 20mph design speed and accesses to mews and parking courts will be designed to maximum 15mph design speed.
- 4.4. The proposed pedestrian crossing locations will be designed to have minimum pedestrian visibility splays of 1.5m x 25m for design speed of maximum 20mph and will be kept clear of parking and other obstructions such as trees and planting.
- 4.5. In view of the pedestrian/cycle facilities proposed within the site, it is considered that the development would offer good connectivity with the existing pedestrian/cycle network, whilst also providing safe, efficient routes through the site.



5.0 TRAVEL PLANNING

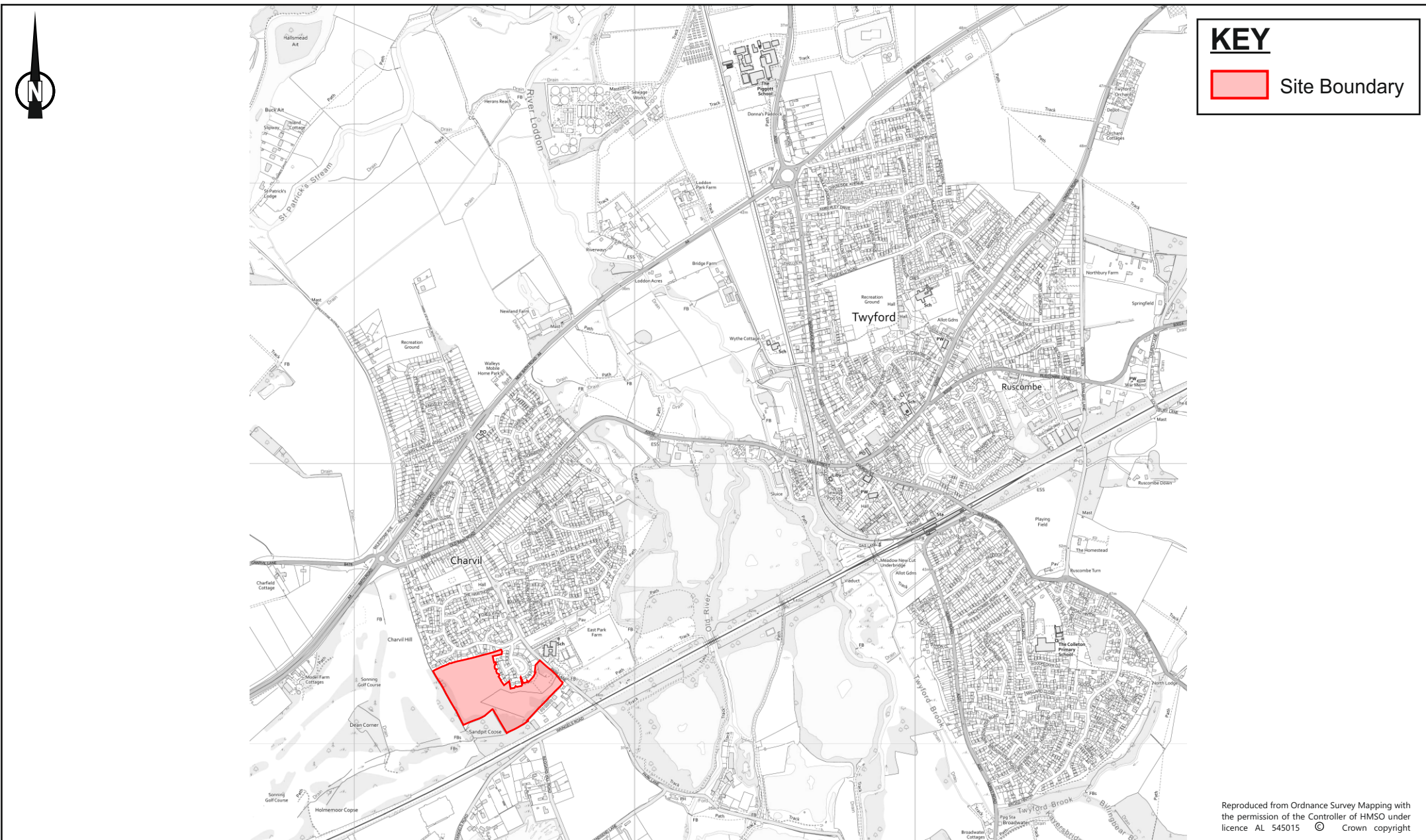
- 5.1. As agreed with WBC at the Outline Application stage, the Travel Planning for the residential part of the site will be undertaken by WBC as part of the MyJourney Wokingham Scheme. This Borough wide scheme aims to encourage and incentivise sustainable travel modes and help integrate new developments with the existing services and facilities within the town.
- 5.2. MyJourney is designed to enable residents, and visitors to choose alternative modes of transport over private car use—specifically walking, cycling, wheeling and public transport. The scheme directly supports Wokingham's Local Transport Plan (LTP) and plays a key role in the Council's strategic target to achieve carbon neutrality by 2030.
- 5.3. The following measures will be made available to residents as part of the MyJourney scheme.
- 5.4. To ensure travel by other modes than private car are encouraged, it will be necessary to promote sustainable travel modes to residents. The provision of the pedestrian/cycle infrastructure within the site and on the surrounding road network would help residents travelling to/from the work.
- 5.5. Upon occupation each resident will receive a Travel Information Pack. This pack will include cycle route maps, public transport information and contact information. Residents will be provided regularly updated newsletters providing information regarding local sustainable transport events and other similar promotions.
- 5.6. Regularly updated newsletters providing details of sustainable transport events will be delivered to residents throughout the duration of the travel plan. These newsletters will keep residents informed of sustainable transport events, promotions and new pedestrian routes.
- 5.7. To establish existing residents travel patterns, continuous monitoring will be undertaken from the date of the first occupation and where possible, measures are to be put in place to encourage travel via sustainable modes. Further measures include the following:
 - Offer for cycle training to residents;
 - Promotion of car sharing such as <https://wokingham.liftshare.com/uk>; and
 - Potential to implement a walk/cycle buddy scheme.

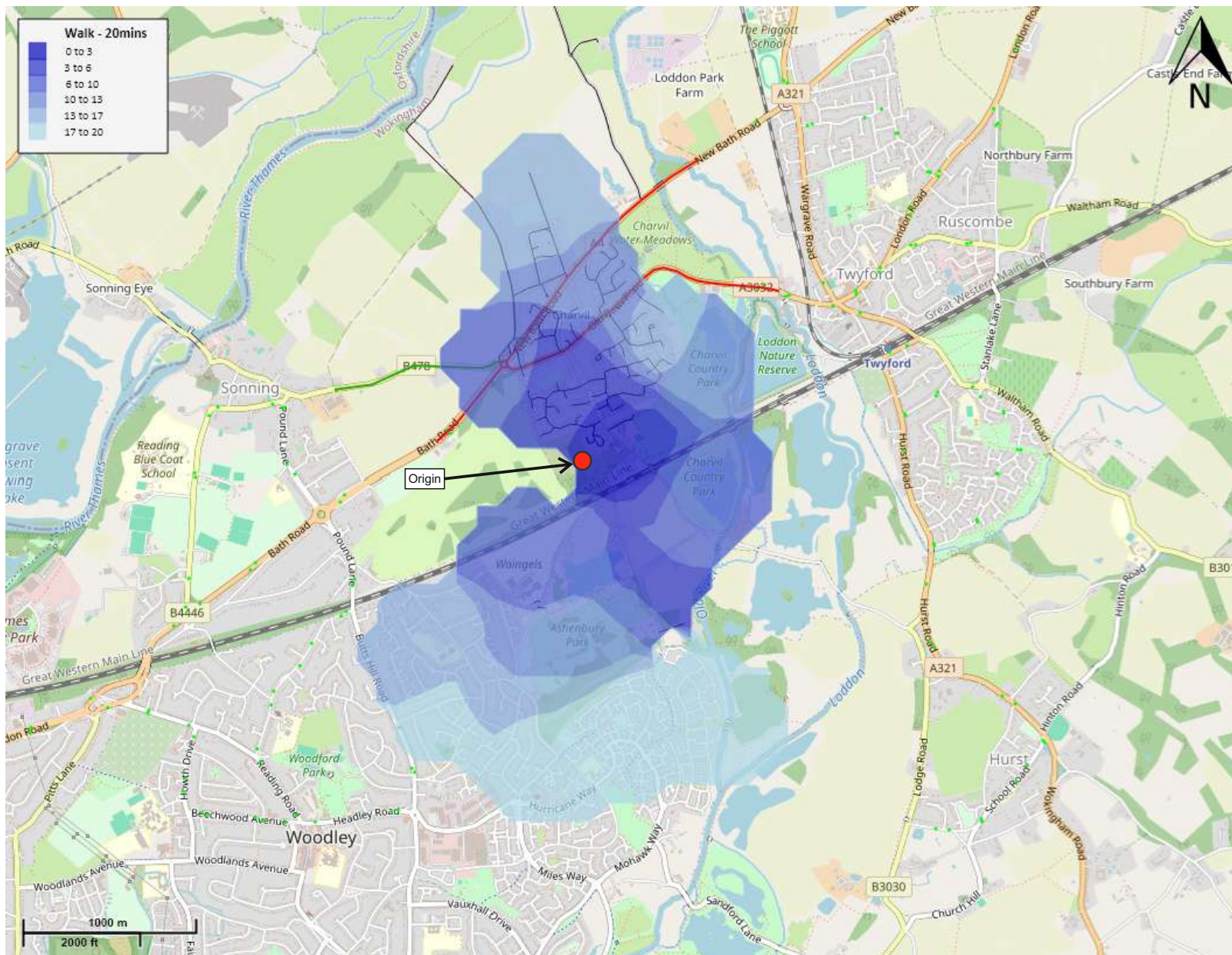


6.0 SUMMARY & CONCLUSION

- 6.1. This Walking & Cycling Strategy has reviewed the pedestrian and cycle infrastructure required to help ensure that the approved residential development at Park Lane, Charvil connects to the existing pedestrian/cycle network.
- 6.2. The internal layout will be agreed with WBC at the appropriate Reserved Matters application stage, to help integrate the site with the surrounding network.
- 6.3. Travel Planning for the site will be undertaken by WBC as part of the MyJourney Wokingham Scheme. This will help promote a range of measures to encourage and incentivise travel via sustainable modes.
- 6.4. On this basis, it is considered that the approved development will encourage walking and cycling within the site and to key destinations within Charvil and the surrounding neighbourhood, as well as to Twyford and other local areas.

FIGURES





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JOB TITLE

Land at Park Lane, Charvil

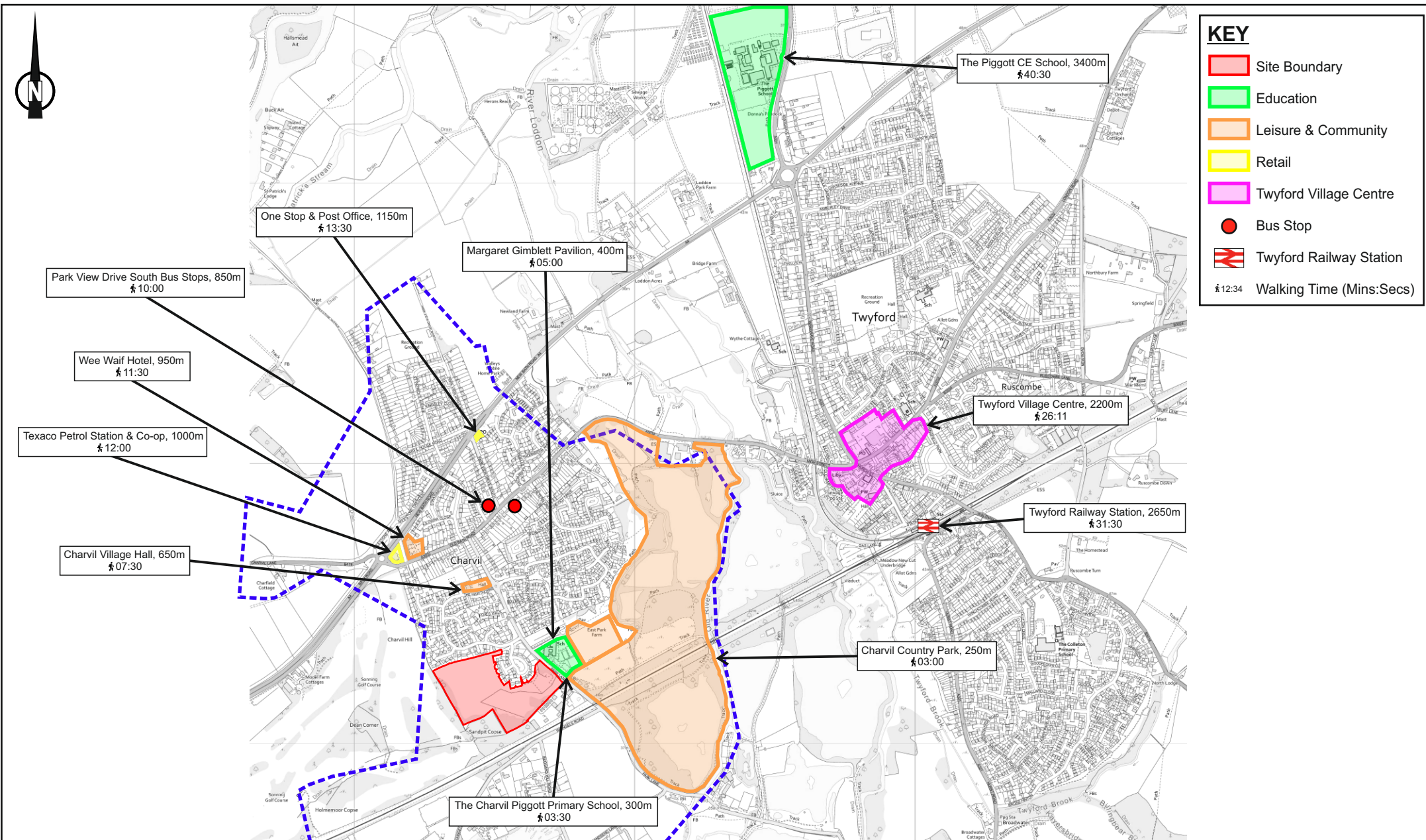
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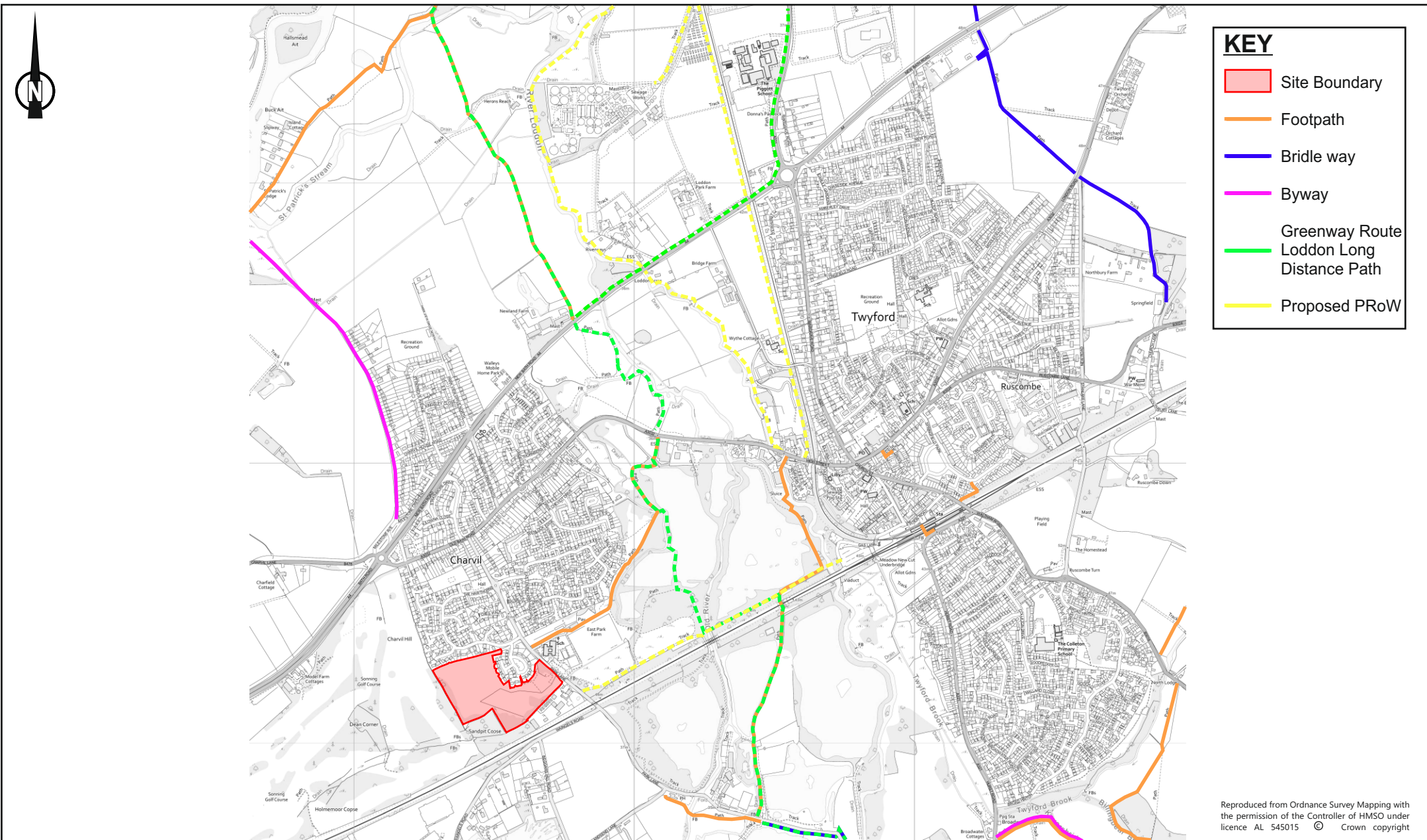
Walking Isochrones

FIGURE NO.

FIGURE 3.1

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APPENDICES

APPENDIX A





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