



Land at Evendons Lane, Wokingham
Transport Statement Reserved Matters
Client: Propco (Wokingham) Ltd

i-Transport Ref: DF/AI/ITB200802-001B R

Date: 20 August 2025

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Quality Management

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SECTION 1 Introduction

1.1 Overview

1.1.1 Propco (Wokingham) Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to the reserved matters application for the proposed 64-bed care home on Land at 171 Evendons Lane, Wokingham.

1.1.2 An outline planning application was submitted in June 2023 (*planning reference: 231351*) for the following:

"Outline application with all matters reserved except for access, for the proposed erection of a 64 bed care home (Use Class C2) with site access, parking, hard and soft landscaping and other associated works following demolition of existing commercial buildings."

1.1.3 A Transport Statement (*i-Transport report reference: ITL18219-002A*), Transport Addendum (*i-Transport report reference: ITL18219-004*) and Framework Travel Plan (*i-Transport report reference: ITL18219-003D*) were submitted at the outline stage to support the application. The outline application was subsequently granted planning permission in November 2024 by Wokingham Borough Council (WBC) as Local Planning Authority (LPA). WBC are also the Local Highway Authority (LHA).

1.2 Overview of Outline Permission

1.2.1 The reserved matters application deals with matters of detail relating to site layout, and this Transport Statement deals with the relevant transport issues. Other transport matters have already been resolved and are not open to further debate – these comprise:

Access

1.2.2 The permitted access arrangements for the site include a new vehicular site access onto Blagrove Lane in the form of a 7.9m wide carriageway, located broadly opposite the existing property called 'Meadow View'. A separate dedicated pedestrian access and crossing point comprising a 2.0m footway, dropped kerbs and tactile paving will be provided to the southeast of the permitted vehicle access. The existing vehicle access onto Evendons Lane on the southern boundary of the site will be stopped up and will not continue to serve as an access into the site. Pedestrian access will not be provided at the vehicle access.

Accessibility

1.2.3 As part of the previous Transport Statement (TS) (*i-transport report reference: ITL18219-002B*) and Technical Note (TN) (*i-Transport report reference: ITL18219-004*) an accessibility assessment was undertaken which highlighted that the site has access to a good range of local facilities and services within a comfortable or reasonable walking distance of residents including education, convenience retail, healthcare, a range of leisure facilities and employment opportunities.

1.2.4 It was agreed with WBC at outline stage that a minibus should be provided to pick up staff from key local destinations (predominantly Wokingham and Crowthorne railway stations) and take them to the site, with the minibus returning staff at the end of shifts. This minibus service will be provided as part of the sustainable transport strategy, and this was secured by an appropriate obligation within the Section 106 agreement.

Traffic Impact

1.2.5 The traffic impact of the development is acceptable as demonstrated through the net impact assessment undertaken in the TS (this assessment compared the existing site use and the proposed care home). Comments issued by WBC confirmed agreement to the conclusions of this assessment in that the total trips generated by the proposed care home will be less than that of the previous use. WBC also confirmed that the traffic generated by the proposed development would not have an adverse impact on the wider highway network.

1.3 Relevant Planning Conditions

1.3.1 A number of planning conditions were attached to the outline planning permission. In conjunction with the site plans, this TS also provides additional information that will be sufficient to discharge a number of these conditions (although there are a number of conditions which will require separate submissions). This is summarised in **Table 1.1**.

Table 1.1: Planning Conditions (*planning reference: 231351*)

Condition	Detail	Approach
17	Details of covered cycle parking	Included in Section 3 of this TS
18	Details of car and motorcycle parking – to comply with local standards	Included in Section 3 of this TS
19	Parking Management Strategy for the management of on-street parking (i.e. a Car Parking Management Plan). This is required prior to occupation.	Separate document – to be provided pre-occupation

Condition	Detail	Approach
20	Details of vehicle turning and manoeuvring space(s) within the site (allowing vehicles to turn so that they may enter and leave the site in a forward gear)	Included in Section 3 of this TS
22	Reconfirming the access arrangements	Included in Section 3 of this TS
24	Delivery and Servicing Plan. This is required prior to occupation of the development.	Separate document – to be provided pre-occupation
25	Updated Travel Plan (TP). This is required prior to commencement of the development.	Separate Document (outline application TP to be updated)
26	Preparation of a Walking and Cycling Strategy	Included in Section 5 of this TS and the Full Travel Plan

1.4 Policy Context and Design Guidance (terms of reference)

1.4.1 This TS assesses the site against the key transport tests set out at paragraph 115 of the National Planning Policy Framework (NPPF), i.e.:

- Will opportunities for sustainable travel be prioritised, taking into account the transport vision for the development, the type of development and its location?
- Will safe and suitable access be provided for all modes?
- Does the design of streets, parking areas, other transport elements of the scheme reflect current national guidance, including the National Design Guide and Model Design Code;
- Allowing for a vision-led approach, will the transport impacts be acceptable?

1.4.2 The outline planning permission addressed the first, second and fourth transport tests set out above. This TS therefore assesses the site solely against the third transport test for the reserved matters application.

1.4.3 The principle of a 64-bed care home in this location is therefore agreed. This TS seeks the approval of Reserved Matters following Outline Planning Permission (*planning reference: 231351*) relating to the Layout, Scale, Appearance and Landscaping for the proposed 64-bed care home on Land at 171 Evendons Lane, Wokingham.

1.4.4 The remainder of this TS deals with 'reserved' transport and highways matters, i.e.:

- 1 **Street Hierarchy** including internal road network, footways/shared surfaces and junction visibility requirements;

- 2 **Parking requirements**, including quantum, layout, dimensions, visitor parking, electric vehicle (EV) parking and cycle parking;
- 3 **Refuse requirements**, including road layout, turning head requirements, bin carry distances (for both refuse workers and residents) and bin store/collection point requirements; and
- 4 **Fire and emergency vehicle requirements**.

1.5 **Structure**

1.5.1 The remainder of this report is therefore structured as follows:

- Section 2 summarises the development details for the reserved matters scheme;
- Section 3 sets out the consented vehicular and pedestrian access arrangements and proposed parking arrangements;
- Section 4 sets out how the site will promote sustainable transport, primarily through the accompanying Travel Plan;
- Section 5 sets out the proposed sustainable transport strategy, including soft measures to support the proposed infrastructure measures (this is in relation to Condition 26); and
- Section 6 provides a brief summary and conclusions.

SECTION 2 Development Proposal

2.1 The proposed development will provide a 64-bed care home. The site layout is included as **Appendix A**, extracted as **Image 2.1**.

Image 2.1: Proposed Site Layout



Source: RM Design Group

2.2 The care home operator, Boutique Care Homes Ltd, have provided a summary of the forecast Full Time Equivalent (FTE) staffing numbers, split by job type. This is replicated in **Table 2.1**.

Table 2.1: Forecast Staff Numbers

Job Type	FTE Staff Numbers
Care Staff	16
Manager/Assistant/CRM/Reception/Maintenance	5
Kitchen and Laundry	5
Housekeeping	1
Activities	1
Total	28

Source: Boutique Care Homes Ltd

2.3 The care home operator is committed to housing a number of the care staff locally and encouraging staff members to use public transport and the minibus service that was secured as part of the S106 agreement.

SECTION 3 Proposed Site Access, Servicing and Parking Arrangements

3.1 Introduction

3.1.1 This section of the TS presents the permitted access arrangements agreed at outline stage and details the servicing strategy and parking arrangements for the site.

3.2 Design Principles

3.2.1 Paragraph 117 of the NPPF provides the context for new developments, stating that applications for new development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.2.2 These design principles have been incorporated into the proposed site layout.

3.3 Vehicular Access

3.3.1 Condition 22 of the planning permission states that:

"Access - Prior to commencement of the development, details of the proposed vehicular accesses on to Blagrove Lane to include visibility splays of 2.4m by 43m shall be submitted to and approved in writing by the local planning authority. The accesses shall be formed as so approved, and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The accesses shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times."

3.3.2 The consented site access arrangement (ref: *ITL18219-GA-001 Revision D*) has been updated to include the proposed site layout and is provided at the end of this TS as **Drawing ITB200802-GA-001A**, extracted as **Image 3.1**. This is in full accordance with the access permitted for the outline application and includes further information on how the vehicle and pedestrian access proposals will be achieved.

Image 3.1: Site Access Arrangement



Source: Consultant's Drawing

3.3.3 The visibility splays presented above were agreed with WBC and accepted at outline stage. Visibility splays of 2.4m x 48m are clearly shown and demonstrate that splays of 2.4m x 43m are easily achievable. All visibility splays will be maintained clear of any visual obstruction exceeding 0.6m in height at all times.

3.4 Pedestrian Access

3.4.1 The consented pedestrian access is included on the access drawing and shown in **Image 3.1**. The pedestrian access comprises:

- A 2.0m wide footway link southeast of the vehicle access to connect to the internal footway network;
- A new pedestrian crossing arrangement with dropped kerbs and tactile paving to facilitate pedestrian crossing to the existing footway on the east side of Blagrove Lane;
- Agreed visibility splays of 1.5m x 48m to the north and 1.5m x 37m to the south (to the junction with Evendons Lane).

3.5 Internal Site Layout

3.5.1 The internal site layout design has been produced by RM Design Group, and is included at **Appendix A**.

3.5.2 The vehicle access road will be 7.9m wide upon entry into the site, reducing to circa 6.0m and between 6.0-8.0m to the north and south of the site access respectively. The internal road widths will therefore be sufficient for both private and servicing / refuse vehicle access. Further details on vehicle access, including swept path analysis, is set out at **Section 3.7**.

3.6 Car and Cycle Parking

Car Parking

3.6.1 The site layout shows 33 parking spaces to be provided (including 3 disabled bays and one motorcycle bay) which will be adequate to accommodate the parking demands of the scheme. Commentary on this is provided below, both in relation to the parking assessment that accompanied the outline planning submission as well as a new assessment for the reserved matters submission.

Outline Planning Stage Assessment

3.6.2 Despite parking being a reserved matter, a detailed parking assessment was undertaken at the outline planning stage. WBC requested that vehicle parking be provided in line with the standards set out in Appendix 2 of the adopted Managing Development Delivery Local Plan (MDDLP), as follows:

- One space per full time equivalent member of staff; and
- One visitor's space per three residents

3.6.3 At the outline stage, there was an estimated 50 FTE members of staff for the 64-bed care home which would have required 71 parking spaces. The illustrative masterplan at that time proposed 35 parking spaces, including three disabled spaces, based on the following:

- A maximum of 33 members of staff are only expected on-site at any one-time during staff shift handovers (expected to be a short period once a day of less than one hour); and
- Staff shift handovers are expected to be outside of peak visiting times and therefore there will be minimum demand for additional visitor spaces at this time; and
- Not all staff are expected to travel to the site via the private car – some staff will be housed locally and will use sustainable travel modes to access the site including public transport, walking and cycling.

3.6.4 A parking accumulation assessment was undertaken to demonstrate that the proposed 35 parking spaces would be sufficient to accommodate the demand generated by the 50 staff members and visitors. The parking accumulation assessment was based on TRICS data and was checked and agreed with WBC as stated in the LHA response. The initial TRICS data was queried by WBC as it was based on retirement villages rather than care homes. An updated assessment was presented in the Transport Addendum (*i-Transport report reference: ITL18219-004*) which demonstrated that the retirement village trip rate was higher and therefore more robust than the care home trip rate. On this basis, WBC was concluded that:

"The utilisation exercise shows that there is ample capacity in the car park and at the busiest time (13:00 to 14:00) there are 2 spare spaces based on the total number of 35 spaces. The level of parking proposed results in a parking ratio of 0.55. The level of parking is therefore acceptable."

Reserved Matters Stage Assessment

3.6.5 As shown in **Table 2.1**, the care home operator for the reserved matters scheme estimates that circa 28 FTE staff members will be required to operate the care home. Aligning this with the parking standards provided in WBC's MDDLP, this would require circa 49 parking spaces. The proposed site layout shows the provision of one ambulance/delivery bay near the main entrance and 33 parking spaces including 3 disabled bays.

3.6.6 In line with the parking accumulation methodology that was agreed with WBC at outline stage, an updated parking accumulation assessment has been undertaken for the reserved matters scheme. This included updating the TRICS data using the same parameters that were agreed at outline stage. The updated trip rates are included as **Appendix B**. The results of the parking accumulation study are presented in **Table 3.1**.

Table 3.1: Updated Parking Accumulation Assessment

Time Range	Parking Accumulation			Available Spaces
	Arrivals	Departures	Parking Accumulation	
07:00 – 08:00	5	2	18	15
08:00 – 09:00	7	2	24	9
09:00 – 10:00	8	6	26	7
10:00 – 11:00	8	7	26	7
11:00 – 12:00	7	9	24	9
12:00 – 13:00	8	9	23	10
13:00 – 14:00	8	7	23	10
14:00 – 15:00	8	9	23	10
15:00 – 16:00	8	9	21	12
16:00 – 17:00	5	7	19	14
17:00 – 18:00	4	6	17	16
18:00 – 19:00	3	4	16	17
19:00 – 20:00	4	3	17	16
20:00 – 21:00	2	3	15	18

Source: Consultant's Calculations / TRICS. Note: 15 vehicles assumed to park on-site at the start of the day to allow for night shift workers

3.6.7 **Table 3.1** demonstrates that a maximum of 26 spaces will be occupied during the busiest period of 09:00 – 11:00, leaving 7 spaces available for use. No consideration has been given to locally based staff members that will walk/cycle/utilise public transport to access the site instead of drive. On this basis, the results provide a robust assessment and clearly evidence that the provision of 33 spaces will be sufficient to serve the site. Given that this is the same methodology as the assessment provided and agreed at outline stage, the proposed parking provision is acceptable.

3.6.8 Each parking space has been provided with dimensions of 2.5m x 5.0m which was agreed at outline stage. The three disabled bays will be provided with an additional 1.2m hatching on all sides.

3.6.9 Swept path analysis for an estate car has been undertaken at each of the end spaces to demonstrate that these can be accessed and egressed safely. This is shown on **Drawing ITB200802-GA-004B**, extracted as **Image 3.2**.

Image 3.2: Swept Path Analysis – Estate Car



Source: Consultant's Drawing

Electric Vehicle Charging (EVC)

3.6.10 As agreed at the outline stage, 10% of the parking spaces will be provided with EVC infrastructure. This complies with Table 7.4 of the BREEAM guidance.

Cycle Parking

3.6.11 In line with WBC's standards, the development would be required to provide 1 cycle space per 5 staff members. Based on the anticipated 28 FTE staff members, this equates to 6 spaces. The development proposes to provide 8 covered and secure cycle parking spaces which is in line with the required standards. The cycle parking spaces are shown on the site layout.

3.6.12 Table 7.5 of the BREEAM guidance states that, for multi-residential uses, cycle parking should be provided at a ratio of 1 space per 10 staff members or 1 space per 10 visitors or beds. The provision of 8 spaces therefore satisfies this recommended provision.

3.6.13 In addition, private shower and changing facilities are proposed within the care home for staff members. This complies with Table 7.4 of the BREEAM guidance.

3.7 Servicing / Refuse Collection Arrangements

Refuse Collection

3.7.1 Despite the proposed care home being a private site which will operate a private refuse collection service, the reserved matters scheme has been designed to accommodate the movements of WBC's 11.347m long refuse collection vehicle. The swept path analysis drawing is included as **Drawing ITB200802-GA-002B**, extracted as **Image 3.3**, and demonstrates that a refuse vehicle can safely enter, turn within and leave the site in a forward gear.

Image 3.3: Swept Path Analysis – Refuse Vehicle



Source: Consultant's Drawing

3.7.2 The site layout makes adequate provision for refuse collection vehicles, whilst complying with the guidance and principles set out in the MfS:

"The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre." (Ref: MfS para 6.8.1).

3.7.3 The bin store is located just north of the site access and the swept path analysis demonstrates that a refuse vehicle can pass alongside the store, allowing for direct refuse collection.

Fire Tender Access

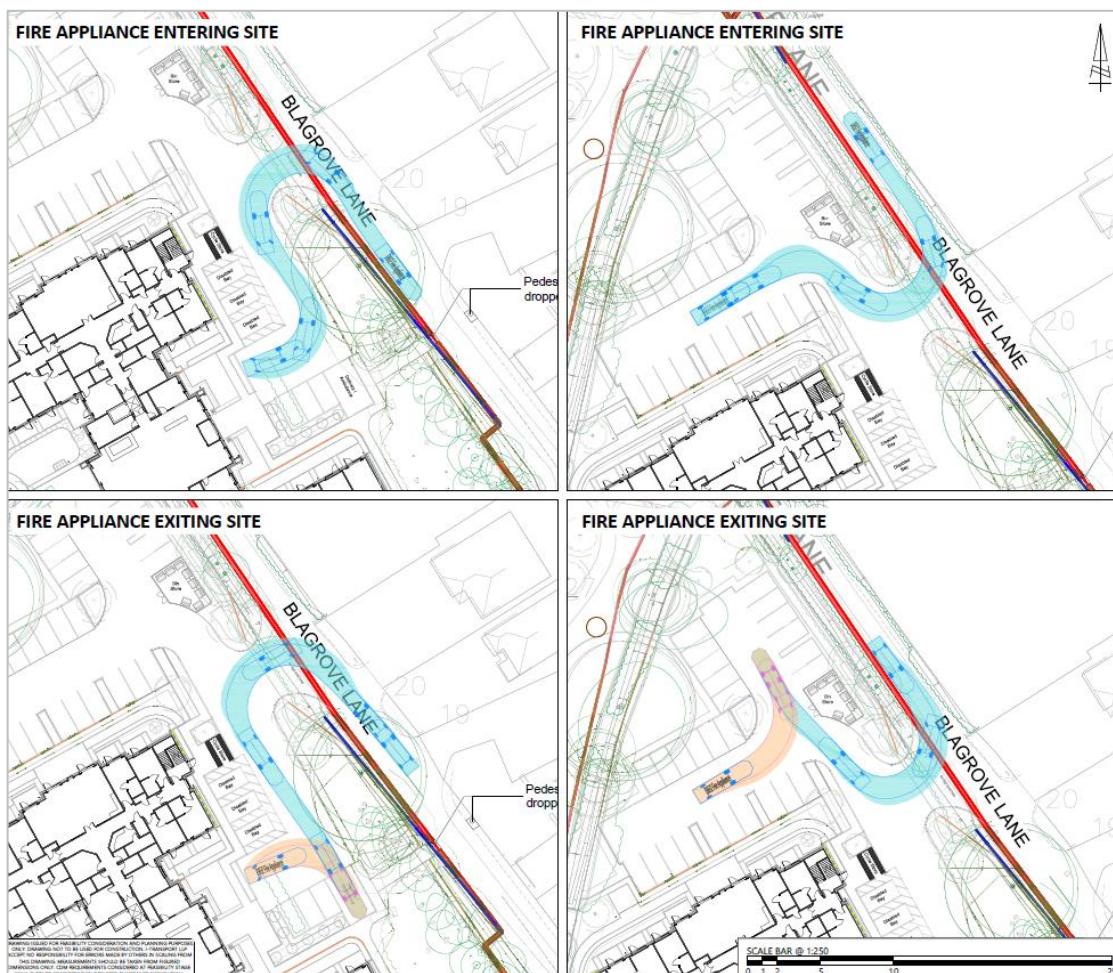
3.7.4 The site layout complies with the following requirements:

- Minimum operating carriageway width for a fire tender – 3.7m; and

- Fire tenders will not need to reverse more than 20m because "**dead-end access routes longer than 20m require turning facilities.**"¹

3.7.5 To ensure ease of access, swept path analysis of a fire appliance manoeuvring throughout the internal site layout has been undertaken and is presented as **Drawing ITB200802-GA-003B**, extracted as **Image 3.4**.

Image 3.4: Swept Path Analysis – Fire Appliance



Source: Consultant's Drawing

3.7.6 As shown, the fire appliance can enter, turn and exit the site without issue.

¹ Reference: Paragraph 13.4 of The Building Regulations 2010 – Appendix B *Fire Safety* (2019 Edition)

SECTION 4 Promoting Sustainable Transport

4.1 Travel Plan – Outline Stage

4.1.1 A Framework Travel Plan (FTP) was produced at the outline planning stage (*i-Transport report reference: ITL18219-003B*). Section 6 of the FTP provided details of the measures that will be developed and promoted for the residents of the new development.

4.1.2 The measures and indicative timescales provided at outline stage are summarised in **Table 4.1**.

Table 4.1: Framework Travel Plan – Measures

Measures	Summary of Measures	Responsibility	Timescale
Travel Plan Co-Ordinator	Nominate a site-wide Travel Plan Co-Ordinator	Boutique Care Homes	Three months prior to first occupation
Cycle Facilities	Provision of secure and covered cycle parking, shower/changing facilities and lockers on site for all staff	Boutique Care Homes	Prior to first occupation
EV Charging Facilities	Provision of EV charging points on-site	Boutique Care Homes	Prior to first occupation and to be reviewed annually.
Travel Plan Promotion	Information pack about the Travel Plan and local and national transport events and options available	Boutique Care Homes / TPC	Upon first occupation
Car Share Scheme	Implement car share scheme	Boutique Care Homes / TPC	Upon first occupation
Staff Minibus	Implement staff minibus	Boutique Care Homes / TPC	Prior to occupation
Promoting Cycling	Promotion of cycle training courses for staff with dates and contact details to book sessions	Boutique Care Homes / TPC	Within six months of first occupation or at 75 per cent occupancy. Refresh annually.
	Provide staff with 'Cycle to Work' vouchers	Boutique Care Homes	Upon first occupation and provided to new staff when they join the business.

Measures	Summary of Measures	Responsibility	Timescale
Promotion of National and Local Events	Information to be made available about upcoming national and local events such as 'Bike Week' and 'Walk to Work' week	Boutique Care Homes / TPC	Introduced within three months of occupation and updated regularly (at least every three months)
Travel Plan Monitoring and Review	Monitor modal split and review the Travel Plan measures following results of travel surveys	Boutique Care Homes / TPC	The baseline travel surveys will be undertaken after six months of first occupation. Follow up surveys in Years 1, 3 and 5.

4.1.3 The above measures are key for maximising the opportunities to travel to and from the site via non-car sustainable travel modes.

4.1.4 As part of the planning permission for the site, Condition 25 requires the submission of a Travel Plan. As a result, a Full Travel Plan has been prepared (*i-Transport report reference: ITB200802-002*) to support the Reserved Matters application which builds on the agreed Framework Travel Plan which was submitted as part of the Outline planning application (*i-Transport report reference: ITL18219-003D*).

4.2 Travel Plan – Reserved Matters Stage

4.2.1 A Full Travel Plan (FTP) has been prepared in accordance with Condition 25 of the outline permission and in line with the Framework Travel Plan. The primary purpose of the FTP is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling and public transport to reduce the demand for travel by less sustainable modes, and to identify a management strategy to ensure these opportunities are taken up for future residents.

4.2.2 The use of targets will enable the Travel Plan Co-ordinator and WBC to monitor the process against the Travel Plan objectives. These are set out in Section 5 of the FTP.

4.2.3 The overall targets for the Travel Plan are as follows:

- 1 Reduce the total number of single occupancy vehicle trips to and from the site by 10 percentage points over five years;

2 Ensure all care home staff are aware of the travel plan and have the opportunity to engage with the proposals.

4.2.4 The objectives are to achieve these targets at the end of the monitoring period. Interim mode split targets have been established and set out in the FTP and will be subject to on-going review.

4.2.5 This target follows the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing trip generation of the site as a whole, as well as single car occupancy travel to the site. The target set aims to reduce the peak hour trip rate of the development to minimise the external traffic generation and traffic impacts on the local highway network during the critical periods.

4.2.6 To provide a breakdown of how the 10% reduction in forecast traffic flows will be achieved, interim targets for each mode have been established and are included in Table 5.1 of the FTP.

4.3 Travel Plan Coordinator

4.3.1 i-Transport LLP have been appointed as interim Travel Plan Coordinator who can be reached with the below contact details:

i-Transport LLP

**The Square
Basingstoke
RG21 4EB**

01256 898366

enquiries@i-transport.co.uk

4.3.2 Should the TPC change to a different organisation in the future, notice will be provided to WBC. The responsibilities of the TPC will include the following:

- Give a 'human face' to the Travel Plan. The TPC will make initial contact with the staff and will provide advice with respect to the Travel Plan and ongoing support in establishing and promoting individual measures;
- Prepare materials to support the FTP including the information pack;
- Implement all 'soft' measures and ensure the staff are aware of these, including the distribution of travel information;
- Seek to establish key partnerships with the local cycle, car club and public transport operators;

- Carry out marketing and promotion of the Travel Plan, including promoting sustainable travel initiatives; and
- Offer personalised travelling planning advice to staff as applicable.
- Organise monitoring surveys.
- Monitor success of the implemented Travel Plan against the agreed targets.
- Prepare and issue monitoring reports.
- Update the Travel Plan as required in consultation with WBC, as appropriate.

4.4 The Full Travel Plan has been submitted for review and agreement with WBC in conjunction with the Reserved Matters Application.

SECTION 5 Sustainable Transport Assessment and Strategy

5.1 Introduction and Overview

5.1.1 Condition 26 of the outline permission states that:

"Prior to the commencement of development, details of pedestrian and cycle connections from the development to Wokingham Station and the nearest bus stops on Evendons Lane, are to be submitted for approval by the local planning authority. This detail must assess the site context (including any on-site infrastructure improvements proposed) and outline desire lines to and from sustainable transport methods from the site for pedestrian and cycle access."

5.1.2 The TS submitted at the outline stage contained a detailed assessment of the walking and cycling routes between the site and Wokingham Station.

5.1.3 Paragraph 115 of the NPPF (December 2024) requires that development proposals ensure that:

"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location"

5.1.4 Paragraph 110 of the NPPF is also relevant which states:

"...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

5.1.5 This section of the TS presents an assessment of the sites accessibility to sustainable modes and sets out a sustainable transport strategy to promote the uptake of sustainable modes. Whilst these matters were presented and agreed at the outline stage, this section is required to satisfy Condition 26 of the outline planning permission.

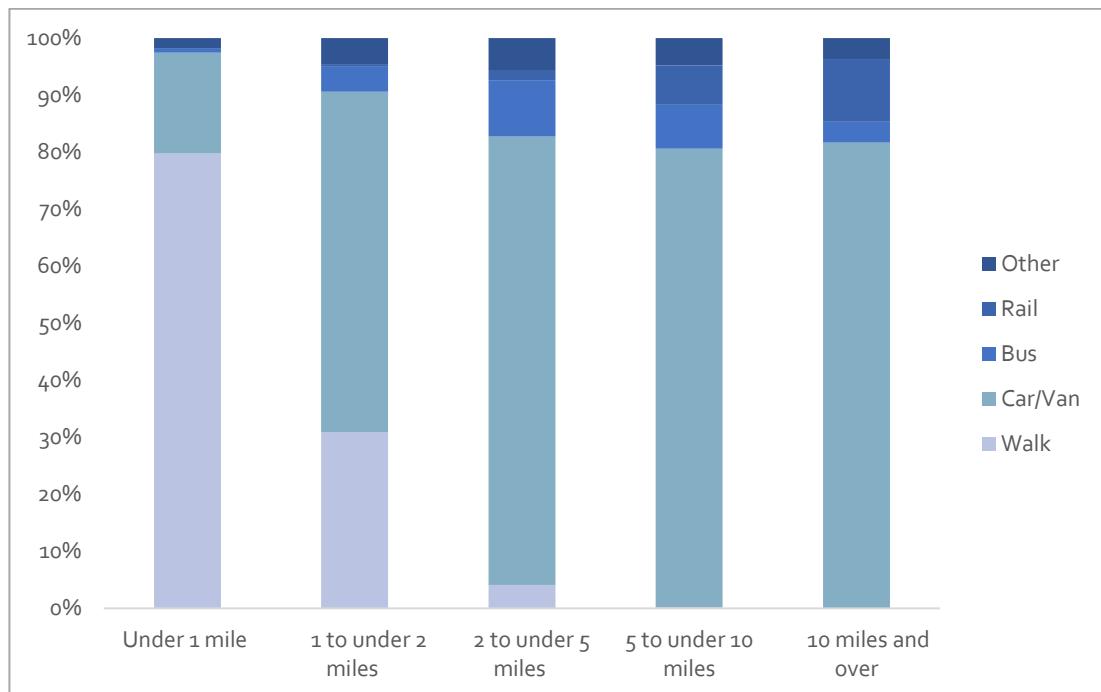
5.2 Principles of Access to Sustainable Transport

Walking Distances

5.2.1 MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km (ref: MfS para 4.4.1).

5.2.2 This is supported by data from the National Travel Survey (NTS) 2019 which outlines that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot (see **Image 5.1**). This is also detailed in the CIHT² document 'Planning for Walking' (2015).

Image 5.1: Proportion of Trips per Year by Journey Purpose (all modes)



Source: National Travel Survey, England, 2019

5.2.3 The data also shows that approximately 31% of journeys between 1 and 2 miles (3.2km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to 2 miles. Distances greater than 2 miles (3.2km) see a substantial reduction in the amount of people prepared to walk as their mode of transport.

5.2.4 On this basis, the following walking distances are appropriate for use in this assessment:

- 1.6km – a comfortable walking distance where most people (circa 81%) will walk; and
- 3.2km – an acceptable walking distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk

² Chartered Institute of Highways and Transportation (formally the Institution of Highways and Transportation)

Cycling Distances

5.2.5 In terms of cycling journeys, the NTS sets out that the average journey distance by bike is some 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km (ref: *Table NTS0306 of the National Travel Survey 2012*). Local Transport Note 01/20 'Cycle Infrastructure Design' (Department for Transport, 2020) states:

"Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

5.2.6 Whilst the average 'commuter' trip is circa 5.2km, cycling distances for journeys of five miles (8km) is achievable for most people.

5.2.7 Furthermore, CIHT's document 'Planning for Cycling' (2015) states that the majority of cycle trips are less than five miles (approx. 8km).

5.2.8 On this basis:

- 5km distance is a typical commuting cycle distance; and
- 8km is a reasonable 'maximum' cycling distance.

Public Transport

5.2.9 The CIHT document 'Planning for Public Transport in Developments' published in 2000 set out that 400m is the recommended walking distance to bus stops from new developments. However, the document also recognises that the frequency and routing of bus services is also likely to influence passenger decision and that passengers may walk to bus stops in excess of this distance.

5.3 Sustainable Transport Assessment

Proximity to Local Facilities

5.3.1 The provision of local facilities and services is shown on **Figure 5.1** and is summarised in **Table 5.1**.

Table 5.1: Accessibility to Key Facilities

Land Use	Destination	Distance (m)	Walk Time (Mins)	Cycle Time (Mins)
Retail	Tesco Superstore	1,700	20	6
	M&S Simply Food	1,700	20	6
	Lidl	1,700	20	6
	Aldi	2,000	24	8
	One Stop	2,100	25	8
	Morrisons	2,400	29	9
	The Co-operative	2,400	29	9
	Waitrose and Partners	2,600	31	10
Leisure	Redlands Farm Park	170	2	1
	Leslie Sears Playing Field	650	8	2
	Sand Martins Golf Club	800	10	3
	The Whitty Theatre	1,100	13	4
	Jurassic Adventure Mini Golf	1,200	14	5
	Wokingham Library	2,100	25	8
	Everyman Wokingham	2,200	26	8
	Langborough Recreation Ground	2,500	30	9
	Wokingham Youth Centre	2,700	32	10
	Wokingham Bowling Club	2,800	33	11
Healthcare	Barkham Village Hall	2,900	35	11
	Wokingham Hospital	2,600	31	10
	Woosehill Medical Practice	2,600	31	10
	The Orthodontic Centre	2,600	31	10
	Wokingham Dental Clinic	2,800	33	11
	Finchampstead Surgery	3,000	36	11
Railway	Total Orthodontics Wokingham	3,200	38	12
	Wokingham Rail Station	2,600	31	10

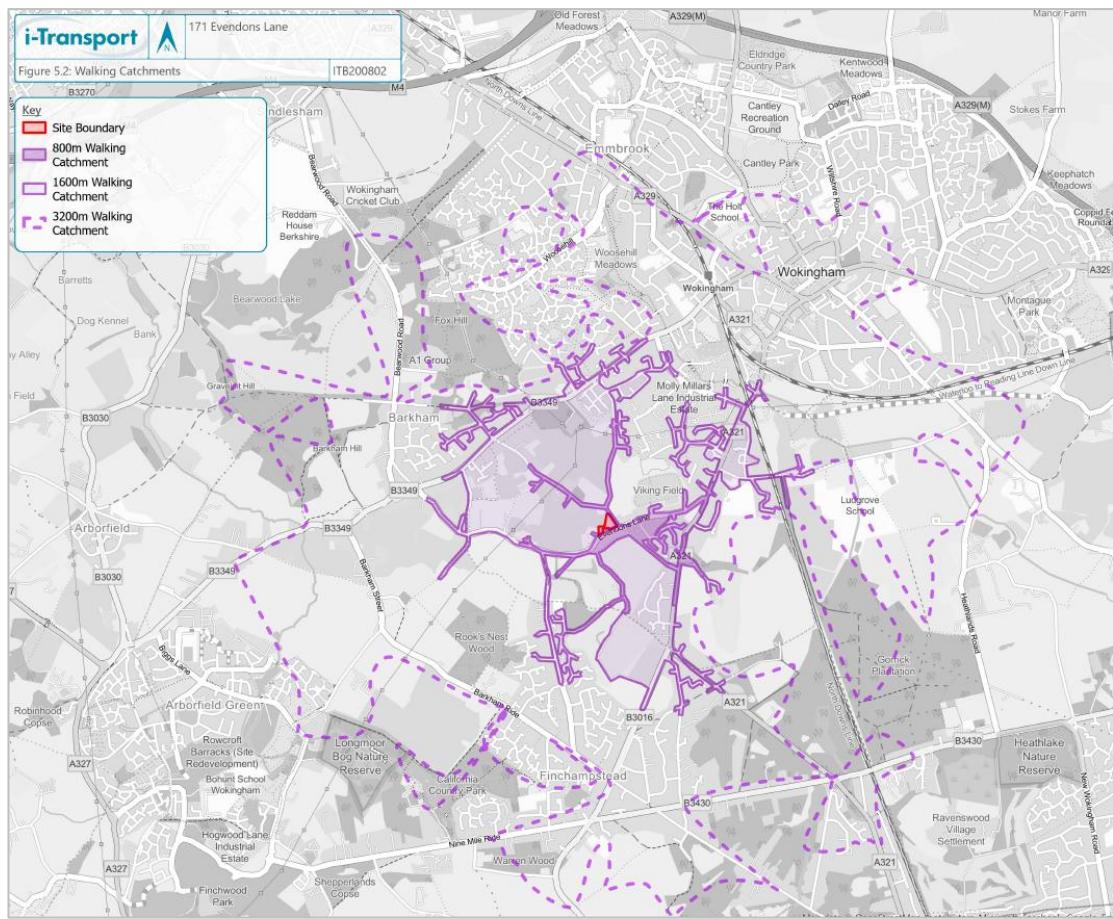
Key:

- Within 1.6km – Comfortable walking distance
- Within 3.2km – Acceptable walking distance

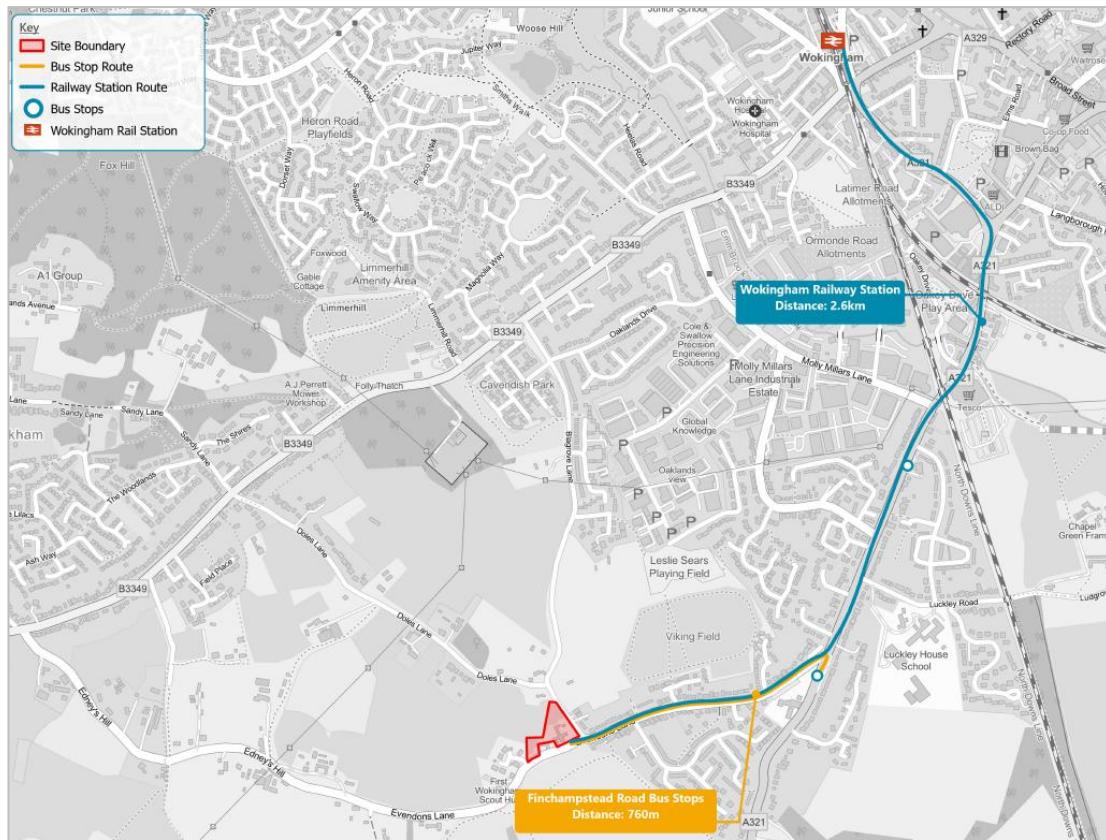
- 5.3.2 Whilst there are no facilities located within the 500m buffer referenced in the BREEAM guidance, the assessment demonstrates that there is a wide range of everyday facilities within a 'comfortable' and 'acceptable' walking distance of the site, including retail, personal business services, a range of leisure facilities and employment opportunities. This is considered sufficient to serve the type of development proposed.
- 5.3.3 It is important to note that all of the services and facilities are within a reasonable cycle distance of the site.
- 5.3.4 Overall, there is a good level of accessibility to a wide range of everyday facilities between the site and local area which staff/visitors may choose to use as part of a linked trip to/from the site. Staff also may wish to visit these facilities during breaks.

Walking Accessibility

- 5.3.5 As set out in **Table 5.1** there are numerous local facilities within a comfortable and acceptable walking distance from the site. This is further shown on **Figure 5.2**, extracted as **Image 5.2**, which presents walking isochrones that have been produced to demonstrate that large residential areas of Wokingham are within the walking isochrones which indicates that there is a large catchment of potential future employees who live within an acceptable or comfortable walking distance of the site. As requested by WBC, a further figure (**Figure 5.4**) has been produced to highlight the walking and cycling routes to the closest bus stops on Finchampstead Road, and Wokingham Rail Station to the north. This is extracted as **Image 5.3**.

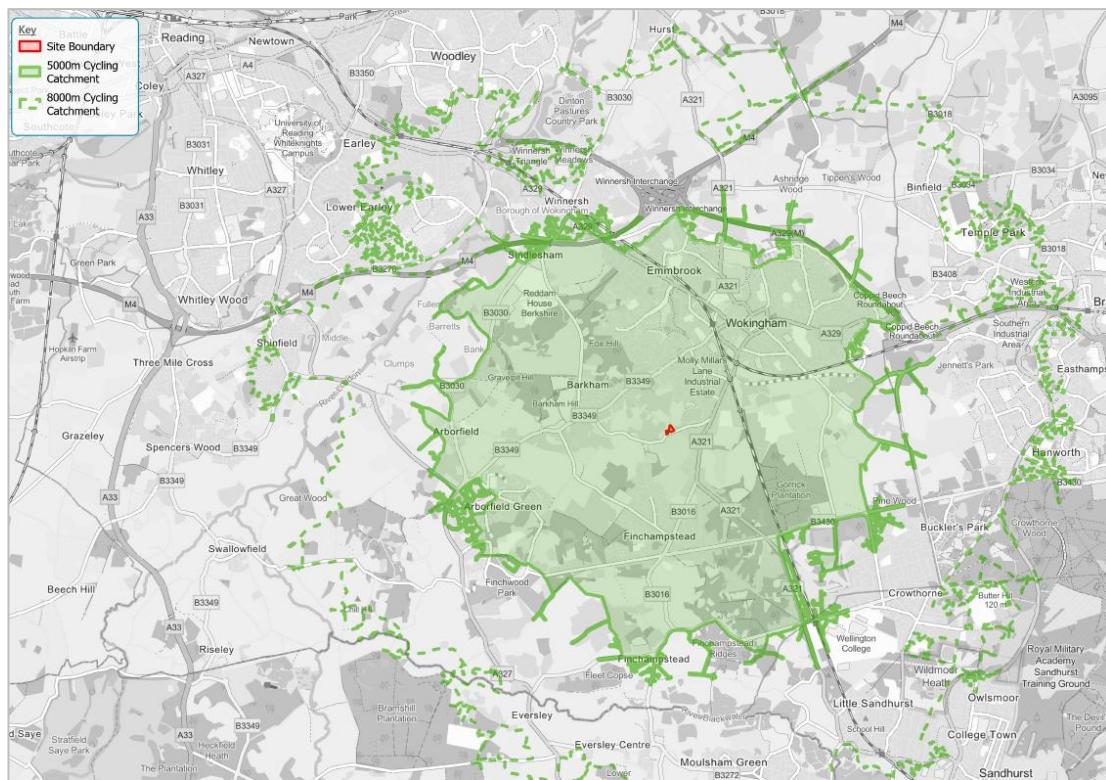
Image 5.2: Walking Isochrone


5.3.6 The proposed scheme will provide a direct pedestrian access onto Blagrove Lane to connect to the wider pedestrian network (see Section 3).

Image 5.3: Walking and Cycling Routes to Bus Stops and Rail Station


Cycling Accessibility

5.3.7 **Table 5.1** demonstrates that all local facilities are within a comfortable cycling distance from the site as shown on **Figure 5.3** which presents cycling isochrones. The entire built-up area of Wokingham is also within a 5km cycle distance. The cycle routes to Wokingham Rail Station are also included on **Figure 5.4**.

Image 5.3: Cycling Isochrone


5.3.8 Section 3 of the outline TS set out a review of cycle facilities in the vicinity of the site and highlighted that the local routes are suitable for cyclists.

Access to Public Transport

5.3.9 As set out in Section 3 of the outline TS, there are some bus services provided from Evendons Lane, however there are numerous services available from Wokingham railway station which is within a comfortable cycling distance from the site. These frequent services include:

- 4 Lion Bus: Reading - Bracknell via Wokingham, Great Hollands;
- 3 Leopard: Reading - Wokingham via Royal Berkshire Hospital, Shinfield, Arborfield, Finchampstead, Barkham, Wokingham Hospital;
- 121: Wokingham (Tesco) - Norreys Estate via Wokingham Town Centre
- 151: Bracknell – Binfield – Emmbrook School; and
- X4 Lion: Reading - Bracknell via Wokingham, John Nike Leisure Centre.

BREEAM Accessibility Index (AI)

5.3.10 The proposed care home is located in excess of 650m and 1,000m from the nearest sustainable transport nodes (for both buses and rail respectively). As a result, it is not possible to calculate the AI of the site. Notwithstanding this, the nearest bus stop is located some 800m from the site which is considered a comfortable walking distance.

5.4 Sustainable Transport Strategy

5.4.1 Whilst the above paragraphs demonstrate that the site is well located to the existing transport network and there are opportunities for future staff/visitors to undertake journeys by sustainable transport modes, the proposal will bring forward a sustainable transport strategy to promote and encourage the use of sustainable transport modes. This includes:

- The provision of a dedicated pedestrian access from Blagrove Lane to provide a direct connection to the local pedestrian network;
- The provision of EV charge points within the site as agreed at outline stage (10% spaces)
 - this complies with Table 7.4 of the BREEAM guidance;
- The provision of covered and secure cycle parking alongside shower and changing facilities, in line with Table 7.4 of the BREEAM guidance;
- The provision of a staff minibus that will connect the site to Wokingham and/or Crowthorne station(s), providing services that will collect staff from these destinations at the start of shift times and take staff back to these destinations at the end of shift times. The exact times and operation of the minibus will be identified through consultation with staff.
- The implementation of a robust Travel Plan.

5.5 Summary

5.5.1 The site is located within a reasonable walking and cycling distance from a very large number of services and facilities, as well as the main built-up area of Wokingham, which are accessible by pedestrian and cycle networks of good quality. There are therefore realistic opportunities for staff and visitors to travel to the site on foot or by bicycle.

5.5.2 Wokingham railway station is also situated within a comfortable cycling distance from the site and is served by frequent rail services as well as numerous bus routes.

5.5.3 The site will bring forward a sustainable transport strategy to further facilitate the uptake of sustainable modes and will comprise:

- The provision of a dedicated pedestrian access from Blagrove Lane to provide a direct connection to the local pedestrian network;
- The provision of EV charge points within the site as agreed at outline stage;
- The provision of covered and secure cycle parking alongside shower and changing facilities;
- Provision of a staff minibus to facilitate travel between the site and the local rail station; and
- The implementation of a robust Full Travel Plan.

5.5.4 The requirements of Condition 26 are therefore satisfied.

SECTION 6 Summary and Conclusions

6.1 Summary

6.1.1 Propco (Wokingham) Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to the reserved matters application for the proposed 64-bed care home on Land at 171 Evendons Lane, Wokingham. An outline planning application was submitted in June 2023 (*planning reference: 231351*) which was subsequently permitted in November 2024 by WBC.

6.1.2 This Transport Statement (TS) has been produced to support the reserved matters application and provides details of the internal site layout, as well as providing the relevant transport information to satisfy Conditions 17, 18, 20, 22 and 26 of the outline permission.

6.1.3 This TS demonstrates that:

- Safe and suitable access to the site is achieved (with appropriate visibility splays);
- All necessary vehicles can enter, circumnavigate and exit the site safely;
- Adequate electric vehicle charging points are provided;
- Appropriate secure and covered cycle parking is provided;
- There are therefore realistic opportunities for staff and visitors to travel to the site on foot or by bicycle and that these will be complemented by a sustainable transport strategy (including provision of a minibus service for staff and a Travel Plan).

6.1.4 The proposals are therefore acceptable in transport and highways terms. Conditions 17, 18, 20, 22 and 26 of the outline permission are also satisfied.

FIGURES

Figure 5.1: Local Amenities Plan

ITB200802

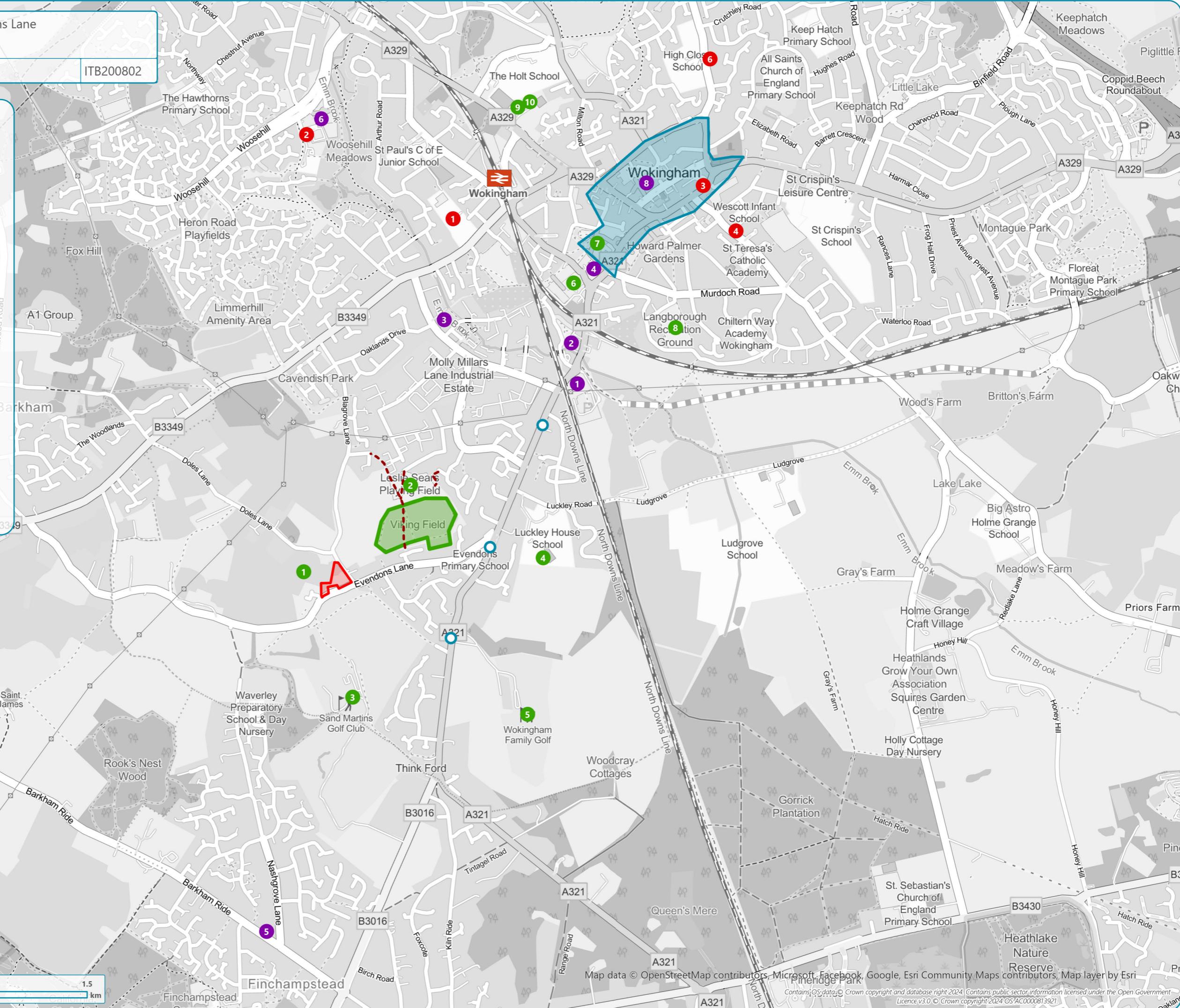
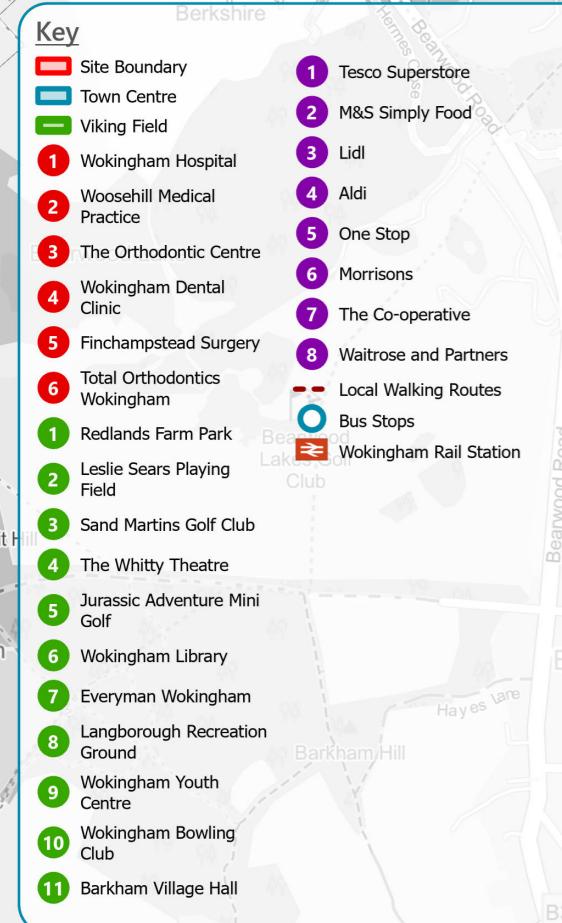




Figure 5.2: Walking Catchments

ITB200802

Key

- Site Boundary
- 800m Walking Catchment
- 1600m Walking Catchment
- 3200m Walking Catchment

