

Arborfield: Walking, Cycling and Equine Strategy (2026)

Ref: PH/ITW220194-003B

Date: 4 August 2026

1 Background

- 1.1 The Arborfield Green outline application (O/2014/2280) included a condition (32) requiring the submission of a Walking, Cycling and Equine Strategy for the entire development.

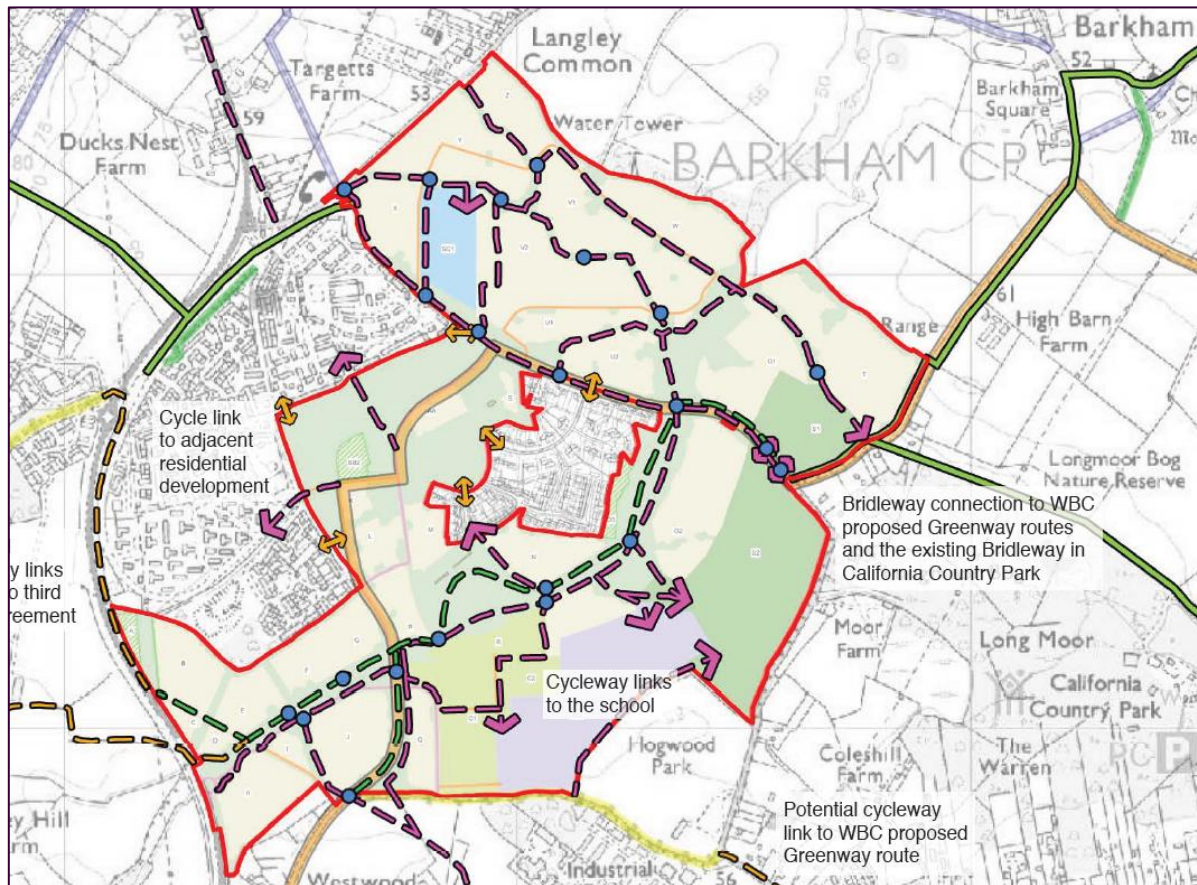
Prior to the approval of the first reserved matters application on the site (with the exception of any phases that consist solely of the Nine Mile Ride Extension), a Walking, Cycling and Equine Strategy for the whole development in conformity with the Proposed Linkages Strategy (as outlined in the Green Infrastructure Strategy Addendum Document, January 2015) shall be submitted to the Local Planning Authority. Reserved matters applications shall thereafter demonstrate that they are in accordance with the agreed strategy, and shall be implemented in accordance with the agreed strategy thereafter, unless otherwise agreed in writing by the Local Planning Authority.

- 1.2 This condition was discharged with the submission of the Walking, Cycling and Equine Strategy document in 2015 ('the 2015 Strategy'). Since 2015 the construction of various parts of the network as identified in the 2015 Strategy has been implemented. Understandably the detailed design of the implemented parts of the network has been determined by the on site constraints and to coordinate with the residential parcels and green infrastructure through the development. As part of a review of the currently completed and under construction parts of the network it has become apparent that the 2015 Strategy should be updated to reflect completions to date and to guide the construction of the final parts of the 2015 Strategy in a coordinated and consistent manner.
- 1.3 This document provides an updated Walking, Cycling and Equine Strategy ('the 2026 Strategy') and has been prepared to re-discharge Condition 32.

2 The 2015 Strategy

- 2.1 Condition 32 referred to a proposed linkages strategy plan which outlined the expected routes for pedestrians, cyclists and equestrians across the development site. This was clearly intended to demonstrate the principles of the network and provide a guide to provision. An extract of the plan is shown in Image 2.1 below.

Image 2.1: Extract of Linkages Strategy Plan



- 2.2 One of the principles that determined the 2015 Strategy was the connection through the site between the Greenway network that Wokingham Borough Council (WBC) had identified as part of a borough wide strategy. This is noted in the approved 2015 Strategy. The 2015 Strategy was a combination of pedestrian and cycle routes through the site with a 'greenway' routing principally through the Linear Park between Biggs Lane and parcels to the south and west as shown (light green dashed line) in the extract from the 2015 Strategy plan below:

The map displays the Arborfield Garrison area, which is divided into several color-coded zones: orange for residential areas, green for playing fields and open spaces, yellow for the central Garrison area, and purple for Hogwood Park. A network of roads is shown, with a prominent blue line indicating a main route. Dashed lines in brown and green represent other boundaries or paths. Key locations labeled include 'School of Electronic Engineering' in a blue box, 'Arborfield Garrison' in the center, and 'Hogwood Park' in the bottom right. Surrounding areas like 'Barkham CP' and 'Longmoor' are also visible. The map includes various landmarks such as 'Ducks Nest Farm', 'Water Tower', 'Rifle Range', and 'Longmoor Canteen'.

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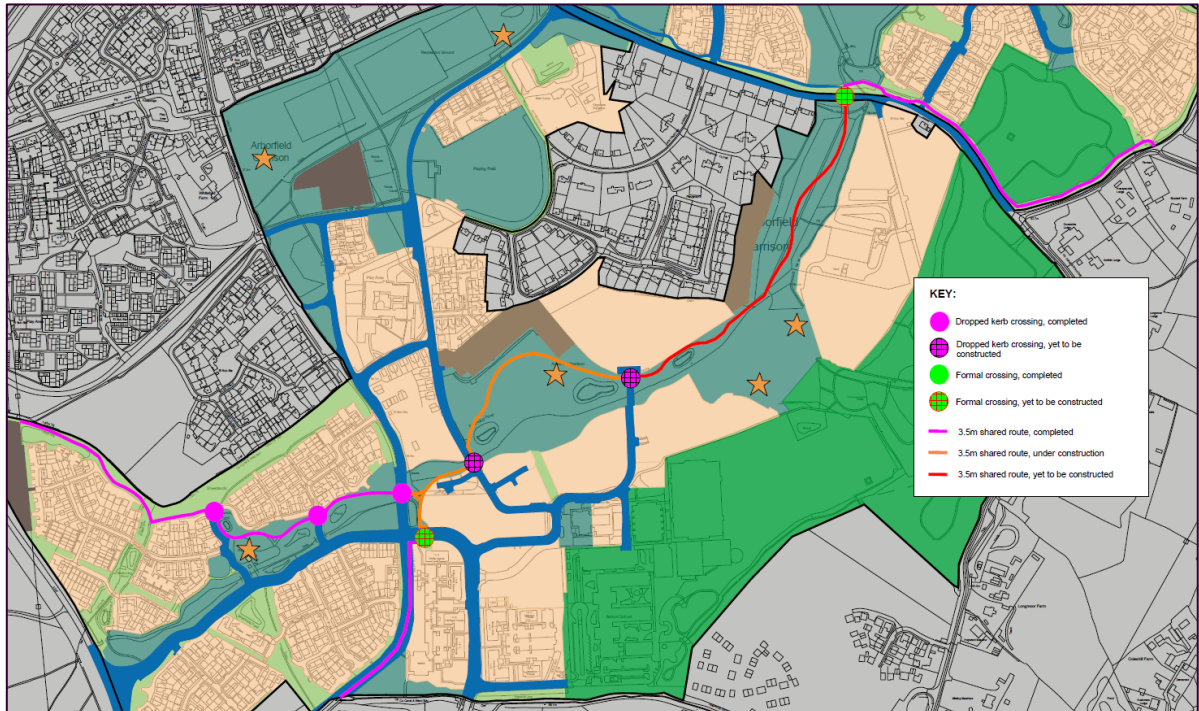
- 2.4 The approved 2015 Strategy included plans showing the routes for pedestrians and cyclists and separately for equestrians. The plans do not indicate any crossing facilities. However, the approved 2015 Strategy refers to an equestrian crossing of Biggs Lane. No other crossing facilities are specified albeit the linkages plan identifies crossings at numerous locations. Thus, the details of crossing facilities were to be determined through reserved matters applications on the relevant development or infrastructure parcels.
- 2.5 The 2015 Strategy was never intended to create new bridleways¹. The intention was, and the Strategy defined, to create a more permeable and accessible development which connected the Greenway network. Nonetheless, equestrian provision was allowed for.

¹ There is no requirement or mechanism in the outline consent through obligation or condition to create new bridleways (or other public rights of way). The creation of rights of way would require use of a separate consenting regime.

3 2015 Strategy – Current Status

- 3.1.1 The majority of the network identified in the 2015 Strategy has been completed, with the exception of continuation of a pedestrian/cycle route through Arborfield Studios² and the route between Biggs Lane and Sheerlands Road. A plan showing the status of construction along the route between Greenway 3 (linking to California Country park), Biggs Lane, Sheerlands Road and the western side of the development is attached at Appendix A with an extract below.

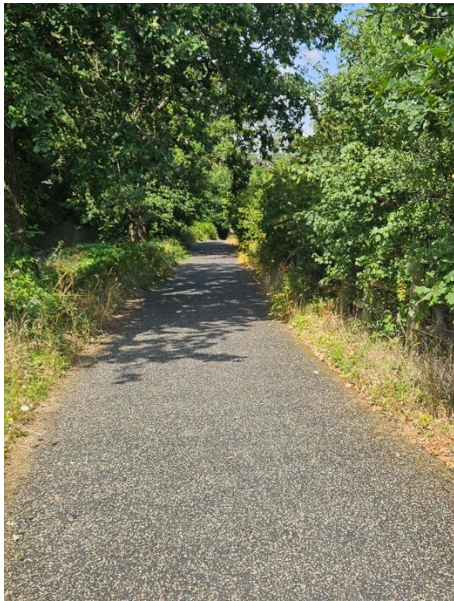
Image 3.1: Current Status of Construction of 2015 Strategy



- 3.1.2 The first stage of these works was implemented around the northern SANG and Commonfield Lane connecting to the Greenway (bridleway) which links to California Country Park (the route being improved). This route (3.5m wide) has been implemented for a number of years however the provision for equestrians extends only from the access to Oak Drive south east to Commonfield Lane and then north east along Commonfield Lane (where it connects to the bridleway to California Country Park). The route is signed for pedestrians and cyclists, not equestrians. The pedestrian cycle route provided along this corridor now continues west from Oak Drive all the way along Biggs lane (to Langley Common Road). It is not known if any use of the route is made by equestrians, but it is expected unlikely given it provides no continuous connection. Below are photos of this section of the route.

² The route will be designed and delivered as part of a separate application for the Arborfield Studios site.

Commonfield Lane 3.5m Shared Path



Biggs Lane Split Path (3.5m wide)



- 3.1.3 The second section implemented was a shared route (3.5m) through the residential area west of Sheerlands Road (Linear Park Phase 1). This is not signed for equestrians and includes simple dropped kerb crossing provision within the residential areas and on Sheerlands Road.

West of Sheerlands Road Shared 3.5m Shared Path



- 3.1.4 Finally, Sheerlands Road immediately south of the NMRE was closed to vehicular traffic and is signed as a pedestrian cycle route albeit there is limited access for local vehicles. There is a dropped kerb crossing of NMRE close to Sheerlands Road junction which connects the existing pedestrian cycle facilities on either side of the road as shown in the image below.

Image 3.2 Existing Crossing of NMRE (close to Sheerlands Road junction)



- 3.1.5 The pedestrian cycle route currently under construction through the Village Green, also known as Linear Park Phase 2 (north of the District Centre) and alongside the District Centre to the north of NMRE will connect to the above crossing (to the right of Image 3.2 above) and the pedestrian cycle facilities along NMRE.
- 3.1.6 The route through the Village Green (right) includes two informal crossings of residential access roads including Princess Marina Drive. These are both uncontrolled crossings for all users.
- 3.1.7 Pedestrian / Cycle paths have been completed along Biggs Lane, through development north of Biggs Lane and along Princess Marina Drive.

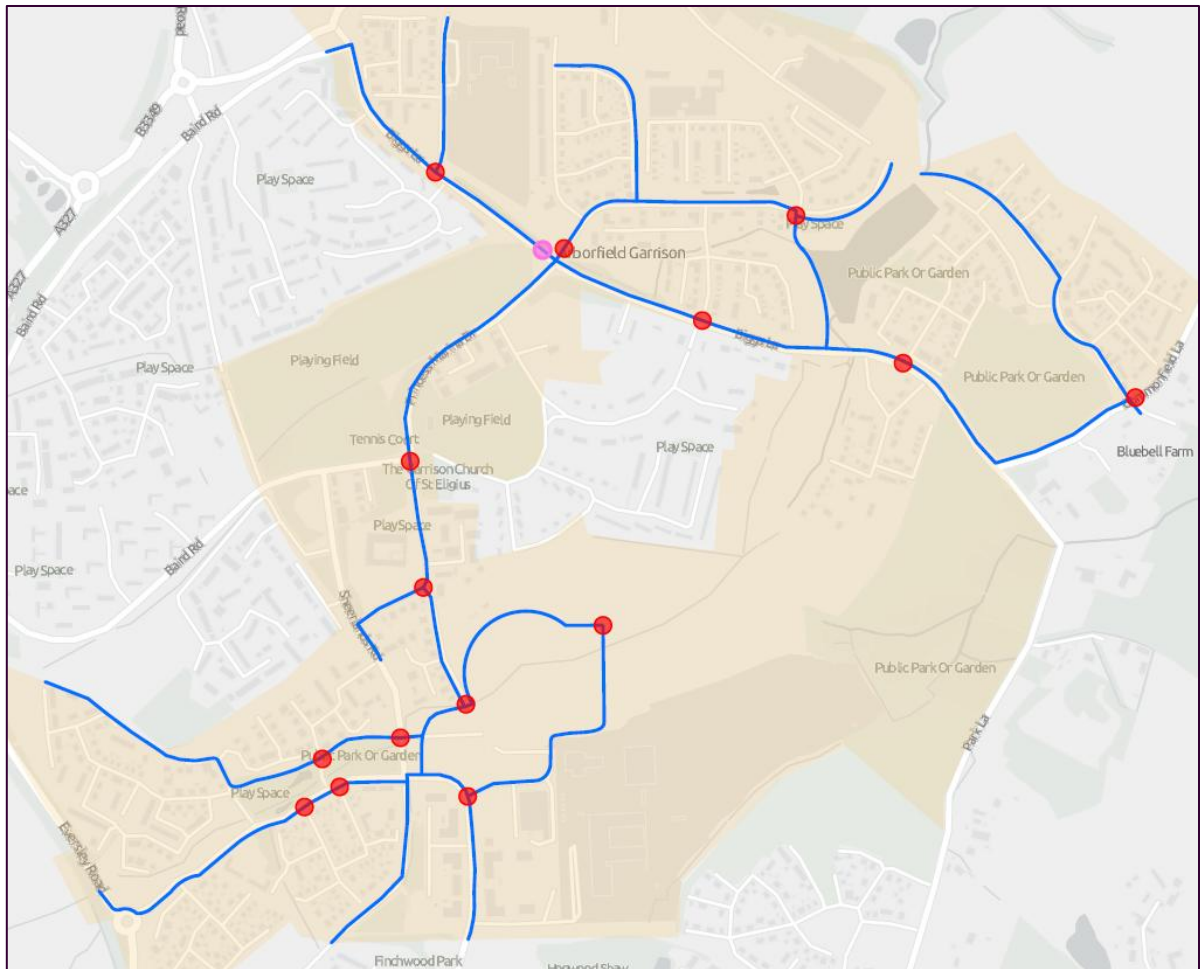


North of District Centre 3.5m Shared Path

4 The 2026 Strategy

- 4.1.1 In the period since the 2015 Strategy was adopted there have been some notable changes which have implications on the provision for pedestrians, cyclists and equestrians. Firstly, the Bohunt School is expanding to include a sixth form cohort (expected to open in September). Secondly, residential development at Arborfield Green is expanding beyond the original 2,000 homes with a further 300 now expected to be delivered on the Arborfield Studios site. Finally, Barkham Square provides the opportunity for a further expansion of Arborfield Green to the north with in excess of 600 homes. These current and planned changes will increase the level of pedestrian and cycle activity between residential areas, the District Centre and Bohunt School with demand focused on the dedicated routes through the Linear Park. Thus, pedestrian and cycle activity will increase and a revised strategy should reflect this change.
- 4.1.2 The purpose of the Walking, Cycling and Equine Strategy remains to provide linkages across the development and to the wider Greenway network. However, in light of the changes noted above the emphasis for the remaining sections of the network should be more towards pedestrians and cyclists.
- 4.1.3 The majority of the network identified in the 2015 Strategy has been completed or is under construction. Thus, the revised 2026 Strategy is focused on the remaining parts of the network yet to be designed or constructed which are as follows:
- Route through Arborfield Studios site
 - Crossing provision at Biggs Lane
 - Route south of Biggs Lane (alongside parcel O2) to the District Centre (also known as Linear Park Phase 3)
 - Crossing provision at NMRE
- 4.1.4 In determining a suitable approach for these remaining parts of the network it is appropriate to confirm the existing provision already provided (or currently under construction). Figure 4.1 attached (extract at Image 4.1 below) shows the network and crossings already provided.

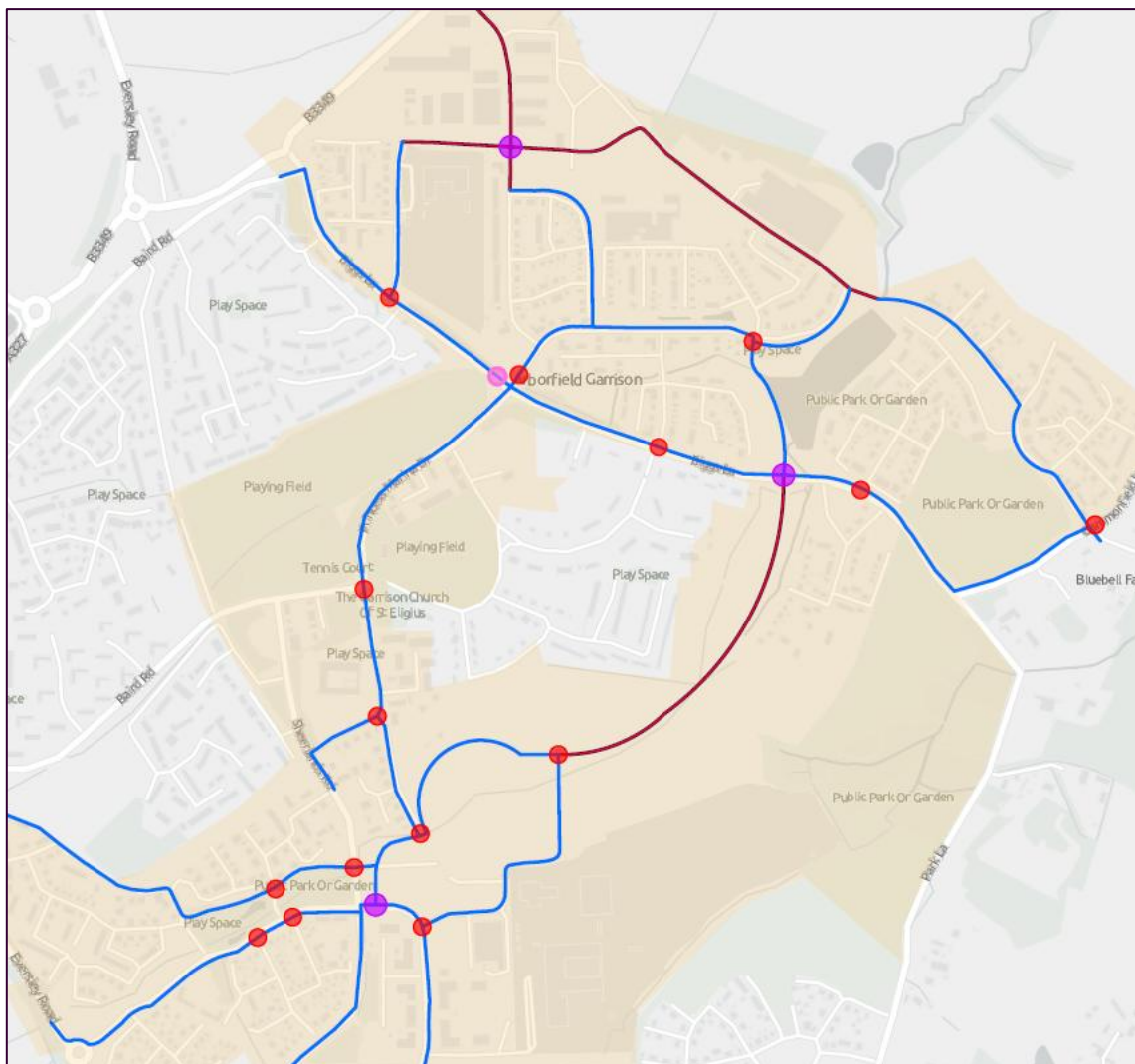
Image 4.1: Extract of Figure 4.1 Completed Network



- 4.1.5 It can be seen that the routes constructed are generally shared surface routes 3.5m in width. The exception being where it fronts the SANG north of Biggs Lane where the path splits for a short distance (the parallel routes are signed as shared pedestrian cycle route -see photo at 3.1.2). Therefore, to maintain a uniform approach to provision, consistent with the existing, remaining routes should be shared surface routes 3.5m wide.
- 4.1.6 The route through the Arborfield Studios site will be determined as part of a separate planning application. However, it will continue and link the routes already provided through adjoining residential parcels and maintain a 3.5m width.
- 4.1.7 The 2015 Strategy identified two separate routes through the Linear Park south of Biggs Lane. This route has yet to be delivered and to be consistent with the completed provision a single shared surface route 3.5m wide would be appropriate.
- 4.1.8 The crossing facilities so far designed and constructed may not provide dedicated equestrian or cyclist provision although the construction of the routes themselves would still provide connections capable of being safely used by equestrians, cyclists and pedestrians.

- 4.1.9 Crossing provision to date has consistently been informal dropped kerb crossings with the exception of a Toucan crossing on Biggs Lane close to the junction with Princess Marina Drive. This reflects the status of the routes and the roads that they cross which are low speed, with good street lighting and good visibility. Thus, to maintain this approach would provide consistency for the Biggs Lane and NMRE crossings. However, the width of the NMRE crossing and its location close to the junction with Sheerlands Road could support a more formal Toucan crossing similar to that further south on NMRE (where Byway 18 crosses which provides for pedestrians, cyclists and equestrians). On Biggs Lane with reference to the additional demand expected to arise from further expansion of Arborfield Green and Barkham Square this location could similarly support a more formal Toucan crossing. Thus, a detailed assessment of each the remaining two crossings will determine the provision at the detailed design stage with the intention of seeking to achieve a Toucan crossing.
- 4.1.10 Figure 4.2 sets out the above 2026 Strategy with the routes to be completed (red) in the context of the completed network (blue) an extract of which is provided below:

Image 4.2: Extract of Figure 4.2 Remaining Network to be Completed



Signage

4.1.11 The signage is not consistent at present, with some routes signed as shared pedestrian cycle routes and some un-signed. The 2026 Strategy reflects the principles of the original application, the approved 2015 Strategy and constructed route provision.

4.1.12 Looking ahead, all shared pedestrian cycle routes should be signed accordingly as follows:



4.1.13 To enable a clear signage approach across the network a full audit of existing provision will be undertaken once the current construction (north of the District Centre) has been completed. The audit will be used to determine whether any additional or amended signage is required along the completed route. A scheme of any additions or amendments will be prepared and submitted to WBC for approval, with the changes implemented alongside the construction of the final section of the route (south of Biggs Lane).