

Client:
Richborough

Project:
**Land off Basingstoke Road
Spencers Wood**

Project No:
T23591
Report Title:
Transport Assessment Addendum

Prepared by:	MF
Authorised by:	JP
Rev:	A
Date:	10/02/2026

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T. 0121 454 5530

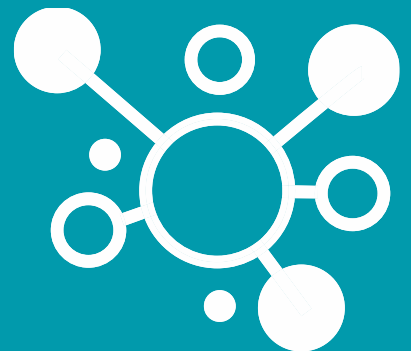


TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	WOKINGHAM BOROUGH COUNCIL HIGHWAYS COMMENTS	2
3.0	NATIONAL HIGHWAYS COMMENTS	12
4.0	SUMMARY AND CONCLUSION	13

FIGURES

Figure 1.1	Site Location
-------------------	----------------------

DRAWINGS

T23591.001 rev C	Proposed Site Access Roundabout Junction
T23591.002 rev C	Proposed Site Access Roundabout Swept Paths 01
T23591.003 rev C	Proposed Site Access Roundabout Swept Paths 02
T23591.004 rev C	Proposed Site Access Priority Junction & Ped/Cycle Access

APPENDICES

Appendix A	Wokingham Borough Council Highway Development Management Comments
Appendix B	Updated LTN 1/20 Route Audit
Appendix C	Stage 1 Road Safety Audit and Designers Response
Appendix D	National Highways Response

THIS PAGE IS LEFT INTENTIONALLY BLANK

1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential-led mixed use development on land off Basingstoke Road, Spencers Wood. The site location is shown on **Figure 1.1**.
- 1.2 A planning application was submitted by the applicant to Wokingham Borough Council (WBC) as the local planning authority in 2025. The development description has been updated and the applicant is now applying for:
“Hybrid planning application (part outline/ part detailed) comprising: Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 0.8ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), sports pitch and changing facility, public open space and a full application for the proposed Suitable Alternative Natural Greenspace (SANG), associated landscaping/car park”.
- 1.3 A revised Transport Assessment (TA) (revision D) was submitted in August 2025 to respond to the formal consultation responses made by Wokingham Borough Council (WBC) as the local highway authority and Active Travel England (ATE) as a statutory consultee to the planning application.

Purpose of the Report

- 1.4 This Transport Assessment Addendum (TAA) should be read in conjunction with the TA (rev D) and responds to formal comments from WBC and National Highways during October 2025.
- 1.5 As noted above, the latest TA dated August 2025 addressed comments made by ATE in April 2025, including, but not limited to, incorporating crossing points at the roundabout and providing multi-modal trip generation to forecast the number of trips made by active and sustainable modes of transport. To date, no further response has been provided by ATE to this application.

Limitations of the Report

- 1.6 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.7 This report has been compiled using data from several external sources (such as the TRICS database and public transport websites); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2.0 Wokingham Borough Council Highways Comments

2.1 WBC's Highways Development Management team provided a response to the planning application on 30th October 2025. A summary of the comments provided by WBC are below:

- Make clear how the proposed developments respond to, and meet, the tests set out in within the December 2024 National Planning Policy Framework (NPPF);
- Additional routes should be audited when considering access to facilities within walking and cycling distance. Opportunities to improve the existing PRow network in line with WBC's Right of Way Management Plan (ROWIP) and Local Cycling and Walking Infrastructure Plan (LCWIP) should be identified;
- Comments raised by Active Travel England should be addressed;
- Review site accesses to demonstrate that visibility splays are all achievable within land controlled by the applicant and/or public highway;
- Explore the provision of a private car club within the site (to be co-located with the proposed mobility hubs). WBC prefer the provision of a car club to cycle hire schemes because there are currently no cycle hire schemes operating within the Wokingham borough;
- Further work is required on the mitigation measures for the site, particularly the B3349 Basingstoke Road/Church Lane junction.

Applicant Response

2.2 The comments raised by WBC are presented alongside the response from the applicant in **Table 1** and are shown in **Appendix A**.

Table 1 – Comments raised by WBC

WBC Comment	Response/Action
Background & Approach	
The TA considers traffic modelling (available at the time of scoping) for a design year of 2038. The LPU has been published transport modelling considering the cumulative assessment of planned development for 2040.	This is noted. Following a review of the LPU TA, a mitigation scheme for M4 Junction 11 as part of the Hall Farm/Loddon Valley development comprises signal optimisation, providing an additional exit lane (eastbound) onto the B3270 and the addition of a second westbound lane on the B3270 approach to the traffic signals. No drawings could be found within the LPU TA to demonstrate the extent or scale of improvements to the B3270. The applicant will engage with WBC and National Highways to discuss the cumulative assessment and proposed improvements at M4 Junction 11 in due course.
If these proposals are to be considered positively it will be necessary to review the cumulative residual effects more carefully within the Transport Assessment. Consistent with Table 1 of the Transport Assessment it might help if the applicants can seek to respond to the NPPF tests by answering: • How the proposals ensure "...patterns of movement... are integral to the design..."? • How the proposals identify and pursue "...opportunities to promote walking, cycling and public transport use..."?	Please see above response regarding the cumulative assessment and refer to the analysis below this table, which sets out how we consider that the development meets the tests set out within the December 2024 NPPF.

T23591

Land off Basingstoke Road, Spencers Wood

WBC Comment	Response/Action
• Where the proposals identify "...routes which could be critical in developing infrastructure to widen transport choice..."? • Where the proposals have or will provide "...attractive and well-designed walking and cycling networks..."? • Where the proposals has given priority "...to pedestrian and cycle movements, both within the scheme and with neighbouring areas..."? • Where the proposals facilitate "...access to high quality public transport... and appropriate facilities that encourage public transport use"? • How the proposals create a 'safe, secure and attractive' place which minimises "...conflicts between pedestrians, cyclists and vehicles..."?	
Accessibility & Sustainability	
The DAS/TA should be revised to consider accessibility to facilities within walking/cycling distances, exploring route quality and severance such as the B3349 and J11 M4 which may affect the attractiveness of onwards routes to facilities in Wokingham and Reading. Notably: • Link to Blackwater close/Montgomery Drive (which is also a means of access) • Link to Century Drive (which is also a means of access) • Crossing(s)/Refuge(s) on Hyde End Road • Groveland Road/Clares Green Road/Ryeish Ln – Shinfield – Brookers Hill bridge • Routes to and through Clover Place/Croft Gardens towards Ryeish Green & Shinfield • Via Sports Hub – Hayes Drive – J11, M4 • Via Star Rise – Basingstoke Road - Grazeley Rd – Mere oak P&R (refuge on B/Stoke Road & Crossings at A33 signals, identified in IDP).	Noted, although please find our observations below, which takes each point raised in turn: • There are no direct access points proposed onto Blackwater Close/Montgomery Drive. Therefore, when pedestrians/cyclists depart the site via the upgraded Public Right of Way (PRoW), they will either travel north-west towards Hyde End Road and The Square or north-east to join Hyde End Road opposite Grovelands Road. The use (or partial use) of Montgomery Drive would lengthen the walking distances to either point and would not form part of a logical and direct route. • The pedestrian/cycle access from the site to Century Drive, and the subsequent link between the pedestrian/cycle access to the existing footway network, will be reviewed as part of the detailed design stage and delivered in line with design standards. • The need and opportunities for providing crossing points on Hyde End Road has been reviewed. It is proposed that three new uncontrolled crossing points within the vicinity of the following locations: 213 Hyde End Road (c.65m east of Century Drive), 269 Hyde End Road (c.10m east of Grovelands Lane) and 323 Hyde End Road (c.40m east of The Square). The final locations of these uncontrolled crossing points would be agreed with WBC as part of the s278 works. An updated version of the LTN 1/20 route audit assessment has been included as Appendix B. • Grovelands Road, Clares Green Road and Fullbrook Avenue (alongside Simonds Grove and Marlow Place) were audited as part of Routes 3, 4 and 5, which were presented in the latest TA. The route via Ryeish Lane is a less direct from the site than travelling via the audited routes. Additionally, where Fullbrook Avenue meets Bolton Drive, there is a bus gate (permitting bus and cycle movements only) and a lit footway route to provide access into the centre of Shinfield. In our view, this would be more attractive to pedestrians and cyclists compared with travelling via Ryeish Lane. • With regard to the route via the Sports Hub and Hayes Drive before joining the shared footway/cycleway on the A33 to cross M4 Junction 11, this is less direct than the audited route in the TA (Route 3). Additionally, there is a relatively steep stepped access from Hayes Drive to the A33 Basingstoke Road which would not be usable for cyclists or those with mobility issues. Wayfinding signage can be reviewed and updated where required to ensure that users are directed to the A33 via the audited route.

T23591

Land off Basingstoke Road, Spencers Wood

WBC Comment	Response/Action
	The route via Star Rise is audited as Route 6 in the TA; although the route continues north via Caribou Walk and Elk Path rather than via Grazeley Road. The route terminated at the A33/B3349 Basingstoke Road traffic signal junction because there are sufficient crossing facilities at the junction to connect pedestrians and cyclists with the shared footway located along the eastern side of the A33, or alongside the southern side of MereOak Lane. With regard to accessing MereOak Park & Ride via Grazeley Road, there are no pedestrian/cycle connections between the A33/MereOak Lane junction and Grazeley Road, which is why this route has not been audited.
The TA should also be updated to include a review of PROW in the area surrounding the site and opportunities for improvement in accordance with the WBC ROWIP and LCWIP.	The TA sets out improvements that would be made to the existing Public Right of Way (PROW) Byway (ref: SHIN33) located between the site and Hyde End Road. The existing PROWs to the east (ref: SHIN22, SHIN22a and SWAL18) are not directly accessible from the site due to third party land. Desire lines for pedestrians and cyclists from the site would also be north and west to access facilities on Basingstoke Road and to the north of Hyde End Road. The PROWs may be used as a network of leisure routes by residents of the proposed development. The Right of Way Improvement Plan (ROWIP) sets out proposals to improve the existing PROW network along the River Loddon corridor between Swallowfield and Winnersh via Aborfield and Barkham. The route would generally comprise a 3.0m width and an all-weather surface to provide all-year round use. From reviewing the proposed Greenway routes in the ROWIP (Maps 1 and 2), the only existing connection with the highway or PROW network is via Aborfield Road in Shinfield. At the time of writing, new PROW bridleways are proposed from the SHIN 22A footpath to connect with the River Loddon corridor, but as these are not definitive, they cannot be relied upon at this stage for connectivity. The Local Cycling and Walking Infrastructure Plan (LCWIP) sets out a series of schemes that aims to increase the proportion of walking and cycling trips in the area. As part of the route audits, a commitment has been made by the applicant to provide new crossing points at three locations along Hyde End Road, which could be combined with plans to build out footways to reduce crossing distances at junctions.
The LHA would expect to see the provision of a more direct pathway to the bus stops for residents. It appears residents would be required to walk around the roundabout rather than directly to the bus stops.	Agree, the additional shared footway link is shown in Drawing T23591.001 rev C.
Using the DfT Connectivity Tool the site benefits from scores of 34-46, therefore potentially suitable for small scales of development. For a development of this scale, it is insufficient to highlight existing features that contribute to accessibility, the applicants should focus efforts on ways the development could or will improve transport to meet the NPPF policy tests.	Noted, although scores from the DfT Connectivity Tool are solely based on existing accessibility to the site and does not take into account the on-site facilities proposed, the internal active travel network, enhancements to the existing bus service or other off-site improvements being made. Please refer to the NPPF Tests section below.
Active Travel England Response	
ATE seek a multi-modal trip generation forecast which defines the number of walking and cycling trips, revised travel plan targets, distances to bus stops, photographs of cycle route deficiencies, clarification of cycle routes selected, dedicated cycle facilities at the site access roundabout, dedicated cycle tracks on both sides of the B3349 and a raised table crossing at the priority junction.	TA revision D (dated August 2025) included the following updates to ATE's consultation response: As noted in Section 1.0 of the updated TA, Framework Travel Plans (FTP) have been provided for all land uses on the site with the exception of residential dwellings because the applicant is seeking to contribute to WBC's 'MyJourney' travel planning

T23591**Land off Basingstoke Road, Spencers Wood**

WBC Comment	Response/Action
The LHA agree with ATE's requests for further information and would require that this information is provided to the LHA, in order to be able to support the application; although it appears it may only be possible to provide a cycle track on the eastern side of the B3349.	initiative. The FTPs include targets and baseline mode share targets; - Multi-modal trip generation in Section 5.0 of the TA, which forecasts the following daily trips generated by the development: 72 two-way bicycle trips, 357 two-way walking trips, 143 two-way bus trips, 72 two-way rail trips and 1,000 two-way trips as a car passenger; - Catchment mapping from the various development parcels to the existing bus stops located on B3349 Basingstoke Road and Hyde End Road. This showed that 95% of dwellings would be located within a 500m walk of existing bus stops and 80% of dwellings would be located within a 400m walk of existing bus stops; - The updated TA confirmed that the scope of the route audit was primarily based on key routes to local facilities within walking distance of the site; Drawing T23591.001 rev B, which was submitted as part of the updated TA, showed zebra crossings across the northern side of the roundabout to facilitate east/west movements between the development and Lambs Lane Primary School. A central over-run area was also added based on advice set out within ATE's consultation response; and Drawing T23591.004 rev B, which was submitted as part of the updated TA, shows pedestrian/cycle priority being provided across the proposed priority junction. It is considered that this addresses the primary concerns that were raised by ATE as part of their response.
Vehicle Accesses	
The LHA require the following additional amendments relating to access: - A Stage 1 Road Safety Audit of the submitted access junctions. - Confirmation that forward visibility does not cross third party land. The forward visibility crosses an adjacent land parcel, and it is not clear if this land falls within control of the applicant. - Relocation of the zebra crossings to provide greater separation between the zebra crossing and the circulatory carriageway. There is c.6.4m between the zebra crossing and the circulatory carriageway. A 16.5m articulated lorry or 10m rigid lorry would overhang into the carriageway creating the possibility of rear end shunts whilst giving way to pedestrians. - Demonstrate 2.4m x 43m visibility from the internal T-junction in accordance with the Manual for Streets requirements for a 30mph speed limit.	In response to each point raised by WBC: - A Stage 1 Road Safety Audit (RSA) and designers response for the site accesses are provided in Appendix C; - We can confirm that forward visibility on both B3349 Basingstoke Road approaches to the proposed roundabout are within land controlled by the applicant as shown by the Application Boundary Plan dated 13th February 2025 (ref: R-SPWD-ABP-01 rev D) that is on the planning portal. - The zebra crossing has been moved 18m north of the roundabout and is shown in Drawing T23591.001 rev C; and - The visibility splays for the internal access junction have been added and are shown in Drawing T23591.001 rev C. While this has been shown for 2.4m x 43m, it is likely that vehicles exiting the roundabout will be travelling slower than 30mph.
Pedestrian and Cycle Access	
The illustrative masterplan identifies a series of access points. The access to Hunters Way does not appear realistic and clarifications should be provided to define the access points that are proposed and how these would support onward connections to/from and through the site, such as a connection to SWAL18	The proposed pedestrian/cycle access towards the north-west corner of the site is proposed onto Barracks Road rather than Hunters Way. This is considered to be deliverable and as Barracks Road is a cul-de-sac with low traffic volumes and speeds, it is considered suitable for all modes (vehicles, cyclists and pedestrians) to share the carriageway.

T23591

Land off Basingstoke Road, Spencers Wood

WBC Comment	Response/Action
which is identified as part of the Public Rights of Way Improvement Plan (PROWIP) as a potential Bridleway or BOAT.	With regard to a connection to SWAL18 running north/south to the east of the site, there is an area of third party land between the site boundary and SWAL18, which means that a connection is not viable.
The TA states that: 'To the north of the priority access junction, a shared use pedestrian/cycle route is proposed, measuring 3.0m wide and connecting to the existing footway provision along Basingstoke Road...Visibility splays of 2.4m x 17m are shown in both directions'. The LHA require the provision of a segregated cycle track along the eastern side of the B3349 Basingstoke Road which connects with the site's shared use cycleways.	The multi-modal trip generation in Section 5.0 forecasts 72 two-way bicycle trips and 357 two-way walking trips per day. During either peak hour, there is forecast to be up to nine two-way bicycle trips and 45 two-way walking trips. Paragraph 6.5.7 within LTN 1/20 states "<i>recommended minimum widths of shared use routes carrying up to 300 pedestrians per hour are given in Table 6-3. Wherever possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict</i>". Table 6-3 recommends a minimum width of 3.0m for up to 300 cyclists per hour. Traffic surveys were undertaken at junctions along the B3349 Basingstoke Road, which recorded the following two-way cycle movements along B3349 Basingstoke Road in the three-hour AM and three-hour PM peak periods (07:00 to 10:00 and 16:00 to 19:00 respectively): - B3349 Basingstoke Road/Hyde End Road priority junction – 17 two-way cycle movements; and - B3349 Basingstoke Road/Back Lane priority junction – 22 two-way cycle movements. Coupled with the bicycle trips generated by the proposed development, it is clear that segregated provision is not required in line with LTN 1/20 guidance.
The LHA also require suitable visibility in accordance with the Manual for Streets to be demonstrated from the point cyclists give way to vehicles. The TA shows visibility of other cyclists; but not of vehicles travelling along the B3349.	Agree, a 2.4m x 43m visibility splay has been shown on Drawing T23591.001 rev C .
The TA also outlines that: 'Additional, there would be segregated pedestrian/cycle accesses connecting to the existing PROW off Hyde End Road and the park via Century Drive, to make the site as permeable as possible for pedestrians and cyclists. These accesses would connect with land that has been adopted by WBC (either as public open space or adopted highway) and are therefore deliverable'	Linked to the points above, these access points would provide greater permeability to the existing network and subsequently more direct routes.
The TA states that: 'The PROW to the north of the site that connects with Hyde End Road will be improved to provide all-weather surfacing and lighting'.	
Potential for foot / cycleway connections through Genoa Close and Century Way. A good quality route northwards should be delivered towards Green Park and Lower Earley.	As noted above, the pedestrian/cycle accesses are proposed to ensure that the site's permeability is maximised. There are also many facilities provided on-site to reduce the need to travel off-site. Notwithstanding this, the route audit has demonstrated that there are good quality routes to facilities located in Shinfield and Spencers Wood where demand would be greatest on a day-to-day basis. The route audit also shows that there is a good quality route to the A33, which provides the ability for pedestrians and cyclists to access MereOak Park & Ride or continue north to Green Park Business Park. Routes further afield towards Lower Earley are also likely to become more attractive (primarily for leisure purposes) if the LCWIP and ROWIP schemes are delivered. However, demand to walk/cycle to Lower Earley from the proposed development is likely to be low.
Bus Access	

T23591**Land off Basingstoke Road, Spencers Wood**

WBC Comment	Response/Action
The LHA will require an improved contribution towards bus service frequency in order to support the planning application. The contribution towards bus service frequency has been sought based on the viability of this particular service and is a relatively low contribution when benchmarked against contributions per dwelling at other developments in Wokingham Borough. WBC have agreed a contribution of £703.95 (+CPI) per dwelling at Matthews Green and a contribution of £540 (+CPI Inflation) per dwelling at Bridge Farm.	This is noted and the applicant is willing to agree a revised contribution with WBC. Please can WBC confirm the contribution that is being sought per dwelling.
Mobility Hub and Car Club	
The LHA request the applicant to explore the provision of a private car club within the mobility hub (e.g. Enterprise or Co-Wheels). The applicant should obtain a Feasibility Report from an operator which provides site specific advice on car club viability here and explore opportunities to address these. The TA states that the mobility hub would include cycle hire schemes; but there is currently no cycle hire scheme operating within Wokingham and therefore a Car Club would be preferred. Car clubs offer flexibility for people and can reduce the household needs for a 2nd or 3rd car. If the car club is not considered completely viable due to patronage arising from the site, then the applicant should explore the financial viability of subsidising a car club for the site to minimise car ownership/use.	The removal of a cycle hire scheme is noted and the TA states at paragraph 4.17 that car club spaces would form part of the mobility hub. Noting the request from WBC for a feasibility study, the applicant will explore this and the financial viability of subsidising a car club in due course.
Trip Generation and Capacity Modelling	
In HDC previous comments dated 9th April, WBC have flagged up that the proposal involves 2FE for primary school (as stated in planning statement s3.5 and revised TA s3.16), but it appears that the trip rates have only considered the trips for 1FE (210 pupils in Table 14). The LHA have compared the total trip generation for WSTM and the proposed development. While some of the school trip generation can be cancelled out with the reduced numbers of dwelling proposed, the AM peak traffic flows would still significantly exceed the WSTM model and no adjustment on WSTM traffic flows has been made to account for this increase.	While the trips exceed those assessed within the model, no internalisation factors were applied to the primary school rates for robustness. The TA supporting the LPU assigned a vehicular internalisation rate of 57% for the Hall Farm/Loddon Valley site, which proposes a 3FE primary school as part of a wider mixed use site. This was based on analysis of pupil postcodes in Wokingham borough which showed that 57% of school pupils generally lived within 1km of their primary school and 72% of school pupils lived within 2km of their secondary school. When considering trip generation for a 2FE primary school on the proposed development site, there would be 538 two-way trips during the AM peak with no internalisation factor applied. However, when applying the 57% internalisation factor, there would be 307 two-way trips, which is 38 two-way trips higher than what was assessed in the model. As noted earlier, there are school children that are currently required to attend primary schools in neighbouring settlements (either via Home to School Transport and/or parents driving them to school) due to a lack of primary school capacity in Spencers Wood. Therefore, the internalisation rate could be higher than 57% as the Hall Farm/Loddon Valley site does not take account of longer distance primary education trips already on the network being re-assigned and/or modal shift occurring. Based on the above, and coupled with the fact that the model was based on 480 dwellings, which has now reduced to 420 dwellings, the modelling is considered to be robust even with a 2FE primary school.
National Highways Response	

T23591**Land off Basingstoke Road, Spencers Wood**

WBC Comment	Response/Action
National Highways (NH) have provided a consultation response regarding the application. NH have requested that further information is provided regarding the capacity and queueing at the M4 J11 off-slips and have stated that a full capacity assessment of M4 Junction 11 maybe required using VISUM	A formal response to National Highways comments is provided in Section 3.0.
Mitigation	
The current proposals for the Basingstoke Road / Church Lane junction are insufficient to accommodate the proposals and other junctions Clares Green Road / Basingstoke Road may also require mitigation demonstrating how these can achieve an appropriate balance of transport needs.	The following junctions were agreed for assessment as part of pre-application advice dated 30th December 2024 (noting that this was after junction modelling had already taken place): • B3349 Basingstoke Road / Back Lane priority roundabout (new site access); • B3349 Basingstoke Road / Site Access priority junction (new junction); • B3349 Basingstoke Road / B3349 Hyde End Road traffic signal junction; • Basingstoke Road / Church Lane; • A33/Basingstoke Road traffic signal junction; and • M4 Junction 11 No further junctions have been assessed at this stage; although the applicant will engage with WBC in due course regarding other junctions that may require assessment.
The transport modelling shows that the addition of development traffic will increase queueing/delays along the B3349 Basingstoke Road. There appears to be a significant impact on both the B3349 Basingstoke Road Northbound and B3349 Basingstoke Road Southbound in both future years of 2032 and 2038.	
The Core Strategy identified and delivered a new A327 bridge with further Park & Ride infrastructure which has helped manage transport conditions, whilst supporting development. The emerging LPU supports development that will deliver a new bridge over the M4 with other improvements complimentary mitigation measures.	The delivery of the new bridge over the M4 as part of the emerging LPU is noted, although this appears to be promoted as part of the Hall Farm/Loddon Valley strategic development within the emerging LPU. The development flow bundles from the WSTM4 show the following trips travelling over the existing Shinfield Road bridge: • 2032 AM Peak – 39 departures and 36 arrivals (75 two-way trips); • 2032 PM Peak – 12 departures and 25 arrivals (37 two-way trips); • 2038 AM Peak – 30 departures and 37 arrivals (67 two-way trips); and • 2038 PM Peak – 12 departures and 25 arrivals (37 two-way trips). The number of trips travelling through the area to/from the proposed development is considered to be negligible. The requirement for a new bridge and complementary measures is primarily driven by the proposals at Hall Farm/Loddon Valley for 3,930 dwellings, various local centres, two 3FE primary schools, one 12FE secondary school, a sixth form, sports provision and research and development, and other development within the emerging Local Plan. Therefore, we do not consider it appropriate or proportionate for the development to be tied to the delivery of this new bridge.

WBC Comment	Response/Action
Exploring the 2038 forecasts in the TA, Table 30(?) suggests the proposed development would add around 4 minutes of delay but does not attempt to identify appropriate mitigation. The LHA expect the applicant to identify mitigation measures which would address the 4 minutes of delay added to this junction.	As noted above, the modelling for the site does not include any internalisation for the residential or education land uses on the site. Therefore, this does not take account of: - Residential – people working from home and utilising the range of on-site facilities that are proposed; and - Education – the re-assignment of trips that school children currently make to nearby settlements would likely switch to the proposed primary school. There is also potential for modal shift as the proportion of walking/cycling trips to school would likely increase when compared to the existing situation based on the catchment analysis set out within the LPU TA. These factors would likely reduce the volume of traffic generated by the development during the peak hours. It is also key to note that the WSTM4 does not include the link between the A33 and Lambs Lane (White House Lane), which would become a likely alternative route for those travelling to Spencers Wood from Reading and the M4 when Basingstoke Road is congested. Whilst the impact of this re-routing would need to be taken into account in due course, we consider it a realistic scenario for drivers to take this route rather than experience the significant future year delays along the Basingstoke Road corridor.
On the B3349 Basingstoke Road, the addition of development traffic would increase the vehicle queue from 82 vehicles to 225 vehicles in the AM Peak Hour and from 61 vehicles to 146 vehicles in the PM Peak Hour in 2038.	
Travel Plan	
A revised Travel Plan was submitted dated 21st August 2025. The Travel Plan sets a target to reduce single occupancy vehicle journeys by 10% within 5-years of full occupation of the development. The LHA require the applicant to submit revised Travel Plan targets which identifies the modes where travel will increase to meet the target of a 10% reduction in car journeys, outlining how the mitigation package will enable them to achieve these targets.	The submission has included a Framework Travel Plan for all non-residential land uses to date, which includes a package of potential measures, indicative targets and baseline mode share. Paragraph 5.6 confirms that the site will seek to deliver a reduction of 10% in single occupancy car journeys within five years of full occupation. Section 6.0 also sets out potential measures and initiatives that could be implemented by the end user for each land use. It is proposed that the residential travel planning is undertaken through WBC's MyJourney initiative. At the time of writing, the end user for each of the land uses is not known. As a result, more detailed travel plans will be submitted as part of a reserved matters application to reflect the end user and set out how targets will be met.
The LHA would recommend targeting increased bus and cycle travel given the baseline modal share shows 2% travelling by bicycle and 4% travelling by bus.	This is noted, please refer to the response above.
The baseline modal share data extracted from TEMPro 8.1 appears unrealistic; when compared to 2011 and 2021 Census Data where 82.2% and 83.7% of those surveyed were recorded as driving to work.	The TEMPro baseline modal share is based on all journey purposes rather than just journey to work and therefore provides a more complete picture on baseline modal share rather than entirely focusing on journeys to work.

National Planning Policy Framework Tests

2.3 WBC requested that the applicant demonstrate that the development proposals comply with the following tests in the December 2024 NPPF:

1. "How the proposals ensure "...patterns of movement... are integral to the design..."?
2. How the proposals identify and pursue "...opportunities to promote walking, cycling and public transport use..."?

3. *Where the proposals identify "...routes which could be critical in developing infrastructure to widen transport choice..."?*
4. *Where the proposals have or will provide "...attractive and well-designed walking and cycling networks..."?*
5. *Where the proposals has given priority "...to pedestrian and cycle movements, both within the scheme and with neighbouring areas..."?*
6. *Where the proposals facilitate "...access to high quality public transport... and appropriate facilities that encourage public transport use"?*
7. *How the proposals create a 'safe, secure and attractive' place which minimises "...conflicts between pedestrians, cyclists and vehicles..."?*

2.4 The site has been designed with a strong focus on movement for all modes of transport, which is set out below.

Internal Active Travel Network

- 2.5 The proposed internal network of shared footways has been designed to make the site as permeable as possible for walking and cycling. From the main east/west spinal route between Century Drive and B3349 Basingstoke Road, there is a proposed network of traffic free shared footways, which connect to areas of open space and play, Suitable Alternative Natural Greenspace (SANG), community orchards and allotments, as well as residential streets.
- 2.6 The internal pedestrian/cycle network aims to provide users with a choice of direct traffic-free routes through the development to encourage walking and cycling for shorter journeys, and connectivity with bus services. The network would be constructed to standards set out within LTN 1/20, street-lit, actively overlooked and other elements such as benches would be provided to allow users to rest.
- 2.7 The proposed pedestrian/cyclist accesses increases permeability and reduces walking/cycling distances for new residents travelling to local facilities in Spencers Wood. They will also benefit existing residents who may use the facilities proposed on the site, or travel between Basingstoke Road and Hyde End Road (for example) via the active travel network, which is a more direct route than travelling via Hyde End Road and Basingstoke Road.
- 2.8 The active travel network would be supported by wayfinding signage to ensure that pedestrians and cyclists can navigate through the development easily.

On-Site Facilities

- 2.9 The site proposes a number of land uses including employment space, a two form entry primary school, GP surgery, care home and local centre; alongside sports pitches. In line with NPPF paragraph 110, this significantly improves the sustainability of the site as these facilities would significantly reduce the need for people to travel for multiple journey purposes.
- 2.10 Consultation responses identify the need for more facilities, particularly education and healthcare, in Spencers Wood. It was noted that school children are currently transported by bus to surrounding settlements for primary and secondary education (or driven depending on whether children are eligible for home to school transport). It was also noted that the nearest medical centres were located in Shinfield and Swallowfield.
- 2.11 The development proposals respond to this by providing much needed on-site provision, which would:

- Remove the need for children to travel outside of Spencers Wood for primary education and therefore reduce the number of vehicular trips currently made for this journey purpose on the network; and
- Provide a local medical centre that is in walking distance for most residents.

2.12 Other facilities proposed on the site increase the retail offer and provide opportunities for employment in the local area.

Mobility Hub

2.13 As set out within the TA, a mobility hub is also proposed on the site which includes, provision of cycle storage lockers, pavement mounted cycle tools and pumps, cycle hire schemes, the provision of parcel storage lockers and car club spaces. WBC confirmed that the cycle hire scheme should be removed; but even with this change this hub could help to reduce the number of trips off-site (e.g., to collect parcels from a local depot or supermarket with parcel storage).

2.14 At this stage, it is envisaged that the mobility hub would be provided close to the local centre, which is a central location within the site and ties in with the internal active travel network set out above.

Public Transport

2.15 As noted within the TA, the applicant is proposing a s106 contribution that would allow the frequency of the existing bus service to be increased and to also to upgrade existing bus stops on B3349 Basingstoke Road and Hyde End Road.

2.16 The site is also designed with a loop between the two access points that will enable the existing bus service to be diverted into the site if required by WBC and/or the bus operators.

Summary

2.17 Based on the information above, the proposed development is considered to meet all the relevant tests set out within the December 2024 NPPF.

3.0 National Highways Comments

- 3.1 National Highways provided formal responses to the application in July and October 2025. The October 2025 response is provided in **Appendix D**.
- 3.2 National Highways agree that the changes made to the development proposals between the pre-application stage and the point of submission would not significantly alter the trip generation modelled and therefore conclude that the trips provided in Table 14 of the TA are reasonable.
- 3.3 Prior to confirming whether a full junction capacity assessment at M4 Junction 11 is required, National Highways requested that the WSTM4 strategic model files covering M4 Junction 11 are provided so that the inputs and outputs can be reviewed.
- 3.4 The applicant is working with WBC to provide the model to National Highways, which will be provided for review in due course.

4.0 Summary and Conclusion

Summary

- 4.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential-led mixed use development on land off Basingstoke Road, Spencers Wood.
- 4.2 A hybrid planning application was submitted to WBC in 2025. The development description has been updated and the applicant is now applying for:

“Hybrid planning application (part outline/ part detailed) comprising: Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 0.8ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), sports pitch and changing facility, public open space and a full application for the proposed Suitable Alternative Natural Greenspace (SANG), associated landscaping/car park”.

- 4.3 A revised Transport Assessment (TA) (revision D) was submitted in August 2025 to respond to the formal consultation responses made by Wokingham Borough Council (WBC) as the local highway authority and Active Travel England (ATE) as a statutory consultee to the planning application.
- 4.4 This TAA has responded to the comments raised by WBC and includes revised site access drawings, a Stage 1 Road Safety Audit and further commentary on route audits.

Conclusion

- 4.5 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.
- 4.6 The development is located to make use of existing infrastructure and services and is suitable in transport terms. The development will promote the use of sustainable modes of transport, and the site provided safe and suitable access for all users.
- 4.7 The applicant will engage with WBC and National Highways in due course to discuss modelling the cumulative impact of the emerging Local Plan and potential further highway mitigation measures.

T23591

Land off Basingstoke Road, Spencers Wood



THIS PAGE IS LEFT INTENTIONALLY BLANK

T23591

Land off Basingstoke Road, Spencers Wood



Figures



Legend

- Site Location
- 🚌 Bus Stops

**T23591 Land off Basingstoke Road,
Spencers Wood**

Figure 1.1 - Site Location



Contains Ordnance Survey data © Crown copyright and database right 2026 - License no.:100046404. Use of map data licensed by OpenStreetMap Foundation under ODbL. openstreetmap.org/copyright

0 200 400 m



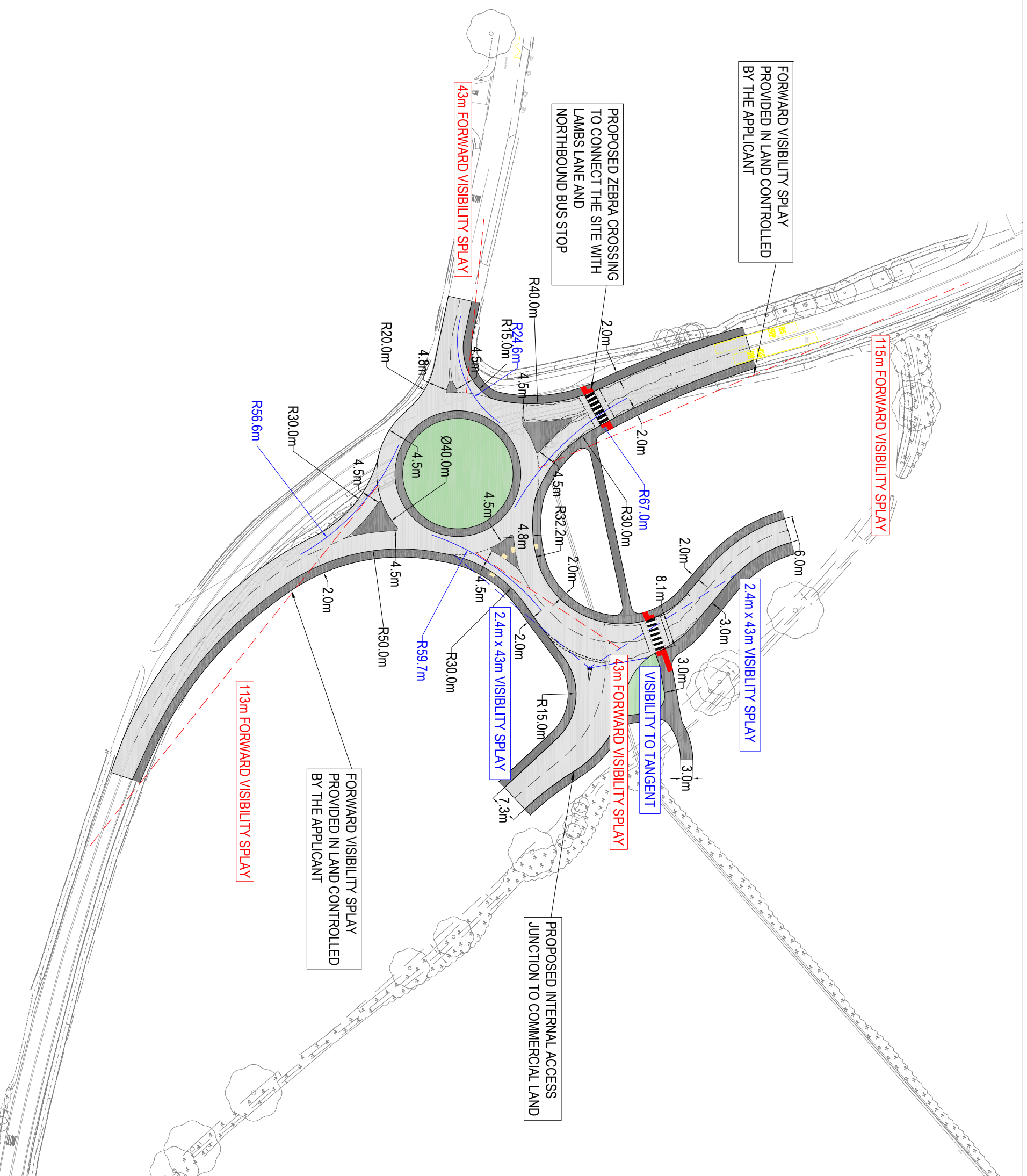
T23591

Land off Basingstoke Road, Spencers Wood



Drawings

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



C	DRAWING UPDATED IN LINE WITH LHA ATE AND STAGE 1 RSA FEEDBACK	26.01.26	MF	JP
B	DRAWING UPDATED IN LINE WITH LHA AND ATE FEEDBACK	05.08.25	MF	JP
A	DRAWING UPDATED IN LINE WITH CLIENT REQUIREMENTS	19.03.24	JP	GM

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

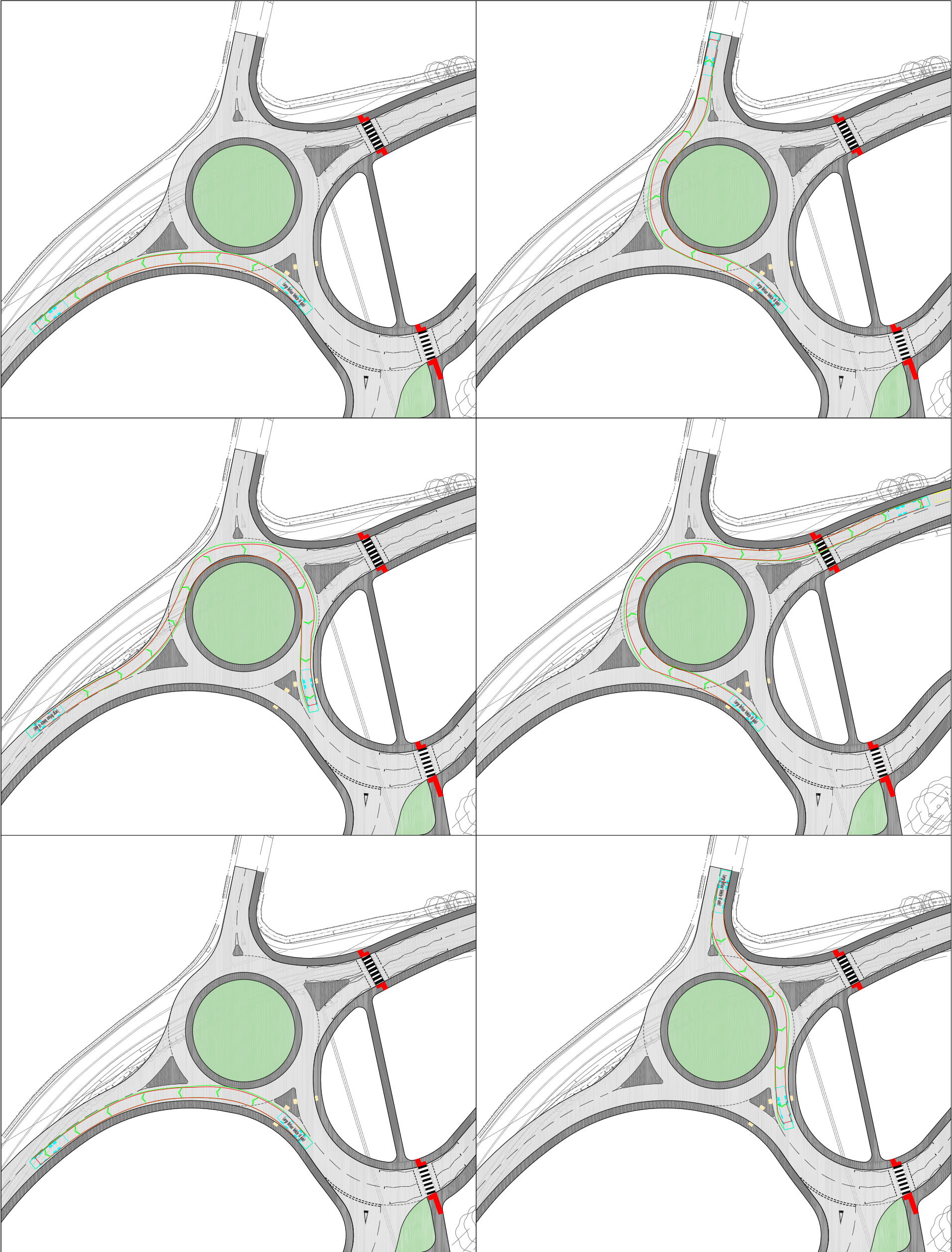
CLIENT
RICHBOROUGH

PROJECT
SPENCERS WOOD

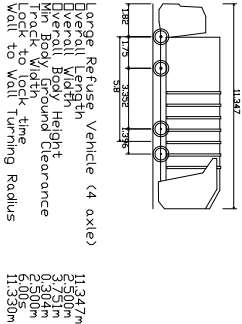
TITLE
PROPOSED SITE ACCESS
ROUNDABOUT JUNCTION

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	JP	1:1000	A3	06.02.24

PROJECT NO.	DRAWING NO.	REV
T23591	001	C



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



C	DRAWING UPDATED IN LINE WITH LHA, ATE AND STAGE 1 RSA FEEDBACK	26.01.26	MF	JP
B	DRAWING UPDATED IN LINE WITH LHA AND ATE FEEDBACK	06.08.25	MF	JP
A	DRAWING UPDATED IN LINE WITH CLIENT REQUIREMENTS	19.03.24	JP	GM



CLIENT
RICHBOROUGH

PROJECT
SPENCERS WOOD

TITLE
PROPOSED SITE ACCESS
ROUNDAABOUT SWEEP PATHS 01

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	JP	1:1000	A3	06.02.24
PROJECT NO.	DRAWING NO.	REV		
T23591	002	C		

-
- Technical drawing of a vehicle showing dimensions in inches. The drawing includes a side profile and a top-down view. Dimensions are labeled with arrows and numbers:
- Overall Length (156)
 - Overall Width (45)
 - Overall Height (36)
 - Max Body Ground Clearance (14)
 - Lock to Lock Time (14)
 - Lock to Turn Radius (14)

-
- Diagram of a car with dimensions: 5670 (length), 1810 (width), and 1335 (height).

REV	DESCRIPTION	DATE	BY	AUTH
C	DRAWING UPDATED IN LINE WITH LHA, ATE AND STAGE 1 RSA FEEDBACK	26.01.26	MF	JP
B	DRAWING UPDATED IN LINE WITH LHA AND ATE FEEDBACK	05.08.25	MF	JP
A	DRAWING UPDATED IN LINE WITH CLIENT REQUIREMENTS	19.03.24	JP	GM

 **hub**
TRANSPORT PLANNING LTD

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

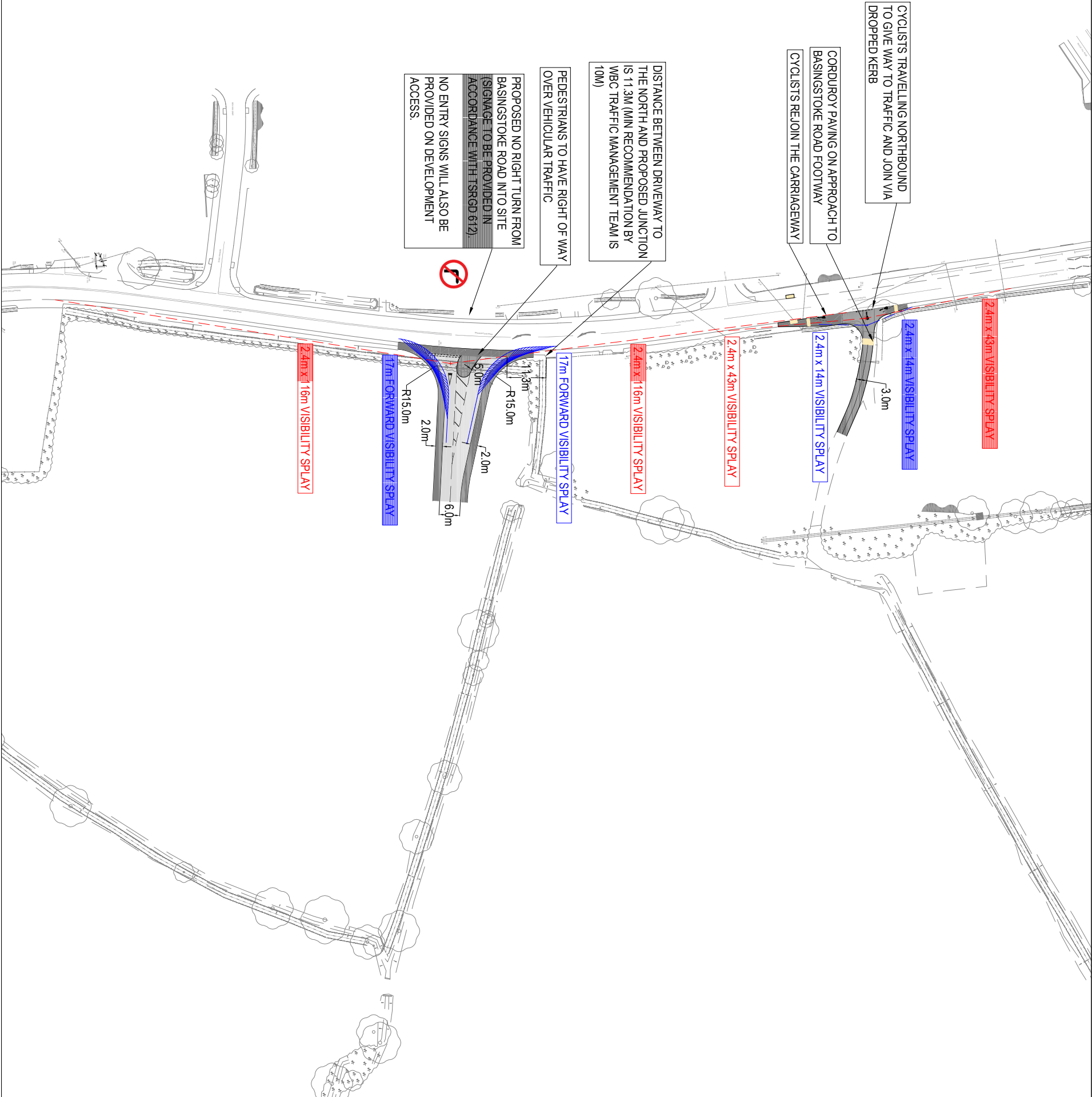
T : 0121 454 5530

PROJECT
SPENCERS WOOD

TITLE
PROPOSED SITE ACCESS
ROUNDABOUT SWEEP PATHS 02

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	JP	1:1000	A3	06.02.24
PROJECT NO.		DRAWING NO.		REV
T23591		003		C

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



CLIENT				
RICHBOROUGH				
PROJECT				
SPENCERS WOOD				
TITLE				
PROPOSED SITE ACCESS PRIORITY JUNCTION & PED/CYCLE ACCESS				
DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	JP	1:1250	A3	06.02.24
PROJECT NO.		DRAWING NO.		REV/
T23591		004		C

hub

TRANSPORT PLANNING LTD

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

T23591

Land off Basingstoke Road, Spencers Wood



Appendix A

Wokingham Borough Council Highway Development Management Comments

Date: 19th June 2025
Application: 250517



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Outline Planning Approval Consultation

Application Number: 250517

Applicant: Mr Marc Wilson

Site Address: Land Off Basingstoke Road, To the south and west of Spencers W

Parish: Shinfield

Grid Reference: Easting - 471901, Northing - 166069

Type of Development: Major All other developments

Proposal: Hybrid planning application (part outline/ part detailed) comprising: Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 1ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), GP Surgery (Use Class E(e), sports pitch and changing facility, public open space and a full application for the proposed Suitable Alternative Natural Greenspace (SANG), associated landscaping/car park.

Case Officer: Helen Maynard

Development Management has received the above application and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 250517. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be found on the Z Drive at: [Z:\Standard Planning Conditions](#).

Your observations are required in respect of this application within **10 working days** of the above date or **15 working days** if the development type is classed as a major development.

MEMORANDUM

From:	Alan Lewis/Ben Amey		
Service	WBC Highways	App No:	250517
Address:	Land Off Basingstoke Road, To the south and west of Spencers Wood.		
Proposal:	Hybrid planning application (part outline/ part detailed) comprising: Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 1ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), GP Surgery (Use Class E(e), sports pitch and changing facility, public open space and a full application for the proposed Suitable Alternative Natural Greenspace (SANG), associated landscaping/car park.		
Type of Development:	Major All other developments		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

This document provides the Local Highways Authority (LHA) consultation response regarding application no. 250517 (Land off Basingstoke Road). Preapplication advice was provided by WBC during December 2024, which included comments from WBC Highways.

Background & Approach

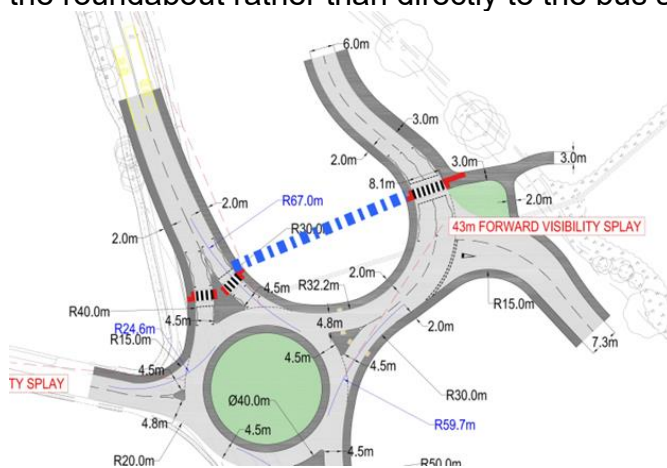
1. Our former colleague provided pre-application advice dated December 2024 on behalf of the Local Highway Authority (LHA). Unfortunately, our colleague

suddenly passed away in April thus, there may be some elements of this response that may differ from previous responses.

2. The application is a Hybrid Planning application part outline/part detailed application seeking outline planning permission with all matters reserved for future determination (save for means of access, upto 420 dwellings, an 80 bed care home, 1ha of employment land, primary school, local centre, GP Surgery, sports pitch and changing facility, public open space and a proposed SANG, associated landscaping/car park.
3. The application is supported by the following which have been reviewed to inform this consultation response:
 - Masterplan.
 - DAS.
 - Transport Assessment dated 21.08.2025.
 - Framework Travel Plan dated 21.08.2025.
 - National Highways Holding Response.
4. The proposals are not identified as an allocated site in the emerging Local Plan Update (LPU). The supporting emerging Infrastructure Delivery Plan (IDP) has established a funding shortfall for improvements necessary to accommodate currently planned developments.
5. The TA considers traffic modelling (available at the time of scoping) for a design year of 2038. The LPU has been published transport modelling considering the cumulative assessment of planned development for 2040.
6. If these proposals are to be considered positively it will be necessary to review the cumulative residual effects more carefully within the Transport Assessment. Consistent with Table 1 of the Transport Assessment it might help if the applicants can seek to respond to the NPPF tests by answering:
 - How the proposals ensure “...patterns of movement... are integral to the design...”?
 - How the proposals identify and pursue “...opportunities to promote walking, cycling and public transport use...”?
 - Where the proposals identify “...routes which could be critical in developing infrastructure to widen transport choice...”?
 - Where the proposals have or will provide “...attractive and well-designed walking and cycling networks...”?
 - Where the proposals has given priority “...to pedestrian and cycle movements, both within the scheme and with neighbouring areas...”?
 - Where the proposals facilitate “...access to high quality public transport... and appropriate facilities that encourage public transport use”? How the proposals create a ‘safe, secure and attractive’ place which minimises “...conflicts between pedestrians, cyclists and vehicles...”?

Accessibility & Sustainability

7. The DAS/TA should be revised to consider accessibility to facilities within walking/cycling distances, exploring route quality and severance such as the B3349 and J11 M4 which may affect the attractiveness of onwards routes to facilities in Wokingham and Reading. Notably:
- Link to Blackwater close/Montgomery Drive (which is also a means of access)
 - Link to Century Drive (which is also a means of access)
 - Crossing(s)/Refuge(s) on Hyde End Road
 - Groveland Road/Clares Green Road/Ryeish Ln – Shinfield – Brookers Hill bridge
 - Routes to and through Clover Place/Crof Gardens towards Ryeish Green & Shinfield
 - Via Sports Hub – Hayes Drive – J11, M4
 - Via Star Rise – Basingstoke Road - Grazeley Rd – Mere oak P&R (refuge on B/Stoke Road & Crossings at A33 signals, identified in IDP).
8. The TA should also be updated to include a review of PROW in the area surrounding the site and opportunities for improvement in accordance with the WBC ROWIP and LCWIP.
9. The LHA would expect to see the provision of a more direct pathway to the bus stops for residents. It appears residents would be required to walk around the roundabout rather than directly to the bus stops.



10. Using the DfT Connectivity Tool the site benefits from scores of 34-46, therefore potentially suitable for small scales of development. For a development of this scale, it is insufficient to highlight existing features that contribute to accessibility, the applicants should focus efforts on ways the development could or will improve transport to meet the NPPF policy tests.

Active Travel England Response

11. Active Travel England have commented that '*ATE are not currently in a position to support this application and requests further assessment,*

evidence, revisions and/or dialogue'. Further documents submitted were considered to change ATEs position.

12. ATE seek a multi-modal trip generation forecast which defines the number of walking and cycling trips, revised travel plan targets, distances to bus stops, photographs of cycle route deficiencies, clarification of cycle routes selected, dedicated cycle facilities at the site access roundabout, dedicated cycle tracks on both sides of the B3349 and a raised table crossing at the priority junction.
13. The LHA agree with ATE's requests for further information and would require that this information is provided to the LHA, in order to be able to support the application; although it appears it may only be possible to provide a cycle track on the eastern side of the B3349.

Vehicle Accesses

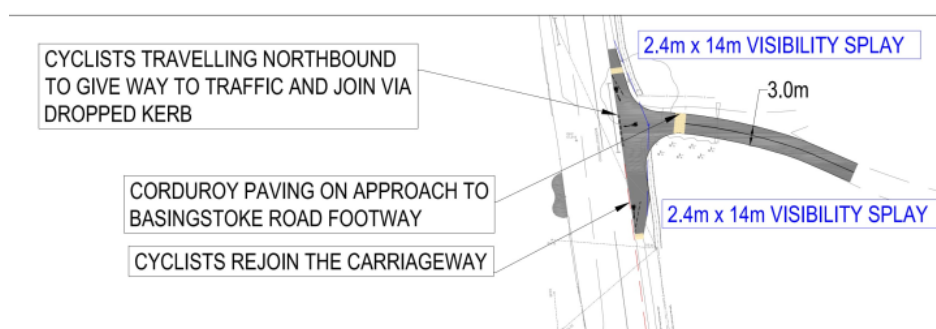
14. The main site access for vehicular traffic is proposed via a new four-arm roundabout junction with the B3349 Basingstoke Road and Back Lane, in accordance with DMRB CD116.
15. The proposed access roundabout includes 115m forward visibility southbound and 113m forward visibility northbound (in accordance with the recorded speeds).
16. A secondary site access for vehicles is proposed via a new priority junction with the B3349 Basingstoke Road, c300m north of the proposed roundabout junction. The proposed priority junction is a 6.0m wide carriageway and 2.0m wide footways on each side of the carriageway.
17. The LHA require the following additional amendments relating to access:
 - a. A Stage 1 Road Safety Audit of the submitted access junctions
 - b. Confirmation that forward visibility does not cross third party land. The forward visibility crosses an adjacent land parcel and it is not clear if this land falls within control of the applicant.
 - c. Relocation of the zebra crossings to provide greater separation between the zebra crossing and the circulatory carriageway. There is c.6.4m between the zebra crossing and the circulatory carriageway. A 16.5m articulated lorry or 10m rigid lorry would overhang into the carriageway creating the possibility of rear end shunts whilst giving way to pedestrians.
 - d. Demonstrate 2.4m x 43m visibility from the internal T-junction in accordance with the Manual for Streets requirements for a 30mph speed limit.

Pedestrian and Cycle Access

18. *The illustrative masterplan identifies a series of access points. The access to Hunters Way does not appear realistic and clarifications should be provided*

to define the access points that are proposed and how these would support onward connections to/from and through the site, such as a connection to SWAL18 which is identified as part of the Public Rights of Way Improvement Plan (PROWIP) as a potential Bridleway or BOAT.

19. The TA states that: *'To the north of the priority access junction, a shared use pedestrian/cycle route is proposed, measuring 3.0m wide and connecting to the existing footway provision along Basingstoke Road...Visibility splays of 2.4m x 17m are shown in both directions'.*
20. The LHA require the provision of a segregated cycle track along the eastern side of the B3349 Basingstoke Road which connects with the site's shared use cycleways.
21. The LHA also require suitable visibility in accordance with the Manual for Streets to be demonstrated from the point cyclists give way to vehicles. The TA shows visibility of other cyclists; but not of vehicles travelling along the B3349.



22. The TA also outlines that: *'Additional, there would be segregated pedestrian/cycle accesses connecting to the existing PRow off Hyde End Road an the park via Century Drive, to make the site as permeable as possible for pedestrians and cyclists. These accesses would connect with land that has been adopted by WBC (either as public open space or adopted highway) and are therefore deliverable'.*
23. The TA states that: *'The PRow to the north of the site that connects with Hyde End Road will be improved to provide all-weather surfacing and lighting'.*
24. Potential for foot / cycleway connections through Genoa Close and Century Way. A good quality route northwards should be delivered towards Green Park and Lower Earley.

Bus Access

25. The LHA will require an improved contribution towards bus service frequency in order to support the planning application.

26. The TA states the following:

- 95% of the dwellings are located within a 500m walk of a bus stop
- 80% of dwellings are located within a 400m walk of a bus stop
- 25% of dwellings are located within a 300m walk of a bus stop

27. The TA states that the applicant is willing to contribute towards enhancing the bus service, but needs further information before agreeing the contributions which WBC sought at preapplication stage. The TA highlights that *'WBC has confirmed through their formal response to the application that they are seeking a contribution of £368 per dwelling (c.£160k) and £25k per bus stop, total of 4 (£100k) to enhance the existing bus service and improve bus stops close to the site'*.

28. The existing No. 600 service provides only 1 bus service every 1 hour 10 minutes. Bus journey data indicates the No. 600 often falls below its scheduled journey time.

29. The contribution towards bus service frequency has been sought based on the viability of this particular service and is a relatively low contribution when benchmarked against contributions per dwelling at other developments in Wokingham Borough. WBC have agreed a contribution of £703.95 (+CPI) per dwelling at Matthews Green and a contribution of £540 (+CPI Inflation) per dwelling at Bridge Farm.

30. The 2021 Census recorded high levels of car ownership in Wokingham MSOA 017 (which is the area surrounding the site). In order to avoid this being replicated at the development; the LHA require contributions towards sustainable transport improvements (including bus service and bus stop improvements).

31. The 2021 Census showed that there were **1.75** cars/vans per dwelling within the Wokingham 017 MSOA. 58.2% of households owned 2 or more cars and only 5.2% of households did not own a car.

2021 Census: Car Ownership per Dwelling in Wokingham MSOA 017			
Household	Number	Percentage	No. of Cars
No Car Household	219	5.2%	
1 Car Household	1,542	36.6%	1542
2 Car Household	1,862	44.2%	3724
3 Car Household	593	14.1%	1779
All Households	4,216	100%	7045
Corrected Car Total (CT21_0007_Census 2021)			7361
Number of Cars per Dwelling			1.75

Source: 2021 Census Table TS045 – Car or Van Availability and [Custom Table CT21_0007_Census 2021](#).

Mobility Hub and Car Club

32. The LHA request the applicant to explore the provision of a private car club within the mobility hub (e.g. Enterprise or Co-Wheels). The applicant should obtain a Feasibility Report from an operator which provides site specific advice on car club viability here and explore opportunities to address these.

The TA states that the mobility hub would include cycle hire schemes; but there is currently no cycle hire scheme operating within Wokingham and therefore a Car Club would be preferred. Car clubs offer flexibility for people and can reduce the household needs for a 2nd or 3rd car.

33. If the car club is not considered completely viable due to patronage arising from the site, then the applicant should explore the financial viability of subsidising a car club for the site to minimise car ownership/use.

34. The NPPF Paragraph 115 states that applications for development should ensure that *'Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and it's location'* and Paragraph 77 states that new settlements should be: *'Supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)'*

Electric Vehicle Charging

35. The TA states that EV Charging Points will be provided for each dwelling in accordance with the Building Regulations Document S. This is considered acceptable to the Local Highways Authority.

Trip Generation and Capacity Modelling

36. A model brief was prepared and agreed with WBC and National Highways in July 2024, which was based on a scheme of 480 dwellings, a local centre, 1ha of Light Industrial/Commercial employment land and a 1FE Primary School.

37. The Wokingham Strategic Model to assign development traffic to the local highway network. The development flow bundles produced from the WSTM show the forecast inbound and outbound 2032 and 2038 development flows for both the AM and PM Peaks. 70% of the traffic is forecast to travel to/from the north of the site via the B3349 Basingstoke Road, Hyde End Road and Church Lane.

38. In HDC previous comments dated 9th April, WBC have flagged up that the proposal involves 2FE for primary school (as stated in planning statement s3.5 and revised TA s3.16), but it appears that the trip rates have only considered the trips for 1FE (210 pupils in Table 14).

39. The LHA have compared the total trip generation for WSTM and the proposed development. While some of the school trip generation can be cancelled out with the reduced numbers of dwelling proposed, the AM peak traffic flows would still significantly exceed the WSTM model and no adjustment on WSTM traffic flows has been made to account for this increase.

WSTM model data								
Land Use	Peak Period	Trip Rate		No.	Per	Veh Trips		Total
		In	Out			In	Out	
Residential	AM	0.17	0.41	480	Dwelling	82	197	279
	PM	0.36	0.16			173	77	250
B2/B8	AM	0.292	0.126	40	100 sqm	12	5	17
	PM	0.09	0.3			4	12	16
1FE (=210 pupil) Primary School	AM	0.7	0.58	210	pupil	147	122	269
	PM	0.04	0.08			8	17	25
Total Trips (AM Peak: 8-9)						241	324	565
Total Trips (PM Peak: 17-18)						185	106	291

National Highways Response

40. National Highways (NH) have provided a consultation response regarding the application. NH have requested that further information is provided regarding the capacity and queueing at the M4 J11 off-slips and have stated that a full capacity assessment of M4 Junction 11 maybe required using VISUM.

Mitigation

41. Consistent with NPPF the Transport Assessment should examine the “...likely impacts of the proposal...” and ensure that “...any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”. The current proposals for the Basingstoke Road / Church Lane junction are insufficient to accommodate the proposals and other junctions Clares Green Road / Basingstoke Road may also require mitigation demonstrating how these can achieve an appropriate balance of transport needs.
42. The transport modelling shows that the addition of development traffic will increase queueing/delays along the B3349 Basingstoke Road. There appears to be a significant impact on both the B3349 Basingstoke Road Northbound and B3349 Basingstoke Road Southbound in both future years of 2032 and 2038.
43. Even without this application the LPU evidence acknowledges the junctions north/south of the M4 crossings into Reading are approaching severe conditions.
44. The Core Strategy identified and delivered a new A327 bridge with further Park & Ride infrastructure which has helped manage transport conditions, whilst supporting development. The emerging LPU supports development that will deliver a new bridge over the M4 with other improvements complimentary mitigation measures.
45. Exploring the 2038 forecasts in the TA, Table 30(?) suggests the proposed development would add around 4 minutes of delay but does not attempt to identify appropriate mitigation. The LHA expect the applicant to identify mitigation measures which would address the 4 minutes of delay added to this junction.

46. On the B3349 Basingstoke Road, the addition of development traffic would increase the vehicle queue from 82 vehicles to 225 vehicles in the AM Peak Hour and from 61 vehicles to 146 vehicles in the PM Peak Hour in 2038.

2038 Base						
B3349 Basingstoke Road Northbound (Stop line)	116.4	82	310	119.2	61	367
B3349 Basingstoke Road Southbound (Stop line)	94.7	34	46	160.8	257	787
Church Lane	290.5	307	1371	121.5	99	394
B3349 Basingstoke Road Southbound to Grazeley Road	24.3	0	1	23.8	0	1
Grazeley Road	26.4	0	5	12.1	0	4
PRC (%)	-222.8			-78.6		
Delay (PCU/Hr)	372.95			377.11		
2038 + Development						
B3349 Basingstoke Road Northbound (Stop line)	171.9	225	867	174.2	146	879
B3349 Basingstoke Road Southbound (Stop line)	93.5	35	38	152.4	247	717
Church Lane	434.3	364	1604	133.4	129	542
B3349 Basingstoke Road Southbound to Grazeley Road	29.5	0	1	26.1	0	1
Grazeley Road	28.3	0	5	12.5	0	4
PRC (%)	-382.6			-93.5		
Delay (PCU/Hr)	573.16			482.19		

Travel Plan

47. A revised Travel Plan was submitted dated 21st August 2025. The Travel Plan sets a target to reduce single occupancy vehicle journeys by **10%** within 5-years of full occupation of the development.
48. The LHA require the applicant to submit revised Travel Plan targets which identifies the modes where travel will increase to meet the target of a 10% reduction in car journeys, outlining how the mitigation package will enable them to achieve these targets.
49. The LHA would recommend targeting increased bus and cycle travel given the baseline modal share shows 2% travelling by bicycle and 4% travelling by bus.
50. The baseline modal share data extracted from TEMPro 8.1 appears unrealistic; when compared to 2011 and 2021 Census Data where 82.2% and 83.7% of those surveyed were recorded as driving to work.

Mode	Tempro 8.1	2011 Census Data	2021 Census Data
Work from Home		356	2907
Underground		0.30% (10)	0.3% (9)
Train	2%	4.70% (155)	1.8% (53)
Bus, Minibus, Coach	4%	2.64% (87)	2.4% (69)
Taxi		0.12% (4)	0.1% (3)
Motorcycle		0.52% (17)	0.8% (24)
Driving Car or Van	54%	82.2% (2711)	83.7% (2401)
Passenger in Car or Van	28%	3.85% (127)	4.0% (116)
Bicycle	2%	1.70% (56)	1.6% (47)
On Foot	10%	3.49% (115)	3.9% (112)
Other Method		0.52% (17)	1.2% (34)
Total	100%	100% (3,299)	100% (2868)

Date:	30 th October 2025	Signed:	Alan Lewis/ Ben Amey
--------------	-------------------------------	----------------	----------------------

T23591

Land off Basingstoke Road, Spencers Wood



Appendix B

Updated LTN 1/20 Route Audit

Cycle Level of Service Tool Summary

KEY: Quality of Section
Low: Score < 50%
Intermediate: 50% <= Score < 70%
High: Score > 70%
Critical: Design fails due to one or more critical scores.

Overall	Cohesion	Directness	Safety	Comfort	Attractiveness	Overall Score	Safety Critical?
Route 1	50%	50%	19%	0%	0%	22%	No
Route 2	50%	40%	13%	38%	50%	34%	Yes
Route 3	50%	60%	31%	38%	50%	44%	No
Route 4	50%	70%	38%	38%	20%	42%	No
Route 5	50%	50%	38%	38%	60%	46%	No
Route 6	50%	60%	31%	38%	50%	44%	No

Route	Description
1	PRoW from site
2	Basingstoke Road - from Lambs Farm business park to Stanbury Gate
3	PRoW - Grovelands Road - Clares Green Road - Youth Football Club - Basingstoke Road - Caribou Walk - A33
4	Grovelands Road - Croft Road - Simmonds Grove - Hyde End Lane - Oakbank School
5	Appletree Lane - Clares Green Road - Basingstoke Road to Stanbury Gate
6	Century Drive - Simonds Grove - Marlow Place - Croft Road - Hyde End Lane

RBT: Quality of Evidence	
0	Low Score=00
1	Intermediate: 10=+Score=70
2	High Score=70
C	Critical: Design fails due to one or more critical scores.

Acute Score Percentage	22%
Content Critical?	No
Cohesion	50%
Directness	50%
Salience	12%
Comfort	0%
Attractiveness	0%

Key Requirement	Factor	Design principle	Indication	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Connectivity	Connections	Cyclists should be able to travel and safely join and merge along different sections of the same route and between different routes in the network	1. Ability to join/leave route safely and easily consider both straight and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can leave the route at any stage and join back along the route
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. End of route should be indicated - cyclists should be able to see the end of the route. Cyclists should not be 'stranded' at junctions where provision may be required to ensure safe crossing movements	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'stranded' at junctions where provision may be required to ensure safe crossing movements	The route is made up of discrete sections, but cyclists can clearly understand how to connect between them, including through junctions	Cyclists are provided with a continuous route, including through junctions	1	Cyclists share space with motor traffic
	Density of Network	Cycle networks should provide a route for all of the routes in the network. The density of the network is the distance between the routes which make up the grid pattern. The network should be a network with a mesh width of 200m	3. Density of routes based on mesh width in distance. Distance between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 500-1000m	Route contributes to a network density mesh width <500m	1	
Flow/Access	Distance	Routes should follow the shortest route available and be as close to the shortest route as possible	4. Deviation of route Deviation factor is calculated by dividing the actual distance along the route by the straight line (Euclidean) distance. If deviation factor is greater than 1.4		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.3 - 1.4	Deviation factor against straight line or shortest road alternative <1.3	1	Route is fairly direct
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or give way on a route should be minimised. This includes stopping at junctions or crossings, roundabouts, junctions, pedestrian crossings etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 3 and 4 per km	The number of stops or give ways on the route is less than 3 per km	1	2 give ways along 1.7km route
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of junctions on cycle lanes, crossings, roundabouts, junctions, pedestrian crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg roundabouts)	1	Cyclists share space with motor traffic
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic	7. Ability to maintain own speed on links		Cyclists travel at speed of slower vehicle (including a cyclist ahead)	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed	1	
	Gradient	Routes should avoid steep gradients where possible. If steep gradients are unavoidable, they should be planned to minimise climbing and allow users to retain momentum gained on the descent	8. Gradient		Route includes sections steeper than the gradient recommended Chapter 5 of CEN 1220	There are no sections of route steeper than the gradient recommended Chapter 5 of CEN 1220	There are no sections of route which are steeper than 2%	1	
Safety	Reduce/reduce speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key is reducing severity of collisions in reducing the speed of motor vehicles so that they are able to react to the situation. This is particularly important at junctions where risk of collisions is greater, such as at junctions	9. Motor vehicle speed on approach and through junctions where cyclists are sharing the carriageway through the junction	80th percentile > 27mph (30kph)	80th percentile > 30mph	80th percentile 20-27mph (30kph)	80th percentile < 20mph		N/A
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with motor vehicles. This is particularly important at junctions where risk of collisions is greater, such as at junctions	10. Motor traffic speed on sections of shared carriageway	80th percentile > 27mph (30kph)	80th percentile > 30mph	80th percentile 20-27mph (30kph)	80th percentile < 20mph		40mph speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with motor vehicles. This is particularly important at junctions where risk of collisions is greater, such as at junctions	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >10k HGV	1000-10000 AADT and 2-1000 HGV	2500-5000 and <2k HGV	0-2500 AADT	0	
	Risk of collision	Where speed differences and high motor vehicle flow, can lead to reduced cyclist visibility and increased risk of collision - see Figure 4.1. This includes assessing impact of motor vehicles on cycle lanes, crossings, roundabouts, junctions, pedestrian crossings etc. Such segregation should reduce the risk of collisions from behind or behind the cyclist	12. Segregation to reduce risk of collision Segregation to reduce risk of collision Segregation to reduce risk of collision Segregation to reduce risk of collision	Cyclists sharing carriageway - 80th percentile > 27mph (30kph)	Cyclists in unsegregated traffic - 80th percentile > 30mph	Cyclists in segregated traffic - 80th percentile > 20-27mph (30kph)	Cyclists on road away from motor traffic - 80th percentile < 20mph		Low width approach, 3.5m
	Risk of collision	A high proportion of collisions involving cyclists occur at junctions. Cyclists should be able to see the end of the route and be able to react to the situation. This is particularly important at junctions where risk of collisions is greater, such as at junctions	13. Conflict points at junctions	Cyclists sharing carriageway - 80th percentile > 27mph (30kph)	Cyclists in unsegregated traffic - 80th percentile > 30mph	Cyclists in segregated traffic - 80th percentile > 20-27mph (30kph)	Cyclists on road away from motor traffic - 80th percentile < 20mph		Low width approach, 3.5m
	Avoid complex design	Avoid complex designs which require users to perform large amounts of manoeuvring. Good network design should be self-explanatory and users should understand where they are and what they should do	14. Legible road markings and road layout	Faded, not visible, complex road markings and/or unclear road layout	Faded, not visible, complex road markings and/or unclear road layout	Clear, understandable, simple road markings and road layout	Clear, understandable, simple road markings and road layout	1	
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all road functional areas off a street including car parking, bus stops, loading/unloading, etc. Consider the impact of kerbside activity on cyclists	15. Conflict with kerbside activity	Narrow cycle lanes < 1.5m or less (including any buffer/stopline/parking/loading)	Significant conflict with kerbside activity, eg high frequency activity on kerbside of cycle lane, or high frequency activity on kerbside of cycle lane	Significant conflict with kerbside activity, eg high frequency activity on kerbside of cycle lane, or high frequency activity on kerbside of cycle lane	Significant conflict with kerbside activity, eg high frequency activity on kerbside of cycle lane, or high frequency activity on kerbside of cycle lane		Can park on side of road - cyclists would have to cycle around
	Reduce severity of collisions where they do occur	Wherever possible routes should include 'reaction room' (a clear area ahead of the cyclist) to allow them to react to the situation. This is particularly important at junctions where risk of collisions is greater, such as at junctions	16. Reaction room and emergency lanes	Cyclists on road away from motor traffic - 80th percentile < 20mph	Cyclists in unsegregated traffic - 80th percentile > 30mph	Cyclists in segregated traffic - 80th percentile > 20-27mph (30kph)	Cyclists on road away from motor traffic - 80th percentile < 20mph		
	Surface quality	Severity of defects including non-cyclic friendly materials, unevenness, potholes, poor quality carriageway paving (eg from previous cycle lane)	17. Major and minor defects	Non-cyclic friendly materials, unevenness, potholes, poor quality carriageway paving (eg from previous cycle lane)	Non-cyclic friendly materials, unevenness, potholes, poor quality carriageway paving (eg from previous cycle lane)	Non-cyclic friendly materials, unevenness, potholes, poor quality carriageway paving (eg from previous cycle lane)	Non-cyclic friendly materials, unevenness, potholes, poor quality carriageway paving (eg from previous cycle lane)	1	Occasional uneven surface and joints in road
	Effective width without conflict	Provision of a carriageway construction providing smooth and clear surface	18. Surface type	Any bumps, uneven, slippery and potentially hazardous surface	Any bumps, uneven, slippery and potentially hazardous surface	Any bumps, uneven, slippery and potentially hazardous surface	Any bumps, uneven, slippery and potentially hazardous surface	1	
Accessibility	Wayfinding	Cyclists should be able to see the end of the route and be able to react to the situation. This is particularly important at junctions where risk of collisions is greater, such as at junctions	19. Signage	Cyclists on road away from motor traffic - 80th percentile < 20mph	Cyclists in unsegregated traffic - 80th percentile > 30mph	Cyclists in segregated traffic - 80th percentile > 20-27mph (30kph)	Cyclists on road away from motor traffic - 80th percentile < 20mph		
	Social safety and perceived vulnerability of user	Routes should be assessed in terms of all road functional areas off a street including car parking, bus stops, loading/unloading, etc. Consider the impact of kerbside activity on cyclists	20. Lighting	Cyclists on road away from motor traffic - 80th percentile < 20mph	Cyclists in unsegregated traffic - 80th percentile > 30mph	Cyclists in segregated traffic - 80th percentile > 20-27mph (30kph)	Cyclists on road away from motor traffic - 80th percentile < 20mph		
	Impact on pedestrians, including those with disabilities	Wherever possible routes should include 'reaction room' (a clear area ahead of the cyclist) to allow them to react to the situation. This is particularly important at junctions where risk of collisions is greater, such as at junctions	21. Impact on pedestrians	Cyclists on road away from motor traffic - 80th percentile < 20mph	Cyclists in unsegregated traffic - 80th percentile > 30mph	Cyclists in segregated traffic - 80th percentile > 20-27mph (30kph)	Cyclists on road away from motor traffic - 80th percentile < 20mph		
	Minimise street clutter	Signage should be assessed in terms of all road functional areas off a street including car parking, bus stops, loading/unloading, etc. Consider the impact of kerbside activity on cyclists	22. Signage	Cyclists on road away from motor traffic - 80th percentile < 20mph	Cyclists in unsegregated traffic - 80th percentile > 30mph	Cyclists in segregated traffic - 80th percentile > 20-27mph (30kph)	Cyclists on road away from motor traffic - 80th percentile < 20mph		
	Secure cycle parking	Signage should be assessed in terms of all road functional areas off a street including car parking, bus stops, loading/unloading, etc. Consider the impact of kerbside activity on cyclists	23. Secure cycle parking	Cyclists on road away from motor traffic - 80th percentile < 20mph	Cyclists in unsegregated traffic - 80th percentile > 30mph	Cyclists in segregated traffic - 80th percentile > 20-27mph (30kph)	Cyclists on road away from motor traffic - 80th percentile < 20mph		

Score	0 (Red)	1 (Amber)	2 (Green)
0	0	1	2
1	1	2	3
2	2	3	4
3	3	4	5

Score	0 (Red)	1 (Amber)	2 (Green)
0	0	1	2
1	1	2	3
2	2	3	4
3	3	4	5

KEY: Quality of Section	
0	Low: Score=0
1	Intermediate: 50<=Score<70
2	High: Score=70
C	Critical: Design fails due to one or more critical scores.

Audit Score Percentage	44%
Control Culture	44%
Cohesion	50%
Discipline	50%
Safety	31%
Comfort	38%
Attractiveness	50%

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Bad)	1 (Average)	2 (Good)	Score	Comments
Connectivity	Connections	Cyclists should be able to easily and safely join and merge along different sections of the route without having to change direction	1. Ability to join/leave route safely and easily consider left and right turns		Cyclists cannot connect to other routes without a dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no disruption to their journey	1	
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. End of route cyclists should be able to continue. Cyclists should not be 'bottlenecked' at junctions where provision may be required to increase safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'bottlenecked' at points where the route will not continue their journey	The route is made up of different sections, but cyclists can clearly anticipate how to continue between them, including through junctions	Cyclists are provided with a continuous route, including through junctions	1	
	Density of Network	Cycle networks should provide a 'real' grid of routes across the town. The density of the network is the degree to which the network is made up of the grid pattern. The more routes there are in a network with a 'real' grid of routes	3. Density of routes based on main roads in district		Route contributes to a network density of less than 1000m	Route contributes to a network density of more than 1000m	Route contributes to a network density of more than 2000m	1	
Flow/Access	Distance	Routes should follow the shortest route available and be as clear as possible. Distance is measured as the shortest route available	4. Deviation of route Deviation factor is calculated by dividing the actual distance along the route by the straight line (as the crow flies) distance		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	1	
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or give way on a route should be minimised. This includes stopping at junctions or crossings, multiple barriers, pedestrian only crossings etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 6 per km	The number of stops or give ways on the route is between 2 and 6 per km	The number of stops or give ways on the route is less than 2 per km	1	Cyclists give way of route that flow, cross road and cycle End Lane
	Time: Delay at junctions	The length of delay caused by junction should be minimised. This includes assessing impact of multiple or right-turn crossings, signal timing, roundabout etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg. T-junctions at signals)	1	Cyclists share space with motor traffic
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic	7. Ability to maintain own speed on links		Cyclists travel at speed of slower vehicle (including a cycle) ahead	Cyclists are usually pass slow traffic and other cyclists	Cyclists can always choose to pass slower vehicle	1	
	Gradeability	Routes should avoid steep gradients where possible. Steep gradients should be avoided where possible. Where steep gradients are unavoidable, they should be planned to minimise climbing gradient and allow users to safely negotiate gradient of the descent	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 of LTN 1/20	There are no sections of route which exceed 2% (downhill)	2	
Safety	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the speed difference should be minimised. This is particularly important at points where risk of collision is greater, such as at junctions	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway	80th percentile > 20mph (30km/h)	80th percentile < 10km/h	80th percentile 20km/h-30km/h	80th percentile < 10km/h	4	Hyde End Road 40km/h speed limit Others 30km/h speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high motor traffic volumes. This is particularly important at points where risk of collision is greater, such as at junctions	10. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway	80th percentile > 20mph (30km/h)	80th percentile < 10km/h	80th percentile 20km/h-30km/h	80th percentile < 10km/h	1	Hyde End Road 40km/h speed limit Others 30km/h speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high motor traffic volumes. This is particularly important at points where risk of collision is greater, such as at junctions	11. Motor traffic volume on approach and through junctions where cyclists are sharing the carriageway	>10000 AADT or >10% HGV	10000-10000 AADT and <10% HGV	2000-5000 AADT and <10% HGV	<2000 AADT	2	
	Risk of collision	Where speed differences and high motor traffic volumes cannot be avoided, cyclists should be able to safely negotiate the risk of collision. This is particularly important at points where risk of collision is greater, such as at junctions	12. Segregation to reduce risk of collision between cyclists and motor vehicles		Cyclists sharing carriageway with motor vehicles on approach and through junctions where cyclists are sharing the carriageway	Cyclists in unsegregated traffic lanes with motor vehicles on approach and through junctions where cyclists are sharing the carriageway	Cyclists on dedicated cycle lanes with motor vehicles on approach and through junctions where cyclists are sharing the carriageway	4	
	Risk of collision	Where speed differences and high motor traffic volumes cannot be avoided, cyclists should be able to safely negotiate the risk of collision. This is particularly important at points where risk of collision is greater, such as at junctions	13. Collecting movements at junctions		Side road junctions frequent and with effective entry and exit movements	Side road junctions frequent and with effective entry and exit movements	Side roads closed or treated to eliminate side road junctions, or side roads with effective entry and exit movements	4	
	Risk of collision	Where speed differences and high motor traffic volumes cannot be avoided, cyclists should be able to safely negotiate the risk of collision. This is particularly important at points where risk of collision is greater, such as at junctions	14. Segregation to reduce risk of collision between cyclists and motor vehicles		Side road junctions frequent and with effective entry and exit movements	Side road junctions frequent and with effective entry and exit movements	Side roads closed or treated to eliminate side road junctions, or side roads with effective entry and exit movements	4	
Comfort	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Road network design should be self-explanatory and users should understand where they are and what movements they might make	15. Legible road markings and road layout		Faded, old, unclear, complex and not based on user behaviour	Clear, understandable, simple road markings and road layout	Clear, understandable, simple road markings and road layout	1	
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of kerbside activity. Routes should be assessed in terms of kerbside activity. Routes should be assessed in terms of kerbside activity	16. Conflict with kerbside activity		Significant conflict with kerbside activity (e.g. parking, loading/unloading, etc.)	Some conflict with kerbside activity (e.g. parking, loading/unloading, etc.)	Minimal conflict with kerbside activity (e.g. parking, loading/unloading, etc.)	4	
	Reduce severity of collisions where they do occur	Wherever possible, routes should be designed to avoid any potential for collisions. Routes should be designed to avoid any potential for collisions. Routes should be designed to avoid any potential for collisions	17. Evasion routes and emergency kerbside		Cyclists at risk of being trapped by physical kerbside activity	The number of physical kerbside activity could be further reduced	The route includes evasive routes and avoids any physical kerbside activity	1	
	Surface quality	Routes should be assessed in terms of surface quality. Routes should be assessed in terms of surface quality. Routes should be assessed in terms of surface quality	18. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high quality surface	1	
	Surface quality	Routes should be assessed in terms of surface quality. Routes should be assessed in terms of surface quality. Routes should be assessed in terms of surface quality	19. Surface type		Any bumps, unevenness, potholes, etc.	Most road materials, common potholes with frequent potholes	Mostly smooth and even surface with few potholes	2	
	Effective width without conflict	Cyclists should be able to participate in cycle without risk of conflict with other users. Routes should be assessed in terms of effective width without conflict	20. Signing		Route signing is poor with signs missing or too small	Signs identified in route signing which could be improved	Route is well signed with signs that are of appropriate size and placement	4	
Accessibility	Social safety and perceived vulnerability of user	Routes should be assessed in terms of social safety. Routes should be assessed in terms of social safety. Routes should be assessed in terms of social safety	21. Lighting		Most or all of route is unlit	Most or all of route is unlit	Route is lit to highway standards throughout	1	Hyde End Lane not lit
	Social safety and perceived vulnerability of user	Routes should be assessed in terms of social safety. Routes should be assessed in terms of social safety. Routes should be assessed in terms of social safety	22. Isolation		Route is generally away from activity	Route is mostly isolated and not too far from activity	Route is isolated throughout its length	1	Hyde End Lane is not isolated
	Impact on pedestrians, including people with disabilities	Routes should be assessed in terms of impact on pedestrians. Routes should be assessed in terms of impact on pedestrians. Routes should be assessed in terms of impact on pedestrians	23. Impact on pedestrians		Route impacts negatively on pedestrians	Route impacts negatively on pedestrians	Route impacts positively on pedestrians	1	Cyclists would share space with any pedestrians using Hyde End Lane
	Minimise street clutter	Routes should be assessed in terms of street clutter. Routes should be assessed in terms of street clutter. Routes should be assessed in terms of street clutter	24. Signs information and clutter		Large number of signs needed, difficult to read and/or leading to clutter	Moderate amount of signs needed, easy to read and/or leading to clutter	Signs for wayfinding purposes only and/or leading to clutter	2	
Secure cycle parking	Secure cycle parking	Routes should be assessed in terms of secure cycle parking. Routes should be assessed in terms of secure cycle parking. Routes should be assessed in terms of secure cycle parking	25. Evidence of bicycles parked		No additional cycle parking provided or inadequate provision in residential areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	4	No cycle parking
	Secure cycle parking	Routes should be assessed in terms of secure cycle parking. Routes should be assessed in terms of secure cycle parking. Routes should be assessed in terms of secure cycle parking	26. Evidence of bicycles parked		No additional cycle parking provided or inadequate provision in residential areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	4	No cycle parking
Audi Score Total								22	

0	Very poor
1	Poor
2	Fair
3	Good
4	Very good
5	Excellent

0	Very poor
1	Poor
2	Fair
3	Good
4	Very good
5	Excellent

T23591

Land off Basingstoke Road, Spencers Wood



Appendix C

Stage 1 Road Safety Audit and Designers Response

**SPENCERS WOOD,
BASINGSTOKE ROAD,
READING**

PROPOSED HIGHWAY WORKS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
HUB TRANSPORT PLANNING**

OCTOBER 2024



RKS
Associates

Project: Spencers Wood, Basingstoke Road, Reading
Proposed Highway Works

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1839 - RSA 1

Issue date: 16th October 2024

Status: Final

Authorised by: VP/BN

© Copyright RKS Associates 2026



RKS
Associates

11 Falconer Road
Bushey
Hertfordshire
WD23 3AQ

Contents

1 Introduction1

2 Issues Identified During Stage 1 Road Safety Audit.....4

3 Audit Team Statement7

Appendices

Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit

Appendix B: Road Safety Audit Decision Log



1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the highway works associated with a proposed development on land located to the east of the B3349 Basingstoke Road, Spencers Wood in Reading. The development proposals seek to provide up to 480 residential dwellings, a local centre, primary school and light/commercial employment land uses (B2/B8).

1.2 The Stage 1 Road Safety Audit includes the following highway works:

- A new priority junction located on the eastern side of Basingstoke Road, between Benham Drive and Hill View junctions. The proposed development access includes a central island to prevent right turn movements from Basingstoke Road into the site. The development access is 6-metre-wide with 15-metre junction radii's and 2-metre-wide footpaths on both sides of the access road that extend to Basingstoke Road, where an uncontrolled pedestrian crossing is provided utilising the proposed central island at the development access junction.
- A separate 3.5m pedestrian/cycle access located to the north of the proposed priority junction serving the development; and
- A new four-arm roundabout at the existing B3349 Basingstoke Road/Back Lane priority junction. The roundabout entry widths for all approaches is 4.5 metres, with uncontrolled pedestrian crossings across the northern and eastern (development) arms.

1.3 The B3349 Basingstoke Road in the vicinity of the proposed highway works is a two-way single carriageway aligned in a north to south direction, it is locally subject to a 40mph limit. The carriageway is lit with continuous footways along both sides of the carriageway the footway along the western side is interspersed by vehicle crossovers serving residential properties fronting onto Basingstoke Road. Back Lane is a two-way single carriageway aligned in an east to west direction, it connects with Basingstoke Road at a wide priority junction where Back Lane is the minor arm.

1.4 Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Automated Traffic Count (ATC) surveys conducted on Basingstoke Road (December 2023);
- Hub Transport Planning Drawing Numbers:
 - T23591-001 Revision A – Proposed Site Access Roundabout Junction;
 - T23591-002 Revision A – Proposed Site Access Roundabout Swept Paths 01;
 - T23591-003 Revision A – Proposed Site Access Roundabout Swept Paths 02;
 - T23591-004 Revision A – Proposed Site Access Priority Junction & Pedestrian/Cycle Access; and
 - T23591-005 Revision A – Proposed Site Access Priority Junction Swept Paths 01.



1.5 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA
Overseeing Organisation	Wokingham Borough Council
Design Organisation	Hub Transport Planning

1.6 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Tuesday 8th October 2024 between the hours of 9am and 10 am. The weather during the site inspection was overcast with heavy rain, observations during the site inspection noted moderate traffic flows, low pedestrian and no cycle flows along Basingstoke Road.

Terms of Reference

1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).

1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard or any previous Road Safety Audits conducted on the highway works. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.

1.9 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

1.10 The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Trip Generation/Traffic Flow Data

1.11 The Design Engineers Hub Transport Planning have provided details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 565 and 291 two-way vehicle trips during the AM and PM peak hour periods. In addition, traffic surveys conducted between 1st and 7th December 2023 along Basingstoke Road recorded the 85th percentile speeds of 41.5mph northbound and 40.9mph southbound direction.



Collision Data

- 1.12** The Personal Injury Collision (PIC) information obtained from the publicly available collision data contained on the Crashmap database (www.crashmap.co.uk). The collision data for the 5-year period up to December 2022 indicates that no collisions have been recorded along Basingstoke Road in the vicinity of the proposed highway works.



2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions due to standing/running water or service covers

Location: *General*

No details have been provided in respect of surface water drainage or other services at this stage and it is therefore not possible to ascertain whether or not there will be any safety implications. Poor surface water drainage may result in localised flooding which may cause a hazard for road users.

Recommendation:

When preparing the detailed design, ensure adequate surface water drainage and locate gullies/service covers clear of desire lines for pedestrians, cyclists and powered two-wheel vehicles.

2.2 Problem:

Summary: Insufficient information relating to capacity assessments

Location: *Proposed development access roundabout*

Whilst the forward visibility to the entry to the roundabout have been provided, there is concern that the forward visibility to a queueing traffic have not been provided. Poor forward visibility to traffic queueing on the approach to the roundabout may lead to an increased risk of tail end shunt or loss of control collisions on the respective approaches to the roundabout.

Recommendation:

Ensure that appropriate traffic analysis is undertaken and that forward visibility splays are provided on the development access and the B3349 Basingstoke Road northbound approaches to the roundabout, any obstructions within the visibility splays should be removed.

2.3 Problem:

Summary: Potential collisions associated with absence of signs

Location: *B3349 Basingstoke Road northbound approach to proposed development access roundabout*

No details relating to traffic signs have been provided for the proposed development roundabout junction at this stage. The proposed introduction of a new roundabout on the B3349 Basingstoke Road significantly alters the local highway network. The absence of advance signs on the B3349 Basingstoke Road northbound approach to proposed development access roundabout may increase the risk of loss of control collisions attributed to vehicles travelling at inappropriate speed.

Recommendation:

Ensure that appropriate advance warning signs are provided on the B3349 Basingstoke Road northbound approach to the proposed development access roundabout.



- 2.4 Problem:**
Summary: Potential collisions associated with vehicles inadvertently turning right into site access priority junction
Location: B3349 Basingstoke Road northbound approach to proposed development access priority junction
- The proposed layout of the central island on the development access priority junction has been designed to restrict the right turn into the development. However, there is concern the layout of the egress may encourage motorists to turn right via the exit lane. This may increase the risk of collisions between vehicles exiting the development and vehicles attempting to turn right into the development access.
- Recommendation:**
Review the layout of the central island on the development access priority junction, the central island should be amended to prevent vehicles from using the exit lane to enter the development, this should be supplemented with the provision of no entry signs.
- 2.5 Problem:**
Summary: Potential risk of pedestrians struck by cyclists exiting proposed shared use access
Location: Proposed Shared Pedestrian/Cycle Access onto Basingstoke Road.
- No details have been provided to confirm that there is sufficient visibility between pedestrians/cyclists exiting the proposed development shared pedestrian/cycle access and users of the footway along the eastern side of Basingstoke Road. Poor visibility may lead to potential collisions between non-motorised road users.
- Recommendation:**
Ensure that visibility splays to and from the proposed development shared pedestrian/cycle access and the footway along the eastern side of Basingstoke Road is provided.
- 2.6 Problem:**
Summary: Potential risk of collisions associated unclear layout
Location: Continuation of shared use facility onto Basingstoke Road
- It is unclear from the drawings how the 3m wide shared pedestrian/cycle access will continue along Basingstoke Road. Observations during the site inspection noted that the local footway network along Basingstoke Road is narrow and as a result cyclists are encouraged to re-join the carriageway to continue their journey. The absence of safe facility for cyclists to re-join the carriageway, clear signs and corduroy warning pedestrians and cyclists using the footway of the transition from a shared use facility to a pedestrian footpath may increase the risk of collisions between these users.
- Recommendation:**
Confirm the extent of the shared use facility and ensure that a safe facility for cyclists to continue their journey along Basingstoke Road is provided, additional measures to inform users of the change of use from a shared use facility to a pedestrian footway should also be provided.



2.7

Problem:

Summary: Potential risk of collisions associated with excessive cycle speeds

Location: *Shared use facility onto Basingstoke Road*

No measures to reduce the cycle speeds on the shared pedestrian/cycle access approach to Basingstoke Road have been provided. The absence of speed reducing measures may increase the risk cyclists travelling at excessive speeds on their approach to Basingstoke Road. This may increase the risk of collisions associated with either a cyclists losing control on sudden braking, colliding into pedestrians travelling along Basingstoke Road or inadvertently entering carriageway where the risk of being struck by a passing vehicle will be greater.

Recommendation:

Ensure measures to reduce cycle speeds on the shared use facility approach to Basingstoke Road is provided.

2.8

Problem:

Summary: Potential risk of collisions associated with poor pedestrian crossing facility

Location: *Basingstoke Road in the vicinity of the shared use facility entry/egress*

Observations during the site inspection noted that local shop and bus stop is located along the western side of Basingstoke Road. The development proposals include a separate shared use pedestrian/cycle access and footpaths at the priority junction development access. However, the only crossing facility across Basingstoke Road is provided at the proposed roundabout at Back Lane. There is concern that the absence of an uncontrolled pedestrian crossing facility between shared use pedestrian/cycle access and priority junction development access may encourage pedestrians to cross Basingstoke Road at unsafe locations where the risk of being struck by passing vehicles will be greater.

Recommendation:

Review the layout, a suitable pedestrian crossing facility across Basingstoke Road should be provided, the crossing facility should accord with the pedestrian crossing desire line and positioned where visibility to on-coming traffic is not compromised.



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, HE Cert Comp

Signed:

Date: 16th October 2024

Audit Team Member

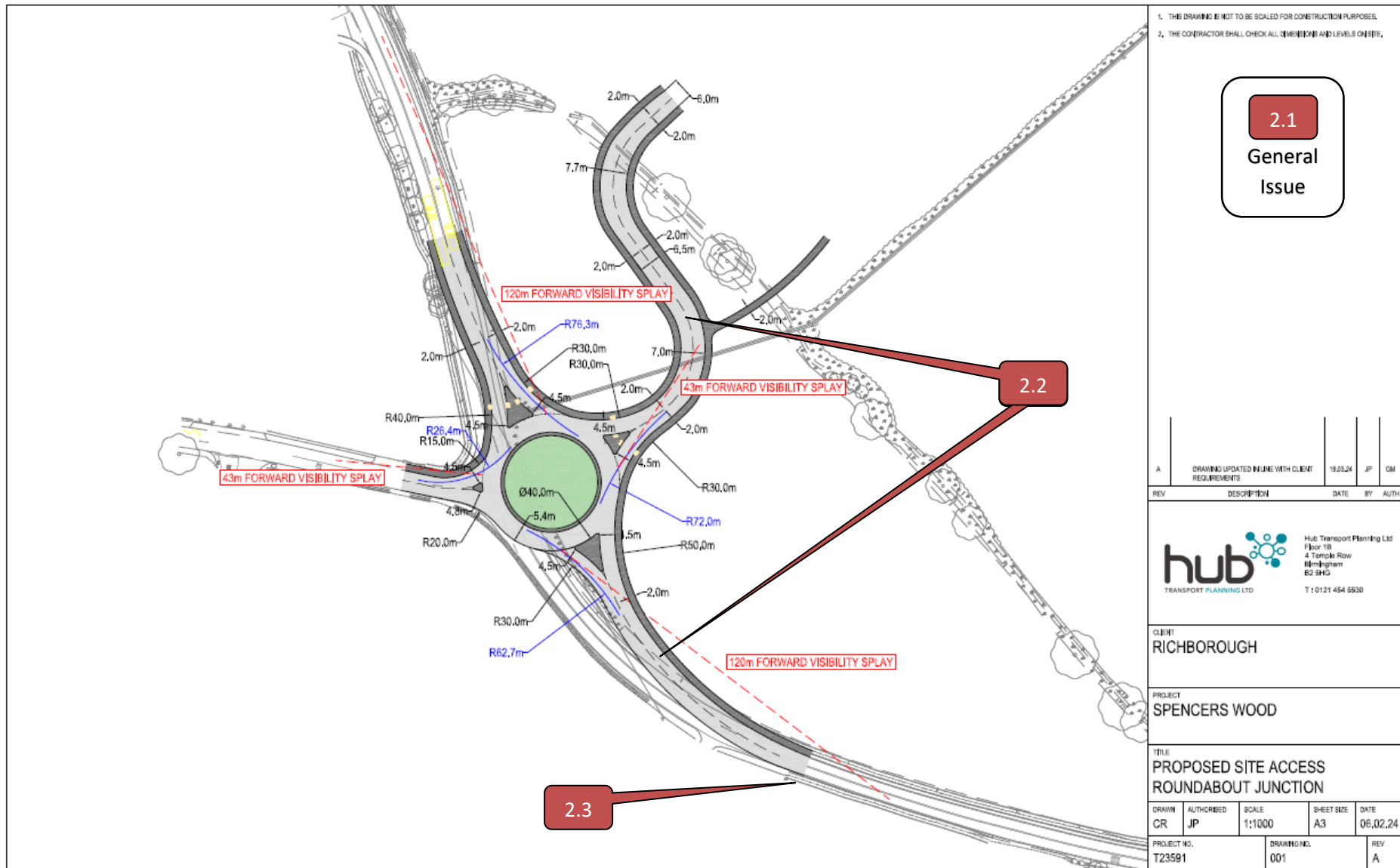
Beth Newiss
MCIHT, MSoRSA

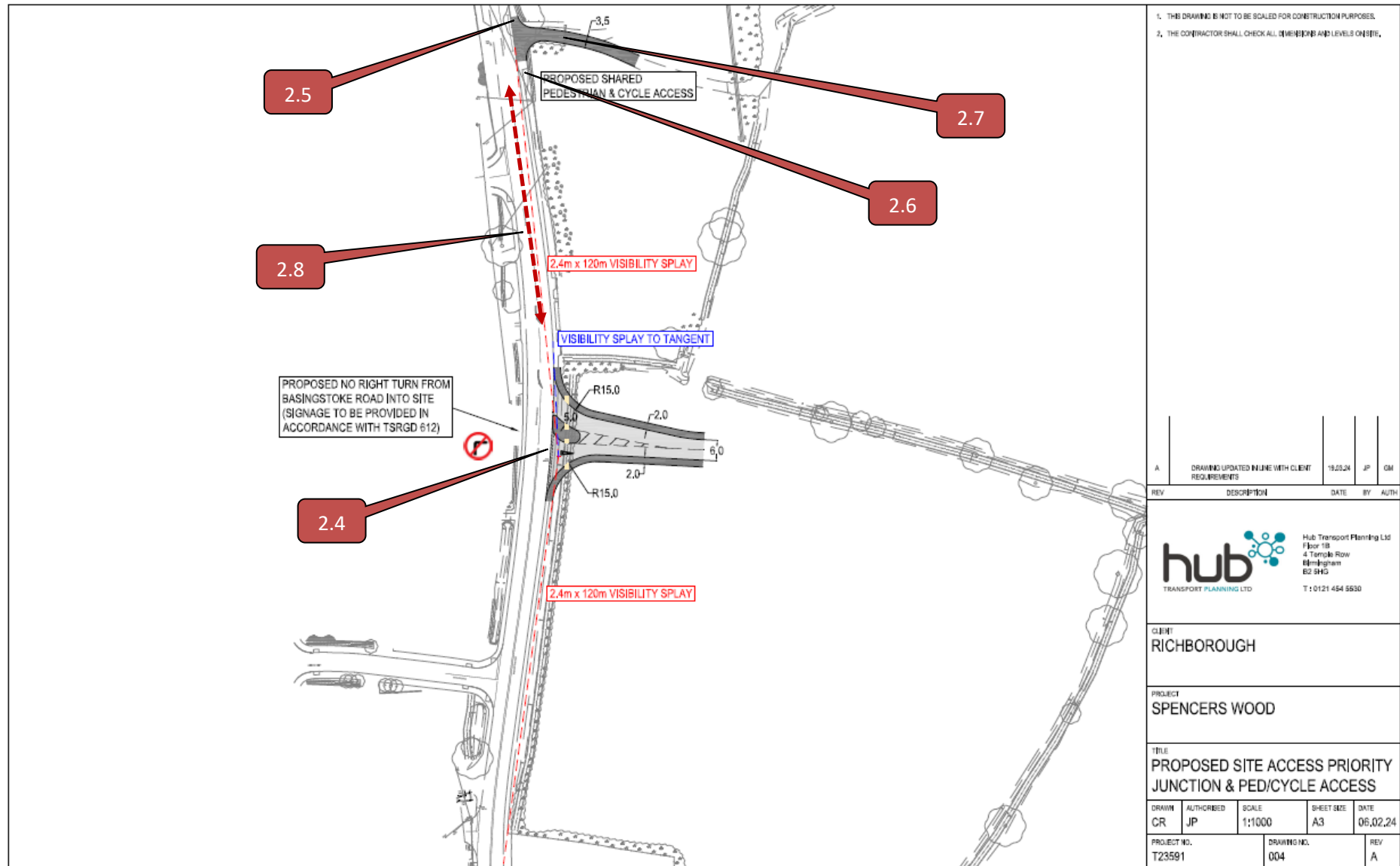
Signed:

Date: 16th October 2024



Appendix A







Appendix B



Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services at this stage and it is therefore not possible to ascertain whether or not there will be any safety implications. Poor surface water drainage may result in localised flooding which may cause a hazard for road users.	When preparing the detailed design, ensure adequate surface water drainage and locate gullies/service covers clear of desire lines for pedestrians, cyclists and powered two-wheel vehicles.	Accepted. This will be dealt with at detailed design stage.		
2.2	Whilst the forward visibility to the entry to the roundabout have been provided, there is concern that the forward visibility to a queueing traffic have not been provided. Poor forward visibility to traffic queueing on the approach to the roundabout may lead to an increased risk of tail end shunt or loss of control collisions on the respective approaches to the roundabout.	Ensure that appropriate traffic analysis is undertaken and that forward visibility splays are provided on the development access and the B3349 Basingstoke Road northbound approaches to the roundabout, any obstructions within the visibility splays should be removed.	Accepted. Traffic approaching the north, east and western approaches will be able to see queueing traffic within the forward visibility shown on Drawing T23591.001 rev C . The development access will have low level vegetation that does not comprise visibility to the roundabout and queueing vehicles.		



2.3	No details relating to traffic signs have been provided for the proposed development roundabout junction at this stage. The proposed introduction of a new roundabout on the B3349 Basingstoke Road significantly alters the local highway network. The absence of advance signs on the B3349 Basingstoke Road northbound approach to proposed development access roundabout may increase the risk of loss of control collisions attributed to vehicles travelling at inappropriate speed.	Ensure that appropriate advance warning signs are provided on the B3349 Basingstoke Road northbound approach to the proposed development access roundabout.	Accepted, this will be dealt with at detailed design stage.		
2.4	The proposed layout of the central island on the development access priority junction has been designed to restrict the right turn into the development. However, there is concern the layout of the egress may encourage motorists to turn right via the exit lane. This may increase the risk of collisions between vehicles exiting the development and vehicles attempting to turn right into the development access.	Review the layout of the central island on the development access priority junction, the central island should be amended to prevent vehicles from using the exit lane to enter the development, this should be supplemented with the provision of no entry signs.	Not accepted. The central island has been positioned to prevent vehicles turning right at the priority junction. The exit from the development permits both left and right turn movements, so it is not possible to shape this island to prevent right turning vehicles from entering the access on the wrong side of the road based on swept path analysis. Supplementary No Entry Signs will be added at detailed design stage.		



2.5	No details have been provided to confirm that there is sufficient visibility between pedestrians/cyclists exiting the proposed development shared pedestrian/cycle access and users of the footway along the eastern side of Basingstoke Road. Poor visibility may lead to potential collisions between non-motorised road users	Ensure that visibility splays to and from the proposed development shared pedestrian/cycle access and the footway along the eastern side of Basingstoke Road is provided.	Accepted. Visibility splays for the proposed pedestrian/cycle access are provided in Drawing T23591.004 rev C.		
2.6	It is unclear from the drawings how the 3m wide shared pedestrian/cycle access will continue along Basingstoke Road. Observations during the site inspection noted that the local footway network along Basingstoke Road is narrow and as a result cyclists are encouraged to re-join the carriageway to continue their journey. The absence of safe facility for cyclists to re-join the carriageway, clear signs and corduroy warning pedestrians and cyclists using the footway of the transition from a shared use facility to a pedestrian footpath may increase the risk of collisions between these users.	Confirm the extent of the shared use facility and ensure that a safe facility for cyclists to continue their journey along Basingstoke Road is provided, additional measures to inform users of the change of use from a shared use facility to a pedestrian footway should also be provided.	Accepted, dropped kerb transitions have been provided for cyclists. These are shown in Drawing T23591.004 rev C.		



2.7	No measures to reduce the cycle speeds on the shared pedestrian/cycle access approach to Basingstoke Road have been provided. The absence of speed reducing measures may increase the risk cyclists travelling at excessive speeds on their approach to Basingstoke Road. This may increase the risk of collisions associated with either a cyclists losing control on sudden braking, colliding into pedestrians travelling along Basingstoke Road or inadvertently entering carriageway where the risk of being struck by a passing vehicle will be greater.	Ensure measures to reduce cycle speeds on the shared use facility approach to Basingstoke Road is provided.	Accepted. Measures to slow cyclists on approach to the access can be specified as part of the detailed design stage.		
-----	--	---	--	--	--



2.8	Observations during the site inspection noted that local shop and bus stop is located along the western side of Basingstoke Road. The development proposals include a separate shared use pedestrian/cycle access and footpaths at the priority junction development access. However, the only crossing facility across Basingstoke Road is provided at the proposed roundabout at Back Lane. There is concern that the absence of an uncontrolled pedestrian crossing facility between shared use pedestrian/cycle access and priority junction development access may encourage pedestrians to cross Basingstoke Road at unsafe locations where the risk of being struck by passing vehicles will be greater.	Review the layout, a suitable pedestrian crossing facility across Basingstoke Road should be provided, the crossing facility should accord with the pedestrian crossing desire line and positioned where visibility to on-coming traffic is not compromised.	Accepted. Uncontrolled crossing point provided to the south of the cycle transition as shown in Drawing T23591.004 rev C.		
-----	--	---	---	--	--

T23591

Land off Basingstoke Road, Spencers Wood



Appendix D

National Highways Response



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Michelle Berrington (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
Planningse@nationalhighways.co.uk

To: Wokingham Borough Council, FAO: Development Management & Compliance

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 250517

Location: Land Off Basingstoke Road, To the south and west of Spencers Wood

Proposal: Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 1ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), GP Surgery (Use Class E(e), sports pitch and changing facility, public open space, SANG provision and associated infrastructure.

National Highways Ref: NH/25/11245

Referring to the consultation on a planning application dated 19 May 2025, referenced above, in the vicinity of the M4 motorway that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A — National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:



Date: 05/09/2025

Name: Mrs Beata Ginn

Position: Assistant Spatial Planner
Area 3 Assistant Spatial Planner
National Highways
planningSE@nationalhighways.co.uk

National Highways

Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ

Beata.Ginn@nationalhighways.co.uk

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways is concerned with proposals that may have the potential to impact on the safe and efficient operation of the SRN, in this case the M4 motorway, and in particular M4 J11.

We reviewed all available information which includes a detailed Transport Assessment (TA). As detailed in section 5.9 of the TA, the trip generation previously produced for pre-application advice has been used despite changes to the scheme since this time. In particular, there has been a reduction of 60 dwellings and the addition of an 80-bed care home. Having reviewed the changes to the scheme, we agree that they would not significantly alter the trip generation of the proposals and therefore agree that the trip generation as presented in Table 14 of the TA is reasonable.

Strategic VISUM modelling has been undertaken for the proposals which has also been used to calculate distribution and assignment of development trips. It is shown in Appendix H of the TA that the development will result in the addition of 37 AM and 28 PM trips to the M4 eastbound off-slip and 50 AM and 39 PM trips to the M4 westbound off-slip. Section 6 of the TA has reported on available capacity at several junctions based on the VISUM modelling, however for M4 J11 this is only provided for the A33 approach, not the M4 off-slips. As a first step, National Highways requests that further information regarding the capacity and queueing at the M4 J11 off-slips is provided. Noting that a significant number of development trips are being added to the off-slips which are known to experience severe peak time congestion resulting in mainline queueing, a full junction capacity assessment of M4 J11 may be required. The applicant should provide their VISUM modelling files covering M4 J11 to National Highways so that we can review the inputs and outputs.

Based on the above there are several outstanding matters which will need to be resolved before we can agree to the traffic impact of this proposal.

Recommendation:

National Highways recommends that the Local Planning Authority does not grant planning permission for the application ref: 250517 until 5 December 2025 to enable the applicant to supply required information and for us to review it. This does not prevent the authority, if they so wish, to either refuse the application or agree an extension of time beyond 5 Dec 2025.

Reason: To allow National Highways to understand the impact of the development on the safe and efficient operation of the Strategic Road Network and provide the Local Planning Authority with fully informed advice.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.