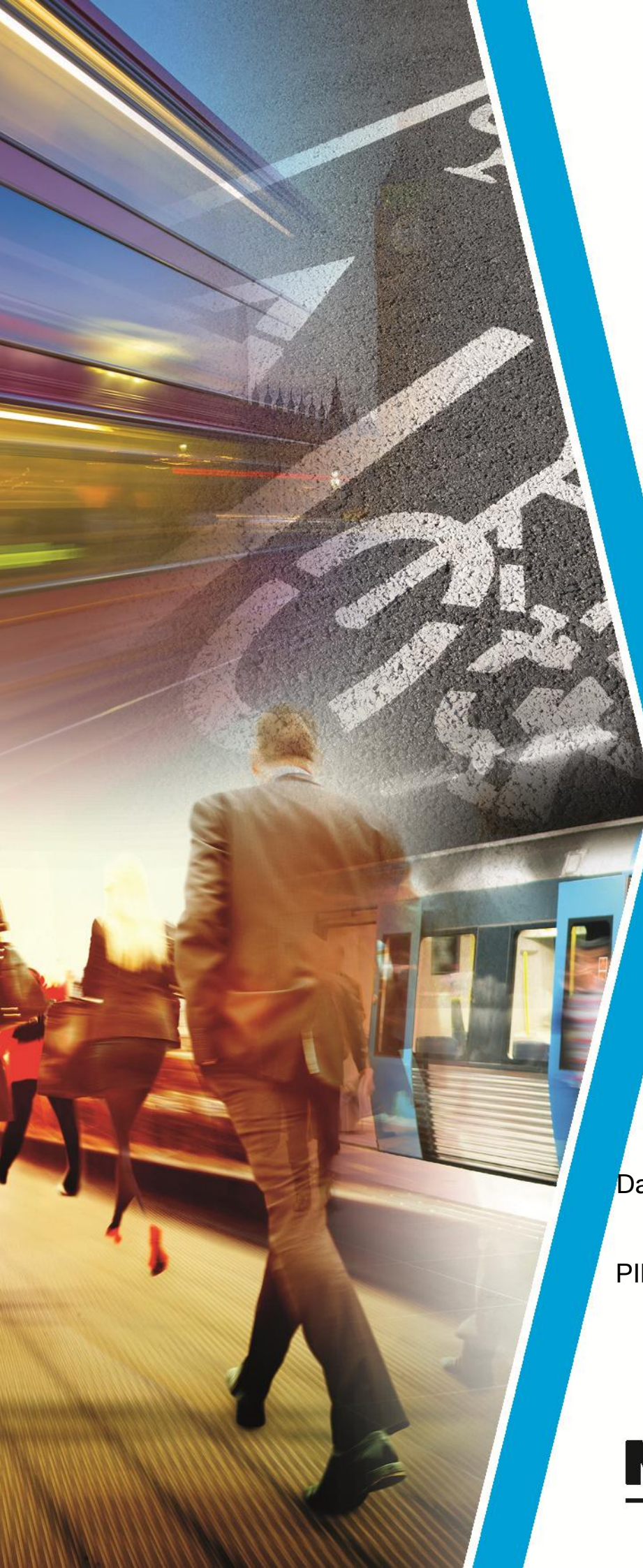




Town & Country Planning
Act 1990 (as Amended)

Appeal by Dandara
Southern Ltd & Elstree
Land Ltd

Land North of Reading
Road, Arborfield

Proof of Evidence

M Stevens MIHT on behalf of
Dandara Southern Ltd & Elstree Land
Ltd

PINS Ref: APP/X0360/W/25/3371069
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February 2026

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TRANSPORT PLANNING

Land North of Reading Road, Arborfield

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1. Experience & Qualifications

- 1.1 My name is Matt Stevens. I am a Member of the Institution of Highways and Transportation and an Executive Director of the firm Milestone Transport Planning Limited. I have 35 years' experience dealing with the highways and transportation implications of a wide range of private and public sector projects in locations throughout the country with full assessment under National and Local Planning Policy Guidance.
- 1.2 I am an expert highways witness and have appeared both on behalf of the Appellant and as a Rule 6 representative at numerous Appeal Hearings, Section 78 Inquiries, and Local Plan Examinations; acting on behalf of major housebuilders such as Persimmon Homes and Croudace Homes, development companies such as Frogmore Investments Limited and Keir, as well as private individuals and strategic land promoters.
- 1.3 I advise clients on all technical aspects from the initial concept of scheme in terms of access, layout and off-site considerations, the identification of practical transport solutions, through to the preparation of Transport Assessments, Travel Plans and Environmental Statements, negotiation of planning consents and subsequently through to discharging planning conditions, negotiations with respect to measures / contributions required for Section 106 and Section 278 Agreements and implementation of schemes.
- 1.4 I also have experience in the planning and design of highways infrastructure, including site access solutions, off-site highway schemes including the identification of both small and large scale improvement measures, traffic management and calming strategies, road marking and signing schemes. In addition, I have experience of developing transport infrastructure solutions including schemes for enhancement of pedestrian, cycle and public transport routes and access to development, as well as the identification of both physical and management solutions to encourage access by non-car modes of travel through the preparation of Travel Plans.
- 1.5 My evidence is on behalf of Dandara Southern Ltd & Elstree Land Ltd (the "Appellant") and in respect of an Outline application with all matters reserved, except means of access to the site, for residential development of up to 111 dwellings with associated works, parking, landscaping, publicly accessible open space, with access from Reading Road (the "Appeal Scheme") on Land North of Reading Road, Arborfield (the "Appeal Site").
- 1.6 I was first instructed by the Appellant to provide Transport Consultancy services in respect of the Appeal Site in July 2025. I have visited the Appeal Site and the surrounding area on many occasions since my instruction and therefore have a detailed background highways and transport knowledge for the purpose of giving evidence at this Appeal.

- 1.7 I have been retained by the Appellant to present highways and transport evidence at this Appeal and I am well versed in the relevant transport and accessibility policy position in Wokingham, including in relation to schemes that have been granted and allowed at Appeal where the Inspector has overruled the Council's position in regard to the unsustainable locations of sites.
- 1.8 The evidence I have prepared and provided for this Appeal is true, has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are true and professional.

2. Introduction & Scope of Evidence

Introduction

- 2.1 The outline application (Ref. 243099) was submitted to Wokingham Borough Council (“WBC”) in December 2024 and was accompanied by a Transport Assessment (“TA”) with appended Access Drawings and Stage 1 Road Safety Audit (“RSA”) dated November 2024 and prepared by the incumbent Transport Consultant appointed by the Appellants at that time, Paul Basham Associates (“PBA”) (CD 01.10).
- 2.2 Following the submission of the outline application, comments were received from the WBC Highway Development Control Officer on 2 January 2025 (CD 02.17), subsequent to which PBA submitted additional material in the form of a Highway’s Response Note (CD 01.22), Framework Travel Plan (CD 01.20) and Construction Management Plan on 18 February 2025 (CD 01.21).
- 2.3 Further comments were then provided by the WBC Highway Development Control Officer on 26 February 2025 (CD 02.18) that led to a further response from PBA on 19 March 2025 which included the final versions of the access plans and swept path analysis, as noted below:
- Proposed Site Access General Arrangement Plan No. 147.0017.0001 Rev P07 (CD 01.26)
 - Refuse Vehicle & Fire Appliance Tracking Plan No. 147.0017.0006 Rev P02 (CD 01.25)
 - Emergency Access Plan No. 147.0017.0009 Rev P01 (CD 01.24)
- 2.4 The final response received from the WBC Highway Development Control Officer, following extensive and collaborative dialogue, was received on 2 April 2025 (CD 02.19) that, based on the additional responses provided by PBA post the original planning application submission, recommended a *‘No objection subject to conditions (and reasons)’*.
- 2.5 The delegated officer report and Decision Notice in respect outline application was published by WBC on 20 May 2025 (CD 03.01) that cites ten reasons for refusal (“RfR”):
- Reason 1 Principle of Development
 - Reason 2 Quantum and Scale of Development
 - Reason 3 Impact on the Landscape and Countryside
 - Reason 4 Unsustainable Location
 - Reason 5 Best and Most Versatile Agricultural Land
 - Reason 6 Impact on Main River Watercourse

- Reason 7 Avoidance and Mitigation of Impacts on the Thames Basin Heaths SPA
- Reasons 8-10 Matters related to the absence of a S106 Legal Agreement

2.6 RfR 4 relates to accessibility and sustainable transport matters. The evidence that I am presenting to this Appeal is specifically focussed on responding to and addressing RfR 4, the wording of which states:

“The application site is within an unsustainable location that would not encourage a modal shift towards sustainable modes of transport, by reason of the countryside location outside of settlement limits, distances to facilities and services and poor quality of the local walking environment, contrary to Policies CP1, CP2, CP3, CP6 and CP11 of the core Strategy, Policies CC01 and CC02 of the MDD Local Plan, the Borough Design Guide SPD and section 8 & 9 of the NPPF.”

2.7 Within the remaining sections of my evidence I will demonstrate, contrary to the Councils position, that:

- The Appeal Site is in an extremely sustainable location, with day-to-day facilities and amenities easily accessible by active travel modes (walking and cycling). Additionally the Appeal Site is provided with direct access to a high-frequency, seven-day-a-week, bus service which provides future residents with convenient connections to a wide range of retail, employment, education and leisure destinations, as well as major multi-modal transport hubs at Reading and Wokingham rail stations.
- By virtue of the wide range of active and sustainable travel options available and the commitment given by the Appellant in regard to the implementation of Travel Plan measures / initiatives, coupled with the significant S106 contributions, physical infrastructure improvements, modal shift towards sustainable transport modes is not only encouraged but, in my expert opinion, it will be realised.
- A location in the countryside outside settlement limits is not, in itself, a conducive factor in determining the accessibility and sustainability of an Appeal Site.
- The Appeal Site can deliver ‘step change’ improvements to the local walking environment. These will not only enhance the quality and safety of the active travel route to local facilities / amenities for the benefit of future residents within the Appeal Site but will also provide measurable improvements for the residents within the existing local community surrounding the Appeal Site.

- 2.8 Importantly, matters related to highway safety, the Site Access, or impacts related to development traffic generated by the Appeal Site proposals on the operational capacity of the surrounding local and strategic road networks are not contested by WBC in RfR 4 or at this Appeal.
- 2.9 Objections in this regard have been raised by third parties, as summarised in the delegated officer report and these are comprehensively addressed within my evidence.
- 2.10 Of note, within the Council's Statement of Case (CD 05.05) the following four additional issues have been raised:
- Additional Issue 1 Prejudice to the delivery of Loddon Valley Garden Village ("LVGV") Principle of Development
 - Additional Issue 2 Access and Visibility Splays
 - Additional Issue 3 Irreplaceable Habitats
 - Additional Issue 4 Protected Species and BNG
- 2.11 The evidence that I am presenting is specifically focussed on the highway and transport matters raised in Additional Issues 1 and 2. Additional Issues 3 and 4 are addressed by other expert witnesses.
- 2.12 In responding to Additional Issue 1, due regard is given to the Council's position as set out within its Statement of Case, including paragraph 5.9.14, which states that:
- "...the Council considers that the Appellant must update its Transport Assessment to demonstrate how the appeal scheme could come forward alongside the LVGV, without causing unacceptable impacts on the highway network and without prejudicing the delivery of the LVGV..."*
- 2.13 The allegation within the Council's Statement of Case of potential highway capacity impact by reference to assumptions made within the Loddon Valley Garden Village ("LVGV") modelling is somewhat perplexing given the scale of the Appeal Site proposals, the conclusions of the submitted TA, and the WBC consultation responses on the submitted TA and subsequent addendum.
- 2.14 It is our position that the Appeal Site proposals will only have a negligible effect on the strategic traffic modelling undertaken in the context of the Local Plan Update ("LPU"); as part of the assessment of LVGV.

- 2.15 Notwithstanding, the Appellant has requested further details from WBC on what links / nodes on the surrounding highway network will experience critical impacts as a result of the Appeal Site proposals, leading to the prejudicial position regarding the delivery of LVGV purported by WBC.
- 2.16 No such response has been received by the Appellant but rather WBC have requested a vision-led approach consistent with paragraph 115(d) of the NPPF rather than any revisit of strategic modelling.
- 2.17 My evidence considers this further in Section 5 and demonstrates a comprehensive vision-led approach consistent with paragraph 115(d) of the NPPF. On this basis, and in line with paragraph 116 of the NPPF, the Appeal Site would not give rise to an unacceptable impact on highway safety and that any residual cumulative impacts on the road network can be effectively mitigated.
- 2.18 In respect of Additional Issue 2 (Access and Visibility Splays), this has been resolved through ongoing liaison within the Appellant and WBC, this is also detailed within the Highways & Transport Statement of Common Ground ("H&TSocG") (CD 04.03).

Scope of Evidence

- 2.19 The subsequent sections of my evidence are presented as follows:
- Section 3 - Planning Policy Review
 - a detailed critique of relevant Planning Policy at both National and Local level in respect of RfR4 and how the Appeal Site proposals have positively responded to this.
 - Section 4 - Baseline Site Accessibility
 - a detailed appraisal of the locational characteristics of the Appeal Site relative to facilities and services and opportunities for access by sustainable modes of transport.
 - Section 5 - Sustainable Transport Deliverables & Future Site Accessibility
 - a detailed summary of the infrastructure deliverables that can be secured should the Planning Inspector be minded to grant consent.
 - Section 6 - Overall Assessment of RfR4
 - a response to RFR4, drawing together the content of the preceding sections of my evidence.

- Section 7 - Assessment of Additional Issues
 - a response to the additional issues raised within the LPA's Statement of Case (CD 05.05).
- Section 8 - Third Party Matters
 - a response to matters raised by third parties, as summarised in the delegated officers report.
- Section 9 - Summary & Conclusions

3. Policy Review

- 3.1 In the Council's Decision Notice, RfR4 states that the Appeal Site Proposals are contrary to police CP1, CP2, CP3, CP6 and CP11 of the Core Strategy, policies CC01 and CC02 of the MDD Local Plan, the Borough Design Guide SPD and sections 8 and 9 of the National Planning Policy Framework (the 'Framework').

National Planning Policy Framework

- 3.2 Section 8 of the Framework is directed at promoting healthy and safe communities. In the context of RfR 4, I consider this Section of the Framework has limited relevance however Paragraph 96 does usefully identify a number of criteria, linked to provision of accessible, well-designed, clear, and legible pedestrian and cycle routes as well as public space with the aim of achieving healthy, inclusive, and safe places.
- 3.3 I do note that Paragraph 103 emphasises the importance of access to a network of high quality open spaces and opportunities for sport and physical activity as a key component for the health and well-being of communities and that Paragraph 105 seeks the protection and enhancement of public rights of way, and access.
- 3.4 In the context of the Appeal Site proposals, I consider that the illustrative masterplan submitted with the Planning Application material (CD 01.06) clearly demonstrates the deliverability of public open space, play areas and safe, legible active travel routes connecting these to both the internal street network and the wider community. In this regard, it is my expert opinion that the Appeal Site proposals meet the tests outlined within Section 8 of the Framework.
- 3.5 Later in my evidence, I will clearly demonstrate the commitment of the Appellant to deliver enhanced linkages off-site to open up access by foot and cycle to local services and facilities, as well as the public rights of way network for the health and wellbeing of future residents within the Appeal Site but also to the benefit of the wider community.
- 3.6 Section 9 of the Framework, promoting sustainable transport, is more pertinent in regard to addressing RfR4. Paragraph 109 is focussed on good practice for the delivery of transport matters to support development. I consider that full account has been taken of Paragraph 109 in the preparation of the TA prepared, and submitted with the planning application, by PBA; as noted under paragraph 1.4. of that document (CD 01.10).
- 3.7 In the context of the Appeal Site, I also consider that Paragraph 110 of the Framework is an important consideration in which it states:

“Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 3.8 Of note, “...limiting the need to travel...” and “...genuine choice of transport modes” is directly referenced and addressed in Section 4 of my evidence.
- 3.9 Paragraph 110 continues to recognise that opportunities to maximise sustainable transport solutions vary between urban areas (for example, Wokingham or Winnersh) and rural areas (for example, Arborfield Cross and Arborfield). In other words, local context and opportunities are clearly important considerations when assessing the accessibility and sustainability credentials of the Appeal Site. Again, in my opinion, I directly reference and address this in Section 4 of my evidence.
- 3.10 Paragraph 115 of the Framework, in my opinion, is the core policy against which the suitability of development on the Appeal Site is evaluated. Within Sections 4 and 5 of my evidence, I will clearly demonstrate that the Appeal Site proposals deliver on:
- Prioritising sustainable transport modes in the context of the vision for the Appeal Site, the type of development and its location.
 - Safe and suitable access to the Appeal Site for all road users, also evidenced in the PBA TA, the appended Stage 1 Road Safety Audit and confirmed as acceptable in the WBC Highway Officers’ consultation response.
 - The design of streets, parking areas, and other transport elements in accordance with the National Design Guide and the National Model Design Code, recognising that the material submitted with the Outline Application is illustrative and subject to confirmation at Reserved Matters should the Inspector be minded to grant permission.
 - No significant impacts on the transport network, or on highway safety, as evidenced in the PBA TA, the appended Stage 1 Road Safety Audit and confirmed as acceptable in the WBC Highway Officers’ consultation response.
- 3.11 Indeed, in the context of part d) of Paragraph 115, my expert opinion is that the mitigation which supports the Appeal Site proposals is vision-led and prioritises enhancement to the active travel and public transport networks to the benefit of the wider community. It also delivers choice to future prospective residents in travel mode when accessing the full range of facilities and services. On that basis, I consider that the mitigation measures reduce future residents reliance on the use of private car.

- 3.12 With all these matters in mind, and as evidenced in Sections 4 and 5 of my Proof of Evidence, the severity test in Paragraph 116 of the Framework is fully met by the Appeal Site proposals and, as the wording therein clearly sets out, the development should not be prevented or refused on highway grounds.

WBC Core Strategy (January 2010) Policies

- 3.13 I note that Core Policy CP1 relates to sustainable development and part 11 therein, in particular, requires development proposals to demonstrate how they support opportunities for reducing the need to travel, particularly by car, cross-referencing Core Policy CP6.
- 3.14 Within Section 5 of my evidence, I clearly set out that the Appeal Site fully delivers on integration with, and enhancement to, the existing active travel and public transport infrastructure. The collective measures proposed, in conjunction within the Appeal Site, maximise opportunities for reducing the need to travel, especially by car. Such measures include:
- Cycle parking within the development in accordance with WBC adopted standard.
 - Safe and accessible active travel access between the Appeal Site, Reading Road and Church Lane.
 - Improved crossing facilities on Reading Road and Walden Avenue with associated dropped kerb and tactile paving provision.
 - Direct connections with and enhancements to the existing footway infrastructure on Reading Road between the Appeal Site and Arborfield Cross, based on the findings of an Active Travel Assessment conducted in accordance with the Active Travel England toolkit, and secured by Condition.
 - A significant contribution to the Arborfield Bus Strategy, securing the future viability of the 'Leopard 3' bus service, and physical enhancement to the nearest bus stops to the Appeal Site on Reading Road, the scale and extent as agreed with WBC Highway Officers.
 - Measures to support home working and online shopping services, as evidenced in the submitted Framework Travel Plan, prepared by PBA (CD 01.20).
- 3.15 Core Policy CP2 is aimed at ensuring development contributes to the provision of sustainable and inclusive communities, recognising the needs of an ageing population, children, young people, and families, as well as people with special needs.

- 3.16 I note that the supporting text to Policy CP2, at paragraph 4.18, addresses the need for development proposals to sustainably meet the needs of you people including ensuring that children of primary school age have access to a school within walking or cycling distance of their home (3-4kms) along a safe route. As is more than ably demonstrated in Section 4 of my evidence, the Appeal Site meets this objective.
- 3.17 Core Policy 3 sets out the General Principles for Development and, at part h), requires development proposals to contribute towards the provision of an appropriate sustainable networks of community facilities.
- 3.18 In this regard, and as set out in the Appellant's Planning Evidence, not only does the Appeal Site deliver on-site play facilities and publicly accessible open space, but the off-site active travel infrastructure enhancements deliver safe access to a range of community facilities including the rock climbing facility, Clip and Climb to the north-west along Reading Road, the Arborfield Cross Recreation Ground to the south-east along Reading Road and the extensive network of Public Rights of Way, Quiet Links and Off-Carriageway Cycle Routes in the immediate vicinity.
- 3.19 Core Policy CP6 sets out seven criteria for managing travel demand against which planning permission will be granted for schemes. As set out above, and detailed within Sections 4 and 5 of my evidence, compellingly the Appeal Site delivers on all the seven criteria that constitute CP6, as summarised below:
- Part a) Provide for sustainable forms of transport to allow choice.
 - WBC Highway Officer confirmed in the 2 April 2025 consultation response (CD 02.19) that the provisions for cycle parking within the Appeal Site proposals are in line with WBC standards, noting that this is a Reserved Matters consideration.
 - The Appeal Site delivers direct active travel (pedestrian and cycle connections) to Reading Road and Church Lane.
 - The Appeal Site delivers an appropriately scaled contribution towards securing the future viability and continuation of existing bus services.
 - The Appeal Site delivers the implementation of a measures package, as set out in the Framework Travel Plan (CD 01.20) to achieve a 10% modal shift within 5 years of its implementation. As agreed within the WBC Highways Officer and set out within the 2 April 2025 consultation response (CD 02.19), the Travel Plan will be secured through a S106 Agreement.

- Part b) Located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel.
 - The Appeal Site has direct access to ‘*Leopard 3*’ Bus Service with ‘*Good Service*’ (as defined in paragraph 4.37 of the WDLP) to Wokingham and Reading, including access to major transport hubs, as well as a significant range of education, employment, retail, community, retail, leisure, and recreational destinations along its route.
 - The Appeal Site has direct access to surfaced footway infrastructure on Reading Road.
 - WBC Highway Officer confirmed in the 2 April 2025 consultation response (CD 02.19) that the Appeal Site is within acceptable walk distance of a nursery school, bus stops, and local shops.
 - The Appeal Site is in proximity to the established Public Rights of Way network.
 - Connections exist in the vicinity of the Appeal Site to established off-carriageway cycle infrastructure with onward connections (Observer Way).
- Part c) Improve existing infrastructure network, enhance facilities for pedestrians and cyclists, including those with reduced mobility and other users.
 - The Appeal Site delivers upgrades to existing footway infrastructure on Reading Road, including maintenance of existing overgrowth and widening, lighting and upgraded crossing facilities with dropped kerb and tactile paving provision.
 - The Appeal Site delivers enhancements / upgrades to nearest bus stops on Reading Road.
- Part d) Provide appropriate vehicular parking, having regard to car ownership.
 - WBC Highway Officer confirmed in the 2 April 2025 consultation response (CD 02.19) that the provisions for vehicular parking, on the Appeal Site, as shown on the illustrative parking plan (PBA Plan 052403-DAN-IPP) included within the Highway Response Note (CD 01.22) are in line with WBC standards, noting that this is a Reserved Matters consideration.
- Part e) Mitigate any adverse effect on the local and strategic transport network.
 - WBC Highway Officer 2 April 2025 consultation response (CD 02.19) confirms that matters related to traffic data, the distribution of traffic and impact in regard to the local and strategic road network, as evidenced in the original PBA Transport Assessment dated November 2024 (CD 01.10) and Highway Response Note (CD 01.22) are accepted.

- Part f) Enhance road safety.
 - As confirmed in the 2 April 2025 consultation response (CD 02.19) the WBC Highway Officer has no further comment on the Road Safety Audit Stage 1 and designer's comments as far as it relates to the proposed access arrangements of the Appeal Site.
 - The consultation response also identifies that pedestrian, cycle, and vehicular visibility splays as shown on the site access (CD 01.26) and emergency access General Arrangement Plans (CD 01.24) for the Appeal Site are accepted.
 - The WBC Highway Officer also notes that the provisions for increased width of the carriageway and junction radii at the Appeal Site access off Reading Road improve swept paths and are acceptable, as shown on the refuse vehicle and fire appliance tracking plan (CD 01.25).
- Part g) Do not cause highway problems or lead to traffic related environmental problems.
 - As confirmed in the 2 April 2025 consultation response (CD 02.19), the WBC Highway Officer is content with the that the measures proposed to ensure safety, reduce disturbance and the effects of construction traffic contained within the Framework Construction Method Statement (CD 01.21), prepared as part of the suite of documents submitted with the planning application for the Appeal Site, are acceptable, subject to securing this document by Condition.

3.20 Core Policy 9 is dealt with extensively within the Planning evidence. That said, part of the wording within the policy requires that the scale and location of development “*...must reflect the existing or proposed levels of facilities and services at or in the location, together with their accessibility.*”

3.21 Arborfield Cross is identified under CP9, and Appendix 3 of the Core Strategy, as a ‘*limited*’ development location, however this assessment, and subsequent categorisation by WBC, was undertaken in 2008. As evidenced within my Proof and throughout the Appellant's case, much has positively changed in respect of facilities and services as well as the accessibility with the good level of public transport services from 2008 to the present day.

3.22 In positively determining the Appeal for land between School Road and Orchard Road, Hurst in October 2024 (Appeal Ref. APP/X0360/W/24/3342812), the Inspector noted at paragraph. 36 of the Decision Notice:

“...the sustainability of a location was not defined by the site's position relative to Development Limits....potentially, sites outside of such limits could have equal if not better access to services than those within...”

WBC Borough Design Guide (April 2020)

- 3.23 A key objective of the Borough Design Guide (“BDG”) (CD 06.05), in line with the Framework, is to create places that provide ease of movement and are accessible to all. Sections 4, 5 and 8 of my evidence comprehensively demonstrate that the Appeal Site proposals align with and address the key objective of the BDG.
- 3.24 In accordance with Policy G3 of the BDG, the Appeal Site proposals create and add to, a connected network for movement, promoting active travel and public transport access as well as demonstrating a physical relationship to facilities and services, open spaces, and employment.
- 3.25 In addition, the Appeal Site proposals address Policy R3 of the BDG through the proposed connections to and strengthening of the existing network of streets and spaces, providing direct and attractive links to external destinations.

4. Baseline Site Accessibility

- 4.1 The Appeal Site lies adjacent to Arborfield, the historic core of the village, and is surrounded by development on three sides. It is my expert judgement that, the Appeal Site is well related to the existing settlement and within walking distance of the services and facilities at Arborfield Cross, as well as regular bus links to both Reading and Wokingham, reflecting its sustainable location. This will be explored upon within this section of my evidence.

Active Travel Accessibility

- 4.2 The RfR 4 alleges, incorrectly in my opinion, that due to the poor quality of the local walking environment, the Appeal Site would fail to encourage a modal shift towards sustainable modes of transport.
- 4.3 Within Section 2 of the original PBA Transport Assessment dated November 2024 (CD 01.10), a full and comprehensive assessment of the existing local pedestrian / cycle network was undertaken. This assessment concluded that the existing footway, circa 1.0 to 1.5-metres wide, along the southern side of Reading Road enables safe pedestrian travel from the Appeal Site, east, to Arborfield Cross.
- 4.4 The assessment also revealed that the Appeal Site is well located to benefit from numerous Public Rights of Way ("PRoW"). Notably, ARBO19 (Byway Open to all Traffic) which is approximately 250-metres from the centre of the Appeal Site and heads south-east connect with Arborfield Cross via Public Footpaths ARBO17 and ARBO18.
- 4.5 Paragraph. 2.9 of the PBA Transport Assessment dated November 2024 (CD 01.10) details numerous unsurfaced cycling routes which can be utilised to access Wokingham Town Centre from the Appeal Site (circa 7.1-kilometres). Whilst cycle connections towards Reading are supported by flat terrain and street lighting and would, in my opinion, not preclude more confident cyclists from choosing this mode of travel to access the wide range of facilities and amenities.
- 4.6 Following submission of the PBA Transport Assessment dated November 2024 (CD 01.10), the WBC Highway Officer requested a formal Active Travel Assessment which included suggested improvements. The Active Travel Assessment was completed and provided to the WBC Highway Officer, in February 2025, as part of a Highways Response Note prepared by PBA (CD 01.22). I note that the Active Travel Assessment concluded that:

- Reading Road is considered to be an attractive option for cyclists due to the traffic calming features and lightly trafficked nature. Reading Road forms part of WBC's proposed Greenway network and is also a primary route on the Cycling Network in the WBC '*Local Cycling and Walking Infrastructure Plan*' (March 2023) (CD 06.11).
- The applicant is willing to deliver tactile paving across the Walden Avenue give-way priority junction; immediately east of the Site; and
- The existing footway on the southern side of Reading Road linking the Appeal Site with Arborfield Cross is appropriate to serve the development.

4.7 As confirmed in the 2 April 2025 consultation response (CD 02.19), the WBC Highway Officer stated that the submitted Active Travel Assessment was deemed acceptable and the identified improvements welcomed. However, the Highway Authority did note that *"Whilst it is accepted that there is a pavement on the southside of Reading Road, there are examples of where the width of the pavement has become narrow due to overgrowth and would have expected this to have been identified."*

4.8 Additionally, the Highway Authority proposed a 'Walking and Cycling Strategy' Condition which stated that:

"Prior to commencement of development, details of internal pedestrian and cycle infrastructure and connections from the development to Arborfield Cross and nearest bus stops shall be submitted for approval by the local planning authority. These details shall demonstrate how these routes will be upgraded. The measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling."

4.9 The stated reason being *"In the interests of sustainable travel, convenience and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6"*.

4.10 The above is accepted by the Appellant and delivery details regarding the scheme for active travel improvements along the Reading Road towards Arborfield Cross are included in Section 5 of my evidence.

Local Facilities and Services

4.11 The RfR 4 also alleges that the Site is in an unsustainable location due to distances to facilities and services. As such, the Council believe the Appeal Scheme would fail to encourage a modal shift towards sustainable modes of transport.

- 4.12 Again, the Council's position contradicts that of their own Highway Officer who, in the final consultation response (CD 02.19), raised no objection to the proposals and confirmed that the Appeal Site is well located to regular bus services and the various contributions offered would aid in improving the sustainability of the Site.
- 4.13 Table 4.1 reveals that existing national planning guidance recognises walking and cycling as viable alternatives to private car use, particularly for shorter journeys.

Table 4.1 Walking / Cycling Guidance

Mode	Distance	Guidance / Notes
Comfortable Walking Distance	800-metres	Documents such as Manual for Streets (MfS) (DfT, 2007) (CD15.01), CIHT's 'Planning for Walking' (2015) (CD15.03), and the MHCLG 'National Design Guide' (2021) define a walkable neighbourhood as one where key amenities are located within approximately 800-metres, or about a 10-minute walk.
Reasonable Walking Distance	1.6-kilometres	CIHT's 'Planning for Walking' (2015) (CD15.03) states "Across Britain about 80 percent of journeys shorter than 1 mile (1.6km) are made wholly on foot".
Maximum Walking Distance	2.0-kilometres	MfS (CD15.01) states that "Walking offers the greatest potential to replace short car trips, particularly those under 2km".
Comfortable Cycling Distance	3.2-kilometres	CIHT's 'Planning for Cycling' (2014) (CD15.05) states "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." This indicates substantial potential for cycling to replace short-distance car trips within a 2 to 5-mile radius (i.e. 3.2 or 8.0-kilometres) of new residential developments.
Reasonable Cycling Distance	5.0-kilometres	Supporting this, Homes England's 'Building for a Healthy Life' (2020) references National Travel Survey data showing that trips of up to three miles (i.e. 4.8-kilometres) can be conveniently made on foot or by bicycle where suitable infrastructure is provided. Whilst Sustrans research concludes that routine car journeys of up to 5-kilometres could feasibly be replaced by cycling.

- 4.14 Table 4.2, as well as **Appendix MS1**, reveals the Appeal Site is conveniently located to a significant range of facilities and services within the aforementioned walking and cycling distances. These notably include local bus stops on Reading Road, as well as local nurseries / schools, recreation grounds / leisure facilities, village halls, village shops / post offices, and employment areas.
- 4.15 It is my expert opinion that these local facilities and services will cater for the day-to-day convenience, educational, healthcare and leisure needs of future residents. It is important to note that the distance, walk journey time and cycle journey time from local amenities are all determined from the centre of the Site.

Table 4.2 Summary of Local Facilities / Services (Distance to centre of Site)

Type of Amenity	Destination	Distance	Walk Journey Time*	Cycle Journey Time**
Education	Arborfield Village Montessori Nursery	985-metres	12-minutes	4-minutes
	The Coombes C Of E Primary School	1.3-kilometres	16-minutes	5-minutes
	Farley Hill Primary School	2.6-kilometres	32-minutes	10-minutes
	Shinfield St Mary's CE Junior School	2.7-kilometres	34-minutes	10-minutes
	Shinfield Infant and Nursery School	2.7-kilometres	34-minutes	10-minutes
	Alder Grove C Of E Primary School	3.2-kilometres	40-minutes	12-minutes
	Bohunt School Wokingham	3.7-kilometres	46-minutes	14-minutes
	Reddam House Berkshire	4.2-kilometres	52-minutes	16-minutes
	Crosfields School	4.3-kilometres	54-minutes	16-minutes
	Bearwood Primary School	4.5-kilometres	56-minutes	17-minutes
Leisure / Fitness	Arborfield Cross Recreation Ground	735-metres	9-minutes	3-minutes
	Clip 'n Climb Reading	885-metres	11-minutes	3-minutes
	Arborfield Village Hall	1.1-kilometres	14-minutes	4-minutes
	Arborfield Royal British Legion Club	1.4-kilometres	17-minutes	5-minutes
	Arborfield Road Allotments	2.0-kilometres	25-minutes	7-minutes
	The Grove	3.6-kilometres	45-minutes	13-minutes
	Pulse 8 - Gym	3.7-kilometres	46-minutes	14-minutes
	Arborfield Green Leisure Centre	3.8-kilometres	47-minutes	14-minutes
	Nirvana Health and Spa	3.9-kilometres	49-minutes	14-minutes
	Pearmans Copse	4.0-kilometres	50-minutes	15-minutes
	Ryeish Green Sports Hub	4.1-kilometres	51-minutes	15-minutes
	Barkham Recreation Ground	4.1-kilometres	51-minutes	15-minutes
	Crosfields Sports Hall	3.9-kilometres	53-minutes	16-minutes

*Assumed walking speed of 1.33m/s (Para. 4.41 of MfS) **Assumed urban cycle speed of 10-mph (lower limit in line with Para. 5.1.2 of LTN 1/20 (CD15.07))

Table 4.2 Cont. Summary of Local Facilities / Services (Distance to centre of Site)

Type of Amenity	Destination	Distance	Walk Journey Time*	Cycle Journey Time**
Leisure/ Fitness	May's Farm Meadow	3.9-kilometres	53-minutes	16-minutes
	Reading Archers	3.9-kilometres	55-minutes	16-minutes
	TMX Playground	3.9-kilometres	55-minutes	16-minutes
	Barkham Village Hall	4.5-kilometres	56-minutes	17-minutes
	Whitley Nail bar in Shinfield road	4.7-kilometres	59-minutes	18-minutes
	Star Rise Playground	4.7-kilometres	59-minutes	18-minutes
	Three Mile Cross Bowling Club	4.8-kilometres	60-minutes	18-minutes
	Wokingham Cricket Club	4.9-kilometres	61-minutes	16-minutes
	Frensham Green Recreation Ground	5.0-kilometres	63-minutes	19-minutes
	Bearwood Lakes - Golf Club	5.0-kilometres	63-minutes	19-minutes
Faith	Shinfield Community Church	2.4-kilometres	30-minutes	9-minutes
	St James Church	4.6-kilometres	58-minutes	17-minutes
	Three Mile Cross Church	4.7-kilometres	59-minutes	18-minutes
	St Catherine's Church	4.8-kilometres	60-minutes	18-minutes
Retail / Food & Drink	The Bull Inn	885-metres	11-minutes	3-minutes
	Lockey Farm Shop	1.1-kilometres	14-minutes	4-minutes
	Sula Café & Pizzeria	1.1-kilometres	14-minutes	4-minutes
	Bluebell Cottage Kitchen	4.3-kilometres	54-minutes	16-minutes
	Siren Craft Brew	4.4-kilometres	55-minutes	16-minutes
	Elusive Brewing	4.4-kilometres	55-minutes	16-minutes
	Budgens	4.6-kilometres	58-minutes	17-minutes
	Three Mile Cross Post Office	4.6-kilometres	58-minutes	17-minutes
	The Walter Arms	4.6-kilometres	58-minutes	17-minutes
	Shinfield Local	4.7-kilometres	58-minutes	18-minutes
	Bagaara	4.7-kilometres	59-minutes	18-minutes
	China Garden	4.7-kilometres	59-minutes	18-minutes
	The Swan	4.7-kilometres	59-minutes	18-minutes
*Assumed walking speed of 1.33m/s (Para. 4.41 of MfS) **Assumed urban cycle speed of 10-mph (lower limit in line with Para. 5.1.2 of LTN 1/20 (CD15.07))				

Table 4.2 Cont. Summary of Local Facilities / Services (Distance to centre of Site)

Type of Amenity	Destination	Distance	Walk Journey Time*	Cycle Journey Time**
Retail / Food & Drink	The George & Dragon	4.7-kilometres	59-minutes	18-minutes
	Papa Johns Pizza	4.8-kilometres	60-minutes	18-minutes
	Mr Cod	4.8-kilometres	60-minutes	18-minutes
	Pizza Hut Reading Shinfield Rd	4.8-kilometres	60-minutes	18-minutes
	Bodrum Corner Cafe	4.8-kilometres	60-minutes	18-minutes
	Ye Olde Leathern Bottel	4.8-kilometres	60-minutes	18-minutes
	The Poachers Gastropub	4.8-kilometres	60-minutes	18-minutes
	Honey & Ghee - Indian Supermarket	4.8-kilometres	61-minutes	18-minutes
	Subway	4.8-kilometres	61-minutes	18-minutes
	Red Onion Tandoori	4.8-kilometres	61-minutes	18-minutes
	Best Kebab House	4.9-kilometres	61-minutes	18-minutes
	Pret A Manger	4.9-kilometres	61-minutes	18-minutes
	Big Bazaar	4.9-kilometres	61-minutes	18-minutes
	Sportsman	5.0-kilometres	63-minutes	19-minutes
	Greggs	5.0-kilometres	63-minutes	19-minutes
	Tesco Express	5.0-kilometres	63-minutes	19-minutes
	KFC Reading - Shinfield Road	5.0-kilometres	63-minutes	19-minutes
	Asda Petrol Station	5.0-kilometres	63-minutes	19-minutes
	Miah's Spencers Wood	5.0-kilometres	63-minutes	19-minutes
	Java Cafe	5.0-kilometres	63-minutes	19-minutes
Healthcare	South Reading & Shinfield Medical Centre	2.6-kilometres	32-minutes	10-minutes
	Cathay Dental Practice	4.3-kilometres	54-minutes	16-minutes
	Farley Medical Private Practice	4.4-kilometres	55-minutes	16-minutes
	South Reading Surgery	4.5-kilometres	56-minutes	17-minutes
	Vantage Chemist	4.8-kilometres	60-minutes	18-minutes
	Winnersh Pharmacy and Clinic	5.0-kilometres	63-minutes	19-minutes
Employment	Arborfield Studios	2.5-kilometres	31-minutes	9-minutes
*Assumed walking speed of 1.33m/s (Para. 4.41 of MfS) **Assumed urban cycle speed of 10-mph (lower limit in line with Para. 5.1.2 of LTN 1/20)				

Table 4.2 Cont. Summary of Local Facilities / Services (Distance to centre of Site)

Type of Amenity	Destination	Distance	Walk Journey Time*	Cycle Journey Time**
Employment	Shinfield Studios	3.2-kilometres	40-minutes	12-minutes
	Hogwood Industrial Estate	4.1-kilometres	51-minutes	15-minutes
*Assumed walking speed of 1.33m/s (Para. 4.41 of MfS) **Assumed urban cycle speed of 10-mph (lower limit in line with Para. 5.1.2 of LTN 1/20)				

Public Transport Options

- 4.16 RFR 4 wrongly states that the Appeal Site is within an unsustainable location that would not encourage a modal shift towards sustainable modes of transport.
- 4.17 The Appeal Site is extremely well located to the ‘*Leopard 3*’ bus service. Bus stops are located on the Site’s frontage along Reading Road less than a 1-minute walk from the centre of the Site and well within the recommended maximum walking distances to bus stops prescribed in CIHT’s ‘*Buses in Urban Developments*’ (January 2018) document (i.e. 300-metres for frequencies less than 5 buses per hour).
- 4.18 As confirmed in the 2 April 2025 consultation response (CD 02.19), the WBC Highway Officer states:
- “The bus service (3) runs between Wokingham, Arborfield Green, Shinfield and Reading calling at the bus stops in Reading Road. The service from Arborfield Green runs approximately every 15 mins in both directions Monday to Saturday and every 30 mins on a Sunday. Whilst the service from Arborfield Green to Reading can therefore be described as good service as set out in CP6”.*
- 4.19 The current ‘*Leopard 3*’ timetable is included as **Appendix MS2** and is valid from Monday 19 May 2025. All bus services to Reading call at Shinfield, the Royal Berkshire Hospital, the railway station, and town centre. One bus service an hour also calls at Thames Valley Science Park. All buses toward Wokingham call at Arborfield Green, Barkham, the railway station and town centre.
- 4.20 In terms of service frequency, Table 4.3 provides a summary of weekday, Saturday, and Sunday service frequencies from which it is clearly evident that the ‘*Leopard 3*’ bus service fully complies with the CP6 / WDLP definition of a ‘good’ public transport service that at paragraph 4.37 of the CS is defined as:
- At least 30-minute frequency during peak times (0700-0900 and 1600-1900, Monday to Saturday).

- At least an hourly service frequency during off-peak hours (0900-1600 and 1900-2200, Monday to Saturday as well as 0700-2200 on Sundays)

Table 4.3 Service Frequency (Leopard 3)

Day of Week	Direction	Frequency by Time Period			
		Morning Peak (0700-0900hrs)	Daytime Off-Peak (0900-1600hrs)	Evening Peak (1600-1900hrs)	Evening Off-Peak (1900-2200hrs)
Weekday	Reading	15-minutes	30-minutes	15-minutes	30-mins - 1-hour
	Wokingham	30-minutes	30-minutes	30-minutes	1-hour
Saturday	Reading	20 - 30-minutes	15-minutes	15-minutes	30 mins - 1-hour
	Wokingham	30-minutes	30-minutes	30-minutes	1-hour
Sunday	Reading	30-minutes			
	Wokingham	1-hour			

- 4.21 Table 4.4 provides a summary of first and last buses to / from the direction of both Reading and Wokingham.

Table 4.4 First & Last Buses (Leopard 3)

Direction	Weekday		Saturday		Sunday	
	First Bus	Last Bus	First Bus	Last Bus	First Bus	Last Bus
To Reading	05:52	23:30	06:42	23:30	08:58	23:51
From Reading	06:01	23:29	06:31	23:29	08:25	23:34
To Wokingham	06:01	22:29	06:31	22:29	08:25	20:14
From Wokingham	06:23	23:30	06:42	23:30	09:30	20:20

- 4.22 Tables 4.3 and 4.4 reveal that there are highly frequent bus connections available to Reading and Wokingham, as well as external destinations in between, which enable access for commuting / business purposes, as well as for general access to higher order services throughout the day, including early mornings and late evenings, seven-days-a-week.
- 4.23 **Appendix MS3** reveals the context of the Appeal Site in relation to the '*Leopard 3*' bus service route, including the bus stops and a compelling list of onward connections within a comfortable walking distance (i.e. 800-metres).

Public Transport Connections to Secondary Schools / Further Education

- 4.24 Table 4.2 within this section of my evidence demonstrates that numerous Secondary Schools are accessible from the Appeal Site via cycle. I accept that not all future secondary and further education aged residents will be comfortable travelling by cycle to school, college, or university. However, Table 4.5 reveals that there are bus-based transport opportunities to three Secondary Schools within the Appeal Site's catchment area; demonstrating that future residents can travel sustainably to School.

Table 4.5 Summary of Potential Secondary School Journeys via Bus

School	School Capacity (Pupils)	School Times		Outbound Journey		Inbound Journey		Walk from Bus Stop
		Start	Finish	Dep.	Arr.	Dep.	Arr.	
Bohunt School	1,200	08:40	15:30	08:13	08:22	15:44	15:53	300-metres
St Crispin's School	1,138	08:30	15:00	07:39	08:16	16:03	16:39	950-metres
The Holt School	1,500	08:40	15:30	07:39	08:14	16:03	16:39	500-metres*
*Outbound walking distance. Inbound walking distance increases to 800-metres, as bus stop changes.								

- 4.25 Regarding further education establishments, **Appendix MS3** also clearly shows that both Reading College and the University of Reading are accessible from the Appeal Site, within 45-minute travel time, via the '*Leopard 3*' bus service.
- 4.26 Considering the above, I consider that all education requirements for future residents of the Appeal Site can be made using sustainable travel modes, either by foot, cycle, or bus.

Public Transport Connections to Wokingham Rail Station

- 4.27 As shown on **Appendix MS3**, bus service '*Leopard 3*' provides a direct connection to both Wokingham and Reading rail stations, stopping immediately outside both stations. The journey time to Wokingham railway station from the Appeal Site is 30-minutes.
- 4.28 Services at Wokingham railway station are operated by both South Western Railway (on the Waterloo to Reading Line) and Great Western Railway (on the North Downs Line). Appendices MS4 and MS5 reveal the full network maps which include over 200 potential destinations.
- 4.29 Table 4.6 reveals typical outbound journey times and frequencies to a selection of direct destinations from Wokingham rail station via the '*Leopard 3*' bus service. Of note, there are similar return opportunities by rail and bus.

Table 4.6 Summary of Potential Outbound Journeys via Wokingham Rail Station

Mode	Destination	Departure Time	Arrival Time	Cumulative Journey Time From Appeal Site (Inc. Connection)	Frequency (Direct)
Bus	Wokingham Rail Station	06:01	06:28	27-minutes	2 per hour
Rail	Winnersh Triangle	06:35	06:41	40-minutes	2 per hour
	Earley	06:35	06:43	42-minutes	2 per hour
	Reading	06:35	06:51	50-minutes	3 per hour
	Bracknell	06:53	06:59	58-minutes	2 per hour
	Crowthorne	07:00	07:05	64-minutes	2 per hour
Rail	Ascot	06:53	07:07	66-minutes	2 per hour
	Sunningdale	06:53	07:11	70-minutes	2 per hour
	Blackwater	07:00	07:13	72-minutes	2 per hour
	Virginia Water	06:53	07:17	76-minutes	2 per hour
	Farnborough North	07:00	07:17	76-minutes	2 per hour
	Staines	06:53	07:28	87-minutes	2 per hour
	Guildford	07:00	07:37	96-minutes	2 per hour
	Richmond	06:53	07:45	104-minutes	2 per hour
	London Waterloo	06:37*	07:50	109-minutes	1 per hour
	Clapham Junction	06:53	07:53	112-minutes	2 per hour
*Requires change at Guildford, first direct train is 06:53. **Requires change at Redhill, first direct train is at 07:29.					

Public Transport Connections to Reading Rail Station

- 4.30 Table 4.7 reveals that from the Appeal Site there are 49 buses a day to St Mary's Butts with journey times ranging from 24 to 49-minutes: with an average of 37-minutes. When accounting for the 8-minute walk from St Mary's Butts bus stop to Reading railway station, there is an average outbound journey time of 45-minutes from the Appeal Site.
- 4.31 Table 4.7 also reveals that from Station Road there are 49 buses a day to Walden Avenue (adjacent to the Appeal Site) with journey times ranging from 21 to 48-minutes; with an average of 34-minutes.
- 4.32 When accounting for the 1-minute walk from Reading railway station to the Station Road bus stop, there is an average inbound journey time of 35-minutes to the Appeal Site.

Table 4.7 Summary of Potential Journeys to / from Reading Rail Station

Outbound Journey			Inbound Journey		
Departure Time (Walden Avenue)	Arrival Time (St Mary's Butts)	Journey Time	Departure Time (Station Road)	Arrival Time (Walden Avenue)	Journey Time
05:52	06:17	00:25	05:40	06:01	00:21
06:23	06:53	00:30	05:55	06:18	00:23
06:43	07:18	00:35	06:05	06:29	00:24
06:57	07:35	00:38	06:20	06:45	00:25
07:10	07:56	00:46	06:35	07:03	00:28
07:20	08:07	00:47	06:50	07:23	00:33
07:36	08:23	00:47	07:05	07:39	00:34
07:51	08:40	00:49	07:20	07:56	00:36
08:11	08:55	00:44	07:35	08:13	00:38
08:26	09:10	00:44	07:50	08:32	00:42
08:46	09:25	00:39	08:05	08:47	00:42
08:56	09:34	00:38	08:20	08:56	00:36
09:01	09:39	00:38	08:35	09:09	00:34
09:16	09:54	00:38	08:50	09:23	00:33
09:30	10:09	00:39	09:05	09:38	00:33
09:47	10:24	00:37	09:35	10:06	00:31
10:02	10:39	00:37	10:05	10:38	00:33
10:30	11:09	00:39	10:35	11:06	00:31
11:02	11:39	00:37	11:05	11:38	00:33
11:30	12:09	00:39	11:35	12:06	00:31
12:02	12:39	00:37	12:05	12:38	00:33
12:30	13:09	00:39	12:35	13:06	00:31
13:02	13:39	00:37	13:05	13:38	00:33
13:30	14:09	00:39	13:35	14:07	00:32
14:01	14:39	00:38	14:05	14:38	00:33
14:28	15:09	00:41	14:20	14:53	00:33

Table 4.7 Cont. Summary of Potential Journeys to / from Reading Rail Station

Outbound Journey			Inbound Journey		
Departure Time (Walden Avenue)	Arrival Time (St Mary's Butts)	Journey Time	Departure Time (Station Road)	Arrival Time (Walden Avenue)	Journey Time
14:57	15:39	00:42	14:35	15:11	00:36
15:22	16:08	00:46	14:50	15:28	00:38
15:36	16:23	00:47	15:05	15:50	00:45
15:53	16:38	00:45	15:20	16:05	00:45
16:10	16:53	00:43	15:35	16:21	00:46
16:25	17:08	00:43	15:50	16:36	00:46
16:39	17:23	00:44	16:05	16:53	00:48
16:57	17:38	00:41	16:20	17:03	00:43
17:12	17:53	00:41	16:35	17:18	00:43
17:28	18:08	00:40	16:50	17:30	00:40
17:43	18:23	00:40	17:05	17:47	00:42
17:57	18:33	00:36	17:20	17:58	00:38
18:12	18:47	00:35	17:35	18:11	00:36
18:27	19:01	00:34	17:50	18:25	00:35
18:41	19:16	00:35	18:05	18:40	00:35
18:57	19:30	00:33	18:20	18:52	00:32
19:18	19:50	00:32	18:40	19:12	00:32
19:47	20:16	00:29	19:00	19:30	00:30
20:35	20:59	00:24	19:20	19:50	00:30
20:49	21:13	00:24	20:05	20:33	00:28
21:30	21:54	00:24	21:05	21:29	00:24
22:30	22:54	00:24	22:05	22:29	00:24
23:30	23:54	00:24	23:05	23:29	00:24

4.33 From Reading railway station an Appeal Site resident can access destinations further afield along multiple regional and cross-country lines including the:

- Waterloo to Reading Line operated by South Western Railway - as shown on **Appendix MS4**.

- Great Western Main Line, Reading to Basingstoke Line, North Downs Line, and Reading to Taunton Line operated by Great Western Railway - as shown on **Appendix MS5**.
- Reading to Newcastle and Bournemouth / Southampton to Manchester Line operated by CrossCountry - as shown on **Appendix MS6**; and
- The Elizabeth Line - as shown on **Appendix MS7**.

4.34 Table 4.8 reveals a summary of typical journey times and frequencies to a selection of direct destinations from Reading rail station via the 'Leopard 3' bus service. Of note, there are similar return opportunities by rail and bus.

Table 4.8 Summary of Potential Direct Outbound Journeys via Reading Rail Station

Destination	Bus		Rail			Cumulative Journey Time From Appeal Site (Inc. Connection)
	Departure Time	Arrival Time at Reading Railway Station*	Departure Time	Arrival Time	Frequency (Direct Trains)**	
Slough	05:52	06:25	06:36	06:41	4 per hour	49-mins
M Maidenhead	06:23	07:01	07:07	07:16	6 per hour	53-mins
Twyford	06:23	07:01	07:14	07:19	6 per hour	56-mins
Paddington	06:23	07:01	07:02	07:26	6 per hour	1hr 3-mins
Taplow	06:23	07:01	07:14	07:29	2 per hour	1h 6-mins
Burnham	06:23	07:01	07:14	07:32	4 per hour	1h 9-mins
Basingstoke	06:57	07:43	07:52	08:09	4 per hour	1h 12-mins
Oxford	06:23	07:01	07:15	07:38	3 per hour	1h15-mins
Bristol Temple Meads	06:57	07:43	07:54	08:36	2 per hour	1h 39-mins
Farringdon	06:23	07:01	07:14	08:17	4 per hour	1h 54-mins
Liverpool Street	06:23	07:01	07:14	08:19	4 per hour	1h 56-mins
Canary Wharf	06:23	07:01	07:14	08:25	4 per hour	2h 2-mins
Gatwick Airport	05:52	06:25	06:28	07:54	2 per hour	2h 2-mins
Coventry	06:23	07:01	07:15	08:27	1 per hour	2h 4-mins
Bournemouth	06:57	07:43	07:52	09:13	1 per hour	2h 16-mins
Cardiff	06:23	07:01	07:13	08:39	2 per hour	2h 16-mins
Abbey Wood	06:23	07:01	07:14	08:39	4 per hour	2h 16-mins
*Accounting for 8-minute walk. **According to National Rail on Wednesday 12 th November 2025.						

Table 4.8 Cont. Summary of Potential Direct Outbound Journeys via Reading Rail Station

Destination	Bus		Rail			Cumulative Journey Time From Appeal Site (Inc. Connection)
	Departure Time	Arrival Time at Reading Railway Station*	Departure Time	Arrival Time	Frequency (Direct Trains)**	
Birmingham	06:23	07:01	07:15	08:51	1 per hour	2h 28-mins
Worcester	07:20	08:15	08:18	10:01	1 per hour	2h 41-mins
Exeter	06:43	07:26	07:27	09:27	1 per hour	2h 44-mins
Wolverhampton	06:23	07:01	07:15	09:17	1 per hour	2h 54-mins
Derby	05:52	06:25	06:45	08:58	5 per day	3h 6-mins
Swansea	06:23	07:01	07:13	09:32	1 per hour	3h 9-mins
Hereford	09:30	10:17	10:19	12:46	4 per day	3h 16-mins
Sheffield	05:52	06:25	06:45	09:29	5 per day	3h 37-mins
Plymouth	05:52	06:25	06:27	09:41	1 per hour	3h 49-mins
Manchester	06:23	07:01	07:15	10:29	1 per hour	4h 6-mins
York	05:52	06:25	06:45	10:17	4 per day	4h 25-mins
Darlington	05:52	06:25	06:45	10:45	3 per day	4h 53-mins
Leeds	13:30	14:17	14:45	18:34	1 per day	5h 4-mins
Durham	05:52	06:25	06:45	11:02	3 per day	5h 10-mins
Penzance	05:52	06:25	06:27	11:40	Bi-hourly	5h 48-mins
*Accounting for 8-minute walk. **According to National Rail on Wednesday 12 th November 2025.						

4.35 Whilst Table 4.8 reveals direct train journeys from Reading rail station, Table 4.9 outlines additional destinations which an Appeal Site resident could conceivably access from Reading rail station through onward connections.

Table 4.9 Summary of Additional Destinations from Reading Rail Station

Destination		Change	Fastest Journey Time	Typical Frequency*
Heathrow Airport	Terminals 2 & 3	Hayes & Harlington	50-mins	7 per hour
	Terminal 4		58-mins	4 per hour
	Terminal 5		50-mins	4 per hour
Stratford		London Paddington	56-mins	8 per hour
Romford		London Paddington	1h 17-mins	8 per hour
Cambridge		London Paddington & London Kings Cross	1h 59-mins	6 per hour
Stansted Airport		London Paddington & London Liverpool Street	1h 54-mins	6 per hour
Portsmouth Harbour		Southampton Central	2h 1-min	4 per hour
Brighton		London Paddington & London Victoria	2h 15-mins	6 per hour
Weymouth		Southampton Central	2h 24-mins	2 per hour
Nottingham		London Paddington & London St Pancras International	2h 43-mins	3 per hour
Edinburgh		London Paddington & London Kings Cross	5h 36-mins	4 per hour
Glasgow		London Paddington & London Euston	5h 40-mins	2 per hour
Dundee		London Paddington, London Kings Cross, & Edinburgh	7h 5-mins	2 per hour
Aberdeen		London Paddington, London Kings Cross, & Edinburgh	8h 25-mins	2 per hour
*According to National Rail on Wednesday 12 th November 2025 (non-direct trains).				

- 4.36 In light of the above, it is compellingly evident that from the Appeal Site the '*Leopard 3*' bus service provides future Appeal Site residents with access to Reading railway station, a major UK transport hub, and onward, high-frequency, rail connections to numerous destinations further afield along multiple regional and cross-country lines.
- 4.37 Notably, future residents of the Appeal Site can commute to London Paddington by public transport within 65-minutes, taking advantage of the Elizabeth line from Reading rail station.
- 4.38 As such, there is potential for future residents to travel by bus and rail as part of a multi-modal journey to / from various destinations.

Public Transport Connections to Employment Destinations

- 4.39 In addition to Wokingham, Reading, and the commuting destinations detailed above, Table 4.10, as well as **Appendix MS8** reveal that the notable local employment destinations are directly accessible from the Appeal Site via foot and bus.

Table 4.10 Summary of Potential Employment Destination via Bus

Employment Destination	Typical Outbound Journey*		Typical Inbound Journey**		Walk from Bus Stop
	Dep.	Arr.	Dep.	Arr.	
Molly Millar's Lane Industrial Estate	08:13	08:44	17:42	18:12	100-metres
Hogwood Industrial Estate	08:47	08:59	17:30	17:43	400-metres
Arborfield Studios	08:47	08:50	17:40	17:43	500-metres
Shinfield Studios	08:26	08:37	17:38	17:47	100-metres
*Assuming a 09:00 start. **Assuming a 17:30 finish.					

Public Transport Connections to Healthcare

- 4.40 Table 4.2 demonstrated that South Reading & Shinfield Medical Centre is accessible within a 10-minute cycle from the Appeal Site. Whilst I accept that not all future residents will be comfortable travelling by cycle, Table 4.11, and **Appendix MS9** reveals several other alternative GP surgeries, dentists, and hospitals within the Appeal Site's catchment area.

Table 4.11 Summary of Potential Healthcare Destinations via Bus

Destination	Bus Journey			Onward Walk		Cumulative Journey Time from Appeal Site
	Bus Stop	Average Journey Time	Buses Per Day	Distance	Time	
South Reading & Shinfield Group Medical Centre	School Green	4-mins	49	350m	5-mins	9-mins
Nine Mile Ride Dental Practice	California Crossroads	15-mins	31	100m	1-min	16-mins
Shinfield Road Dental Practice	Downham Court	15-mins	49	60m	1-min	16-mins
White Dental Finchampstead	California Crossroads	15-mins	31	210m	3-mins	18-mins
University Medical Group	Christchurch Green	23-mins	49	270m	4-mins	27-mins
Royal Berkshire Hospital	RBH Main Entrance	28-mins		110m	1-min	29-mins
Kendrick View Dental Practice	UoR London Road	30-mins		80m	1-min	31-mins
The Orthodontic Centre (Reading) Ltd	Redlane Court	26-mins		600m	8-mins	34-mins
Peach Dental Care	Broad Street	33-mins	31	130m	2-mins	35-mins
Wokingham Hospital				350m	5-mins	38-mins
Wokingham Dental Clinic Partnership				650m	8-mins	41-mins

Public Transport Summary

- 4.41 Considering the above, the existing public transport opportunities provide extensive, viable, valuable, and realistic travel choices for future residents of the Appeal Site. As I set out in Section 5, the Appellant would promote these opportunities through physical infrastructure, travel planning measures, and incentives to encourage use of public transport.

Baseline Site Accessibility Summary

- 4.42 Accepting that Arborfield Cross does not provide the full range of services and facilities needed to satisfy travel demand, the evidence above fully demonstrates that the Appeal Site is well connected to surrounding settlements and benefits from direct links to higher-order centres, including Shinfield, Arborfield Green, Wokingham and Reading.

- 4.43 I therefore consider that the objectives of WBC Core Strategy Policies CP1 and CP3, which seek to direct development towards accessible, sustainable, and well-integrated locations that reduce reliance on the private car, are fully and comprehensively met.
- 4.44 As illustrated in Table 4.2, a substantial number of facilities / services within Arborfield Garrison, Shinfield and Barkham are located within comfortable cycling distance of the Appeal Site. I consider that this fully accords with the principles of WBC Core Strategy Policy CP2, which requires new development to provide convenient / safe access to everyday services, including educational facilities, within walking or cycling distance.
- 4.45 The Appeal Site is also extremely well connected to the frequent '*Leopard 3*' bus service, thereby enabling future residents to access higher-order facilities, including employment, education, healthcare, and retail destinations, by sustainable means. As shown in Table 4.3, I consider that the '*Leopard 3*' service meets and exceeds the WBC Core Strategy CP6 / WDLF definition of a "*good*" public transport service, operating up to every 15-minutes during peak periods. This demonstrates that the Appeal Site provides a genuine choice of travel modes in line with Policies CP6(a-c) and MDD Policy CC01.
- 4.46 Through the '*Leopard 3*' bus service, Appeal Site residents also benefit from direct / convenient connections to Reading and Wokingham railway stations, both major transport hubs provide fast, high-frequency rail connections to numerous destinations further afield along multiple regional and cross-country lines.
- 4.47 As such, there is potential for future Appeal Site residents to travel by bus and rail as part of a multi-modal journey to / from various destinations. In this context, I conclude that the Appeal Site clearly meets, and indeed exceeds, the accessibility expectations of WBC Core Strategy Policies CP1 and CP6(a-b), as well MDD Local Plan Policy CC01.
- 4.48 The baseline accessibility evidence demonstrates that the Appeal Site is served by a comprehensive and well-established multi-modal transport network that aligns with the key principles of sustainable development. Walking, cycling, and public transport all provide realistic and attractive travel options to a range of destinations, thereby supporting a genuine modal shift away from private car dependency.
- 4.49 The Appeal Site meets the sustainable transport and accessibility objectives of WBC Core Strategy Policies CP1, CP2, and CP6, as well as MDD Policy CC01. As such, the WBC's reason for refusal is not supported by technical or policy evidence.

5. Sustainable Transport Deliverables & Future Site Accessibility

5.1 Within this section of my evidence, I demonstrate that the updated Movement and Access Strategy ("MAS") for the Appeal Site is fully aligned with WBC's Core Strategy Policies CP1 and CP6, which prioritise:

- Provision for sustainable forms of transport to allow choice.
- Opportunities to reduce travel demand, distance, and the need for travel.
- Improvements to the existing infrastructure network; and
- Enhancements to road safety.

5.2 Within the updated MAS, a hierarchical approach has been taken to ensure that priority is given to more sustainable forms of transport and opportunities to reduce travel and in the following sub-sections I provide further detail in respect of future Appeal Site accessibility should the Inspector be minded to grant permission for the Appeal Site proposals.

Enhanced Access & Permeability for Active Travel Modes

5.3 As part of the PBA Transport Assessment dated November 2024 (CD 01.10), Section 2 outlined how future residents would benefit from additional PRoW's as part of WBC's Rights of Way Improvement Plan (2020-2030).

5.4 Paragraph 2.7 of the PBA Transport Assessment, which accompanied the planning application, identifies that the additional PRoW's are *"...are all anticipated to be in operation by, at latest, 2030. These routes will offer more opportunity to travel along what is already an extensive PRoW network, allowing for local residents to viably travel sustainably."*

5.5 In Section 4 of the PBA Transport Assessment, and at the request of the WBC Highway Officer, PBA undertook a formal Active Travel Assessment which stated the applicant is willing to deliver tactile paving across the Walden Avenue give-way priority junction, immediately east of the Appeal Site.

5.6 The WBC Highway Authority consultation response 2 April 2025 (CD 02.19) confirms that the Active Travel Assessment was deemed acceptable and the proposed improvements were welcomed. However, the Highway Authority did note that *"Whilst it is accepted that there is a pavement on the southside of Reading Road, there are examples of where the width of the pavement has become narrow due to overgrowth and would have expected this to have been identified."*

5.7 Additionally, the Highway Authority proposed a 'Walking and Cycling Strategy' Condition which stated that:

"Prior to commencement of development, details of internal pedestrian and cycle infrastructure and connections from the development to Arborfield Cross and nearest bus stops shall be submitted for approval by the local planning authority. These details shall demonstrate how these routes will be upgraded. The measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling."

5.8 The stated reason being *"In the interests of sustainable travel, convenience and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6"*.

5.9 The Condition wording and reasoning is fully accepted by the Appellant and Drawing No. 25103 / 001 / Rev D, attached at **Appendix MS10**, illustrates the physical measures that will be secured by Condition, should the Inspector be minded granting permission for the Appeal Site:

- Provision of a Bus Boarder with kerb buildouts, new shelters, and a minimum pedestrian dwell space of 2.0-metres at both the Reading Road bus stops adjacent to Walden Avenue (closest to the Appeal Site).
- Removal of centreline markings and carriageway narrowing to a minimum width of 5.4-metres along Reading Road to accommodate the proposed bus boarders.
- Provision of a new uncontrolled pedestrian crossing, with dropped kerbs and tactile paving, across Reading Road circa 15-metres west of the Walden Avenue give-way priority junction.
- Provision of a new uncontrolled pedestrian crossing, with dropped kerbs and tactile paving, across the Walden Avenue give-way priority junction.
- Removal of existing vegetation and overgrowth to provide a continuous 2.0-metre wide footway on the southern side of Reading Road, extending approximately 430-metres east from Walden Avenue.
- Narrowing of the Reading Road carriageway to approximately 5.7-metres, circa 370-metres east of Walden Avenue, to enable provision of a 2.0-metre wide footway on the southern side of Reading Road.

- Retention of a minimum 1.6-metre wide southern footway along Reading Road for approximately 24-metres (circa 430-metres east of Walden Avenue) to maintain existing one-way shuttle working and avoid encroachment into the adjacent embankment / hedgerow. Following this section, provision of continuous 2.0-metre wide footway, through kerb realignment and carriageway narrowing (minimum 5.8 metres), up to the Arborfield Cross roundabout (a circa 220-metres further east).
- Provision of a new dropped kerb vehicular access to existing field south of Reading Road (circa 90-metres west of the Arborfield Cross roundabout).
- Provision of a new dropped kerb vehicular access to The Bull Inn PH Car Park (circa 60-metres west of the Arborfield Cross roundabout).
- Provision of 22 x 6-metre-high WBC-specification lighting columns incorporating directional hoods along the southern footway of Reading Road, extending westwards from the existing lighting at the Arborfield Cross roundabout for approximately 650-metres to the Appeal Site's nearest westbound bus stop (adjacent to Walden Avenue). An indicative lighting design, prepared by MMA Lighting Consultancy, is included at **Appendix MS11**.

5.10 The above active travel infrastructure improvements to the existing footway infrastructure on Reading Road in support of the Appeal Site proposals have been designed to fully accord with guidance published by Active Travel England ("ATE") in a standing advice note (June 2024) entitled *"Active Travel and Sustainable Development"*.

5.11 The ATE standing advice references the Planning Application Assessment Toolkit containing 10 assessment criteria that ATE consider in reviewing new developments, these being:

- Forecast trip generation and assignment (incl. walking and cycling trips)
- Active Travel Route Audit
- Pedestrian Access to Local Amenities
- Cycling Accessibility
- Access to Public Transport
- Off-Site Contributions
- Site Permeability
- Placemaking
- Cycle Parking and Trip End Facilities
- Travel Planning

- 5.12 I consider that all 10 criteria have been addressed within the Transport Assessment and Framework Travel Plan that accompanied the planning application submission and further enhanced by the proposed active travel infrastructure improvements on Reading Road between the Appeal Site and Arborfield Cross.
- 5.13 For criteria 7) - 10), the principles are established within the submitted material with the Application, and the Appeal and further details are conditioned to be provided as part of a future Reserved Matters application should the Inspector be minded to grant permission for the Appeal Site proposals.
- 5.14 The ATE standing advice also refers to design requirements for active travel infrastructure the design of pedestrian and cycle routes, these being:
- | | | |
|------------------|--------------------------------|--|
| - Safe | - Smooth, even surface | - Street Lighting |
| - Direct | - Seating at regular intervals | - Wayfinding |
| - Convenient | - Uncluttered | - Crossing points suitable for speed & traffic flow on road(s) |
| - Access for All | - Good natural surveillance | |
| - Step-Free | - Clear lines of sight | |
- 5.15 The above physical measures, in the form of the active travel infrastructure improvements on Reading Road, will provide future residents of the Appeal Site with a continuous, well-lit, and suitably wide footway connection to local facilities and services within Arborfield Cross, thereby enhancing pedestrian safety, accessibility, and overall connectivity which I consider to fully meet the objectives of WBC Core Strategy Policies CP1, CP3(h), and CP6.
- 5.16 In addition to the physical measures along Reading Road, further targeted measures are also proposed on Church Lane to strengthen active travel connectivity between the Appeal Site, the PRoW network, and, in the longer term, Loddon Valley Garden Village ("LVGV").
- 5.17 Church Lane is currently identified as Greenway Route F within WBC's PRoW network. The route extends south from Public Footpath ARB01 along the western boundary of the Appeal Site, crosses Reading Road and continues eastwards before turning south onto Greenwards Lane, where it connects with Public Footpath ARB022 and the wider PRoW network.
- 5.18 Importantly, and as illustrated on the LVGV Movement Parameter Plan (CD 12.06), Church Lane and Public Footpath ARB01 provide a direct connection to the south-western area of LVGV, with the potential for onward links into the emerging internal street networks and facilities / services within LVGV; this will be discussed further later within my evidence.

- 5.19 As existing, there are no formal crossing facilities across Reading Road in the vicinity of Church Lane. Furthermore, consultation feedback reported in relation to WBC's Local Cycling and Walking Infrastructure Plan (LCWIP) (2023), referenced at paragraph 2.8 of the PBA Transport Assessment dated November 2024 (CD 01.10), identified that Church Lane is currently perceived as difficult to walk along.
- 5.20 However, since that consultation feedback was received, WBC have implemented a modal filter on Church Lane, located approximately 335-metres west of the B3030 and 730-metres north-east of Reading Road. As a result, Church Lane now operates as a no-through route for vehicular traffic and functions as a low-traffic environment.
- 5.21 In this context, the additional targeted measures shown on Drawing No. 25103 / 005, attached **Appendix MS12**, are intended to reinforce Church Lane's role as a Greenway Route and to support its proposed function as a 'Quiet Lane', prioritising walking, cycling and equestrian use while maintaining appropriate vehicular access. These measures comprise:
- Provision of a new traffic calming chicane on Reading Road approximately 55-metres west of east of the Church Lane give-way priority junction aiming to reinforce the existing 30-mph speed limit of Church Lane. As part of this proposal the existing westbound bus stop on Reading Road is required to be relocated circa 30-metres east on Reading Road.
 - Provision of a new uncontrolled pedestrian crossing, with dropped kerbs and tactile paving, across Reading Road circa 15-metres east of the Church Lane give-way priority junction. Enabling increased permeability between the two bus stop on Reading Road.
 - Installation of standard 'Quiet Lane' signage upon entrance to Church Lane from Reading Road.
 - Provision of a virtual carriageway narrowing (>3.7-metres wide) through road markings and change of surfacing upon entrance to Church Lane from Reading Road.
 - Retention of the existing northbound build-out as a traffic-calming feature, reinforced through road markings and a change in surfacing.
 - Provision of additional 'SLOW' road markings on Church Lane.
 - Provision of an active travel access from the Appeal Site to the eastern side of Church Lane enabling connection to / from Church Lane and the network of recreational footpaths within the Appeal Site.

- Through ongoing liaison between the Appellant and the Council, and in order to minimise impacts on existing trees within the Appeal Site and along Church Lane, while also securing the requisite pedestrian visibility splays (2.0 × 17-metres, consistent with an anticipated 15-mph design speed and MfS SSD (CD 15.01), the proposed access has been relocated approximately 40-metres further north than that shown on the illustrative masterplan submitted with the Planning Application (CD 01.06).
 - A financial contribution, secured by way of S106 Agreement prior to the commencement of development, for the upgrade of Public Footpath ARB01 to Bridleway status including appropriate wayfinding signage, removal of the existing kissing gate, and provision of a Kent Carriage Gap-style restriction.
- 5.22 Collectively, these measures will significantly improve active travel permeability on and around Church Lane, benefiting both future residents of the Appeal Site and existing users of the PRow network. They provide clearer, safer and more direct connections between local facilities and services, the wider PRow network and, in particular, the future movement network associated with LVGV. I therefore consider that these proposals fully accord with the objectives of Wokingham Borough Core Strategy Policies CP1, CP3(h), and CP6.

Public Transport Enhancements

- 5.23 A fundamental deliverable of the MAS is to maximise potential public transport patronage from the Appeal Site and present a realistic alternative to private car use.
- 5.24 Paragraph 56 of the WBC Highways 2 April 2025 consultation response (CD 02.19) states:
- “Highways will be seeking a contribution £914 (index linked) to assist in delivering the Arborfield Bus strategy which supports Bus Route 3 which this development would benefit from.”*
- 5.25 The Appellant welcomes the opportunity to contribute to delivery of the Arborfield Bus Strategy and to further secure the future viability of the ‘Leopard 3’ bus service, which directly benefits the Appeal Site proposals.
- 5.26 Should the Inspector be minded to grant permission for the Appeal Site proposals, the following physical measures to enhance accessibility for public transport users will be secured by Condition at both the Reading Road bus stops adjacent to Walden Avenue (closest to the Appeal Site):
- Provision of a Bus Boarder with kerb buildouts, a minimum pedestrian dwell space of 2.0-metres, accessible kerbs, and updated bus cage markings.

- New shelters.
- Flag, timetable and mapping information; and
- Provision of infrastructure to enable real-time information (RTI).

5.27 The above financial contributions and proposed physical measures to the local bus network will enhance sustainable travel opportunities for future Appeal Sites residents; thereby fully according to WBC Core Strategy Policies CP1, CP3(h), and CP6.

Opportunities to Reduce Car-Borne Travel Demand

5.28 To ensure that the Appeal Site proposals maintain a minimal impact on the highway and transport infrastructure in the vicinity of the Appeal Site, a Framework Travel Plan has been prepared and submitted by PBA (CD 01.20) as part of the comprehensive submission of documents to accompany the planning application.

5.29 The Framework Travel Plan includes a package of measures designed to achieve a 10% modal shift within 5 years of implementation, including:

- Appointment of a Travel Plan Coordinator.
- Preparation of Travel Welcome Pack (highlighting information on local area, details of on-site cycle storage, pedestrian routes, public transport information).
- Promotion of local walking / cycling facilities and co-operation with local, regional, and national (e.g. Bike Week).
- Promotion of Car Sharing through LiftShare.
- Maintain dialogue with local public transport service operators for service changes and promotions.
- Promote sustainable modes of travel through a dedicated webpage, leaflets, biannual newsletters, and social media.

5.30 These measures were agreed, in full, with the WBC Highways Officer and set out within the 2 April 2025 consultation response (CD 02.19).

5.31 I note that paragraph 85 of the WBC Highways 2 April 2025 consultation response (CD 02.19) request is made for *"A contribution for £612 per dwelling for My Journey"*. My Journey is described on the Council's website as *"...a Wokingham-wide initiative designed to inspire residents, visitors, schools, and businesses to explore active, sustainable travel options. It is funded by through S106 developer funding as well as successful funding bids from HM Government and supports the Council's Local Transport Plan"*.

5.32 To further reinforce the sustainability of the Appeal Site and maximise the opportunities for mode shift, the Appellant accepts the requested My Journey Contribution and it also willing to deliver / explore the following additional incentives to future residents of the Appeal Site:

- A doubling of the aforementioned contribution from £914 (index linked) to £1,828 (index linked) per dwelling to further assist in delivering the Arborfield Bus strategy and to ensure the continued viability / attractiveness of the Leopard 3 bus service in order to support sustainable travel choices for future residents of the Appeal Site.
- Provision of an EV Car Club vehicle as part of the future Reserved Matters application.
 - It is envisaged that this vehicle could be delivered alongside any Car Club provision at School Road Arborfield Cross (LPA Ref. 250735) which was approved, subject to Conditions, at Planning Committee on Wednesday 9th July 2025.
- Provision of E-Bike Cycle Hire / additional travel vouchers for future residents.
 - It is acknowledged that the success of an E-Bike network within Arborfield would largely be down to Borough wide implementation by WBC.
 - In the first instance, the Appellant would contribute to a Borough wide E-Bike Scheme but if WBC were not to pursue such a scheme, there would be an alternate solution to provide future residents of the Appeal Site with additional travel vouchers or similar (e.g. E-Bike vouchers).
- Provision of a Mobility Hub as part of the future Reserved Matters application. This will be located strategically within the Appeal Site and will incorporate ultra-fast charge electric vehicle charging points, the EV Car Club vehicle, 'last-mile' delivery service (i.e. lockers or similar), the E-bike hire, and bicycle maintenance facilities.
- Flexible travel vouchers for use on bus tickets, train tickets, car club mileage, shopping deliveries, cycle hire, and cycle equipment.

5.33 I note that the above incentives align with those proposed as part of the School Road Arborfield Cross (LPA Ref. 250735) scheme, where paragraph 125 of the Officers Committee Report (CD 10.01.01) stated:

"In summary, the application represents a sub-optimal location in terms of sustainability of location, with reference to availability of range of services within acceptable walking distances. However, it is considered that the current application identifies sufficient opportunities to enhance otherwise inadequate walking routes to services and the attractiveness of public transport options. This is further considered in the planning balance section of this report."

5.34 Whilst paragraph 133 of the Officers Committee Report (CD 10.01.01) stated:

“The WBC Highways Officer has reviewed the proposals and considers the My Journey Contribution together with additional measures contained within the Travel Plan, would adequately mitigate the development’s impacts on highways and go some way to reduce reliance on private car use to access services and facilities.

The Section 106 legal agreement would provide for an option to submit a full travel plan, also incorporating the above measures, or a simplified Travel Plan to supplement specific measures, in addition to My Journey contribution.”

5.35 I consider that these additional incentives will operate alongside the aforementioned physical improvements to the sustainable infrastructure in the Appeal Site’s vicinity, ensuring meaningful modal shift and reduced traffic impacts from the Appeal Site in line with WBC Core Strategy Policies CP1, CP3(h) and CP6.

5.36 It is envisaged that the Travel Plan (including any additional incentives), bus service contribution, My Journey contribution, and Travel Plan audit fee will be agreed within the S106 should the Inspector be minded to allow this Appeal and planning permission by granted.

Loddon Valley Garden Village Future Site Accessibility Impact

5.37 As set out in Section 2 of my evidence, Additional Issue 1 raised by the Council within its Statement of Case (CD 05.05) seeks to understand how, in highway capacity terms, the Appeal Site could come forward alongside the delivery of LVGV. Whilst this matter is addressed in Section 7 of my evidence, it is pertinent at this stage to recognise that the future delivery of LVGV has the potential to further enhance the sustainability of the Appeal Site.

5.38 This is particularly appropriate as within paragraph 5.9.10 of the Council’s Statement of Case (CD 05.05) which states that *“...there is now a higher level of confidence to conclude that LVGV is a deliverable site (subject to detailed consideration of policy wording) and that planned development will come forward on the site in the short/medium term”*.

5.39 As illustrated on the LVGV Illustrative Masterplan (CD 12.09), a range of local facilities and services could be delivered as part of the Garden Village, these notably include*:

- Provision of two 3-form primary schools (including early years);
- Provision of an 8-form secondary school, with room for future expansion to 12-form entry with sixth form;
- Expansion of the Thames Valley Science Park, generating circa 3,450 new jobs;

- Extension green spaces with community areas and large country park; and
- Local / district centres and sports facilities.

**As per the LVGV 'Creating a Vision' web page.*

5.40 Table 5.1, as well as **Appendix MS13**, highlights the relationship of the Appeal Site to the conveniently located to the range of facilities / services within LVGV and the aforementioned walking and cycling distances (Table 4.1 of my evidence).

Table 5.1 Walking / Cycling Distances to Illustrative LVGV Facilities / Services

Destination - LVGV Illustrative Amenity	Anticipated Year of Delivery	Mode	Approximate Distance*	Approximate Walk Journey Time**	Approximate Cycle Journey Time**
Primary School (Southernmost within the Illustrative Masterplan)	2030 / 2031	Comfortable Walking Distance	<800-metres	<10-minutes	<3-minutes
Sports Hub	2031 / 2032				
Community Hub	2032 / 2033				
Secondary School	2031 / 2032	Reasonable Walking Distance	<1.6-kilometres	<20-minutes	<6-minutes
Local Centre	2031 / 2032				
SANG and associated links	Beyond 2033				
District Centre		Maximum Walking Distance	<2.0-kilometres	<25-minutes	<7.5-minutes
Community Leisure Centre					
Primary School (Northernmost within the Illustrative Masterplan)		Comfortable Cycling Distance	<3.2-kilometres	<40-minutes	<12-minutes
Expansion of the Thames Valley Science Park		Reasonable Cycling Distance	<5.0-kilometres	<63-minutes	<19-minutes
*Dependent on finalised movement and access strategy for LVGV. **Assumed speeds as per Table 4.2.					

5.41 Section 4 of my evidence demonstrates that a range of existing local facilities and services will cater for the day-to-day convenience, educational, healthcare and leisure needs of future residents, regardless of the delivery, or otherwise, of additional facilities and services delivered by LVGV.

5.42 The Appeal Site proposals are, therefore, not reliant on the delivery of LVGV in order to function sustainably.

- 5.43 Notwithstanding this, the potential delivery of LVGV would materially increase the range and proximity of accessible facilities and services to future residents of the Appeal Site. In this regard, the Appeal Site proposals are consistent with the objectives of Paragraph 135(a) of the NPPF which state that planning decisions should ensure that developments *“will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development”*.
- 5.44 Table 5.1 summarises the anticipated year of delivery of key facilities / services within LVGV, based on the submitted Design and Access Statement accompanying LPA Ref. 252498. Should the Inspector be minded to grant permission for the Appeal Site, the Appellant anticipates submitting a Reserved Matters application in Autumn 2026, commencing development in Spring 2027, with first occupations from Spring 2028 and completion of occupations by Winter 2030.
- 5.45 In this context, the phased delivery of facilities / services within LVGV would increasingly coincide with the occupation of the Appeal Site, further reinforcing the long-term sustainability benefits identified above. This is entirely consistent with WBC Core Strategy Policy CP6(b) which states that planning permission will be granted for schemes that *“...Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel...”*.
- 5.46 When considered alongside the vision-led mitigation which supports the Appeal Site proposals, the potential delivery of LVGV would further enhance the sustainability credentials of the Appeal Site. This would support meaningful modal shift and reduced traffic impacts from the Appeal Site in line with WBC Core Strategy Policies CP1, CP3(h) and CP6.

Future Site Accessibility Summary

- 5.47 The updated MAS for the Appeal Site as set out in Section 5 of my evidence fully aligns with WBC's Core Strategy Policies CP1 and CP6, ensuring that the future development promotes sustainable movement, reduces travel demand / distance, enhances existing transport infrastructure, and improves highway safety.
- 5.48 I have demonstrated a clear hierarchy has been adopted within the MAS, prioritising walking, cycling, and public transport as the preferred modes of travel for future residents of the Appeal Site.

- 5.49 A comprehensive package of physical measures to enhance access and permeability for active travel can be secured by Condition should the Inspector be minded to grant permission for the Appeal Site. These measures have been designed in accordance with ATE's standing advice and will create a safe, well-lit, and accessible active travel environment entirely consistent with the principles of WBC Core Strategy Policies CP1, CP3(h), and CP6.
- 5.50 In this context, the proposed physical measures are aimed at making the existing route between the Appeal Site and Arborfield Cross more commodious, thereby supporting meaningful modal shift. Any potential landscape or ecological effects arising from these works are addressed within the evidence of the relevant expert witnesses. Importantly, the detailed specification of these measures would be progressed through the Detailed Design stage and subsequent S278 process, during which opportunities to avoid, minimise or further mitigate impacts can be further explored in accordance with the mitigation hierarchy.
- 5.51 Future residents will also benefit from enhancements to public transport infrastructure in the Appeal Site's vicinity. The Appellant welcomes the opportunity to contribute to the delivery of the Arborfield Bus Strategy through a doubling of the agreed £914 per dwelling (index-linked) contribution; directly supporting the '*Leopard 3*' bus service.
- 5.52 Additionally, should the Inspector be minded to grant permission for the Appeal Site proposals, physical measures to the Reading Road bus stops adjacent to Walden Avenue (closest to the Appeal Site) will be secured by Condition and include but not limited to: the provision of a bus boarder with kerb build-outs, new shelters, timetable / mapping information, and provision of RTI infrastructure.
- 5.53 To further reduce the car-borne travel demand of the Appeal Site, a Framework Travel Plan has been prepared and identifies appropriate measures to achieve a 10% modal shift within 5 years. These measures are fully agreed with the WBC Highway Officer and are supported by a £612 per dwelling My Journey contribution to promote Borough-wide sustainable travel.
- 5.54 The Appellant is committed to delivering a range of additional incentives, should the Inspector be minded to allow this Appeal and planning permission by granted these could include: an EV Car Club vehicle, E-bike hire or travel voucher scheme, and provision of a Mobility Hub.
- 5.55 These additional measures align with those proposed as part of the School Road Arborfield Cross (LPA Ref. 250735) scheme, which were supported by WBC, and demonstrate a commitment to long-term behavioural change in line with WBC Core Strategy Policy CP6.

- 5.56 Considering the above, it is my expert opinion that the Movement and Access Strategy, along with the associated measures, more than fully meet the sustainable transport and accessibility objectives of WBC Core Strategy Policies CP1, CP3 and CP6, as well as MDD Local Plan Policy CC01.
- 5.57 The potential future delivery of LVGV will further enhance this position by introducing a wide range of facilities and services within convenient walking and cycling distances of the Appeal Site. Therefore enhancing the lifetime sustainability of the Appeal Site in line with Paragraph 135(a) of the NPPF.
- 5.58 When the above is considered alongside the baseline Appeal Site accessibility analysed in Section 4 of my evidence, it is beyond doubt that the Appeal Site will not only integrate with existing sustainable infrastructure but actively enhance it, providing future Appeal Site residents with a genuine and meaningful choice of sustainable transport modes.

6. Overall Assessment of Reason for Refusal 4.

- 6.1 The Delegated Officer Report sets out the appraisal undertaken that has ultimately informed the wording of Reason for Refusal 4. This refers to the Borough Design Guide (BDG) (CD 06.05) the text within which is that, if places are to be sustainable, the aim should be to create walkable neighbourhoods which encourage people to travel on foot or by cycle.
- 6.2 My emphasis here is in relation to the aspirations of the guidance. It is not a prescriptive requirement but rather choice that is the overriding criteria. The Officer also acknowledges that, in the context of Paragraph 105 of the Framework, there are variances between urban and rural area regarding the measurement of accessibility.
- 6.3 In positively determining the Appeal for land between School Road and Orchard Road, Hurst in October 2024 (Appeal Ref. APP/X0360/W/24/3342812), the Inspector noted at paragraph 34 of the Decision Notice *"...guidance is qualified to a certain degree, and there is an acceptance of sites being developed even though future occupiers would be reliant, to some extent, on the private car"*.
- 6.4 It is also the case that the BDG is aimed at the creation of new large mixed use communities where the co-location of residences, workplaces, local facilities, and services is seen as part of that masterplanning process. I therefore consider it not to be directly applicable to the Appeal Site proposals.
- 6.5 References within the BDG, as well as other guidelines such as Manual for Streets, the Urban Design Compendium, the National Design Guide and CIHT guidance referenced within the Officers' appraisal all provide various definitions, or observations, on what is a 'desirable', 'acceptable or 'encouraged' walk distance to local facilities.
- 6.6 I consider that none of these definitions or observations place a limit on how far people are prepared to walk to access local facilities and this is backed up by the recent Appeal Decisions reviewed in Section 8 of my evidence. It is also the case that distance is not the only determining factor on whether one is prepared to walk to access local facilities. Personal safety, topography of the route, lighting, safe crossing facilities, and wayfinding could also be considered as determining factors.
- 6.7 The Officer's appraisal states:

"...overall the isolated location away from any defined village centre would not be conducive to promoting walking to and from the development or a modal shift away from private vehicle reliance...The local network of footpaths is limited, the walking environment is poor and the local facilities are very limited to sustain a development of this size."

- 6.8 From the evidence presented, as detailed in Sections 4 and 5 of my evidence, the Appellant is prepared to deliver infrastructure upgrades including safe crossing facilities, a widened footway and street lighting along Reading Road between the Appeal Site and Arborfield Cross to further improve the physical and functional connectivity.
- 6.9 It is also important that I emphasise, and as confirmed within the evidence presented, that the impacts arising from the Appeal Site proposals are not reliant upon a significant mode shift to meet the tests in paragraphs 109, 110, 115 and 116 of the Framework.
- 6.10 Regarding the bus services, the service improvements referred within the WBC Highway Officer consultation response, possibly in advance of the drafting of the Officer's appraisal, have now been implemented. As presented in my evidence, the '*Leopard 3*' bus service fully meets the good service criteria as set out in Policy CP6.
- 6.11 The Officer's appraisal raises concern regarding the loss of trees to accommodate visibility splays. As confirmed within the evidence presented and in the H&TSOCCG (CD 04.03), there is no loss of trees to accommodate visibility splays and only two trees will be lost to accommodate the vehicular access. The Leyton Place evidence on behalf of the Appellant and before the Inspector comprehensively deals with the minimal impact arising from the tree removal at the site access.
- 6.12 On Public Rights of Way, the Officer's appraisal confirms that there are none that will be impacted by the development.
- 6.13 In regard to impact on highway safety, the Officer's appraisal confirms the response from the Council's Highway Engineer that the trips generated by the development on the Appeal Site will not have detrimental impact on highway safety and that the level of traffic generated will not have an adverse impact on the wider highway network.

7. Council's Additional Issues

- 7.1 The Council's Statement of Case (CD 05.05) (January 2026) identifies a number of "Additional Issues".
- 7.2 As such, this section of my evidence addresses the highway and transport matters raised in Additional Issues 1 and 2, to demonstrate that they do not give rise to residual highway safety or capacity concerns and are capable of being appropriately addressed through the evidence presented and the agreed position, in regard to Additional Issue 2, as set out within the H&TSocG (CD 04.03).

Additional Issue 1 - Prejudice to the delivery of LVGV

- 7.3 Within the Council's Statement of Case (CD 05.05) concern is raised within Additional Issue 1 that, in highway capacity terms, the Appeal Site coming forward could prejudice the delivery of LVGV. At the core of the Council's allegation is the inference that the Appeal Site proposals will consume a proportion of a perceived 800 dwelling unit capacity that triggers significant infrastructure works on the surrounding highway network.
- 7.4 In my view, the Council's position in Additional Issue 1 is flawed as it does not identify specifically where these impacts are in relation to the Appeal Site proposals. Indeed, the Appellant has requested this specific information and have not received a response from the Council.
- 7.5 In addition, setting a trigger point for infrastructure mitigation based on dwelling units is not a relevant unit of measurement, the trip generation arising from dwelling units and then its distribution on the given highway network and / or through a given critical highway node or link would seem a more sensible benchmark to determine impacts.
- 7.6 Section 8 of my evidence and the findings of the original PBA Transport Assessment dated November 2024 (CD 01.10), together with the accompanying Highway Response Note (CD 01.22) demonstrate that, in the context of the Appeal Site proposals, trip generation, trip distribution and the interaction of development-related traffic with both the local and strategic road network have been comprehensively assessed. These matters were reviewed by the WBC Highway Officer and found to be acceptable.
- 7.7 Paragraph 39 of the WBC Highways 2 April 2025 consultation response (CD 02.19) is clear in regards to the Council's position at the time of determining the application regard impacts on the wider highway network. No mention was made at the time concerning a 800 dwelling unit headroom but rather it states:

“...highways is content that the level of traffic from this proposed development would not have an adverse impact on the wider highway network.”

7.8 Notwithstanding the above, I have taken the opportunity to review the strategic traffic modelling that supports the LPU / LVGV proposals for the benefit of understanding and then testing the background to the Council's position under Additional Issue 1.

7.9 The Transport Assessment Report (2032 Interim Year Assessment) dated August 2024 and prepared by Stantec (CD 07.40), which the Council relies upon, assesses the following three future-year (2032) scenarios:

- *“Reference Case: includes planned development outside Wokingham borough, committed development and infrastructure in the borough (including 2026 LP) but no Hall Farm / Loddon Valley development or other Local Plan Update development.*
- *Development Scenario (Scenario 1A): Reference Case plus Hall Farm/ Loddon Valley development (800 dwellings), South Wokingham SDL extension site (280 dwellings) and other smaller LPU site allocations with a total quantum of 2,548 dwellings; the on-site infrastructure is included.*
- *Development Scenario with mitigation (Scenario 1B): this is based on Development Scenario but includes additional mitigation that may be required by 2032 to deliver additional housing and employment.”*

7.10 Notably, in setting out the methodology for Scenario 1A, paragraph 2.6.1 of (CD 07.40) states:

“As part of the Local Plan update process, WBC are considering the allocation of further smaller sites beyond Hall Farm / Loddon Valley and South Wokingham Extension. A list of these sites that have been assumed within Scenario 1A with the 2032 quantum is provided in Table 4. The list of sites used is indicative of options to enable testing. The list is not necessarily reflective of proposed allocations or phasing.”

7.11 Table 7.1 below replicates the list of these smaller sites WBC were considering for allocation, alongside an update for each site as detailed within the Site allocations, within Appendix E, of the Wokingham Borough Local Plan Update: Proposed Submission Plan (Regulation 19) document dated September 2024 (CD 07.02).

Table 7.1 Update on Additional Smaller Sites Including within Scenario 1a

Site Address*	Site Reference No.*	Indicative No. of Dwellings - 2032*	Updated Status**		
			Included within LPU Proposed Submission Plan (Y / N)	Notes	Updated No. of Dwellings Likely to be Delivered - 2032
Arborfield SDL Additional Capacity	n/a	200	Y	In line with Emerging Policy SS11.	200
Woodlands Farm, Wood Lane	5BA013	None Occupied	Y	-	None Occupied
24 Barkham Ride	5BA032	30	Y	-	30
High Barn Farm, Commonfield Lane, Barkham	5BA036	None Occupied	Y	-	None Occupied
Land east of Park View Drive North, Charvil	5CV001	80	N	Excluded following the outcome of the sequential and exceptions test for flood risk.	0
Land west of Park Lane, Charvil	5CV002	75	Y	-	75
31 and 33 Barkham Ride	5FI003	80	Y	-	80
Greenacres Farm, Nine Mile Ride	5FI004	100	Y	-	100
Hillside, Lower Wokingham Road, Finchampstead	5FI024	15	Y	-	15
Westwood Yard, Sheerlands Road	5FI028	20	Y	-	20
Honeysuckle Lodge, Commonfield Lane	5FI032	None Occupied	Y	-	None Occupied
Land on the north side of Orchard Road	5HU006	23	N	Outline planning permission granted at Appeal.	23
Land north of London Road and east of A329(M), Hurst	5HU051	45	Y	-	45
Land to the rear of 9-17 Northbury Lane, Ruscombe	5RU007	12	Y	-	12
Land between 39-53 New Road, Ruscombe	5RU008	20	Y	-	20
Land east and west of Hyde End Road, Shinfield	5SH023, 5SH027	140	Y	-	140
Land north of Arborfield Road	5SH025	130	Y	-	130

Table 7.1 Cont. Update on Additional Smaller Sites Including within Scenario 1a

Site Address*	Site Reference No.*	Indicative No. of Dwellings - 2032*	Updated Status**		
			Included within LPU Proposed Submission Plan (Y / N)	Notes	Updated No. of Dwellings Likely to be Delivered - 2032
Rustlings, The Spring and Land to rear of Cushendell, Shinfield Road	5SH031	10	Y	-	10
Land at Sonning Farm	5SO001	None Occupied	Y	-	None Occupied
Sonning Golf Club	5SO008	50	Y	-	50
Land west of Trowes Lane	5SW019	81	Y	-	81
Land at Bridge Farm, Twyford	5TW005, 5TW009, 5TW010	200	Y	-	200
Winnersh Plant Hire, Reading Road	5WI008	85	Y	-	85
Land on north west of Old Forest Road	5WI009, 5WI019	50	Y	-	50
Land off Wheatsheaf Close	5WI011	24	Y	-	24
69 King Street Lane, Sindlesham	5WI014	28	Y	-	28
Land south of Gipsy Lane	5WK006	None Occupied	N	Whilst previously proposed as an allocation for 17 dwellings, it was deemed that development was no longer achievable.	0
Station Industrial Estate	5WK029	None Occupied	Y	-	None Occupied
Woodside Caravan Park, Blagrove Lane	5WK042	None Occupied	Y	-	None Occupied
Land at St Annes Drive	5WK043	54	N	Permission granted, located within the South Wokingham defined Strategic Development Location.	54
Bridge Retail Park	5WK045	59	Y	-	59
Land at the corner of Wellington Road and Station Road, Wokingham	5WK046	20	Y	-	20

Table 7.1 Cont. Update on Additional Smaller Sites Including within Scenario 1a

Site Address*	Site Reference No.*	Indicative No. of Dwellings - 2032*	Updated Status**		
			Included within LPU Proposed Submission Plan (Y / N)	Notes	Updated No. of Dwellings Likely to be Delivered - 2032
Land east of Toutley Depot	5WK051	130	N	Permission granted, located within the defined settlement area.	130
Lee Springs, Latimer Road, Wokingham	5WK053	42	N	Currently in light industrial use.	0
WBC council offices, Shute End	5WK054	55	Y	-	55
Wokingham Town Centre (general area of search)	N/A	80	n/a	-	80
Barkham Square	5BA010	None Occupied	Y	Additional capacity within the Arborfield SDL.	None Occupied
Land east of Trowes Lane	5SW005	85	N	Granted planning permission for 81 dwelling.	81
Land off Maidensfield (Winnersh Farms)	5WI006	111	Y	The site has been granted planning permission for up to 234 dwellings. 111 of the 234 dwellings are deliverable (remainder subject to third party land).	111
Land to the rear of Bulldog Garage and BP Triangle, Reading Road	5WI012, 5WI021	34	Y	-	34
Rosery Cottage and 171 Evendons Lane	5WK023	None Occupied	Y	-	None Occupied
Land at Blagrove Lane	5WK028, 5WK032, 5WK034, 5WK039	180	N	Outline planning permission granted at Appeal.	350***
Ravenswood Village	5WW009	200	N	Insufficient confidence that the site would be developable within the plan period.	0
TOTAL		2,548	n/a	n/a	2,392 (-156)
*(Source: Table 4 of Stantec Transport Assessment Report (2032 Interim Year Assessment) dated August 2024 (CD07.40). **As detailed within Appendix E of the Site allocations Wokingham Borough Local Plan Update: Proposed Submission Plan (Regulation 19) dated September 2024 (CD07.02). ***Assuming a greater delivery by 2032 due to permission being granted.					

- 7.12 Table 7.1 demonstrates that since the preparation of the Stantec Transport Assessment Report (2032 Interim Year Assessment) (CD 07.40), approximately 156 dwellings assumed within Scenario 1A are now unlikely to be delivered by 2032. This indicates that a degree of contingency is already embedded within the assessment, allowing for other development to come forward without altering the conclusions of the report.
- 7.13 In this context, I consider that the Council's concern that the Appeal Site may prejudice the delivery of LVGV by eroding the 800-unit headroom does not fully account for the contingency inherent within Scenario 1A, as described above.
- 7.14 Paragraph 5.9.12 of the Council's Statement of Case (CD 05.05) states that:
- "...there are other housing schemes in Arborfield area which have received a resolution to grant planning permission (232490 and 250735, totalling up to 120 units) and there are other applications, yet to be determined, totalling a further up to 582 units [...] There are other live applications, which will be considered by the Council in due course, including Land to the North of Arborfield Road (191 units, application reference 242484) and Land at Hyde End Road (183 units, application reference 252138), both of which are proposed to be allocated as part of the LPU."*
- 7.15 The Council implies that there is potential for up to 1,076 additional dwellings to come forward in the Arborfield area which could further prejudice the delivery of LVGV. However, this is not the case and I will address this paragraph in the following three parts:
- Live applications proposed to be allocated as part of the LPU (374 dwellings);
 - Other live applications yet to be determined (up to 582 dwellings); and
 - Applications with resolutions to grant planning permission (120 dwellings).
- 7.16 Firstly, Table 7.1 demonstrates that the 2032 Interim Year Assessment already accounts for the delivery of 130 dwellings at Land to the North of Arborfield Road (Site Ref. 5SH025) and 140 dwellings at Land at Hyde End Road (Site Refs. 5SH023 / 5SH027) by 2032.
- 7.17 The remaining 61 and 43 dwellings at these respective sites are accounted for within the Stantec Transport Assessment Report (CD 07.38), which assesses the impact of planned growth within Wokingham Borough up to 2040.
- 7.18 Accordingly, the 374 dwellings identified as live applications proposed to be allocated through the LPU are fully accounted for within the relevant transport assessments and do not represent unmodelled demand on the highway network.

- 7.19 Secondly, the remaining live applications totalling up to 582 dwellings, which are yet to be determined, should be assessed by the Council on their own merits, supported by appropriate transport evidence where required.
- 7.20 It is my judgement that the Inspector should only consider those applications that are permitted or resolved to permit and therefore, no weight should be attached to these live applications up to 582 dwellings that may or may not come forward.
- 7.21 Thirdly, Table 7.1 demonstrates that within Scenario 1A of the 2032 Interim Year Assessment there are approximately 156 dwellings assumed to be delivered by 2032 which are now unlikely to come forward within that timeframe. As such, the 120 dwellings in the Arborfield area that have received resolutions to grant planning permission could be delivered without altering the conclusions of the Interim Year Assessment, whilst still retaining a residual contingency of approximately 36 dwellings.
- 7.22 In this context, the Appeal Site proposals would, at worst, introduce approximately 75 dwellings beyond those already assumed within Scenario 1A of the 2032 Interim Year Assessment (i.e. the difference between the 156 dwelling contingency, the 120 dwellings with resolutions to grant, and the 111 dwelling Appeal Site).
- 7.23 On this basis, the Appeal Site would not “...consume up to 29% of the 800 unit headroom modelled in the 2032 Interim Transport Assessment” as the Council allege in paragraph 5.9.13 of the Statement of Case (CD 05.05).
- 7.24 Notwithstanding the above, nor the fact WBC Highways confirmed in their consultation response dated 2 April 2025 (CD 02.19) that the level of traffic arising from the Appeal Site would not have an adverse impact on the wider highway network, the following section of my evidence briefly expands upon the agreed trip generation / distribution for the Appeal Site in the context of the study area assessed within the 2032 Interim Year Transport Assessment.
- 7.25 In this regard, paragraph 4.2.6 of the Stantec Transport Assessment Report (2032 Interim Year Assessment) dated August 2024 (CD 07.40) states:

“...The increase in vehicle trips between Reference Case and Scenario 1A/1B is predicted to lead to higher traffic volumes on several existing roads. These roads are mainly located around the outskirts of Hall Farm and Loddon Valley, including the A327, Eastern Relief Road, and Hatch Farm Way. The rise in traffic on Hatch Farm Way is primarily due to the closure of Mill Lane as a through route. Barkham Road, Mole Road and Church Lane will also see increased traffic. However, the impact on other parts of the network, such as the South Wokingham Extension area, is expected to be relatively minor.”

7.26 Paragraph 4.2.7 of the same document reveals the changes in flows during the AM peak period as follows:

- *"A327 between Observer Way and Shinfield Eastern Relief Road - increase in flow by 285 vehicles in the westbound direction (up from 917 vehicles in the Reference Case) and by 173 vehicles in the eastbound direction (an increase from 688 vehicles in the Reference Case)"*
- *Shinfield Eastern Relief Road - flow increases by 179 vehicles in the northbound direction and by 102 vehicles in the southbound direction (compared to 790 and 500 vehicles in the Reference Case)*
- *Hatch Farm Way - eastbound flow increases from 605 vehicles in the Reference Case to 898 vehicles in Scenario 1A, whereas the westbound flow increases from 824 vehicles in the Reference Case to 1,236 vehicles in Scenario 1A*
- *Barkham Road between B3349 School Road and Barkham Ride - the eastbound direction has an estimated increase of 132 vehicles, while the westbound direction estimates an increase of 81 vehicles. For context, the average number of vehicles in the Reference Case is 538 in the eastbound direction and 481 in the westbound direction*
- *Observer Way - flow increases in the northbound direction range between 118-125 vehicles (from 534-622 vehicles in the Reference Case), and between 43 and 69 vehicles in the southbound direction (from 398-492 vehicles in the Reference Case)*
- *Mole Road - northbound flow increases by 125 vehicles in Scenario 1A from 735 vehicles in Scenario 1A, whereas the southbound flow increases by 146 vehicles in Scenario 1A from 518 vehicles in the Reference Case*
- *Church Lane - up by 134 vehicles in eastbound direction, and by 153 vehicles in the westbound direction (these are increases from 243 vehicles and 189 vehicles in the Reference Case)"*

7.27 Whilst paragraph 4.2.12 reveals the following changes in flows for the PM peak period:

- *"A327 between Observer Way and Eastern Relief Road - increase in flow by 125 vehicles in the northbound [assumed to mean westbound] direction (up from 869 vehicles in the Reference Case) and by 207 vehicles in the southbound [assumed to mean eastbound] direction (an increase from 926 vehicles in the Reference Case)"*
- *Shinfield Eastern Relief Road - flow increases by 88 vehicles in the northbound direction and by 220 vehicles in the southbound direction (compared to 568 and 663 vehicles in the Reference Case)*

- *Hatch Farm Way - eastbound flow increases from 743 vehicles in the Reference Case to 1,070 vehicles in Scenario 1A, whereas the westbound flow increases from 553 vehicles in the Reference Case to 973 vehicles in Scenario 1A*
- *Barkham Road between B3349 School Road and Barkham Ride - the eastbound direction has an estimated increase of 116 vehicles, while the westbound direction estimates an increase of 87 vehicles. For context, the average number of vehicles in the Reference Case is 574 in the eastbound direction and 372 in the westbound direction*
- *Mole Road - northbound flow increases by 64 vehicles in Scenario 1A from 473 vehicles in Scenario 1A, whereas the southbound flow increases by 165 vehicles in Scenario 1A from 576 vehicles in the Reference Case*
- *Church Lane - up by 92 vehicles in eastbound direction, and by 132 vehicles in the westbound direction (these are increases from 198 vehicles and 234 vehicles in the Reference Case)”*

7.28 Table 7.2 presents the results of expanding the agreed vehicular trip generation and distribution for the Appeal Site (i.e. 62.7% east / 37.3% west), as set out in Appendix B of the PBA Highway Response Note (CD 01.22), onto the aforementioned key links.

7.29 The full analysis and trip distribution plots, along with mapping showing the location of these nodes relative to the Appeal Site are provided at **Appendix MS14**.

Table 7.2 Appeal Site Trip Generation / Distribution by Link

Link	Distribution of Appeal Site Traffic*	AM Peak (08:00 - 09:00)		PM Peak (17:00 - 18:00)		Daily (12 hours)
		Arrivals**	Departures**	Arrivals**	Departures**	
A327 (between Observer Wy and Shinfield Eastern Relief Road)	27.3%	5	11	10	5	137
Shinfield Eastern Relief Road	22.5%	4	9	8	4	113
Hatch Farm Way	15.9%	3	7	6	3	80
Barkham Road (between B3349 School Road and Barkham Ride)	12.4%	2	5	4	2	62
A327 Observer Way	10.0%	2	4	4	2	50
Mole Road	41.2%	7	17	14	7	207
Church Lane	0.0%	0	0	0	0	0
*See Appendix MS14 for the full Appeal Site traffic distribution. **As per original PBA Transport Assessment dated November 2024 (CD01.10) (i.e. a total of 17 arrivals / 41 departures in the AM peak period and 35 arrivals / 18 departures in the PM peak period).						

7.30 Within Table 7.3 and Table 7.4, I assess further the vehicular trip generated by the Appeal Site proposals on the key links identified within Stantec Transport Assessment Report (2032 Interim Year Assessment) (CD 07.40).

Table 7.3 Impact of Appeal Site Trip Generation / Distribution by Link - AM Peak

Link	Direction	Scenario 1A Flows	Appeal Site Flows	Flow Increase	% Increase
A327 between Observer Way & Shinfield Eastern Relief Rd	Eastbound	861	866	+5	+0.6%
	Westbound	1,202	1,213	+11	+0.9%
Shinfield Eastern Relief Road	Northbound	969	978	+9	+0.9%
	Southbound	602	606	+4	+0.7%
Hatch Farm Way	Eastbound	898	901	+3	+0.3%
	Westbound	1,236	1,243	+7	+0.6%
Barkham Road between B3349 School Road & Barkham Ride	Eastbound	670	675	+5	+0.7%
	Westbound	562	564	+2	+0.4%
A327 Observer Way	Northbound	747	749	+2	+0.3%
	Southbound	562	566	+4	+0.7%
Mole Road	Northbound	860	877	+17	+1.9%
	Southbound	664	671	+7	+1.1%
Church Lane	Modal filter prevents through traffic - no increase in vehicles from Appeal Site				

Table 7.4 Impact of Appeal Site Trip Generation / Distribution by Link - PM Peak

Link	Direction	Scenario 1A Flows	Appeal Site Flows	Flow Increase	% Increase
A327 between Observer Way & Shinfield Eastern Relief Rd	Eastbound	1,133	1,143	+10	+1.0%
	Westbound	994	999	+5	+0.5%
Shinfield Eastern Relief Road	Northbound	656	660	+4	+0.6%
	Southbound	883	891	+8	+0.9%
Hatch Farm Way	Eastbound	1,070	1,076	+6	+0.6%
	Westbound	973	976	+3	+0.3%
Barkham Road between B3349 School Road & Barkham Ride	Eastbound	690	692	+2	+0.3%
	Westbound	459	463	+4	+0.9%
A327 Observer Way	Northbound	Not raised within 2032 Interim Year Assessment as a critical link			
Mole Road	Northbound	537	544	+7	+2.6%
	Southbound	741	755	+14	+1.8%
Church Lane	Modal filter prevents through traffic - no increase in vehicles from Appeal Site				

- 7.31 Tables 7.3 and 7.4 clearly demonstrate that the any potential impact arising from the Appeal Site would represent a negligible increase in flows on the key links identified within the 2032 Interim Year Assessment, these are typically well below 2.0% and often below 1.0% of the modelling Scenario 1A traffic flows.
- 7.32 In regard to specific junctions and delay, paragraph 4.2.16 of the Stantec Transport Assessment Report (2032 Interim Year Assessment) dated August 2024 (CD 07.40) identifies that, during the AM peak period, Scenario 1A forecasts increases in delay of greater than 30 seconds on the following approaches:
- *“A327 northbound approach to Black Boy roundabout from the south (an increase of 36 seconds)*
 - *B3030 Mole Road approach to the Mole Road/ Mill Road/ New Road junction (an increase of 34 seconds)*
 - *Wokingham Road eastbound approach to Loddon Bridge/ Wokingham Road junction (36 seconds increase)”*
- 7.33 Similarly, paragraph 4.2.20 of the same document identifies that, during the PM peak period, Scenario 1A forecasts increases in delay of greater than 30 seconds on the following approaches:
- *“A327 northbound approach to Black Boy roundabout from the south (an increase of 55 seconds)*
 - *B3030 Mole Road approach to the Mole Road/ Mill Road/ New Road junction (an increase of 54 seconds)*
 - *Northbound approach to the B3270/ Hatch Farm Way junction (33 seconds increase)”*
- 7.34 In this context, Table 7.5 presents the results of expanding the agreed vehicular trip generation / distribution for the Appeal Site, as set out in Appendix B of the PBA Highway Response Note (CD 01.22), to the key junctions identified above within the 2032 Interim Year Assessment.

Table 7.5 Appeal Site Trip Generation / Distribution by Junction

Junction	Arm	Distribution of Appeal Site Traffic*	AM Peak (08:00 - 09:00)		PM Peak (17:00 - 18:00)	
			Arrivals**	Departures**	Arrivals**	Departures**
Black Boy Roundabout	A327 Shinfield Road (N)	7.2%	1	3	3	1
	B3270 Lower Earley Way	1.0%	0	0	0	0
	A327 Shinfield Road (S)	22.5%	4	9	8	4
	B3270 (W)	14.3%	2	6	5	3
B3030 Mole Road / Mill Road / New Road	B3030 Mole Road (N)	32.9%	6	13	12	6
	New Road	0.0%	0	0	0	0
	B3030 Mole Road (S)	41.2%	7	17	14	7
	Mill Lane	8.4%	1	3	3	2
B3270 / Hatch Farm Way	B3720 Lower Earley Way N (N)	17.0%	3	7	6	3
	Hatch Farm Way	15.9%	3	7	6	3
	B3720 Lower Earley Way N (S)	1.1%	0	0	0	0
Wokingham Road / Loddon Bridge Road	Wokingham Road	0.0%	0	0	0	0
	Loddon Bridge Road (N)	1.2%	0	0	0	0
	A329 Reading Road	1.2%	0	0	0	0
*See Appendix MS14 for the full Appeal Site traffic distribution. **As per original PBA Transport Assessment dated November 2024 (CD01.10) (i.e. a total of 17 arrivals / 41 departures in the AM peak period and 35 arrivals / 18 departures in the PM peak period).						

7.35 Overall, Table 7.5 reveals that the Appeal Site would generate a negligible number of additional vehicle trips at each of the identified junctions.

7.36 Of the key junction arms stated within paragraph 4.2.16 of the Stantec Transport Assessment Report (2032 Interim Year Assessment) dated August 2024 (CD 07.40), Table 7.5 reveals that during the AM peak period, the Appeal Site proposals would have the potential to add:

- 9 northbound vehicular trips to the A327 Shinfield Road (S) approach to Black Boy roundabout;
- 17 northbound vehicular trips to the B3030 Mole Road approach to the Mole Road / Mill Road / New Road junction; and
- No additional vehicular trips to the Wokingham Road eastbound approach to Wokingham Road / Loddon Bridge Road.

7.37 Whilst during the PM peak period, Table 7.5 reveals that during the PM peak period, the Appeal Site proposals would have the potential to add:

- 4 northbound vehicular trips to the A327 Shinfield Road (S) approach to Black Boy roundabout;
- 7 northbound vehicular trips to the B3030 Mole Road approach to the Mole Road / Mill Road / New Road junction; and
- No additional vehicular trips northbound on the B3720 Lower Earley Way N (S) towards B3270 / Hatch Farm Way junction.

7.38 These additional vehicular trips represent negligible increases. As such, they will not materially alter queue lengths, delays, or overall junction performance as reported within the Stantec Transport Assessment Report (2032 Interim Year Assessment) (CD 07.40).

7.39 In summary, this section of my evidence has demonstrated that the Appeal Site would **not prejudice** the delivery of LVGV, nor would it give rise to unacceptable impacts on highway safety or severe residual cumulative effects on the highway network.

7.40 This conclusion is consistent with the Highway Authority's consultation response dated 2 April 2025 (CD 02.19), which confirms that the level of traffic arising from the Appeal Site would not have an adverse impact on the wider highway network and would not require further junction modelling.

7.41 Further, and based on the analysis within my evidence concerning the trip generation and distribution of such trips on the wider highway network, there is no requirement for the Appeal Site to make any further highway capacity improvements.

7.42 The highway mitigation that the Council have identified through the LPU / LVGV strategic modelling process is only required, and triggered, by the delivery of LVGV and other LPU identified housing schemes.

- 7.43 The vision-led interventions identified elsewhere within my evidence comprise targeted off-site highway works, active travel enhancements and public transport contributions, that are directly related to the Appeal Site and would provide effective and proportionate mitigation in accordance with paragraphs 115(d) and 116 of the NPPF.
- 7.44 That said it is my professional judgement that this package of vision-led interventions goes well beyond addressing the matters raised by the Council under their Additional Issue 1, particularly as the trip generation / distribution and impacts on the wider highway network are negligible, and would not prejudice the delivery of LVGV..
- 7.45 If the Inspector considers it necessary, this package of vision-led interventions can be included as part of the wider package of measures to be delivered by the Appeal Site so long as the Inspector is content that such measures are necessary and would benefit residents of the Appeal scheme and the locality.
- 7.46 On this basis, I consider that Additional Issue 1 is satisfactorily addressed.

Additional Issue 2 - Access and Visibility

- 7.47 As detailed in paragraph 5.10.5 of the Council's Statement of Case (CD05.05) since circulation of *"...the Appellant on this matter, which included an on-site meeting on 7th January 2026, and it has been agreed that further work would be undertaken to address the Council's concerns. It is envisaged that a Statement of Common Ground will be produced on this matter"*.
- 7.48 The agreed position on access design and visibility splays is detailed within the H&TSOCCG (CD 04.03). In essence, the tree identified in the Council's assessment is confirmed by Mr Wilkins in his evidence that that is to be removed and therefore the visibility splay requirements can be achieved without any further works.
- 7.49 On this basis, I consider that consider that Additional Issue 2 is satisfactorily addressed.

Overall Assessment of Additional Issues

- 7.50 For the reasons set out above, and as detailed elsewhere in my evidence, I consider that the Additional Issues raised by the Council, in respect of highways and transport matters, have been appropriately addressed.

8. Third Party Matters

8.1 I note that the WBC Delegated Officers Report (CD 03.02) provides a summary of and responds to the representations made to the outline application, including those from Arborfield & Newland Parish Council ("A&NPC"), from Councillor Barley and from members of the public, all of which were considered by the Officer in forming their decision and the subsequent Reasons for Refusal.

8.2 My reading of the objections from neighbours is that they can be categorised under three common themes:

- *The footpath along Reading Road being of insufficient width for safe walking to local facilities in Arborfield Cross.*
- *Future homeowners are reliant on cars leading to increased traffic and exacerbation of existing traffic congestion.*
- *The lack of facilities and services in the area.*

8.3 These matters are covered by the representations made in more detail within the A&NPC and Councillor Barley representations which I have analysed in detail below.

A&NPC Representations

8.4 I note that a key theme of the A&NPC representations in the context of RfR4 or from a transport perspective was that:

"The development offers nothing in the way of additional infrastructure or benefit to the local community and brings additional issues to the village locality in respect of traffic volumes and stresses on current services."

8.5 The A&NPC representations also state their opinion that the development relies solely on the car as the primary source of transport, that local bus routes are poor and are not directly related to the Appeal Site.

8.6 Not referenced specifically in RfR4 but as set out in the summary of the A&NPC representations in the Delegated Officer Report (CD03.02), is reference to the 'Transport' policies within the Arborfield and Barkham Neighbourhood Plan ("A&BNP") (CD 06.03).

8.7 Policy GA1 of the A&BNP seeks to minimise additional traffic on unsuitable roads and in the supporting text states that development *"...must address their impact on the road system and its safety and implement mitigation measures, if required."*

- 8.8 A&NPC in their objection state that the proposed development will add additional vehicle movement to local roads.
- 8.9 Clearly this will be the case, however, compelling evidence is presented to the Inspector within the original PBA Transport Assessment dated November 2024 (CD 01.10) and Highway Response Note (CD 01.22) that matters related to traffic data and the distribution of development-related traffic that impacts on the local and strategic road network, including any perceived unsuitable roads, in the vicinity of the Appeal Site has been comprehensively addressed and been found acceptable to the WBC Highway Officer.
- 8.10 Paragraph 39 of the WBC Highways 2 April 2025 consultation response (CD 02.19) states:
- “...highways is content that the level of traffic from this proposed development would not have an adverse impact on the wider highway network.”*
- 8.11 Paragraph 43 of the same document continues:
- “Highways is content that junction modelling of Arborfield Cross Roundabout and Observer Way do not need to be carried out and submitted.”*
- 8.12 On matters of highway safety, paragraph 75 of the WBC Highways 2 April 2025 consultation response (CD 02.19) states:
- “A Road Safety Audit Stage 1 and designer’s comments have been submitted which is welcome. All items raised have been accepted by the designer which is welcome. No further comments.”*
- 8.13 Commenting on the impact on highway safety, the Delegated Officer Report (CD 03.02) confirms:
- “The Council’s Highway Engineer is satisfied that the trips generated by the development would not detrimentally impact highway safety...The WBC Highway Officer is content that the level of traffic from this proposed development would not have an adverse impact on the wider highway network.”*
- 8.14 It is my expert opinion that the Appeal Site proposals fully address Policy GA1 of the A&BNP and that the A&NPC objection is unfounded.
- 8.15 Further, in respect of the bus service, it is the view of A&NPC that proposed development conflicts with Policy GP3 of the A&BNP stating that the bus service is limited to daytime travel and not well connected to local towns and centres.

- 8.16 As has been manifestly demonstrated in my evidence, the A&NPC judgement on the quality and reach of the bus service is misguided. The '*Leopard 3*' Bus Service wholly aligns with the WDLP definition of a 'good' public transport service, providing at least a 30-minute frequency during peak times (Monday to Saturday) and at least an hourly service during off-peak hours (Monday to Saturday and on Sundays).
- 8.17 Further, the '*Leopard 3*' Bus Service provides the opportunity for residents of the Appeal Site to have direct access to a plethora of key services and facilities directly, without the need to change, as well as interchange with other bus services and rail services to a wide range of local, regional and national destinations.
- 8.18 The A&NPC representations also infer that the development offers no infrastructure improvements locally with measures that are proposed being solely for the benefit of entering and exiting the Appeal Site.
- 8.19 Again, my evidence presented clearly demonstrates that Appellant's commitment to delivery of active travel and public transport infrastructure improvements that will have a direct positive impact on the local community surrounding the Appeal Site, including:
- Improved crossing facilities on Reading Road and Walden Avenue with associated dropped kerb and tactile paving provision.
 - Direct connections with and enhancements to the existing footway infrastructure on Reading Road between the Appeal Site and Arborfield Cross including maintenance of existing overgrowth and widening, lighting and upgraded crossing facilities with dropped kerb and tactile paving provision.
 - A contribution to the Arborfield Bus Strategy aligned to the scale of development proposed.
 - Physical enhancement to the nearest bus stops to the Appeal Site on Reading Road.
- 8.20 Not referenced in the A&NPC representations, but specifically relevant to the Appeal Site proposals is Policy GA2 of the A&BNP that relates to the implementation of a local network of green routes for non-motorised users.
- 8.21 The supporting text of Policy GA2 states that development proposals should not inhibit expansion of the Public Rights of Way Network. It also states that priorities are all-weather routes (part a)), safer crossing of main roads (part b)), improved connectivity (part c)), opportunities for sustainable transport (part d)) and better access to the countryside and surrounding destinations for amenity purposes (part e)).

- 8.22 As has been demonstrated in Sections 4 and 5 of my evidence, the surfaced, all-weather connections from the Appeal Site to Reading Road and Church Lane, coupled with upgrades to existing footway infrastructure on Reading Road, including maintenance of existing overgrowth and widening, lighting and upgraded crossing facilities, dropped kerb and tactile paving provision will deliver on all five parts of Policy GA2 of the A&BNP.

Councillor Barley Representations

- 8.23 Councillor Barley's representations state that the development proposals would contradict the purposes of the Arborfield Cross traffic calming measures introduced to discourage traffic driving through Arborfield Cross via Reading Road and Eversley Road.
- 8.24 To counter this assertion I have, at Table 8.1, provided a summary of weekday peak hourly traffic flows on Reading Road, in passenger car units ("pcu's") as sourced from the Arborfield Cross Relief Road Impact Assessment produced by WBC and their consultants, WSP in June 2022. Included within Table 8.1 is the development traffic generation from the Appeal Site, as taken from the PBA Transport Assessment (Appendix G) dated November 2024 (CD 01.10).

Table 8.1 'Before & After Relief Road' Traffic Flows on Reading Road

	AM Peak Hour	PM Peak Hour
Two-Way Flows Before Relief Road	1,500	1,600
Two-Way Flows After Relief Road	700	690
Difference (no. vehs.)	-800	-910
Difference (%)	-53.3%	-56.9%
Appeal Site Traffic Generation (peak direction, east of Appeal Site)	+37	+33
Two-Way Flows After Relief Road + Appeal Site Traffic	737	723
Difference (no. vehs. against 'Before Relief Road flows)	-763	-877
Difference (% against 'Before Relief Road flows)	-50.9%	-54.8%

- 8.25 From Table 8.1 it is clearly evident that, contrary to the observations of Councillor Barley, traffic generated by the Appeal Site proposals will have no noticeable impact on the Arborfield Cross traffic calming measures. On Reading Road, traffic flows with the Appeal Site fully occupied and operational will continue to be more than half of those experienced prior to the completion of Observer Way.
- 8.26 Councillor Barley refers to *"...increased movements would likely to be far into the hundreds..."*

- 8.27 I therefore consider that Councillor Barley's concerns regarding trip generation and impacts on the surrounding highway network to be unsubstantiated.
- 8.28 From Table 8.1 and confirmed in the PBA Transport Assessment dated November 2024 (CD 01.10), the number of additional traffic movement in the peak hourly periods, in the peak direction is no more than 37 total vehicle movements, equivalent to less than 1 vehicle every 100 seconds.
- 8.29 Councillor Barley also states that driving on Reading Road straight through Arborfield Cross is the only suitable way for future residents to access nearby services.
- 8.30 As has been compellingly demonstrated within my evidence, the PBA Transport Assessment dated November 2024 (CD 01.10) and the WBC Highways 2 April 2025 consultation response (CD 02.19) confirms that, in respect of car driver trips, and contrary to the opinion of Councillor Barley, not all trips will pass through Arborfield Cross. Indeed, as has been demonstrated from the analysis of Census O-D data within the PBA Transport Assessment, 37% of car driver trips generated by the Appeal Site proposals will not pass through Arborfield Cross.
- 8.31 In addition, it is confirmed within my evidence confirms that not all trips to nearby services are reliant on the use of a car. Again, contrary to Councillor Barley's observations, it is evident that there are a wide range of active travel and good public transport choices available to future residents within the Appeal Site to access nearby services by means other than the car.
- 8.32 Councillor Barley appears to link journey time to the definition of a '*good service*' in terms of public transport access. To be clear the WBC definition of a '*good service*,' as set out in paragraph 4.37 of the WDLP (CD 06.01) is based solely on frequency and not on journey time.
- 8.33 Councillor Barley states in his representations that the pavement between the Appeal Site and Arborfield Cross is "*...extremely thin and completely unsuitable for disabled persons and children...*"
- 8.34 Below is an extract from Inclusive Mobility (December 2021) (CD 15.06) in respect of the suitability of footway / footpath widths for disabled persons.

“Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other. Where there is an obstacle, such as lamp columns, sign posts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres.”

- 8.35 As described in Section 5 of my evidence, the proposed active travel improvements on Reading Road allow for a continuous 2.0m footway to be provided between the Appeal Site and Arborfield Cross, clear of any obstacles such as lighting columns, save for a small section of 24-metres where the footway width reduces to 1.6m to avoid encroachment into the adjacent embankment / hedgerow.
- 8.36 The upgrades to existing footway infrastructure on Reading Road also include for maintenance of existing overgrowth and upgraded crossing facilities with dropped kerb and tactile paving provision to further assist disabled persons. It is therefore my evidence that Councillor Barley's comments on the pavement between the Appeal Site and Arborfield Cross have been full addressed.

Additional Relevant Appeal Decisions

- 8.37 To further assess the validity of the representations mentioned above, I explore three relevant Appeal decisions where sustainability and accessibility were key issues in the following subsection of my evidence.

Land between School Road and Orchard Road, Hurst, Reading

- 8.38 The Appeal, against WBC, for land between School Road and Orchard Road, Hurst in October 2024 (Appeal Ref. APP/X0360/W/24/3342812) comprised “...the erection of 23 dwellings with associated access and 15 carparking spaces for the local primary school”.
- 8.39 In positively determining the Appeal, the Inspector noted at paragraph 34 of the Appeal Decision Notice:

“The Framework says that proposals should ensure appropriate opportunities to promote sustainable transport modes can be taken up, given the type of proposal and its location...when applying this Government Guidance, to my mind it does not mean new houses should be limited to places where all the needs of their residents could be met entirely by a choice of transport modes other than by private motorised vehicles, as there would be few if any undeveloped sites with such a level of accessibility in the Borough. Rather, the guidance is qualified to a certain degree, and there is an acceptance of sites being developed even though future occupiers would be reliant, to some extent, on the private car.”

Mount Hill Farm, High Street, Tetsworth, Oxfordshire

- 8.40 Whilst not an Appeal within Wokingham, the development for “...39 dwellings with associated parking, new vehicular access and estate roads and a new school building and associated outdoor space” was considered and allowed at Appeal (APP/Q3115/W/15/3136319).
- 8.41 This Appeal is relevant as one of the key issues raised was “...Whether it makes sufficient and appropriate provision for any additional infrastructure, services and facilities required by or arising from the development.”
- 8.42 Regarding the location of the Site, paragraph 17 of the Appeal Decision Notice (CD 11.04) reveals that a small range of local services within Tetsworth are available within walking distance from the Site.
- 8.43 Whilst paragraph 18 of the Appeal Decision Notice (CD 11.04) reveals access to higher-order destinations is constrained by limited public transport opportunities to Thame (5 miles north of the Site) and Oxford (15 miles north-west of Oxford).
- 8.44 Paragraphs 18 to 19 of the Appeal Decision Notice (CD 11.04) also detail that the Site is served by the following two bus services:

“...Bus 275 provides 4 buses each way between High Wycombe and Oxford Monday to Friday (no services at weekends). It leaves every 3 hours at 07:36, 10:30, 13:45 and 16:51 to Oxford and at 09:05, 11:45, 15:00 and 18:14 to High Wycombe. The journey time to High Wycombe is 37 minutes and 32 minutes to Oxford. I note that these bus times, with the possible exception of the 07:36 to Oxford, are not very practical or realistic for potential bus customers who work or study in Oxford or High Wycombe or in locations on the way to these towns.

19. Bus 124 goes once daily to Thame and Watlington, the journey to the former being 12 minutes and to the latter 16 minutes (no service on Sunday). The subsidy that supports this service will be stopped by OCC in July 2016 and so the service is due to cease. Red Rose Travel, the company that runs Bus 275, has written to the appellant to say that it would adjust its timetable to run a service to and from Thame should the development go ahead. But its letter is undated and there is no contract in place for such an increased service as far as I am aware, so I do not attribute much weight to this offer."

- 8.45 Despite the limited sustainable transport options from the Site, within paragraph 57 of the Appeal Decision Notice (CD 11.04) the Inspector concluded that:

"I conclude that the adverse impacts in terms of the fairly poor access to essential services and facilities by sustainable transport modes and the conflict with the development plan's spatial strategy would not significantly and demonstrably outweigh the above benefits. For these reasons, the proposed development would contribute economically, socially, and environmentally to the immediate area and to the District as a whole and would therefore comprise sustainable development."

Land to the east of Newington Road, Stadhampton, Oxfordshire

- 8.46 Again, whilst not an Appeal within Wokingham, the development for *"...for residential development of up to 65 dwellings (Use Class C3) and associated works including means of access, with all other matters (relating to appearance, landscaping, scale and layout) reserved"* was considered and allowed at Appeal (APP/Q3115/W/15/3035899).
- 8.47 This Appeal is relevant as one of the key issues raised was *"...Whether the proposal makes adequate and appropriate provision for any additional need for infrastructure, services and facilities arising from the development."*
- 8.48 Within the Appeal Decision Notice (CD 11.05), Stadhampton is categorised as a *'smaller village'* that has the essential basic day-to-day services for future residents available within a reasonable walking distance. This is comparable to the evidence to the current Appeal Site detailed within Section 4.
- 8.49 Regarding accessibility, paragraph 51 of the Appeal Decision Notice (CD 11.05) states that:

"It is also necessary to consider the frequency of bus services more generally including access to higher order services. At present there is an hourly bus service through the day in both directions to Oxford and Watlington. I consider this to be a good daytime frequency of service to access doctors (Chalgrove) and retail and leisure (Oxford and Watlington)."

8.50 Whilst paragraph 52 of the Appeal Decision Notice (CD 11.05) states that:

"The employment areas on the southern fringes of Oxford are 6 kilometres from Stadhampton and those in Chalgrove are under 5 kilometres. In my view, both are within a reasonable cycling distance. Stadhampton is not on any Sustrans route, but I have little contrary evidence to dispute the assertion that the same applies across much of South Oxfordshire. Both destinations are served by the B480 which is largely restricted to no more than a 50mph speed limit. Whilst the quality of the routes may only attract confident cyclists it nonetheless remains that cycling would be a reasonable alternative travel choice to the private car for some commuting journeys."

8.51 Paragraph 54 of the Appeal Decision Notice (CD 11.05) states that:

"Bringing this all together, I find the scope of transport alternatives to the private car to offer a realistic choice for Stadhampton residents, including prospective occupiers of the appeal proposal who would be within walking distance of the bus stops, including the Oxford bound stop which benefits from a good sized shelter. The NPPF clearly envisages that choices on how people travel will vary from urban to rural areas and as such does not distinguish the reality that a higher proportion of journeys by car may be expected within rural areas."

8.52 In light of the "...very good level of service provision in the village and the good frequency of buses..." the Inspector stated in paragraph 55 of the Appeal Decision Notice (CD 11.05):

"I am not persuaded that there would be a disproportionate reliance on car borne journeys contrary to the objectives of the spatial strategy and NPPF..."

8.53 Within paragraph 55 the Inspector concluded that "...Stadhampton would be a sustainable location for the proposed scale of the development..."

Appeal Comparison Summary

8.54 The above review of relevant Appeal Decisions demonstrates that previous Inspectors have accepted residential development in locations with more constrained sustainable transport provision than that available at the current Appeal Site.

8.55 By comparison, Section 4 of my evidence has comprehensively demonstrated that the current Appeal Site benefits from materially stronger baseline accessibility credentials than the Appeal Sites detailed above. Future residents of the current Appeal Site would have access to higher-order facilities via the frequent 'Leopard 3' bus service, operating up to every 15 minutes during peak periods. Whilst Section 5 reveals that the proposed MAS and associated measures further enhance the future accessibility credentials of the current Appeal Site.

- 8.56 As such and considering the precedent established within the relevant Appeal Decisions, the current Appeal Site demonstrably satisfies the sustainable transport and accessibility objectives of WBC Core Strategy Policies CP1, CP3 and CP6, as well as MDD Local Plan Policy CC01. It therefore represents a sustainable location for residential development and does not give rise to the accessibility concerns asserted within the third-party objections or RfR 4.

9. Conclusions

9.1 Should the Inspector be minded to grant permission, the Appeal Site will deliver a comprehensive package of highways and transport improvement measures that will have a direct and sustained long-term positive impact on the local community through a physical works secured by Conditions and far reaching financial support secured by way of S106 legal agreement.

9.2 Within my evidence I have demonstrated, contrary to the Councils position, that:

- The Appeal Site is in an extremely sustainable location, with day-to-day facilities and amenities easily accessible by active travel modes (walking and cycling). Additionally the Appeal Site is provided with direct access to a high-frequency, seven-day-a-week, bus service which provides future residents with convenient connections to a wide range of retail, employment, education and leisure destinations, as well as major multi-modal transport hubs at Reading and Wokingham rail stations.
- By virtue of the wide range of active and sustainable travel options available and the commitment given by the Appellant in regard to the implementation of Travel Plan measures / initiatives, coupled with the significant S106 contributions, physical infrastructure improvements, modal shift towards sustainable transport modes is not only encouraged but, in my expert opinion, it will be realised.
- A location in the countryside outside settlement limits is not, in itself, a conducive factor in determining the accessibility and sustainability of an Appeal Site.
- The Appeal Site can deliver '*step change*' improvements to the local walking environment. These will not only enhance the quality and safety of the active travel route to local facilities / amenities for the benefit of future residents within the Appeal Site but will also provide measurable improvements for the residents within the existing local community surrounding the Appeal Site.
- The Appeal Site would not prejudice the delivery of LVGV, nor would it give rise to unacceptable impacts on highway safety or severe residual cumulative effects on the highway network in accordance with paragraph 116 of the NPPF.
- The package of vision-led mitigation measures, comprising targeted off-site highway works, active travel enhancements and public transport contributions, would provide effective and proportionate mitigation in accordance with paragraphs 115(d) and 116 of the NPPF.
- The agreed access design can achieve the appropriate visibility splays in a safe and convenient manner.

- 9.3 In overall conclusion, and specifically in relation to accessibility and sustainable transport matters, the Appeal Site proposals have been shown within my evidence to fully accord with paragraphs 110, 115 and 116 of the Framework, Policies CP1, CP2, CP3, CP6 and CP9 of the WBC Core Strategy, and the Borough Design Guide SPD.
- 9.4 In particular, I believe that the requirements of paragraph 110 of the Framework are met comprehensively in that the Appeal Site is sustainable and offers a genuine choice of transport modes recognising that sustainable transport solutions vary between urban and rural areas.
- 9.5 Further, in respect to paragraph 115 of the Framework, it is demonstrated that the Appeal Site:
- Prioritises sustainable transport modes in the context of the vision, the type of development and its location.
 - Delivers safe and suitable access for all road users.
 - Considers the design of streets, parking areas, and other transport elements in accordance with the National Design Guide and the National Model Design Code, recognising that the material submitted with the Outline Application is illustrative.
 - Presents no significant impacts on the transport network, or on highway safety.
- 9.6 Indeed, in the context of part d) of paragraph 115, I have demonstrated that the mitigation that supports the Appeal Site proposals is vision-led and prioritises enhancement to the active travel and public transport networks to the benefit of the wider community and to deliver choice to future prospective residents in travel mode when accessing the full range of facilities and services, reducing reliance on the use of the car.
- 9.7 Equally, under the requirements of paragraph 116 of the Framework, it is my expert opinion that the proposed means of access to the Appeal Site will not lead to an unacceptable impact on highway safety and that any residual impact on the wider network as a result of the proposed mitigation, taking into account all reasonable future scenarios, will not be severe.
- 9.8 Based on the evidence provided in this Proof of Evidence, I therefore respectfully request that the Inspector allows this Appeal.

Appendix MS1

Key

Site

Bus Stops (Closest to Site)

Existing Amenities

Leisure

Faith

Retail

Health

Industry / Employment

Education

Public Right of Way

Bridleway

Byway Open To All Traffic

Footpath

Walk / Cycle Catchment

800-metres

1,600-metres

2,000-metres

3,200-metres

5,000-metres

This map illustrates the walk and cycle catchment areas for a site located in Arborfield, near Reading. The catchment areas are defined by concentric, semi-transparent colored buffers around the site: 800-metres (lightest green), 1,600-metres (light green), 2,000-metres (medium green), 3,200-metres (cyan), and 5,000-metres (blue). The map also displays various existing amenities categorized by color-coded dots: Leisure (purple), Faith (blue), Retail (yellow), Health (green), Industry / Employment (pink), and Education (red). These amenities are distributed across the catchment areas, with a higher density in the 3,200-metre and 5,000-metre zones. Public Right of Way (PRoW) is shown as dashed lines: red for Bridleways, orange for Byways Open To All Traffic, and pink for Footpaths. The map includes a detailed street network, including major roads like the A33, A329, and M4, as well as numerous local lanes and roads. Various geographical features such as the River Loddon, River Kennet, and several farms and woodlands are also labeled. The map is oriented with North at the top.

ID	Type	Name
E1	Education	Arborfield Village Montessori Nursery
E2	Education	The Coombes C Of E Primary School
E3	Education	Farley Hill Primary School
E4	Education	Shinfield St Mary's CE Junior School
E5	Education	Shinfield Infant and Nursery School
E6	Education	Alder Grove C Of E Primary School
E7	Education	Bohunt School Wokingham
E8	Education	Reddam House Berkshire
E9	Education	Bearwood Primary School
E10	Education	Crosfields School
F1	Faith	Shinfield Community Church
F2	Faith	Three Mile Cross Church
F3	Faith	St James Church
F4	Faith	St Catherine's Church
H1	Health	South Reading & Shinfield Medical Centre
H2	Health	Vantage Chemist
H3	Health	Cathay Dental Practice
H4	Health	South Reading Surgery
H5	Health	Farley Medical Private Practice
H6	Health	Winnersh Pharmacy and Clinic
I1	Industry / Employment	Arborfield Studios
I2	Industry / Employment	Shinfield Studios
I3	Industry / Employment	Hogwood Industrial Estate
I4	Industry / Employment	British Museum Archaeological Research Collection
L1	Leisure	Arborfield Cross Recreation Ground
L2	Leisure	Clip 'n Climb Reading
L3	Leisure	Arborfield Village Hall
L4	Leisure	Arborfield Royal British Legion Club
L5	Leisure	Arborfield Road Allotments
L6	Leisure	Arborfield Green Leisure Centre
L7	Leisure	Nirvana Health and Spa
L8	Leisure	Whitley Nail bar in Shinfield road
L9	Leisure	Frensham Green Recreation Ground
L10	Leisure	Reading Archers
L11	Leisure	Crosfields Sports Hall
L12	Leisure	The Grove
L13	Leisure	Pearmans Copse
L14	Leisure	TMX Playground
L15	Leisure	May's Farm Meadow
L16	Leisure	Three Mile Cross Bowling Club
L17	Leisure	Star Rise Playground
L18	Leisure	Ryeish Green Sports Hub
L19	Leisure	Barkham Village Hall
L20	Leisure	Barkham Recreation Ground
L21	Leisure	Bearwood Lakes - Golf Club
L22	Leisure	Wokingham Cricket Club
L23	Leisure	Pulse 8 - Gym
R1	Retail	The Bull Inn
R2	Retail	Lockey Farm Shop / Sula Cafe & Pizzeria
R3	Retail	Londis (w/ InPost Locker)
R4	Retail	Henry Street Garden Centre
R5	Retail	Co-op Food Arborfield
R6	Retail	Shinfield Post Office
R7	Retail	The Bull Barkham
R8	Retail	Sainsburys Arborfield
R9	Retail	Honey & Ghee - Indian Supermarket
R10	Retail	Sportsman
R11	Retail	Greggs
R12	Retail	Tesco Express
R13	Retail	KFC Reading - Shinfield Road
R14	Retail	Subway
R15	Retail	Red Onion Tandoori
R16	Retail	Best Kebab House
R17	Retail	Pret A Manger
R18	Retail	Big Bazaar
R19	Retail	Papa Johns Pizza
R20	Retail	Mr Cod
R21	Retail	Pizza Hut Reading Shinfield Rd
R22	Retail	Bodrum Corner Cafe
R23	Retail	Shinfield Local
R24	Retail	Bagaara
R25	Retail	China Garden
R26	Retail	Asda Petrol Station
R27	Retail	The Swan
R28	Retail	Budgens
R29	Retail	Three Mile Cross Post Office
R30	Retail	Miah's Spencers Wood
R31	Retail	The George & Dragon
R32	Retail	Siren Craft Brew
R33	Retail	Elusive Brewing
R35	Retail	Ye Olde Leathern Bottel
R36	Retail	The Walter Arms
R37	Retail	Bluebell Cottage Kitchen
R38	Retail	Java Cafe
R39	Retail	The Poachers Gastropub
R40	Retail	Sula Cafe & Pizzeria

Appendix MS2

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Broad Street		5.57					6.47	6.57		7.17		7.51				8.29
+ Wokingham Hospital		5.58					6.48	6.58		7.18		7.52				8.30
Barkham St. James Road		6.07					6.59	7.09		7.30		8.04				8.42
California Crossroads Ratepayers Hall		6.08					7.01	7.10		7.32		8.06				8.44
Arborfield Green Harvest Path	5.45	6.15	6.34	6.48	7.01	7.07	7.10	7.18	7.26	7.41	8.00	8.15	8.35	8.47	8.52	
Arborfield Green Sheerlands Road	5.47	6.17	6.36	6.50	7.03	7.09	7.12	7.20	7.28	7.43	8.03	8.18	8.38	8.49	8.54	
Arborfield Cross The Swan	5.51	6.22	6.42	6.56	7.09	7.15	7.18	7.26	7.34	7.49	8.09	8.24	8.44	8.55	9.00	
Shinfield School Green	5.56	6.28	6.48	7.02	7.15	7.21	7.25	7.32	7.41	7.56	8.16	8.31	8.51	9.01	9.06	
Thames Valley Science Park	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	8.37	▼	▼	▼	
+ Royal Berkshire Hospital main entrance	6.10	6.45	7.10	7.26	7.47	7.47	7.58	7.58	8.13	8.29	8.45	9.01	9.16	9.25	9.30	
+ Central Reading Station Road stop SA	6.20	6.56	7.21	7.38	7.59	7.59	8.10	8.10	8.26	8.43	8.58	9.13	9.28	9.38	9.43	

school days only

school holidays only

	am	am	am	am	am	am	am	then at			until	pm	pm	pm		
Wokingham Broad Street		8.58		9.30		9.58			30	58				1.29		
Wokingham Hospital		8.59		9.31		9.59			31	59				1.30		
Barkham St. James Road		9.11		9.43		10.11			43	11				1.42		
California Crossroads Ratepayers Hall		9.13		9.45		10.13			45	13				1.44		
Arborfield Green Harvest Path	9.07	9.21	9.38	9.53		10.21			53	21				1.52		
Arborfield Green Sheerlands Road	9.09	9.23	9.40	9.55		10.23			55	23				1.54		
Arborfield Cross The Swan	9.15	9.29	9.46	10.01		10.29			01	29				2.00		
Shinfield School Green	9.21	9.35	9.52	10.07	10.22	10.35	10.52		07	22		35	52	1.52	2.06	2.21
Thames Valley Science Park	▼	9.40	▼	▼	▼	10.40	▼		▼	▼		40	▼	▼	▼	▼
Royal Berkshire Hospital main entrance	9.45	10.00	10.15	10.30	10.45	11.00	11.15	30	45	00	15	2.15	2.29	2.44		
Central Reading Station Road stop SA	9.58	10.13	10.28	10.43	10.58	11.13	11.28	43	58	13	28	2.28	2.43	2.58		

Mondays to Fridays except public holidays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	1.55		2.24			3.01		3.34		4.03		4.37		5.08		
+ Wokingham Hospital	1.56		2.25			3.02		3.35		4.04		4.38		5.09		
Barkham St. James Road	2.08		2.37			3.14		3.47		4.18		4.52		5.23		
California Crossroads Ratepayers Hall	2.10		2.39			3.16		3.49		4.20		4.54		5.25		
Arborfield Green Harvest Path	2.19		2.48		3.13	3.27	3.44	4.01	4.16	4.30	4.48	5.03	5.19	5.34	5.49	
Arborfield Green Sheerlands Road	2.21		2.50		3.15	3.29	3.46	4.03	4.18	4.32	4.50	5.05	5.21	5.36	5.51	
Arborfield Cross The Swan	2.27		2.56		3.21	3.35	3.52	4.09	4.24	4.38	4.56	5.11	5.27	5.42	5.56	
Shinfield School Green	2.33	2.50	3.02	3.13	3.27	3.41	3.58	4.15	4.30	4.44	5.02	5.17	5.33	5.48	6.02	
Thames Valley Science Park	2.38	▼	▼	▼	▼	3.47	▼	▼	▼	4.50	▼	▼	▼	5.53	▼	
+ Royal Berkshire Hospital main entrance	2.59	3.14	3.29	3.42	3.57	4.12	4.27	4.42	4.57	5.12	5.27	5.42	5.57	6.13	6.23	
+ Central Reading Station Road stop SA	3.13	3.28	3.43	3.57	4.12	4.27	4.42	4.57	5.12	5.27	5.42	5.57	6.12	6.27	6.37	

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	5.40		6.10	6.27		7.18	8.09	8.23	9.05	10.05	11.05	
+ Wokingham Hospital	5.41		6.11	6.28		7.19	8.10	8.24	9.06	10.06	11.06	
Barkham St. James Road	5.55		6.24	6.41		7.31	8.20	8.34	9.15	10.15	11.15	
California Crossroads Ratepayers Hall	5.57		6.26	6.42		7.32	8.21	8.35	9.16	10.16	11.16	
Arborfield Green Harvest Path	6.05	6.20	6.34	6.50	7.11	7.40	8.28	8.42	9.23	10.23	11.23	
Arborfield Green Sheerlands Road	6.07	6.22	6.36	6.52	7.13	7.42	8.30	8.44	9.25	10.25	11.25	
Arborfield Cross The Swan	6.11	6.26	6.40	6.56	7.17	7.46	8.34	8.48	9.29	10.29	11.29	
Shinfield School Green	6.17	6.32	6.46	7.02	7.23	7.52	8.39	8.53	9.34	10.34	11.34	
Thames Valley Science Park	▼	▼	6.51	▼	▼	▼	▼	▼	▼	▼	▼	▼
+ Royal Berkshire Hospital main entrance	6.38	6.52	7.07	7.21	7.42	8.08	8.52	9.06	9.47	10.47	11.47	
+ Central Reading Station Road stop SA	6.51	7.05	7.20	7.33	7.53	8.19	9.02	9.15	9.57	10.57	11.57	

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Broad Street	6.17		7.11				8.00			8.51	9.04		9.30		9.59		10.29
+ Wokingham Hospital	6.17		7.12				8.01			8.52	9.05		9.31		10.00		10.30
Barkham St. James Road	6.26		7.22				8.11			9.02	9.15		9.42		10.12		10.42
California Crossroads Ratepayers Hall	6.27		7.23				8.12			9.03	9.16		9.44		10.14		10.44
Arborfield Green Harvest Path	6.34	7.08	7.30	7.50			8.20	8.43		9.11	9.24		9.52		10.22	10.37	10.52
Arborfield Green Sheerlands Road	6.36	7.10	7.32	7.52			8.22	8.45		9.13	9.26		9.54		10.24	10.39	10.54
Arborfield Cross The Swan	6.41	7.15	7.37	7.57			8.27	8.51		9.19	9.32		10.00		10.30	10.45	11.00
Shinfield School Green	6.46	7.20	7.43	8.03	8.18		8.33	8.57	9.12	9.25	9.38	9.52	10.06	10.21	10.36	10.51	11.06
+ Royal Berkshire Hospital main entrance	7.01	7.35	8.00	8.20	8.35		8.50	9.14	9.29	9.43	9.57	10.11	10.26	10.41	10.56	11.11	11.26
- Central Reading Station Road stop SA	7.10	7.45	8.10	8.30	8.45		9.00	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40

	am	am	am	am	pm	pm	pm	pm							pm	pm	pm	
Wokingham Broad Street		10.59		11.29		11.59		12.29	then at		59	29	until		2.29		3.01	
Wokingham Hospital		11.00		11.30		12.00		12.30			00	30			2.30		3.02	
Barkham St. James Road		11.12		11.42		12.12		12.42			12	42			2.42		3.14	
California Crossroads Ratepayers Hall		11.14		11.44		12.14		12.44			14	44			2.44		3.16	
Arborfield Green Harvest Path	11.07	11.22	11.37	11.52	12.07	12.22	12.37	12.52			07	22		37	52	2.52	3.07	3.24
Arborfield Green Sheerlands Road	11.09	11.24	11.39	11.54	12.09	12.24	12.39	12.54			09	24		39	54	2.54	3.09	3.26
Arborfield Cross The Swan	11.15	11.30	11.45	12.00	12.15	12.30	2.45	1.00			15	30		45	00	3.00	3.15	3.32
Shinfield School Green	11.21	11.36	11.51	12.06	12.21	12.36	12.51	1.06			21	36		51	06	3.06	3.21	3.38
Royal Berkshire Hospital main entrance	11.41	11.56	12.11	12.26	12.41	12.56	1.11	1.26			41	56		11	26	3.26	3.41	3.56
Central Reading Station Road stop SA	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40		55	10	25	40	3.40	3.55	4.10		

Saturdays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	3.31			4.01		4.32		5.02		5.29		5.59		6.31		7.13
+ Wokingham Hospital	3.32			4.02		4.33		5.03		5.30		6.00		6.32		7.14
Barkham St. James Road	3.44			4.14		4.45		5.15		5.42		6.12		6.44		7.26
California Crossroads Ratepayers Hall	3.46			4.16		4.47		5.17		5.44		6.14		6.46		7.28
Arborfield Green Harvest Path	3.39	3.54	4.09	4.24	4.40	4.55	5.10	5.25	5.36	5.52	6.07	6.22	6.38	6.54	7.11	7.36
Arborfield Green Sheerlands Road	3.41	3.56	4.11	4.26	4.42	4.57	5.12	5.27	5.38	5.54	6.09	6.24	6.40	6.56	7.13	7.38
Arborfield Cross The Swan	3.47	4.02	4.17	4.32	4.48	5.03	5.18	5.33	5.44	6.00	6.15	6.30	6.45	7.01	7.17	7.42
Shinfield School Green	3.53	4.08	4.23	4.38	4.54	5.09	5.24	5.39	5.50	6.06	6.21	6.36	6.51	7.07	7.23	7.48
+ Royal Berkshire Hospital main entrance	4.11	4.26	4.41	4.56	5.11	5.26	5.41	5.56	6.07	6.22	6.37	6.52	7.07	7.23	7.39	8.04
- Central Reading Station Road stop SA	4.25	4.40	4.55	5.10	5.25	5.40	5.55	6.10	6.20	6.35	6.50	7.05	7.20	7.35	7.50	8.15

	pm	pm	pm	pm	pm
Wokingham Broad Street	7.53	8.22	9.05	10.05	11.05
+ Wokingham Hospital	7.54	8.23	9.06	10.06	11.06
Barkham St. James Road	8.04	8.33	9.15	10.15	11.15
California Crossroads Ratepayers Hall	8.06	8.34	9.16	10.16	11.16
Arborfield Green Harvest Path	8.14	8.41	9.23	10.23	11.23
Arborfield Green Sheerlands Road	8.16	8.43	9.25	10.25	11.25
Arborfield Cross The Swan	8.20	8.47	9.29	10.29	11.29
Shinfield School Green	8.26	8.52	9.34	10.34	11.34
+ Royal Berkshire Hospital main entrance	8.40	9.05	9.47	10.47	11.47
- Central Reading Station Road stop SA	8.50	9.15	9.57	10.57	11.57

Sundays and public holidays

	am	am	am	am	am	am	am				pm	pm	pm	pm	pm
Wokingham Broad Street		9.02		9.59		10.59		then at	58	until		3.58		4.59	
+ Wokingham Hospital		9.03		10.00		11.00			59			3.59		5.00	
Barkham St. James Road		9.12		10.11		11.11			11			4.11		5.12	
California Crossroads Ratepayers Hall		9.13		10.13		11.13			13			4.13		5.14	
Arborfield Green Harvest Path	8.49	9.21	9.51	10.21	10.51	11.21	11.51		21 51		3.51	4.21	4.51	5.22	5.54
Arborfield Green Sheerlands Road	8.51	9.23	9.53	10.23	10.53	11.23	11.53		23 53		3.53	4.23	4.53	5.24	5.56
Arborfield Cross The Swan	8.57	9.29	9.59	10.29	10.59	11.29	11.59		29 59		3.59	4.29	4.59	5.30	6.02
Shinfield School Green	9.03	9.35	10.05	10.35	11.05	11.35	12.05		35 05		4.05	4.35	5.05	5.36	6.08
+ Royal Berkshire Hospital main entrance	9.20	9.52	10.23	10.53	11.23	11.53	12.23		53 23		4.23	4.53	5.23	5.53	6.24
- Central Reading Station Road stop SA	9.30	10.03	10.35	11.05	11.36	12.07	12.37		07 37		4.37	5.07	5.37	6.07	6.37

	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	6.02		6.52		7.52			
+ Wokingham Hospital	6.03		6.53		7.53			
Barkham St. James Road	6.14		7.04		8.03			
California Crossroads Ratepayers Hall	6.16		7.06		8.05			
Arborfield Green Harvest Path	6.24	6.55	7.14	7.50	8.13	9.24	10.34	11.44
Arborfield Green Sheerlands Road	6.26	6.57	7.16	7.52	8.15	9.26	10.36	11.46
Arborfield Cross The Swan	6.32	7.03	7.20	7.56	8.19	9.30	10.40	11.50
Shinfield School Green	6.38	7.09	7.26	8.01	8.24	9.35	10.45	11.55
+ Royal Berkshire Hospital main entrance	6.54	7.25	7.41	8.15	8.37	9.48	10.58	12.07
- Central Reading Station Road stop SA	7.07	7.37	7.52	8.26	8.47	9.58	11.08	12.15

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Central Reading Station Road stop SA	5.40	5.55	6.05	6.20	6.35	6.50	7.05	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	
Royal Berkshire Hospital main entrance	5.46	6.01	6.11	6.26	6.42	6.58	7.13	7.29	7.46	8.02	8.17	8.30	8.45	9.00	9.14	9.29	
Thames Valley Science Park	▼	▼	▼	▼	▼	7.14	▼	▼	▼	▼	8.38	▼	▼	▼	▼	9.30	▼
Shinfield School Green	5.58	6.15	6.26	6.42	7.00	7.19	7.35	7.52	8.09	8.28	8.43	8.52	9.06	9.20	9.35	9.48	
Arborfield Cross The Swan	6.03	6.20	6.31	6.47	7.05	7.25	7.41	7.58	8.15	8.34	8.49	8.58	9.11	9.25	9.40		
Arborfield Green Sheerlands Road	6.06	6.23	6.35	6.51	7.10	7.30	7.46	8.03	8.20	8.39	8.54	9.03	9.16	9.29	9.44		
Arborfield Green Harvest Path	6.09	6.26	6.38	6.54	7.13	7.33	7.49	8.06	8.23	8.42	8.57	9.06	9.19	9.32	9.47		
California Crossroads Ratepayers Hall	6.15		6.45		7.20		7.57		8.31		9.04		9.26		9.54		
Barkham St. James Road	6.16		6.47		7.22		7.59		8.33		9.06		9.28		9.56		
Wokingham Station Interchange	6.28		7.00		7.35		8.13		8.46		9.19		9.41		10.09		
Wokingham Broad Street	6.30		7.03		7.38		8.16		8.49		9.22		9.44		10.12		

	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	
Royal Berkshire Hospital main entrance	9.44	9.59	10.14	10.29	10.44	10.59	11.14	11.29	11.44	11.59	12.14	12.29	12.44	12.59	1.14	1.29	
Thames Valley Science Park	▼	▼	10.30	▼	▼	10.50	11.30	▼	▼	▼	12.30	▼	▼	▼	1.30	▼	
Shinfield School Green	10.03	10.18	10.35	10.48	11.03	11.18	11.35	11.48	12.03	12.18	12.35	12.48	1.03	1.19	1.35	1.49	
Arborfield Cross The Swan	10.08		10.40		11.08		11.40		12.08		12.40		1.08		1.40		
Arborfield Green Sheerlands Road	10.12		10.44		11.12		11.44		12.12		12.44		1.12		1.44		
Arborfield Green Harvest Path	10.15		10.47		11.15		11.47		12.15		12.47		1.15		1.47		
California Crossroads Ratepayers Hall	10.22		10.54		11.22		11.54		12.22		12.54		1.22		1.54		
Barkham St. James Road	10.24		10.56		11.24		11.56		12.24		12.56		1.24		1.56		
Wokingham Station Interchange	10.37		11.09		11.37		12.09		12.37		1.09		1.37		2.09		
Wokingham Broad Street	10.40		11.12		11.40		12.12		12.40		1.12		1.40		2.12		

Mondays to Fridays except public holidays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	1.35	1.50	2.05	2.20	2.35	2.50	3.05	3.20	3.35	3.50	4.05	4.20	4.35	4.50	5.05	5.20	
Royal Berkshire Hospital main entrance	1.44	1.59	2.14	2.29	2.45	3.01	3.17	3.33	3.48	4.03	4.18	4.32	4.47	5.01	5.16	5.31	
Thames Valley Science Park	▼	▼	2.30	▼	▼	▼	3.40	▼	▼	▼	4.43	▼	▼	▼	5.38	▼	
Shinfield School Green	2.04	2.19	2.35	2.50	3.07	3.24	3.46	4.01	4.17	4.32	4.49	4.59	5.14	5.26	5.44	5.55	
Arborfield Cross The Swan	2.09		2.40	2.55	3.13	3.30	3.52	4.07	4.23	4.38	4.55	5.05	5.20	5.32	5.49	6.00	
Arborfield Green Sheerlands Road	2.13		2.45	3.00	3.18	3.37	3.57	4.12	4.28	4.43	5.00	5.10	5.25	5.37	5.54	6.05	
Arborfield Green Harvest Path	2.16		2.48	3.03	3.22	3.41	4.00	4.15	4.31	4.46	5.03	5.13	5.28	5.40	5.57	6.08	
California Crossroads Ratepayers Hall	2.23		2.55		3.29		4.07		4.38		5.10		5.35		6.04		
Barkham St. James Road	2.25		2.57		3.31		4.09		4.40		5.12		5.37		6.06		
Wokingham Station Interchange	2.38		3.10		3.45		4.23		4.55		5.27		5.51		6.19		
Wokingham Broad Street	2.41		3.13		3.48		4.26		4.58		5.30		5.54		6.22		

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	5.35	5.50	6.05	6.20	6.40	7.00	7.20	8.05	9.05	10.05	11.05
Royal Berkshire Hospital main entrance	5.45	6.00	6.14	6.29	6.49	7.08	7.28	8.13	9.11	10.11	11.11
Thames Valley Science Park	▼	▼	6.32	▼	▼	▼	▼	▼	▼	▼	▼
Shinfield School Green	6.08	6.22	6.37	6.49	7.09	7.27	7.47	8.30	9.26	10.26	11.26
Arborfield Cross The Swan	6.13	6.27	6.42	6.54	7.14	7.32	7.52	8.35	9.31	10.31	11.31
Arborfield Green Sheerlands Road	6.18	6.32	6.46	6.58	7.18	7.35	7.55	8.38	9.34	10.34	11.34
Arborfield Green Harvest Path	6.21	6.35	6.49	7.01	7.21	7.38	7.58	8.41	9.37	10.37	11.37
California Crossroads Ratepayers Hall	6.28		6.56			7.44	8.04	8.47	9.43	10.43	
Barkham St. James Road	6.30		6.58			7.45	8.05	8.48	9.44	10.44	
Wokingham Station Interchange	6.43		7.11			7.58	8.17	9.00	9.56	10.56	
Wokingham Broad Street	6.46		7.14			8.00	8.19	9.02	9.58	10.58	



Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Central Reading Station Road stop SA	6.10	6.30	6.55	7.15	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	
Royal Berkshire Hospital main entrance	6.16	6.36	7.01	7.21	7.41	7.56	8.11	8.26	8.41	8.56	9.13	9.28	9.44	9.59	10.14	10.29	
Shinfield School Green	6.28	6.51	7.16	7.36	7.56	8.11	8.26	8.41	8.56	9.12	9.30	9.47	10.03	10.18	10.33	10.48	
Arborfield Cross The Swan	6.33	6.56	7.21	7.41	8.01	8.16	8.31	8.46		9.17	9.35		10.08	10.23	10.38	10.53	
Arborfield Green Sheerlands Road	6.36	6.59	7.24	7.44	8.04	8.19	8.34	8.49		9.21	9.39		10.12	10.27	10.42	10.57	
Arborfield Green Harvest Path	6.39	7.02	7.27	7.47	8.07	8.22	8.37	8.52		9.24	9.42		10.15	10.30	10.45	11.00	
California Crossroads Ratepayers Hall	6.45		7.33		8.13	8.28		8.58		9.30	9.49		10.22		10.52		
Barkham St. James Road	6.46		7.34		8.14	8.29		9.00		9.32	9.51		10.24		10.54		
Wokingham Station Interchange	6.57		7.45		8.25	8.40		9.13		9.47	10.06		10.39		11.09		
Wokingham Broad Street	6.59		7.47		8.27	8.42		9.16		9.50	10.09		10.42		11.12		

		am	am	am	am	am	am							pm	pm	pm	pm	pm
🚍	Central Reading Station Road stop SA	10.35	10.50	11.05	11.20	11.35	11.50	then at	05	20	35	50	until	2.50	3.05	3.20	3.35	3.50
🚗	Royal Berkshire Hospital main entrance	10.44	10.59	11.14	11.29	11.44	11.59		14	29	44	59		2.59	3.14	3.29	3.44	3.59
	Shinfield School Green	11.03	11.18	11.33	11.48	12.03	12.18		33	48	03	18		3.18	3.33	3.48	4.03	4.18
	Arborfield Cross The Swan	11.08	11.23	11.38	11.53	12.08	12.23		38	53	08	23		3.23	3.38	3.53	4.08	4.23
	Arborfield Green Sheerlands Road	11.12	11.27	11.42	11.57	12.12	12.27		42	57	12	27		3.27	3.42	3.57	4.12	4.27
	Arborfield Green Harvest Path	11.15	11.30	11.45	12.00	12.15	12.30		45	00	15	30		3.30	3.45	4.00	4.15	4.30
	California Crossroads Ratepayers Hall	11.22		11.52		12.22			52		22				3.52		4.22	
	Barkham St. James Road	11.24		11.54		12.24		54		24				3.54		4.24		
🚍	Wokingham Station Interchange	11.39		12.09		12.39		09		39				4.09		4.38		
	Wokingham Broad Street	11.42		12.12		12.42		12		42				4.12		4.41		

Reading | Shinfield | Arborfield | Wokingham

via Royal Berkshire Hospital & Barkham



3

Saturdays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading Station Road stop SA	4.05	4.20	4.35	4.50	5.05	5.20	5.35	5.50	6.05	6.25	6.45	7.15	8.05	9.05	10.05	11.05
 Royal Berkshire Hospital main entrance	4.14	4.29	4.44	4.59	5.14	5.29	5.44	5.59	6.14	6.34	6.54	7.24	8.13	9.11	10.11	11.11
Shinfield School Green	4.33	4.48	5.03	5.18	5.33	5.48	6.03	6.18	6.33	6.53	7.12	7.42	8.30	9.26	10.26	11.26
Arborfield Cross The Swan	4.38	4.53	5.08	5.23	5.38	5.53	6.08	6.23	6.38	6.58	7.17	7.47	8.35	9.31	10.31	11.31
Arborfield Green Sheerlands Road	4.42	4.57	5.12	5.27	5.42	5.57	6.12	6.27	6.42	7.02	7.21	7.50	8.38	9.34	10.34	11.34
Arborfield Green Harvest Path	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.05	7.24	7.53	8.41	9.37	10.37	11.37
California Crossroads Ratepayers Hall	4.52		5.22		5.52			6.37			7.31	8.00	8.47	9.43	10.43	
Barkham St. James Road	4.54		5.24		5.54			6.39			7.32	8.01	8.48	9.44	10.44	
 Wokingham Station Interchange	5.07		5.37		6.07			6.52			7.45	8.14	9.00	9.56	10.56	
Wokingham Broad Street	5.10		5.39		6.09			6.54			7.47	8.16	9.02	9.58	10.58	



Sundays and public holidays

	am	am	am	am	am	am	am	am	am				pm	pm	pm	
 Central Reading Station Road stop SA	8.00	8.15	8.45	9.15	9.40		10.10	10.40	11.10	11.40	then at	10 40	until	3.40	4.10	4.40
 Royal Berkshire Hospital main entrance	8.06	8.21	8.52	9.22	9.48		10.19	10.49	11.19	11.49		19 49		3.49	4.19	4.49
Shinfield School Green	8.22	8.37	9.08	9.38	10.04		10.38	11.07	11.38	12.08		38 08		4.08	4.38	5.08
Arborfield Cross The Swan	8.27	8.42	9.13	9.43	10.09		10.43	11.12	11.43	12.13		43 13		4.13	4.43	5.13
Arborfield Green Sheerlands Road	8.30	8.45	9.16	9.46	10.12		10.46	11.15	11.46	12.16		46 16		4.16	4.46	5.16
Arborfield Green Harvest Path	8.33	8.48	9.19	9.49	10.15		10.49	11.18	11.49	12.19		49 19		4.19	4.49	5.19
California Crossroads Ratepayers Hall	8.39		9.25		10.22			11.25		12.26		26		4.26		5.26
Barkham St. James Road	8.40		9.26		10.24			11.27		12.28	28	4.28		5.28		
 Wokingham Station Interchange	8.53		9.39		10.39			11.42		12.43	43	4.43		5.41		
Wokingham Broad Street	8.55		9.41		10.42			11.45		12.46	46	4.46		5.43		

	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	5.10	5.40	6.10	6.40	7.10	7.50	8.50	10.00	11.10
Royal Berkshire Hospital main entrance	5.18	5.48	6.18	6.48	7.17	7.56	8.56	10.06	11.16
Shinfield School Green	5.37	6.06	6.36	7.06	7.35	8.11	9.11	10.21	11.31
Arborfield Cross The Swan	5.42	6.11	6.41	7.11	7.40	8.16	9.16	10.26	11.36
Arborfield Green Sheerlands Road	5.45	6.14	6.44	7.14	7.43	8.19	9.19	10.29	11.39
Arborfield Green Harvest Path	5.48	6.17	6.47	7.17	7.46	8.22	9.22	10.32	11.42
California Crossroads Ratepayers Hall		6.24		7.24		8.29			
Barkham St. James Road		6.26		7.26		8.30			
Wokingham Station Interchange		6.39		7.39		8.43			
Wokingham Broad Street		6.41		7.41		8.45			

Appendix MS3

Key

 Site

 **Bus Stops (Closest to Site)**

— Bus Route - Leopard 3

- Bus Stops - Leopard 3

 Bus Stop - 800-metre Walk Catchment

Education

 Secondary Schools

 Reading College

 University of Reading

Potential Connections

 Railway Station

Cumulative Journey Time

■ 5-minutes

10-minutes

15-minutes

20-minutes

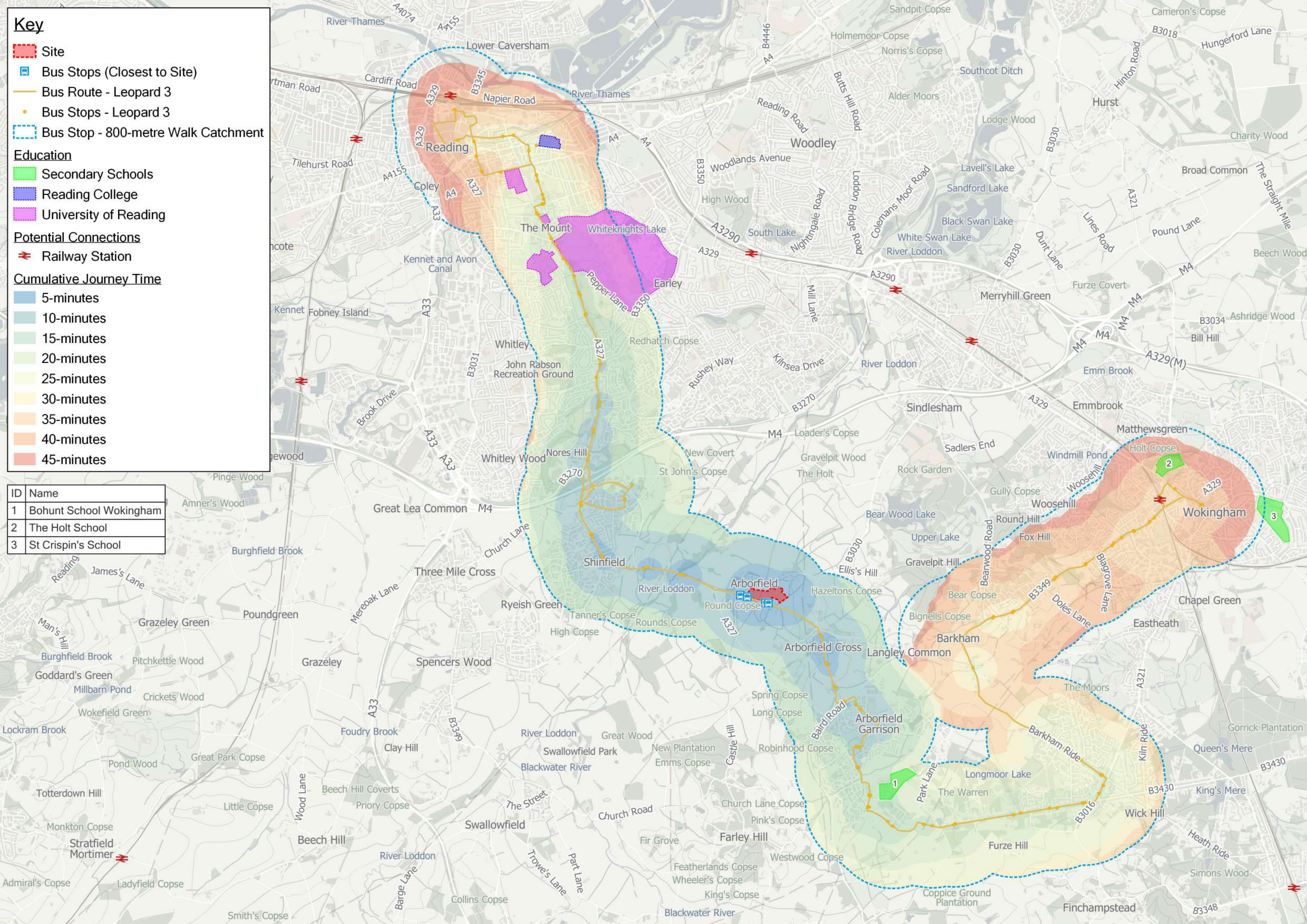
25-minutes

30-minutes

35-minutes

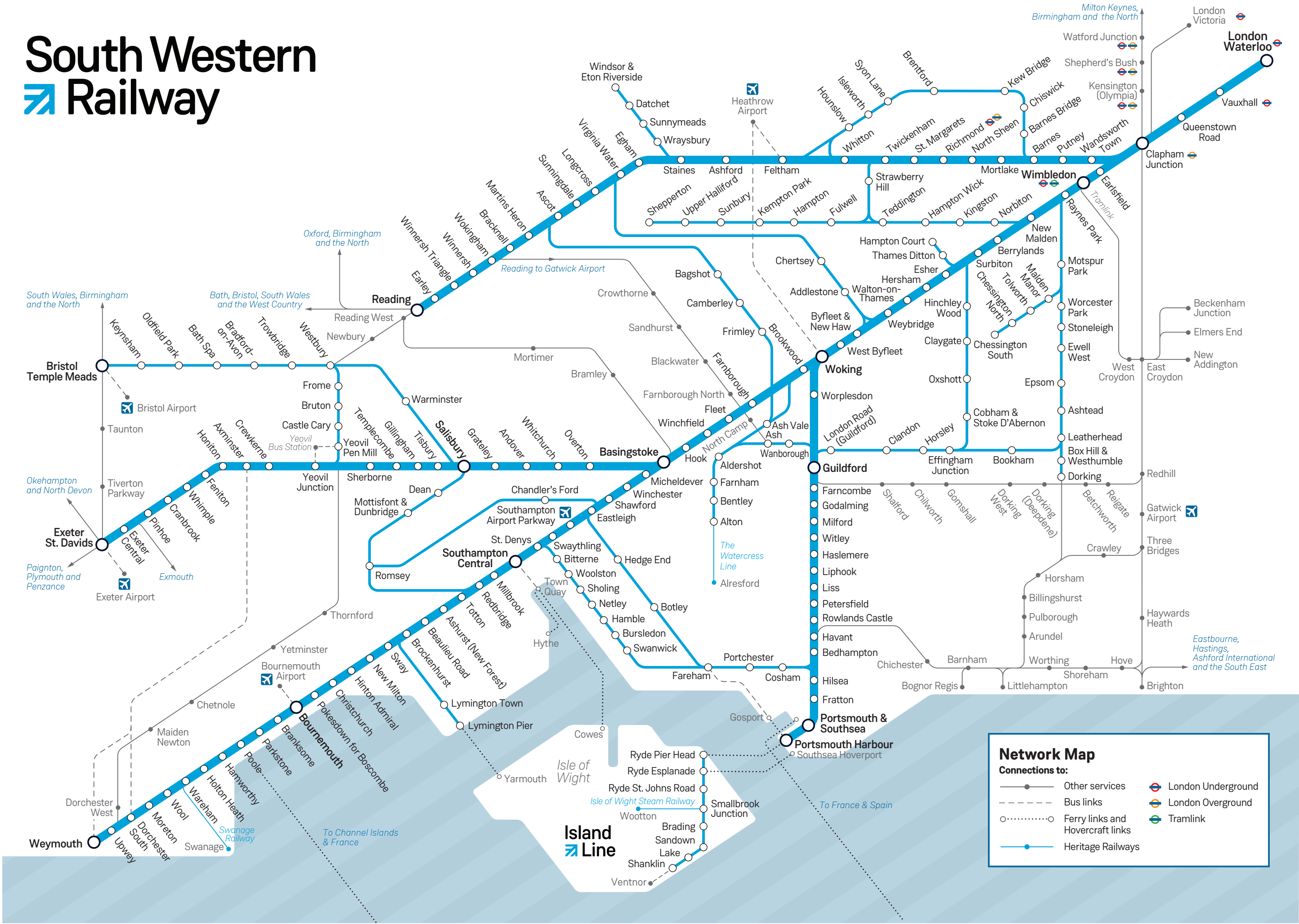
40-minutes

ID	Name
1	Bohunt School Wokingham
2	The Holt School
3	St Crispin's School



Appendix MS4

South Western Railway



Appendix MS5

GWR Network Map

GWR Main line routes

GWR Branch line routes

GWR Seasonal routes

Step-free access (Category A)

Partial step-free access (Category B)

No step-free access (Category C)

Other operators station
For details, visit nationalrail.co.uk

Swindon
Major or interchange station



Appendix MS6

Anywhere
you fancy?



CrossCountry routes

Connecting services

Please note: Not all stations are shown.

crosscountry



Appendix MS7

Some services do not stop at all stations. Please check information screens.

Step-free from train to street

Step-free from platform to street

Short platform station, travel in front 6 carriages

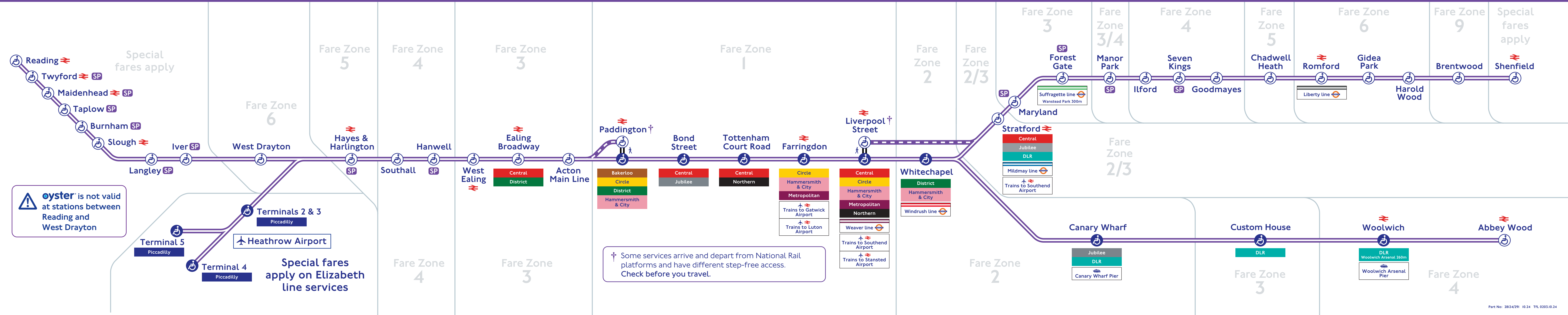


 Check your travel
tfl.gov.uk/travel-tools



Plan your journey
Download the TfL Go app

TfL collects Wi-Fi connection data at some stations on the Elizabeth line to better understand journey patterns and improve TfL services. TfL will not identify individuals. You can opt out by turning off your device's Wi-Fi. **For more information visit tfl.gov.uk/wifi-data-collection**



Appendix MS8

Key

Site

Bus Stops (Closest to Site)

Bus Route - Leopard 3

Bus Stops - Leopard 3

Bus Stop - 800-metre Walk Catchment

Employment Destinations

Potential Connections

Railway Station

Cumulative Journey Time

5-minutes

10-minutes

15-minutes

20-minutes

25-minutes

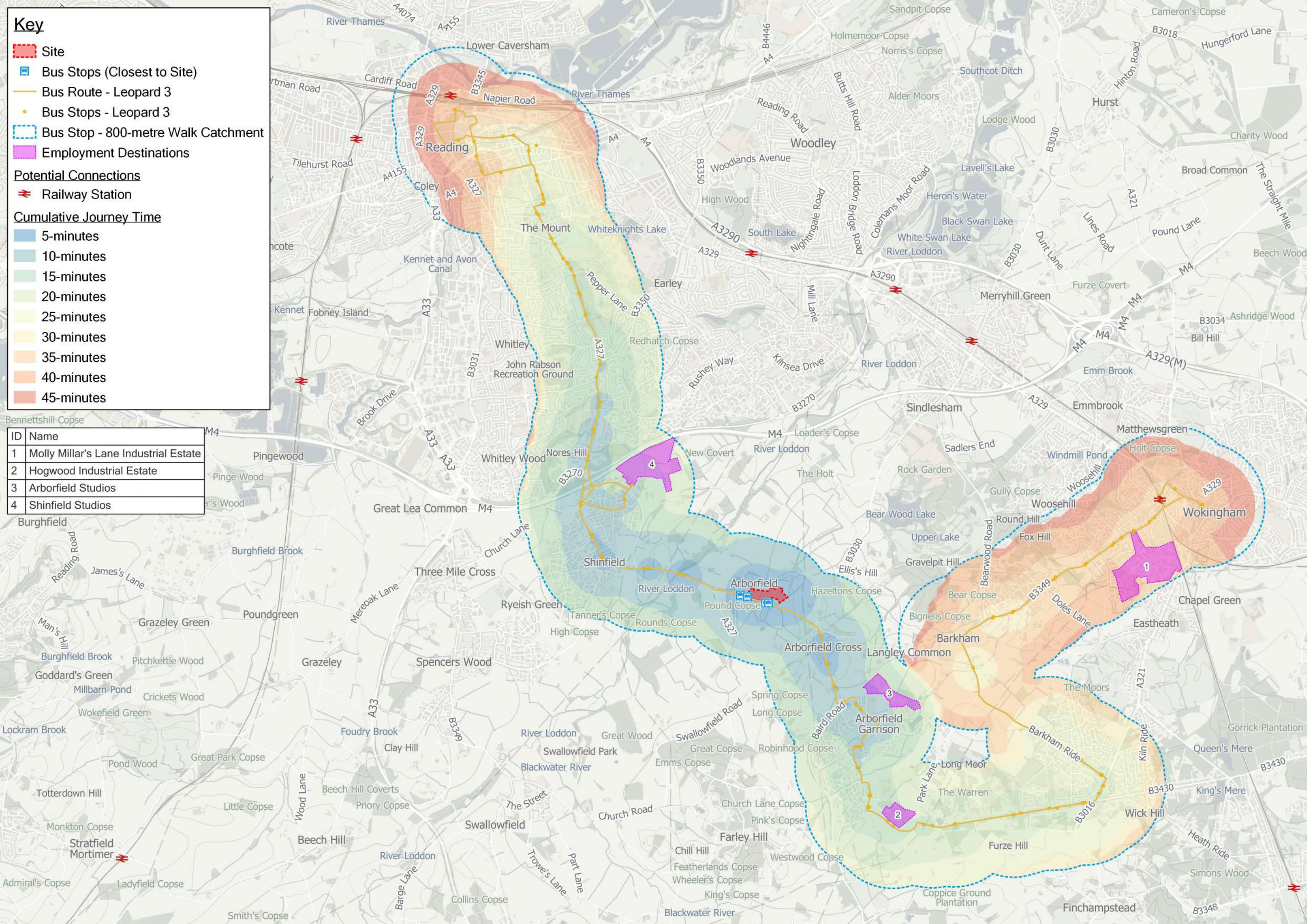
30-minutes

35-minutes

40-minutes

45-minutes

ID	Name
1	Molly Millar's Lane Industrial Estate
2	Hogwood Industrial Estate
3	Arborfield Studios
4	Shinfield Studios



Appendix MS9

Key

Site

Bus Stops (Closest to Site)

Bus Route - Leopard 3

Bus Stops - Leopard 3

Bus Stop - 800-metre Walk Catchment

Healthcare

GP Surgeries

Dentists

Hospitals

Potential Connections

Railway Station

Cumulative Journey Time

5-minutes

10-minutes

15-minutes

20-minutes

25-minutes

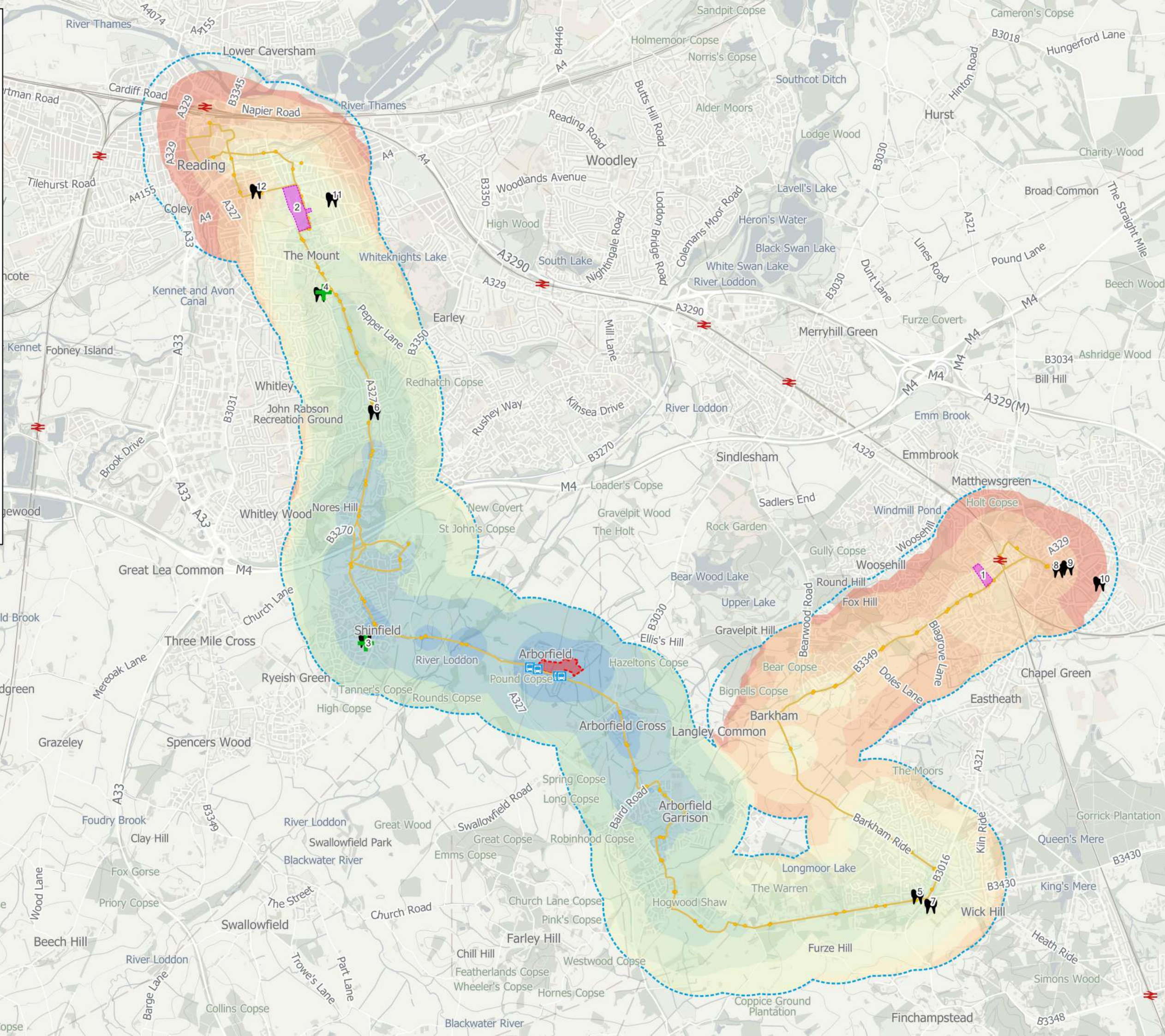
30-minutes

35-minutes

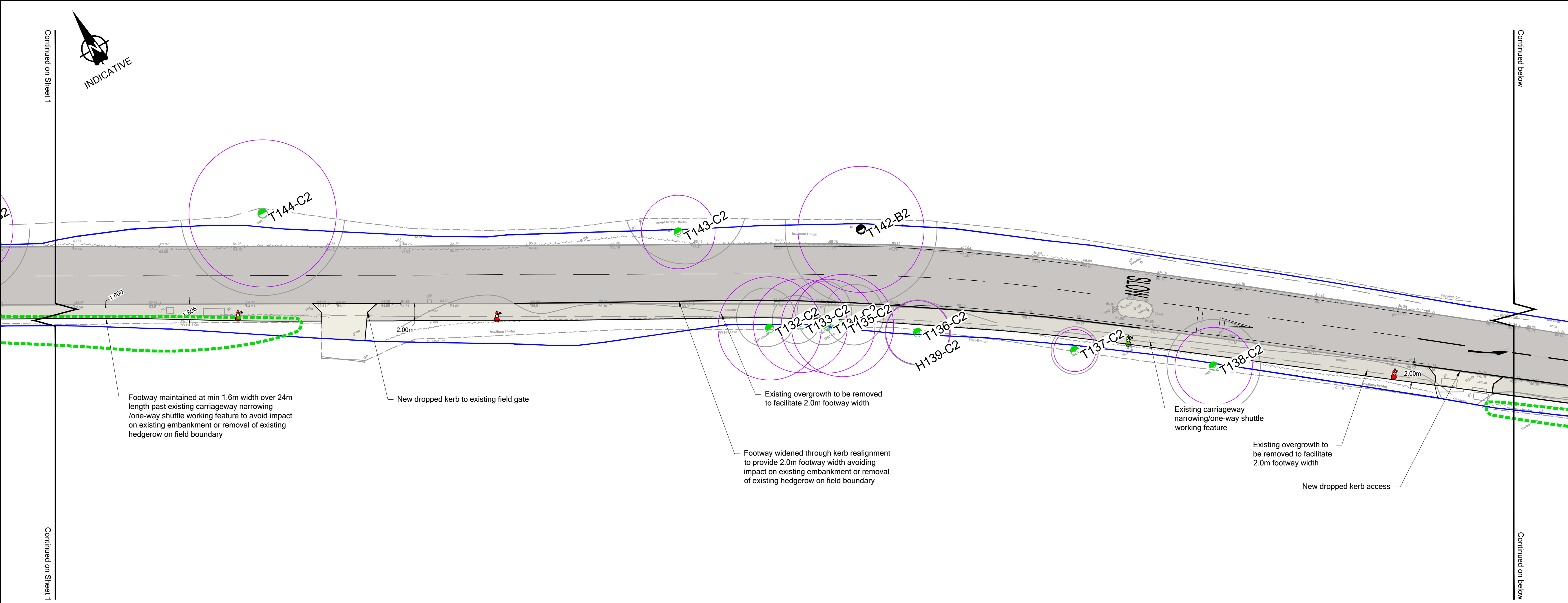
40-minutes

45-minutes

ID	Name
1	Wokingham Hospital
2	Royal Berkshire Hospital
3	South Reading & Shinfield Group Med Prac
4	University Medical Group
5	Nine Mile Ride Dental Practice
6	Shinfield Road Dental Practice
7	White Dental Finchampstead
8	Peach Dental Care
9	Wokingham Dental Clinic Partnership
10	Wokingham Dental Clinic
11	The Orthodontic Centre (Reading) Ltd
12	Kendrick View Dental Practice



Appendix MS10



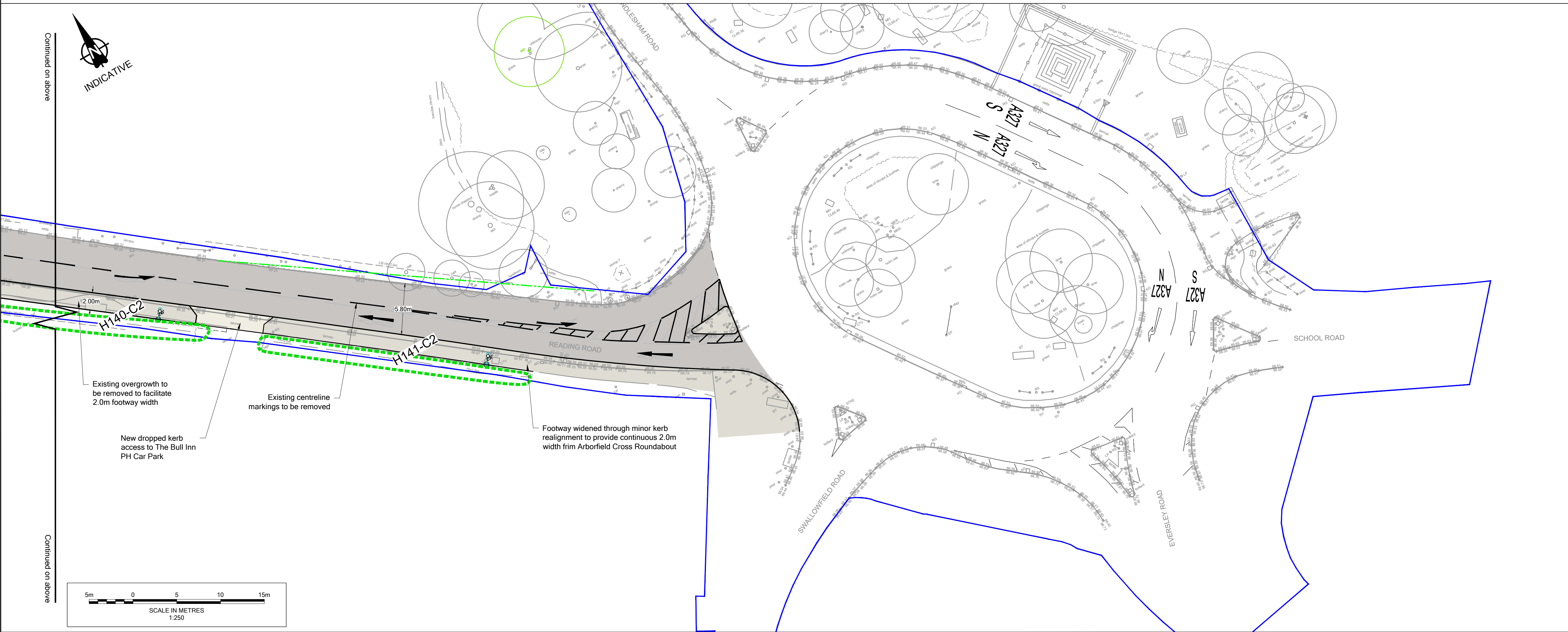
Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

- BS Proposed Bus Stop
- Highway Boundary
- Site Boundary
- Existing column to remain
- 6m WBC specification conical tapered aluminium column as supplied by Aluminium Lighting Company (3.00km Output)
- 6m WBC specification conical tapered aluminium column as supplied by Aluminium Lighting Company (4.40km Output)
- 6m WBC specification conical tapered aluminium column as supplied by Aluminium Lighting Company (G4 Luminous Intensity)
- Existing Tree Root Protection Area. Refer to RTC drawings for details
- Existing Trees to be removed. Refer to RTC drawings for details
- Existing Hedgerow. Refer to RTC drawings for details.
- Pedestrian Visibility Splay - 1.5m x 59m, based on an anticipated speed of 37mph and MIS SSD
- Junction Visibility Splay - 2.4m x 59m, based on an anticipated speed of 37mph and MIS SSD

Carriageway
Footway
Grass Verge
Vehicle Crossover / Driveway
Internal pathway
Uncontrolled Buff Tactile
Corduroy Tactile



Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Dm:	Date:	Details:	Chk:	App:
-	JB	19/08/2025	First issue	--	MS
A	JB	01/10/2025	Mapping data updated, layout amended	--	MS
B	JB	14/10/2025	Lighting design and retaining wall added	--	MS
C	LP	15/10/2025	RPAs Added	--	MS
D	MB	27/01/2026	RPAs updated, footway amended	--	MS

Client

Dandara Southern Ltd +
Elstree Land Ltd

Project

Land North of Reading Road,
Arborfield

Title

Enhanced Active Travel
Linkages to Local Facilities +
Services on Reading Road
(Sheet 2 of 2)

MILESTONE
TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
3 Wharfedale Street, Spaces The Mailbox Level 1, Birmingham, B1 1RD
Tel: 0121 661 9881
web: www.milestonetp.co.uk

Scale

1:250 @ A1

Revision

D

Drawing Number

25103/001/02