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# Former Arborfield Studios, (Parcels W, Y and Z), Arborfield Green: Active Travel Strategy

Ref: RW/ITL210226-007B TN  
Date: 20 August 2026

## SECTION 1 Introduction

### 1.1 Overview

**1.1.1** Crest Nicholson Operations Ltd ('the Applicant') has appointed i-Transport LLP to provide highway and transport advice with regard to a proposed residential development at Former Arborfield Studios (Parcels W, Y and Z), Arborfield Green within the jurisdiction of Wokingham Borough Council (WBC). The proposed development would provide 293 homes plus up to 2 homes in outline.

**1.1.2** This Active Travel Strategy has been produced to inform the overall Site masterplan and sustainable transport strategy, and accompanies the Transport Assessment produced as part of the planning submission. It provides an overview of the following:

- Active travel accesses to the Site.
- Active travel provision within the Site.
- A walking and cycling audit.

**1.1.3** This strategy has been informed by a detailed walking and cycling audit which assesses the off-site active travel opportunities within the vicinity of the Site. This assesses the links to and from the Site to key local destinations and services in the area. The audit includes a review of existing walking and cycling environments to/from the Sites and the scope of any possible future enhancements to these routes. The audit is included at **Appendix A**.

### 1.2 Site Context

**1.2.1** The Site falls within the wider Arborfield Garrison SDL (Policy CP18) which sought to deliver 3,500 dwellings including affordable homes in accordance with Policy CP5.

1.2.2 Planning permission was first granted at Arborfield Garrison on 2nd April 2015 for up to 2,000 homes, SANG, district centre plus other associated works (planning reference: O/2014/2280), with Reserved Matters submissions coming forward in due course.

1.2.3 Much of the area has been recently built-out under previous reserved matters applications associated with the wider Arborfield Green outline planning consent (*planning reference: O/2014/2280*). The area therefore benefits from high-quality walking and cycling infrastructure that has been designed in line with WBC highway design guide for new developments.

### 1.3 Development Proposals

1.3.1 The proposals form a hybrid application, which include:

- Full planning application for the demolition of existing buildings and construction of new homes, together with creation of accesses, parking, green infrastructure (including landscaping, public open space, play areas), associated drainage, roads, substations, plant, bin and cycle storage and other related infrastructure works.
- Outline planning application (all matters reserved except for access) for the construction of up to 2 new homes including through the retention (of whole or part) and conversion of the existing Langley Common Farmhouse.

1.3.2 A scheme masterplan and layout has been developed by Thrive Architects. An extract of the layout is provided as Image 1.1.

**Image 1.1: Site Layout**



Source: Thrive Architects

## SECTION 2 Active Travel Strategy

### 2.1 Overview

2.1.1 The masterplan seeks to prioritise active travel both into and through the Site. There are therefore numerous active travel options available to future residents to enter/exit the Site from east, south and west.

2.1.2 The main principles of Site access with respect to active travel are to connect to existing walking and cycling infrastructure in the following locations:

- Baston Road
- Bridle Road
- Martingale Grove
- Princess Marina Drive (east and south)
- Langley Common Road

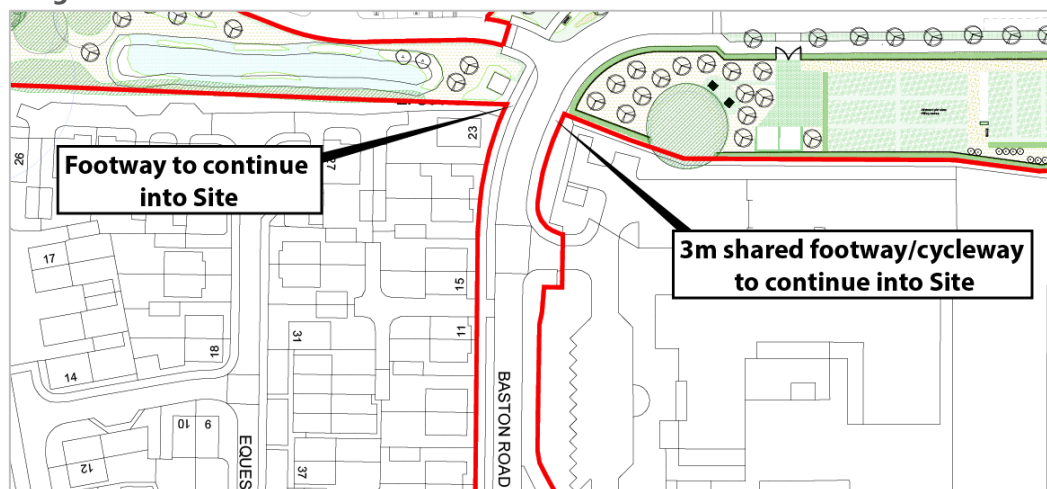
2.1.3 The strategy has had regard to prevailing guidance within Manual for Streets, LTN 1/20 and WBC highway design guide.

### 2.2 Active Travel Access

#### Baston Road

2.2.1 It is proposed to connect the existing footways and shared footway/cycleway on Baston Road into the Site. The shared footway/cycleway on the eastern side of Baston Road will continue into and through the Site. The footway on the western side of Baston Road will link to new footways within the development. The proposals are shown illustratively in Image 2.1.

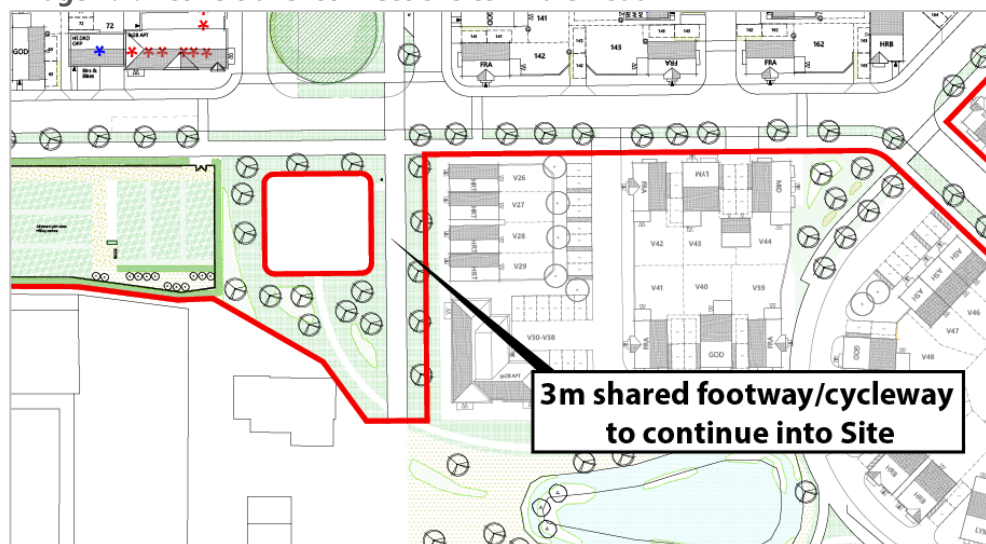
**Image 2.1: Active travel connections to Baston Road**



## Bridle Road

- 2.2.2 A connection to the existing shared footway/cycleway that routes on Saddle Place and Bridle Road is proposed to continue north through the southern boundary into the Site. The existing footway on the western side of Bridle Road will link into the shared footway/cycleway provision. The proposals are shown illustratively in Image 2.2.

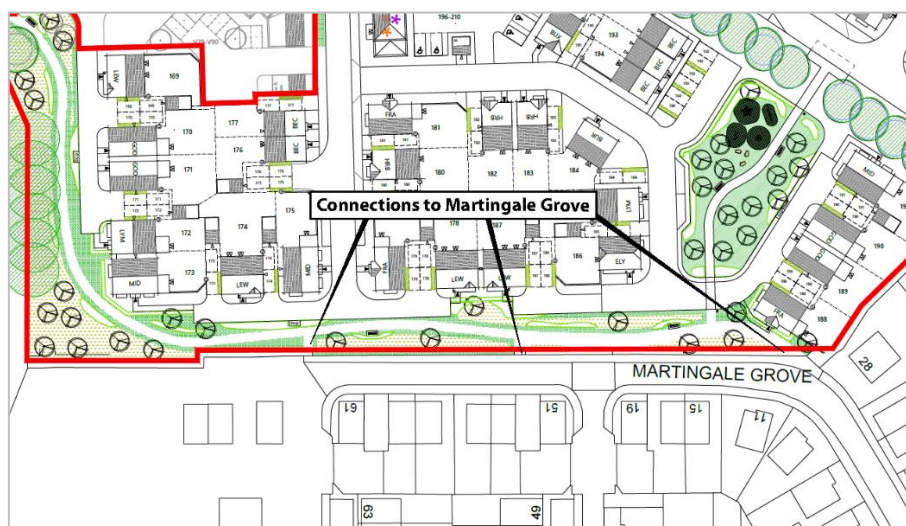
**Image 2.2: Active travel connections to Bridle Road**



## Martingale Grove

- 2.2.3 Martingale Grove runs adjacent to part of the southern boundary of the Site. An existing footway on the north side of the carriageway currently terminates before the Site boundary. It is proposed to connect to this provision through a trim trail that will route east-west north of Martingale Grove and providing connections to shared surfaces around development plots in the Site. The proposals are shown illustratively in Image 2.3.

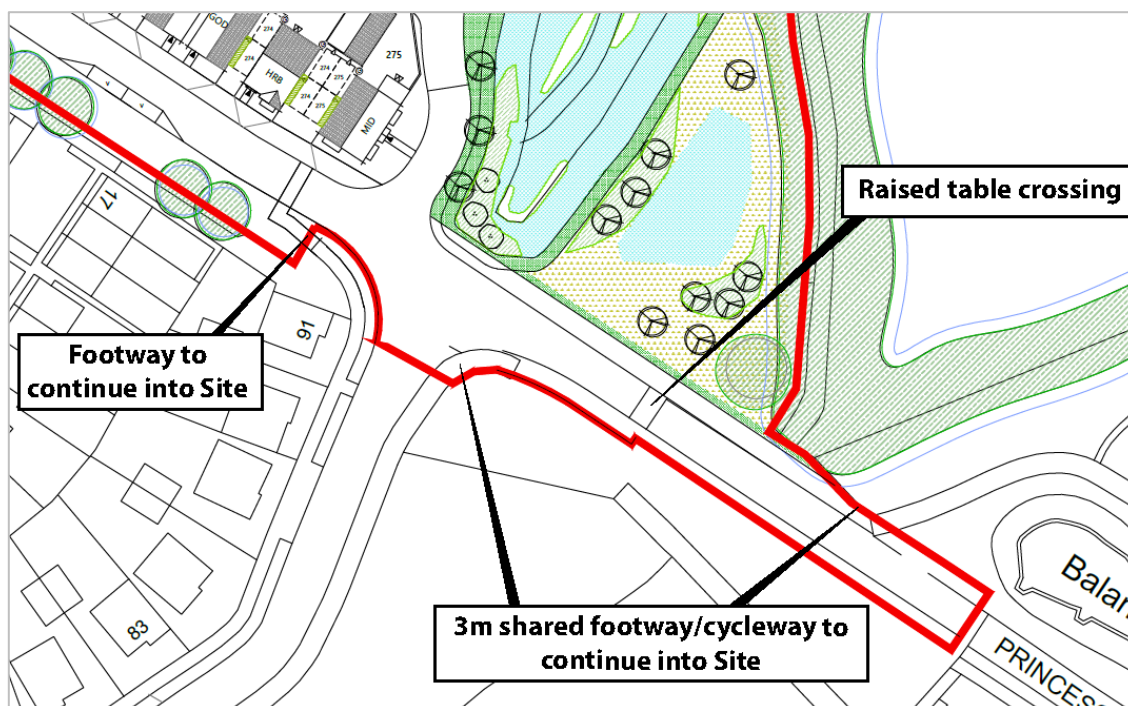
**Image 2.3: Active travel connections to Martingale Grove**



### Princess Marina Drive

- 2.2.4 On the eastern Site frontage, walking and cycling connections will be provided between the Site and the built-out development parcels along Princess Marina Drive to the south and east (towards Sherman Avenue and Oak Drive) connecting to the existing network of footways and shared footway/cycleway.
- 2.2.5 A shared footway/cycleway will route east-west out of the proposed development, continuing east on Princess Marina Drive (east) before connecting to an existing shared footway/cycleway on Sherman Drive. A raised table crossing on Princess Marina Drive (east) is also proposed to connect to a shared footway/cycleway on the south side of Princess Marina Drive. This will serve to provide a raised crossing for pedestrians and cyclists and also reduce vehicle speeds on a straight section of Princess Marina Drive. The shared footway/cycleway will then connect to the existing provision on the east side of Princess Marina Drive (south).
- 2.2.6 The existing footway on the west side of Princess Marina Drive will connect to a new footway in the proposed development which will then cross (via an uncontrolled crossing) the main route through the Site to a shared footway/cycleway on the opposite side of the road. The proposals at Princess Marina Drive are shown illustratively in Image 2.4.

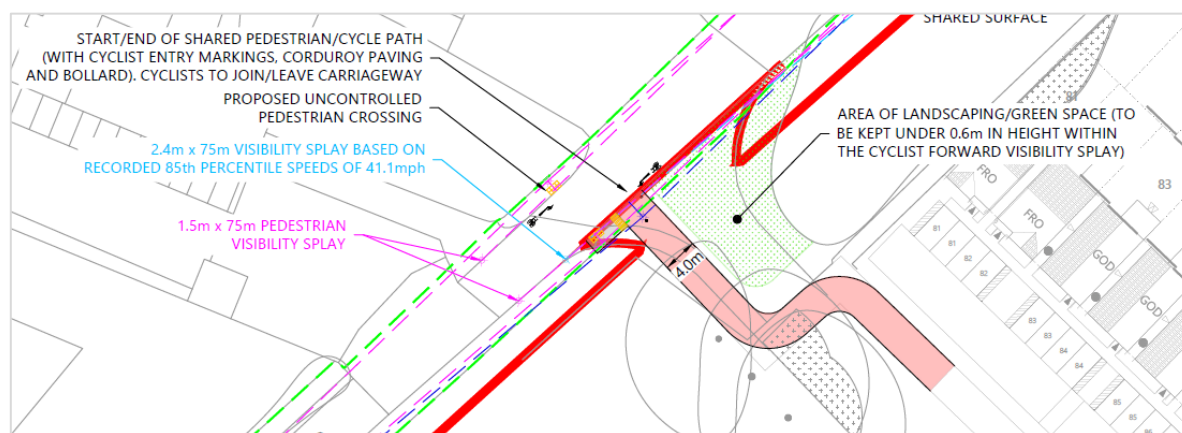
**Image 2.4: Active travel connections to Princess Marina Drive**



### Langley Common Road

- 2.2.7 To the north of the Site, the walking and cycling audit identified that there is currently no suitable crossing location on Langley Common Road for active travel users. There are limited facilities and services north of the Site that future residents may use, but existing residents on Langley Common Road may wish to travel to Arborfield Green and the array of new facilities and services proposed. It is therefore proposed to provide a connection between the Site and Langley Common Road using the existing Arborfield studios access location.
- 2.2.8 It is proposed to close the vehicular access to the existing Arborfield Studios Site and replace this with an active travel access on the completion of the development. This will feature a shared footway/cycleway out of the Site to the access, providing a bend in the alignment and bollard to reduce speeds before reaching the carriageway on Langley Common Road.
- 2.2.9 The 3.0m shared footway/cycleway will then terminate and a footway will be provided to the southeast alongside an uncontrolled pedestrian crossing point equipped with dropped kerb and tactile paving. A dropped kerb will be provided on the edge of the carriageway at the end of the shared footway/cycleway to allow cyclists to enter the carriageway.
- 2.2.10 The remaining area of hardstanding on the existing vehicular access will be converted to green space and landscaping. The proposals on Langley Common Road are shown illustratively in Image 2.5.

**Image 2.5: Active travel connections to Langley Common Road**



- 2.2.11 In addition to the above, active travel access will be possible from the reinstated farmhouse access in the northern corner of the Site. This element of the scheme is in outline however and will be determined at reserved matters stage.

## 2.3 Internal Active Travel Routes

- 2.3.1 The active travel accesses detailed above will continue through the Site through a network of walking and cycling routes provided by a range of footways, shared footway/cycleways, and off-road routes.

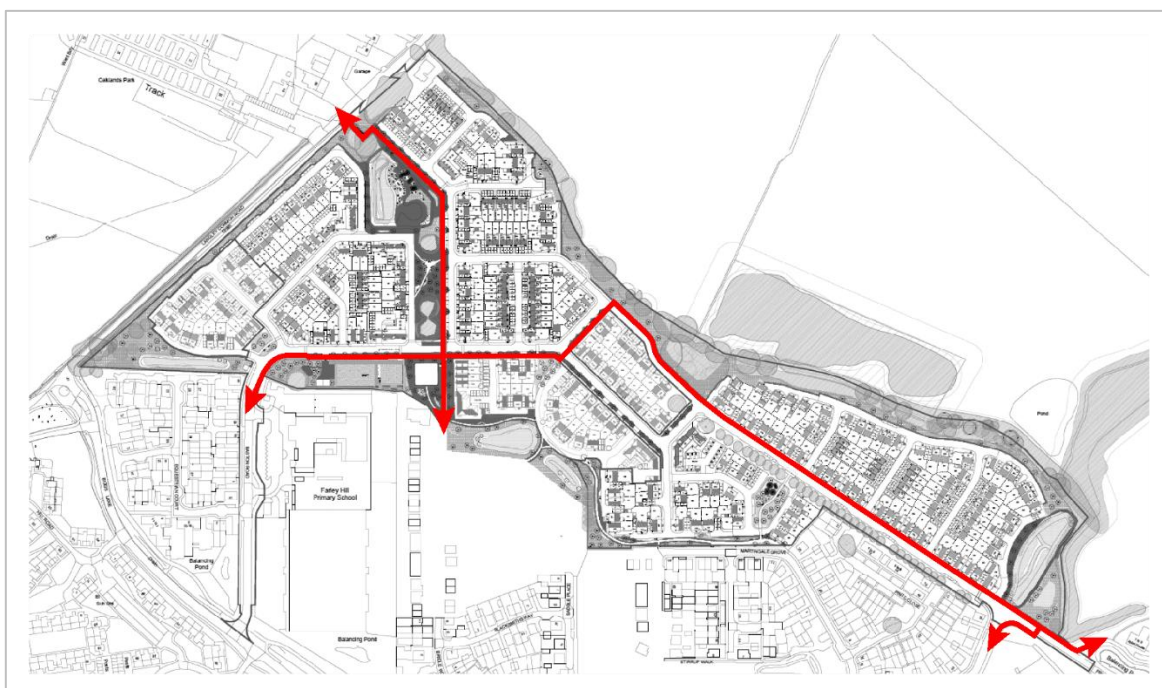
### Footways

- 2.3.2 Provision for pedestrians will be provided throughout the Site. All secondary streets and tertiary streets will provide footways on at least one side of the carriageway and on both sides where possible. All footways will be 2.0m in width, in accordance with WBC highway design guidance. All crossing points will be uncontrolled and be equipped with dropped kerbs and tactile paving.

### Shared Footway/Cycleway

- 2.3.3 As described above, there are existing shared footway/cycleways on Baston Road, Princess Marina Drive and Bridle Road that currently terminate at the Site boundary. It is proposed to connect these into provide a continuous route through the Site.
- 2.3.4 The route will continue from Baston Road and route eastward on the south side of the main street through the Site. A connection to the north will be provided to Langley Common Road, requiring an uncontrolled crossing location within the Site.
- 2.3.5 The route will continue eastward to the centre of the Site before diverting north to the northern boundary, before continuing east on the northern side of the street to connect to the provision at Princess Marina Drive.
- 2.3.6 The shared footway/cycleway will be 3.0m in width in accordance with WBC highway design guidance. Corduroy paving will be provided at appropriate locations when connecting to footways and shared surfaces. The shared footway/cycleway route is shown illustratively in Image 2.6.

**Image 2.6: Shared footway/cycleway route**



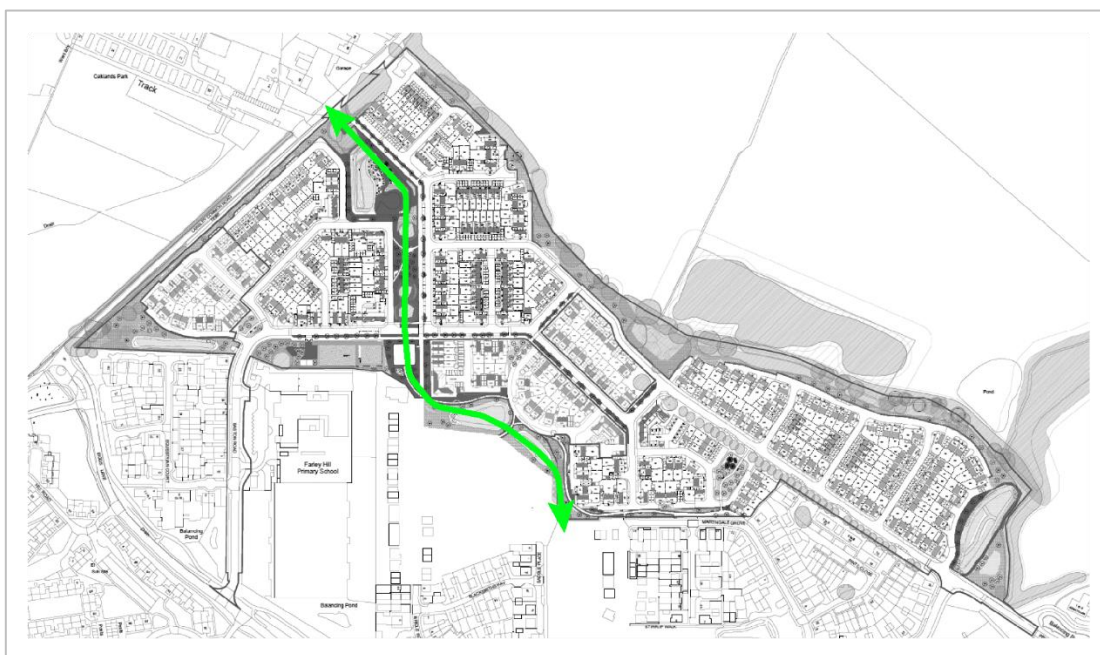
### Shared Surfaces

- 2.3.7 Where streets are intended as shared surfaces, footways are not proposed, but the design of these streets and the quantum of dwellings served will enable traffic volumes and speeds to be low and prioritise pedestrian amenity on these routes.

### Green Corridors

- 2.3.8 In addition to hard infrastructure proposed to enable walking and cycling into and through the development, the scheme will include green corridors that will provide off-road active travel routes through green infrastructure. Green corridors were included in the outline planning consent and are proposed as part of this application to improve connectivity between existing parcels and future parcels through the provision of green space, trail walks and areas of play.
- 2.3.9 The green corridors will link between Langley Common Road to the north through to Biggs Lane in the south, as shown at Image 2.7.

**Image 2.7: Green Corridor through the Site**



## **SECTION 3      Walking and Cycling Audit**

- 3.1.1 The Active Travel Strategy has been informed by a walking and cycling audit. The audit has followed criteria that align with the requirements of Active Travel England guidance. Potential improvements which could assist in enhancing the accessibility of the Site by active travel modes as well as benefit existing users are identified.

3.1.2 A summary of the findings of the walking and cycling audit is provided in this section. The full walking and cycling audit is provided at **Appendix A**.

## 3.2 Key Walking & Cycling Routes

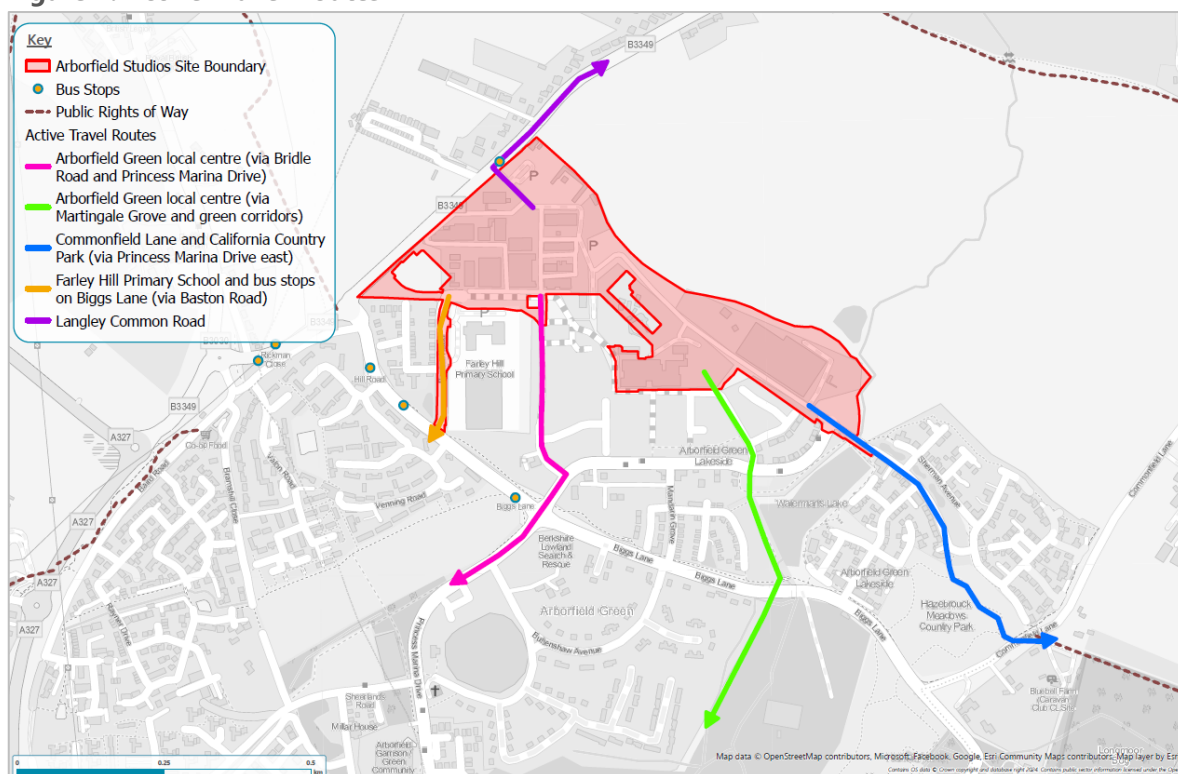
3.2.1 The routes for appraisal have been chosen as they would represent potential key connections between the development Site and local amenities on foot and cycle. The routes would connect the Site to existing retail, education, leisure and public transport facilities.

3.2.2 The key routes identified are as follows:

- 1 Farley Hill Primary School and bus stops on Biggs Lane (via Baston Road)
- 2 Arborfield Green district centre (via Bridle Road and Princess Marina Drive)
- 3 Arborfield Green district centre (via Martingale Grove and green corridors)
- 4 Commonfield Lane and California Country Park (via Princess Marina Drive east)
- 5 Langley Common Road

3.2.3 The routes assessed as shown in Figure 1.

**Figure 1: Active Travel Routes**



### 3.3 Appraisal Criteria

3.3.1 A qualitative appraisal of each of the routes has been informed by Site visit undertaken in September 2025 and a further desktop appraisal in February 2026. Each route was audited, noting the presence and conditions of facilities along with a photographic record of key points.

3.4 Each route has been assessed against the following criteria which have been developed with reference to whether routes are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) and / or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20):

- 1 Accessibility
- 2 Safety & Comfort
- 3 Directness
- 4 Attractiveness
- 5 Cohesion
- 6 Environment

3.4.2 These criteria reflect the metrics set out in the Active Travel England (ATE) Path Check and Path Placemaking Check, within the ATE Route Check Tool.

### 3.5 Route Summary

3.5.1 All existing routes are of good quality, most of which having been recently built-out under various planning consents and in accordance with WBC highway design guide. A summary of the findings of the audit of each route is provided in the following paragraphs along with suggested potential improvements.

#### **Route 1 – Farley Hill Primary School & bus stops via Baston Road and Biggs Lane**

3.5.2 Route 1 is of high-quality providing a direct and attractive route to Farley Hill Primary School and local bus stops on Biggs Lane, with tactile paving and dropped kerbs in appropriate locations and provision for all users. No areas for improvement have been identified.

#### **Route 2 - Arborfield Green district centre (via Bridle Road and Princess Marina Drive)**

3.5.3 Route 2 is generally of good quality and provides an attractive route towards the district centre with plenty of green space, is easy to navigate and safe crossing locations provide where necessary.

3.5.4 Areas for improvement could include:

- Provision of tactile paving on the north side of Baird Road junction with Princess Marina Drive
- Widening of the shared footway/cycleway on Princess Marina Drive (south of Biggs Lane)

**Route 3 - Arborfield Green district centre (via Martingale Grove and green corridors)**

- 3.5.5 Route 3 provides a pleasant walk through existing green corridors, with appropriate crossing locations and wide off-road pedestrian and cycle routes providing comfort for all users. A potential improvement could be the provision of lighting along the green corridor to improve feelings of safety during nighttime hours, although this may detract from the rural character of the route.

**Route 4 - Commonfield Lane and California Country Park (via Princess Marina Drive east)**

- 3.5.6 Route 4 provides a safe and comfortable route towards California Country Park. the route is low trafficked and partly off-road, with provision for pedestrians and cyclists and dropped kerbs and tactile paving making the route accessible for all users. No areas for improvement have been identified.

**Route 5 – Langley Common Road**

- 3.5.7 Route 5 only provides a footway on the western side of the carriageway but there is currently no crossing location and there are relatively high traffic volumes in comparison to other routes, making it an unattractive and unsafe route for most users. There is also no cycle provision on Langley Common Road.
- 3.5.8 Areas for improvement could include:
- Provision of a pedestrian crossing on Langley Common Road to existing footways.
  - Provision of a pedestrian crossing on School Road.

## **SECTION 4      Summary**

- 4.1.1 This Active Travel Strategy has been prepared in support of the hybrid planning application for the Former Arborfield Studios (Parcels W, Y and Z), Arborfield Green. The proposed development comprises a full planning application for the construction of 293 new dwellings, together with an outline planning application (with some matters reserved) for the provision of two additional dwellings associated with the former farmhouse building.
- 4.1.2 This Active Travel Strategy has been produced to inform the overall Site masterplan and sustainable transport strategy, and accompanies the Transport Assessment produced as part of the planning submission.
- 4.1.3 The masterplan seeks to prioritise active travel both into and through the Site. There are therefore numerous active travel options available to future residents to enter/exit the Site from east, south and west. The strategy has had regard to prevailing guidance within Manual for Streets, LTN 1/20 and WBC highway design guide.

- 4.1.4 This strategy has been informed by a detailed walking and cycling audit which assesses the off-site active travel opportunities within the vicinity of the Site.

## **APPENDIX A.**     Walking and Cycling Audit

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# Former Arborfield Studios, Arborfield Green: Walking and Cycling Audit

Ref: RW/NL/ITL210226-009 TN  
Date: 20 August 2026

## SECTION 1 Introduction

### 1.1 Overview

- 1.1.1 Crest Nicholson Operations Ltd ('the Applicant') has appointed i-Transport LLP to provide highway and transport advice with regard to a proposed residential development at Former Arborfield Studios (Parcels W, Y and Z), Arborfield Green. The proposed development would provide would provide 295 homes plus up to 2 homes in outline.
- 1.1.2 This Active Travel Strategy has been produced to inform the overall masterplan and accompanies the Transport Assessment produced as part of the planning submission.
- 1.1.3 The strategy has been informed by a detailed walking and cycling audit, which is included in this note. The audit assesses the off-site active travel opportunities within the vicinity of the site and the links to key local destinations and services in the area. The audit includes a review of existing walking and cycling environments to/from the Sites and the need for, and scope of, any possible future enhancements to these routes.
- 1.1.4 The audit has followed criteria that align with the requirements of Active Travel England guidance. Potential improvements which could assist in enhancing the accessibility of the Site by active travel modes as well as benefit existing users are identified.

### 1.2 Site Context

- 1.2.1 The Site falls within the wider Arborfield Garrison SDL (Policy CP18) which sought to deliver 3,500 dwellings including affordable homes in accordance with Policy CP5.

1.2.2 Planning permission was first granted at Arborfield Garrison on 2nd April 2015 for up to 2,000 homes, SANG, district centre plus other associated works (planning reference: O/2014/2280), with Reserved Matters submissions coming forward in due course.

1.2.3 Much of the area has been recently built-out under previous reserved matters applications associated with the wider Arborfield Green outline planning consent (*planning reference: O/2014/2280*). The area therefore benefits from high-quality walking and cycling infrastructure that has been designed in line with WBC highway design guide for new developments.

### 1.3 Key Walking & Cycling Routes

1.3.1 The routes for appraisal have been chosen as they would represent potential key connections between the development site and local amenities on foot and cycle. The routes would connect the site to existing retail, education, leisure and public transport facilities.

1.3.2 The key routes identified are as follows:

- 1 Farley Hill Primary School and bus stops on Biggs Lane (via Baston Road)
- 2 Arborfield Green local centre (via Bridle Road and Princess Marina Drive)
- 3 Arborfield Green local centre (via Martingale Grove and green corridors)
- 4 Commonfield Lane and California Country Park (via Princess Marina Drive east)
- 5 Langley Common Road

1.3.3 The routes assessed as shown in Figure 1.1.

**Key**

- Arborfield Studios Site Boundary
- Bus Stops
- Public Rights of Way

**Active Travel Routes**

- Arborfield Green local centre (via Bridle Road and Princess Marina Drive)
- Arborfield Green local centre (via Martingale Grove and green corridors)
- Commonfield Lane and California Country Park (via Princess Marina Drive east)
- Farley Hill Primary School and bus stops on Biggs Lane (via Baston Road)
- Langley Common Road

The map displays the Arborfield Studios site boundary in red. Various bus routes are shown in different colors: pink, green, blue, orange, and purple. Key locations include Farley Hill Primary School, Arborfield Green local centre, and Commonfield Lane. The map also shows public rights of way and bus stops. A scale bar at the bottom left indicates distances up to 0.5 miles. Map data is attributed to OpenStreetMap contributors, Mapbox, Facebook, Google, Esri, and others.

1.4.1 A qualitative appraisal of each of the routes has been informed by Site visits undertaken in September 2025 and a further desktop appraisal in February 2026. Each route was audited, noting the presence and conditions of facilities along with a photographic record of key points.

1.4.2 Each route has been assessed against the following criteria which have been developed with reference to whether routes are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) and / or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20):

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- 4 **Attractiveness** – Are there places to rest or shelter on the route? Is the route well lit? Is there potential for interaction between other modes? Is the route well overlooked by adjacent buildings and/or other link users (e.g. vehicles)?
- 5 **Cohesion** – How easy is it to navigate, and way find on the route? Is the direction of the route clear and are there way finding points as you traverse along the link? How close is the route to other destinations, including public transport interchanges?
- 6 **Environment** – How attractive is the environment in terms of architecture, vehicle volumes and speeds, surfacing, viewpoints, etc? On links with higher traffic flows / speeds, is there wide footways or segregation from the carriageway by a verge?

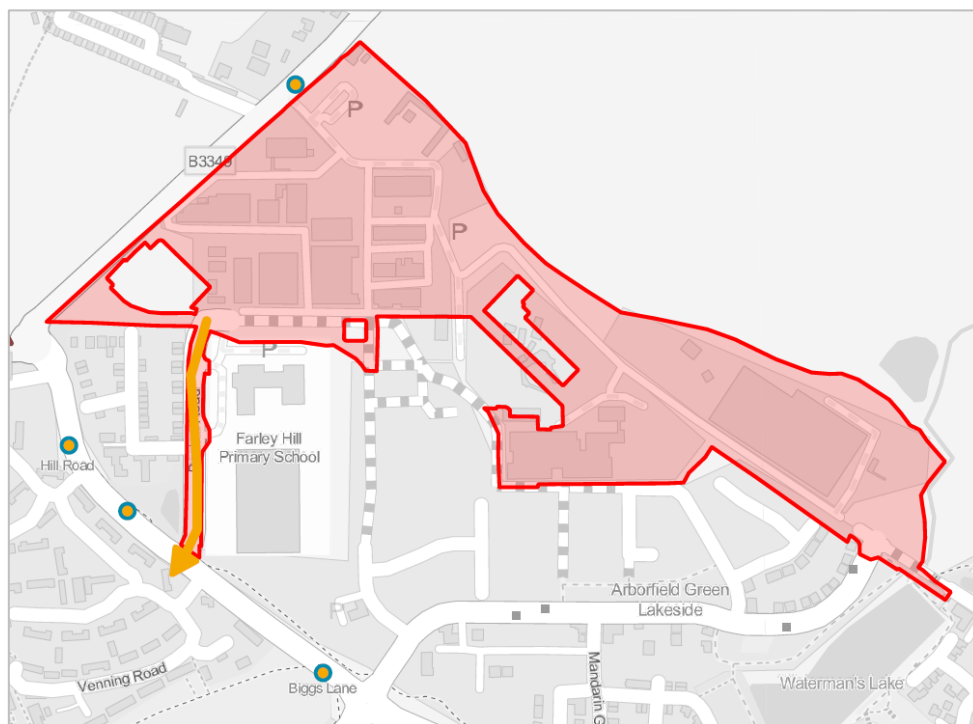
1.4.3 These criteria reflect the metrics set out in the Active Travel England (ATE) Path Check and Path Placemaking Check, within the ATE Route Check Tool.

## SECTION 2      Route Audit

### 2.1      **Route 1 – Farley Hill Primary School and bus stops on Biggs Lane via Baston Road**

2.1.1      This route connects the Site to Farley Hill Primary School and Biggs Lane bus stops.

**Figure 2.1: Route to Farley Hill Primary School and bus stops**



2.1.2      The route begins on the southern boundary of the site on Baston Road. Baston Road has been recently constructed under a recent planning permission, built-out in accordance with WBC highway design guidance. Baston Road is short, the route is flat and pleasant to walk along.

2.1.3      Baston Road is a residential street with a carriageway width of circa 5.4m and continuous footways on both sides of the carriageway. The western footway is 2.0m and is separated from the carriageway by a grassed verge circa 2.5m wide providing a buffer between the footway and carriageway.

2.1.4      A shared footway/cycleway is provided on the eastern side of Baston Road and is 3.0m wide, equipped with signage.

2.1.5      Street lighting and passive surveillance from adjacent residential properties is present along the route. Baston Road provides access to Farley Hill Primary School. The route includes school warning signage to alert drivers although the route is lightly trafficked. The eastern footway is a designated shared footway cycleway.

- 2.1.6 At Farley Hill Primary School entrance and exit tactile paving and dropped kerbs are present to facilitate road users crossing.
- 2.1.7 Trees providing some shade are present along the green verge on the western footway while some mature trees on the eastern footway create overhanging canopies that contribute to shade.
- 2.1.8 The following image (looking south) shows the existing footway/cycleway provision on the east side of Baston Road. The image also highlights the dropped kerbs and tactile paving at the school entrance and the green verge along the footway.

**Image 2.1: Footway/cycleway provision along Baston Road**



Source: Google Maps

- 2.1.9 The route continues south past the school. On the west side of Baston Road, there is a junction crossing point across Equestrian Court, which is equipped with dropped kerbs and tactile paving. The route continues south to the junction with Biggs Lane, where tactile paving and dropped kerbs are provided to aid crossing of Baston Road.
- 2.1.10 To the east of Baston Road / Biggs Lane junction is an uncontrolled pedestrian crossing point with dropped kerbs and tactile paving providing access to bus stops on the south side of the Biggs Lane.
- 2.1.11 Biggs Lane has a shared footway/cycleway routing east-west on the north side of the carriageway which is 3.0m wide and separated from the carriageway large green verge and drainage channel. Large mature trees are present along the route providing shelter and shade. Footways on the south side of the carriageway are circa 2.0m in width and are separated from the carriageway by a green verge.

- 2.1.12 Hill Road bus stop on Biggs Lane has a large green area with mature trees behind the bus stop and a bench by the bus stop for a seating area.
- 2.1.13 The image below shows the existing wide shared footway/cycleway provision on the north side of Biggs Lane situated behind a wide green verge.

**Image 2.2: Shared footway / cycleway provision along Biggs Lane**



Source: Google Maps

## Route 1 – Summary

**Table 2.1: Walking and Cycling Appraisal – Route 1**

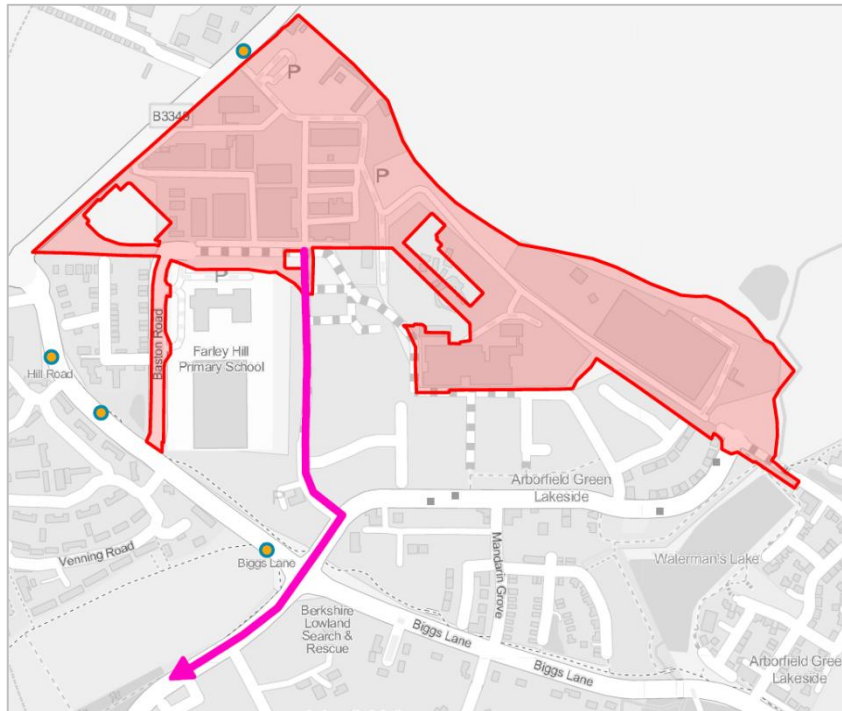
| Appraisal Criteria | Comments                                                                                                                                                                                                                                                                                               |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accessibility      | The route is flat and the footways are wide. Dropped kerbs are provided at all crossing points along the route.                                                                                                                                                                                        |
| Comfort            | The western shared footway/cycleway is wide and can facilitate pedestrians, cyclists and wheelchair users. The eastern footway is slightly narrower, but it is possible for pedestrians to pass each other without stepping onto the carriageway, and the addition of a green verge acts as a barrier. |
| Directness         | The route is direct leading to the school entrance and continuing onto the bus stops. The route does not deviate, and the crossing location are aligned with desire lines.                                                                                                                             |
| Attractiveness     | Baston Road is built-out to prevailing design standards and overlooked by residential properties on the west and the school on the east. Biggs Lane has large green spaces and mature trees along the route to the bus stops. Both roads are well lit.                                                 |
| Cohesion           | The route is easy to navigate; the direction of the route is clear.                                                                                                                                                                                                                                    |
| Environment        | Traffic volumes along Baston Road are generally low but slightly higher along Biggs Lane, although there is a large green verge along the footway segregating pedestrians and vehicles.                                                                                                                |

**2.1.14** Route 1 is of high-quality providing a direct and attractive route to Farley Hill Primary School and local bus stops on Biggs Lane, with tactile paving and dropped kerbs in appropriate locations and provision for all users. No areas for improvement have been identified.

## 2.2 Route 2 – Arborfield Green local centre (via Bridle Road and Princess Marina Drive)

2.2.1 Route 2 captures future trips towards Arborfield Green local Centre via Princess Marina Drive.

**Figure 2.2: Route to Arborfield Green local centre**



2.2.2 Route 2 is a residential route along Bridle Road built-out to WBC highway design standards and Princess Marina Drive offers large green spaces. The local centre is under construction, but to be built-out to high standard in accordance with WBC highway design guidance.

2.2.3 The route begins on Bridle Road. Bridle Road has been recently constructed and is of good quality. This infrastructure includes 2.0m wide footways on both sides of the road. Bridle Road is street lit and lightly trafficked.

2.2.4 The infrastructure has clear priority designed in, with continuous footways on both sides of the carriageway across driveways and parking courts, indicating that pedestrians have priority. The footway is uninterrupted on the eastern side for long sections between few side roads. Dropped kerbs and tactile paving are present at all side road junction crossing points, as demonstrated in Image 2.3.

**Image 2.3: Footways on Bridle Road**

Source: Google Maps

- 2.2.5** The route continues southeast to Princess Marina Drive. A shared footway/cycleway is provided on Princess Marina Drive that is 3.0m wide and is offset from the carriageway via a landscaped verge. The route has a balance of passive surveillance from local dwellings and visual amenity with most of the route along Princess Marina Drive bordered by parks and green spaces.
- 2.2.6** The route continues south towards Biggs Lane. A signalised crossing with dropped kerbs and tactile paving is located on the western arm of the roundabout, providing a safe crossing point for pedestrians and cyclists as shown in Image 2.4.

**Image 2.4: Signalised crossing on Biggs Lane**

Source: Google Maps

- 2.2.7 The shared footway/cycleway continues south along Princess Marina Drive via an attractive boulevard, tree-lined on both sides with a large offset from the carriageway and the expansive recreation fields on the other side. The footway/cycle way narrows to circa 2m wide southwest of the roundabout, which reduces the available width for both pedestrians and cyclists (Image 2.5). There are seating areas along the route which offer places to stop and rest.

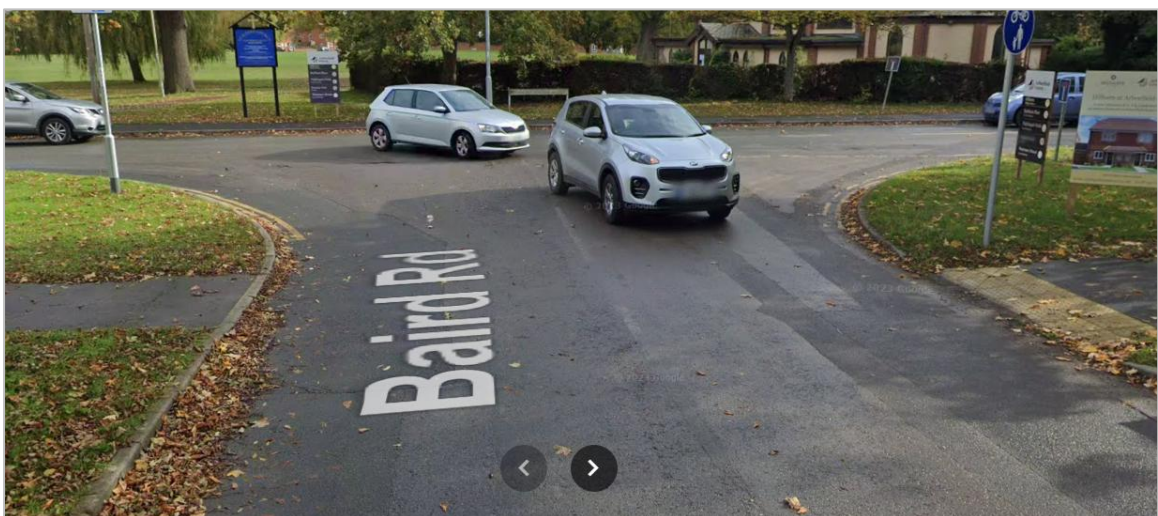
**Image 2.5: Shared footway / cycleway on northwest side of Princess Marina Drive**



Source: Google Maps

- 2.2.8 The route continues south towards Baird Road and the community centre. The footway/cycleway continues across an uncontrolled crossing at the Baird Road junction, which is on the desire line but there is no tactile paving provided on the north side of the junction.

**Image 2.6: Crossing of Baird Road (no tactile paving on north side)**



Source: Google Maps

**2.2.9** This is a segregated, wide and attractive route gives access to Arborfield Green Community Centre. Beyond these amenities the footway/cycleway crosses the road to continue along Princess Marina Drive onto Stable Path to access Sainsbury's, Arborfield Leisure Centre, Bohunt School Wokingham and on towards Hogwood Industrial Estate via Nine Mile Ride. It is noted that parts of this route are currently under construction. However, once completed the route will offer a good quality, safe and well-lit route which is attractive, direct and designed to current standards.

### Route 2 – Summary

**Table 2.2: Walking & Cycling Appraisal – Route 2**

| Appraisal Criteria | Comments                                                                                                                                                                                                                                                                                                                  |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accessibility      | The route is step free, dropped kerbs and tactile paving are provided along the route expect for the northern footway/cycle crossing point at the junction with Baird Road.<br><b>Suggested improvements</b><br>- Provide tactile paving and dropped kerb on north side of Baird Road junction with Princess Marina Drive |
| Comfort            | The route offers a comfortable journey with wide pavements and a smooth footway/cycle. The shared footway / cycleway narrows on Princess Marina Drive south of Biggs Lane.<br><b>Suggested improvements</b><br>- Widen shared footway/cycleway on Princess Marina Drive to 3.0m                                           |
| Directness         | The route is direct leading to Arborfield Green local centre and crossing locations align with desire lines.                                                                                                                                                                                                              |
| Attractiveness     | The route is attractive; Princess Marina Drive is surrounded by large green spaces and trees providing shelter. Seating areas are distributed along the route. Bridle Road is modern and overlooked by adjacent buildings.                                                                                                |
| Cohesion           | The route is easy to navigate, signage is present along the route showing road names and the footway/cycleway.                                                                                                                                                                                                            |
| Environment        | The environment is attractive in terms of architecture and greenery. Vehicle volumes along Bridle Road and Princess Marina Drive are low. The footways are wide and are segregated from the carriageway by a green verge along Princess Marina Drive.                                                                     |

**2.2.10** Route 2 is generally of good quality and provides an attractive route towards the district centre with plenty of green space, is easy to navigate and safe crossing locations provide where necessary.

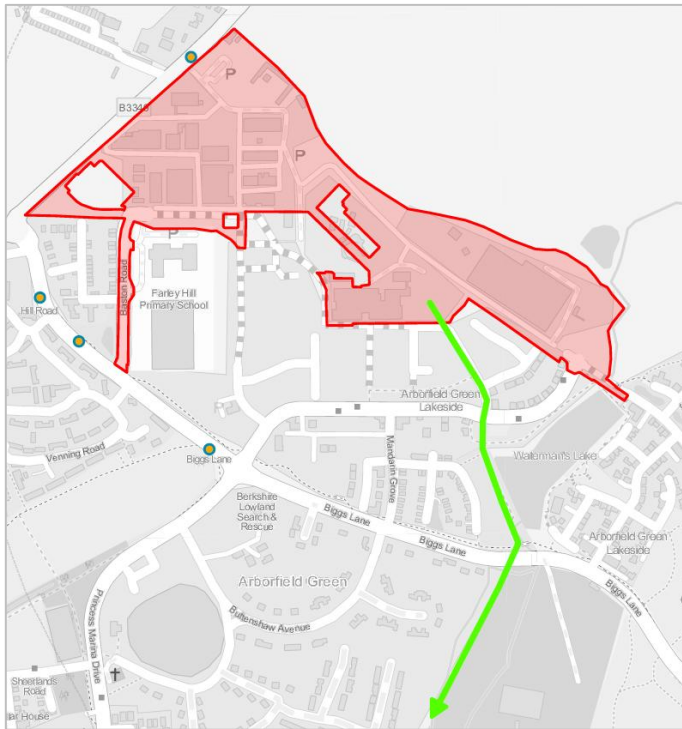
**2.2.11** Areas for improvement could include:

- Provision of tactile paving on the north side of Baird Road junction with Princess Marina Drive
- Widening of the shared footway/cycleway on Princess Marina Drive (south of Biggs Lane)

## 2.3 Route 3 – Arborfield Green local centre (via Martingale Grove and green corridors)

### 2.3.1 Route 3 connects to Arborfield Green local centre.

**Figure 2.3: Route to Arborfield Green local centre**



2.3.2 Martingale Grove has been recently constructed and is built-out to WBC highway design standards. This residential road is street lit with passive surveillance from adjacent dwellings and continuous footway on both side of the carriageway. Footways on both sides of the carriageway are circa 2.0m in width. The road has a pleasant environment with some green spaces along the route. Martingale Grove shares a dropped kerb and tactile paving with Pinto Close junction.

2.3.3 The route continues south to Princess Marina Drive. An uncontrolled crossing of Princess Marina Drive is equipped with dropped kerbs and tactile paving, and provides access to a shared footway/cycleway on the south side of the carriageway (as shown in Image 2.6).

**Image 2.7: Uncontrolled crossing on Princess Marina Drive**



Source: Google Maps

- 2.3.4 The route continues south via a connection between Princess Marina Drive and Biggs Lane providing an attractive leisure route with direct and safe off-road connection to the centre of Arborfield Green. The images below show the off-road route between Princess Marina Drive and Biggs Lane. There is no street lighting provided for the majority of this part of the route, but this reflects the rural character of the route. Images 2.8 to 2.11 show the route.

**Images 2.8-2.11: Off-road connection between Princess Marina Drive and Biggs Lane**





- 2.3.5 The route would continue south across Biggs Lane along the green corridor to the district centre. The green corridor is currently not fully constructed although it is planned to be built out through Reserved Matters Applications and it is included in the parameter plan. This entirely off-road route will be popular for a combination of journey purposes, including for leisure as well as education and access local amenities and facilities including retail.

### Route 3 Appraisal

**Table 2.3: Walking and Cycling appraisal – Route 3**

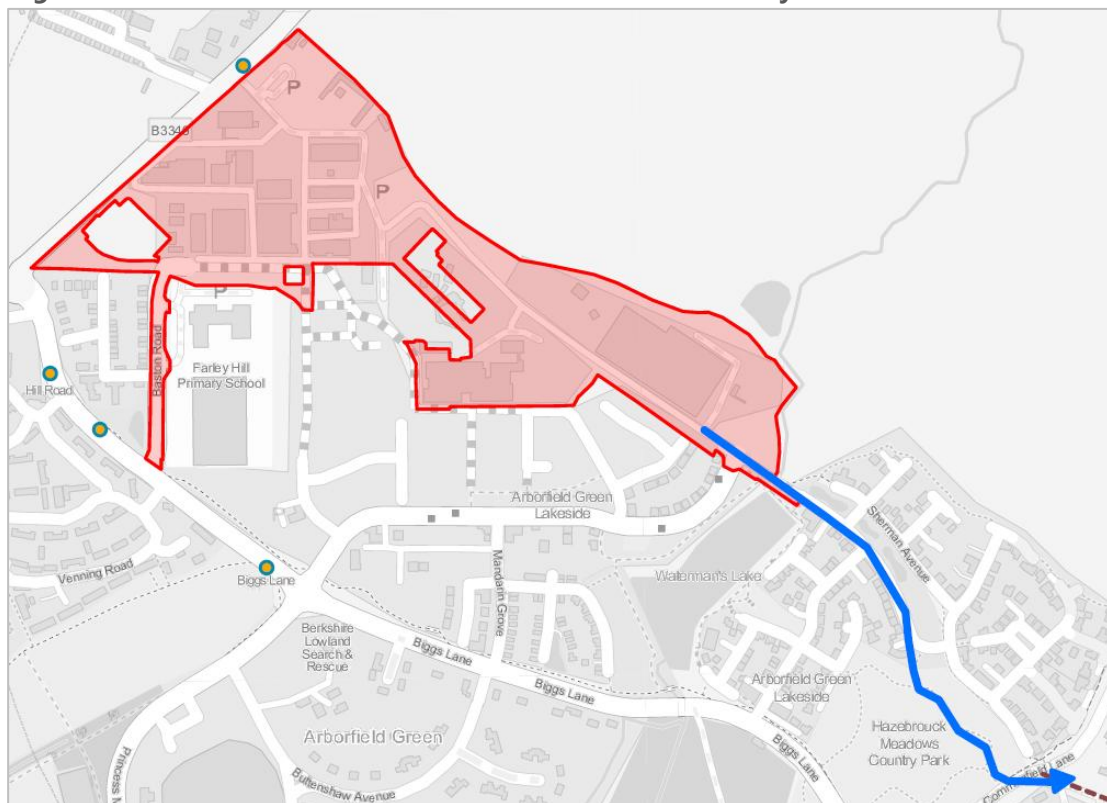
| Appraisal Criteria | Comments                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accessibility      | The route is flat and step free providing a leisurely access to local amenities.                                                                                                                                                                                                                                                                                                 |
| Comfort            | <p>The route is comfortable, and safe for pedestrians and cyclists. Martingale Grove overlooked by adjacent residential properties and the green corridors are car-free, however the route might feel secluded during nighttime hours as the off-road section is not street lit.</p> <p><b>Suggested improvements</b></p> <p>- Consider street lighting along green corridor</p> |
| Directness         | The provides a direct leisurely route from the east of the site, the route offers a car-free route south of Martingale Grove.                                                                                                                                                                                                                                                    |
| Attractiveness     | This is an attractive and pleasant route. Martingale Grove is well lit and overlooked by adjacent buildings. The off-road route has no traffic and is an attractive option for pedestrians and cyclists.                                                                                                                                                                         |
| Cohesion           | The route is easy to navigate, there is a clear path along the green corridor leading towards key facilities. The route is not fully constructed but is planned to connect to key facilities in the district centre.                                                                                                                                                             |
| Environment        | The route is generally attractive and tranquil, with the absence of vehicles. The green corridor has large areas of green space and vegetation.                                                                                                                                                                                                                                  |

- 2.3.6 Route 3 provides a pleasant walk through existing green corridors, with appropriate crossing locations and wide off-road pedestrian and cycle routes providing comfort for all users. A potential improvement could be the provision of lighting along the green corridor to improve feelings of safety during nighttime hours, although this may detract from the rural character of the route.

## 2.4 Route 4 – to Commonfield lane and California Country Park

- 2.4.1 Route 4 provides a connection to Commonfield Lane and California Country Park, which provides a range of leisure opportunities.

**Figure 2.4: Route to Commonfield Lane and California Country Park**



- 2.4.2 Princess Marina Drive routes east out of the site. The initial part of the route is currently inaccessible due construction works, but is intended to provide a link between the proposed development site and development parcels directly east.
- 2.4.3 Princess Marina Drive is a quiet road with a continuous footway circa 2m wide on the southern side of the carriageway and a shared footway/cycleway north of green space to the north on Sherman Avenue. The route is overlooked by passive surveillance from residential properties. Dropped kerbs and tactile paving are provided at crossing points. Footways are continuous past driveways, indicating that pedestrians have priority. A green verge separates the footway from the carriageway although the route is lightly trafficked. Street lighting is provided throughout Princess Marina Drive.

- 2.4.4 The following image shows the footway provision along Princess Marina Drive followed by a suitable crossing point with Oak Drive featuring a dropped kerb and tactile paving. Image 2.12 shows the shade along the route formed by overhanging canopies of mature trees along the route.

**Image 2.12: Footway provision along Princess Marina Drive**



Source: Google Maps

- 2.4.5 The route through California County Park can be accessed through Hazebrouck Meadows with suitable crossing provision over Commonfield Lane in the form of dropped kerbs and tactile paving. Alternatively, users can continue on Archer Grove, which is a continuation of Sherman Avenue and provides a shared footway/cycleway that is 3.0m in width, as shown in Image 2.12 below.

**Image 2.13: Shared footway/cycleway on Archer Grove**



- 2.4.6 An orbital footway/cycleway is provided route around Hazebrouck Meadows and around Archer Grove, which provides a pleasant off-road route as demonstrated within the Images 2.14 and 2.15 which show part of the route running parallel to Commonfield Lane.

**Image 2.14 and 2.15: California Country Park Greenway**



- 2.4.7 Image 2.16 below shows the route to California Country Park from Commonfield Lane. The California Country Park Greenway has a good quality surface finish, suitable for all users including equestrians.

**Image 2.16: California Country Park Greenway from Commonfield Lane**



### Route 4 Appraisal

**Table 2.4: Walking and Cycling Appraisal – Route 4**

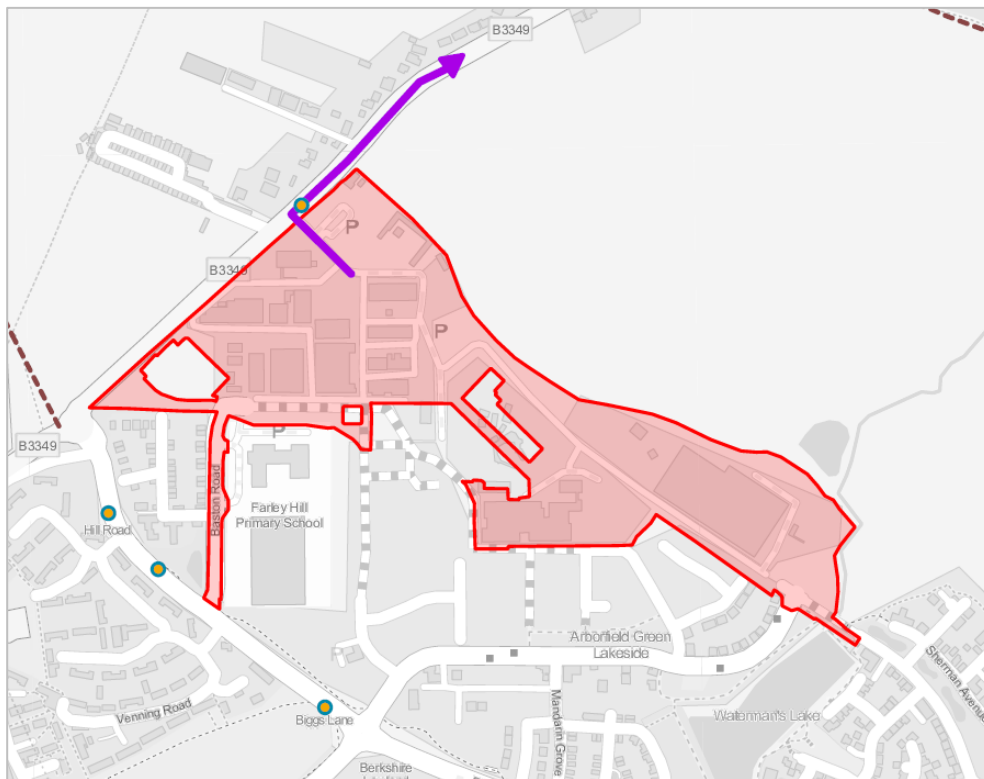
| Appraisal Criteria | Comments                                                                                                                                                                                                                                                                              |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accessibility      | The route is accessible via a continuous footway on the south side of Princess Marina Drive and Archer Grove, equipped with dropped kerbs and tactile paving where necessary. The route is generally flat.                                                                            |
| Comfort            | Princess Marina Drive is a comfortable and safe route. The route is overlooked by adjacent buildings and the footway is segregated from the carriageway. The route is suitable during daytime however due to its natural character some users may feel unsafe during nighttime hours. |
| Directness         | California County Park Greenway is a leisurely route providing access to Nine Mile Ride.                                                                                                                                                                                              |
| Attractiveness     | This is an attractive and pleasant route. Princess Marina Drive is well lit and overlooked by adjacent buildings.                                                                                                                                                                     |
| Cohesion           | The route is easy to navigate, there is a clear path eastward out of the development towards California County Park. There is no signage provided however.                                                                                                                            |
| Environment        | The route is attractive and peaceful. The route has large areas of green space and vegetation and is low trafficked.                                                                                                                                                                  |

**2.4.8** Route 4 provides a safe and comfortable route towards California Country Park. the route is low trafficked and partly off-road, with provision for pedestrians and cyclists and dropped kerbs and tactile paving making the route accessible for all users. No areas for improvement have been identified.

## 2.5 Route 5 – Langley Common Road towards Barkham

- 2.5.1 This route would head north out of the site towards Barkham along Langley Common Road. There are a limited number of facilities north of the site and it may offer limited benefit for future residents, but this route would provide access for existing residents on Langley Common Road / Barkham Road to access the facilities within Arborfield Green.

**Figure 2.5: Route 5 on Langley Common Road**



- 2.5.2 The route begins on the northwestern frontage of the site to Langley Common Road. There is no footway on the site frontage except at the existing site access. There is currently no crossing on Langley Common Road, making it difficult and unsafe to cross. There is a bus stop directly north of the existing site access although this is covered by vegetation, as shown in Image 2.16 overleaf. There is also no existing cycle provision on Langley Common Road and there is no space within the existing highway to provide appropriate cycle infrastructure for the conditions.
- 2.5.3 A footway routes northeast-southwest on the western side of the carriageway on Langley Common Road. The footway is generally 2.0m in width, although there are narrower sections due to the presence of street furniture and verge on the western side of the footway. The route is street-lit and has overhanging canopies providing shelter and shade towards Barkham.
- 2.5.4 Langley Common Road has a regular flow of traffic due to it being a key route into Wokingham, most notable during network peak hours, which make this walking route less attractive.

Image 2.1: Langley Common Road



Source: Google Maps

- 2.5.5 The footway is continuous, crossing vehicle crossovers to driveways along the majority of its length up to School Road. There is no crossing provided across School Road to the footway that continues on Barkham Road towards Barkham Road.

### Route 5 Appraisal

Table 2.5: Walking and Cycling Appraisal – Route 5

| Appraisal Criteria | Comments                                                                                                                                                                                                                                                                                                                                 |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accessibility      | There is a footway on the western side of the carriageway. There is no crossing point on Langley Common Road from the site to the footway on the western side. There is no crossing point on School Road.<br><b>Suggested improvements</b><br>- Provide pedestrian crossing on Langley Common Road<br>- Consider crossing on School Road |
| Comfort            | The footway is continuous towards School Road, although there are no crossing facilities on Langley Common Road or across School Road to access the footway which may be unsafe.<br><b>Suggested improvements</b><br>- Provide pedestrian crossing on Langley Common Road<br>- Consider crossing on School Road                          |
| Directness         | The route is direct and leads towards School Road and Barkham, with no deviation from the straight route.                                                                                                                                                                                                                                |
| Attractiveness     | The route is street lit. The route has high traffic volumes in comparison to other routes which may make the route less attractive for users.                                                                                                                                                                                            |
| Cohesion           | The route is not close to other destinations, but may increase connectivity for those on Langley Common Road into Arborfield Green development area.                                                                                                                                                                                     |
| Environment        | The route is generally high-trafficked as it is a key route into Wokingham. However, a continuous footway is provided to provide genuine provision of pedestrians.                                                                                                                                                                       |

2.5.6 Route 5 only provides a footway on the western side of the carriageway but there is currently no crossing location and there are relatively high traffic volumes in comparison to other routes, making it an unattractive and unsafe route for most users. There is also no cycle provision on Langley Common Road.

2.5.7 Areas for improvement could include:

- Provision of a pedestrian crossing on Langley Common Road to existing footways.
- Provision of a pedestrian crossing on School Road.