



Former Arborfield Studios (Parcels W, Y and Z),
Arborfield Green

Transport Assessment

Client: Crest Nicholson Operations Ltd

i-Transport Ref: PH/RW/NL/ITL210226-006B

Date: 24 August 2026

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Arborfield Green

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ITL210226-GA-007	Access Works on Langley Common Road
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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.

1.1.2 This Transport Assessment (TA) has been prepared to assess the transport impacts of the proposed development and accompanies a hybrid planning application comprising:

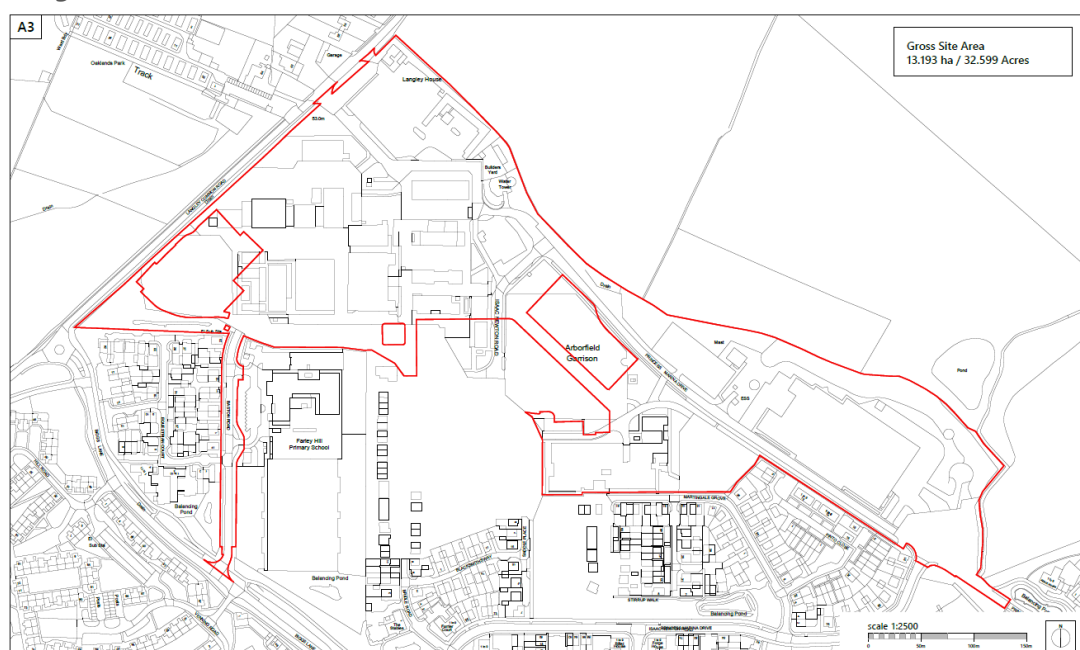
"Full planning application for the demolition of existing buildings and construction of new homes, together with creation of accesses, parking, green infrastructure (including landscaping, public open space, play areas), associated drainage, roads, substations, plant, bin and cycle storage and other 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."

1.1.3 The Site is located at the Former Arborfield Studios, Langley Common Road, Arborfield Green. Wokingham Borough Council are both the local planning authority and local highway authority responsible for assessing the Site.

1.1.4 The Site was included within the outline planning consent of Arborfield Green. The Site location is shown in Image 1.1 below.

Image 1.1: Site Location



Source: Thrive Architects

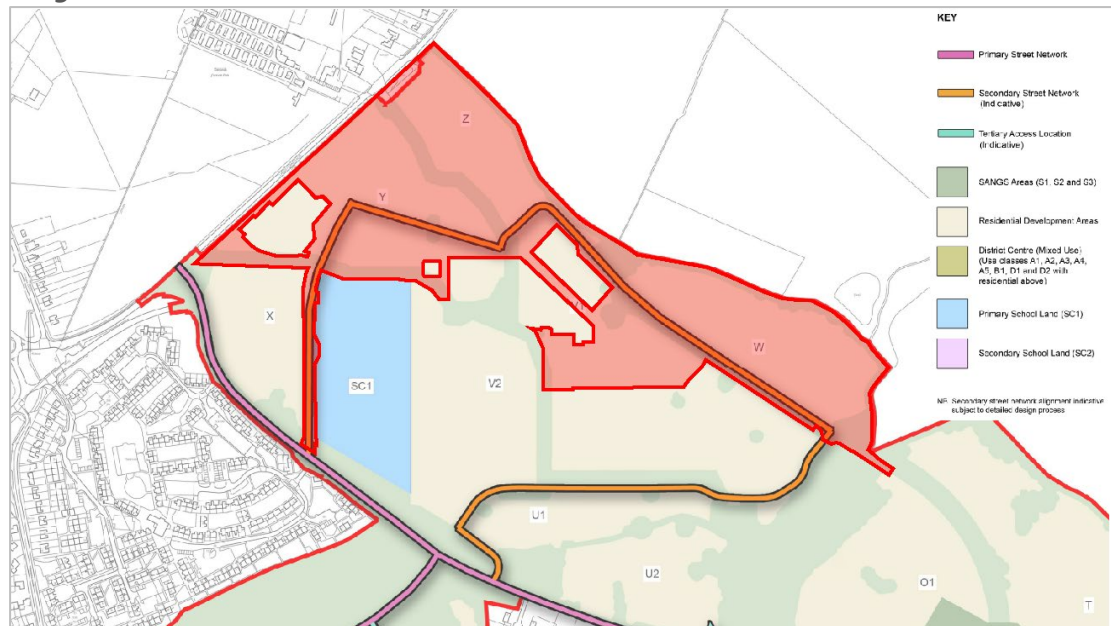
- 1.1.5 The Site is a linear parcel of land bounded by Langley Common Road to the northwest and fields (also allocated for housing in the emerging Local Plan) to the north. To the south and east lie existing residential neighbourhoods and Farley Hill Primary School to the south, within the Arborfield Garrison Strategic Development Location (SDL).
- 1.1.6 The Site forms the northern extent of Arborfield Green, an existing development Site of around 167 hectares, which forms part of the wider Arborfield Garrison SDL. This SDL is allocated within Wokingham Borough Council's adopted Core Strategy (2010) and also benefits from an emerging allocation in the Council's emerging Local Plan.
- 1.1.7 As one of the final remaining development parcels to come forward, this land is currently being used as a film studio under a temporary planning permission.

1.2 **Site Context and Planning History**

Arborfield Garrison Outline Application

- 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 With respect to transport and highways, a Movement and Access Parameter Plan (Rev J) was produced as part of Arborfield Garrison application. The Parameter Plan has since been varied through other applications, and An extract of the latest version (Rev M) is shown at Image 1.2.

Image 1.2: Extract of Movement and Access Parameter Plan



Source: planning ref O/2014/2280 (Note: Site boundary shown indicatively)

- 1.2.4 The parameter plan proposed a secondary street loop through the Site to serve development parcels V1, W, Y, Z, linking to the primary street network located to the south of the Site.
- 1.2.5 The primary accesses to the Site would be provided via the secondary street from the primary street south of the Site. Direct vehicular access from Langley Common Road was not included as part of the proposals.

Parcel V1

- 1.2.6 The above Parameter Plan shows Parcel V1 which was approved under the 2015 outline planning consent. Parcel V1 is excluded from this planning application and is expected to be the subject of a separate application in due course.

Former Arborfield Studios

- 1.2.7 The Site is the former Arborfield Studios (Parcels W, Y and Z), which has been used as film studios since 2017 under a temporary planning permission, which is due to expire in 2028.
- 1.2.8 The former studios are accessed by an historic vehicular access on Langley Common Road on the northwestern Site frontage. There are no other access points in active use into the former Arborfield Studios Site but roads adjacent to the boundary include Baston Road, Bridle Road, Martingale Grove and Princess Marina Drive, all with potential vehicular connections.

1.3 Pre-application discussions

- 1.3.1 Extensive pre-application scoping has been undertaken with WBC. A summary of the engagement is provided in the following paragraphs, including assessment parameters that were agreed in advance of the submission.

Transport Assessment Scoping

- 1.3.2 A TA scoping report was submitted to WBC on 3 September 2025, which provided an overview of the sustainable travel vision of the Site, outlined the proposed access and movement principles and summarised the proposed traffic impact methodology.
- 1.3.3 WBC provided a response to this on 2 October 2025, and is provided at **Appendix A**. The response raised the following matters:

- The closure of the existing Arborfield Studios vehicular access on Langley Common Road was requested and to provide a pedestrian/cycle access instead.
- A connection across Langley Common Road to existing footways was requested.
- A request for the provision of an all modes connection between the Site and Barkham Square.
- The trip generation methodology (using surveys at Oak Drive) was agreed as acceptable.
- Transport modelling using the Wokingham Strategic Transport Model (WSTM4) would be required to determine whether junction capacity improvements are needed on the surrounding road network. This would also need to include the junctions of Biggs Lane / Baston Road and Biggs Lane / Princess Marina Drive.

- 1.3.4 The remaining comments relating to the proposed development and assessment of transport impacts have been taken on board, where appropriate, within this TA.

Bus Strategy Scoping

- 1.3.5 A meeting was held with WBC Highways on 7 October 2025 to discuss the potential bus strategy for Arborfield Studios and the relationship with Barkham Square. It was agreed that there would need to be a degree of flexibility within the strategy, as each Site must be able to be delivered independently before a combined strategy can be agreed. A Bus Strategy Note was produced and issued to WBC on 4 December 2025 during pre-application scoping.

Strategic Transport Modelling Scoping

- 1.3.6 A Strategic Model Scoping Note (SMSN) was prepared (dated 4 December 2025) and set out the proposed strategic highway modelling scope and testing for the development, following feedback on the TA Scoping Report (ITL210226-001 TN) received on 2nd October 2025. The approach to the strategic modelling was agreed with WBC during a pre-application meeting on 11 December 2025.
- 1.3.7 The strategic modelling was received from WSP (via WBC) on 6 March 2026 and have been used to inform the traffic impact assessment set out in Section 7 of this TA.

1.4 Scope and Structure

- 1.4.1 This TA assesses the transport acceptability of the development proposal in transport terms. The remainder of the report is structured as follows:
- **Section 2** – Sets out the national, regional and local transport policies that the development proposal has been assessed against. This summarises the ‘key transport tests’ and sets out the high bar for preventing development on transport grounds.
 - **Section 3** – Provides an overview of the existing transport conditions, including a focus on the active and sustainable travel opportunities available in the vicinity of the Site.
 - **Section 4** – Provides a detailed review of the proposed layout of the Site, including access arrangements, internal layout, car parking, and refuse and servicing.
 - **Section 5** – describes the transport vision for the development, and set out the sustainable transport strategy that will enable to delivery of the vision.
 - **Section 6** – Sets out the multi-modal trip generation methodology used to inform the impact assessments.
 - **Section 7** – Provides an analysis of the impacts of the development proposals on transport network and determines whether they are significant and includes a summary of the strategic transport modelling undertaken in agreement with WBC.
 - **Section 8** – Provides a summary and concludes the Assessment setting out how the proposed development performs against the ‘key transport tests’.

Section 2 Policy Context

2.1 Overview

- 2.1.1 This section of the TA summarises the relevant national and local transport planning policies that have been considered as part of the assessment and used to inform the proposals.

2.2 National Policy

National Planning Policy Framework (August 2026)

- 2.2.1 The NPPF details the Government's planning policies and provides information on how these are expected to be applied in relation to development proposals. The NPPF is a material consideration in determining applications for development and has recently been updated to incorporate a more 'vision-led' approach to plan-making.
- 2.2.2 The new NPPF was adopted in August 2026. The relevant transport policies are summarised below.

TR1: Vision-led approach to planning for transport

- 2.2.3 TR1 describes the vision-led approach that should be applied to planning for transport:

- 1 Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:**
 - (a) Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed.**

- (b) Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence**
- (c) Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;**
- (d) Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and**
- (e) Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields.**

- 2 Spatial development strategies and local plans may set thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.**

2.2.4 The transport vision for the site is set out in Sections 4 and 5.

Policy TR3: Locating development in sustainable locations

2.2.5 Policy TR3 sets out that development proposals accounting for the vision, location and type of development should:

- Limit the need to travel and offer a genuine choice of transport modes
- Opportunities should be taken to utilise existing or proposed transport infrastructure by optimising (location dependent) density
- Mitigate any adverse transport impacts using a vision-led approach
- Identify, assess and, where possible, avoid and mitigate any environmental impacts of traffic and transport infrastructure
- Take any existing opportunities to improve walking, wheeling, cycling and public transport in rural areas.

2.2.6 Section 2 of this TA outlines the existing sustainable characteristics of the site, and Section 5 outlines a sustainable transport strategy that supports the scheme.

TR4: Street design, access and parking

2.2.7 TR4 considers the design layout of proposals, stating:

1 To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

- *Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*
- *Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;*
- *Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:*
 - *Minimise the scope for conflict between pedestrians, cyclists and vehicles:*
 - *Meet the needs of disabled people, older people and children in relation to all modes of transport, and*
 - *Avoid unnecessary street clutter.*
- *Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and*
- *Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.*

- 2.2.8 A description of the proposed development and details of the site layout and street hierarchy is covered in Section 4 of this TA.

TR6: Assessing transport impacts

- 2.2.9 TR6 sets out how transport impacts should be assessed:

- 1 Development proposals that are likely to generate significant amounts of movement should be supported by:**
 - *A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*
 - *A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.*
- 2 Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).**
- 3 In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).**
- 4 Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.**

- 2.2.10 As detailed, the NPPF sets a high-bar test in determining planning applications. Only when transport impacts are 'severe', or where safety impacts are 'unacceptable' should an application be refused, and development prevented on highway ground. This is an intentionally high-bar and acknowledges that even significant impacts of development can/should be acceptable.

- 2.2.11 This TA addresses the matters set out in TR6 in Sections 6 and 7.

2.3 Local Policy

Wokingham Borough Local Development Framework – Core Strategy (2010)

- 2.3.1 This document sets out the development vision for the Wokingham Borough as well as several guidelines for developers. **Policy CP6 - Managing Travel Demand** states that planning permission will be granted for schemes that:

- a) Provide for sustainable forms of transport to allow choice;*
- b) 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;*
- c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;*
- d) Provide appropriate vehicular parking, having regard to car ownership;*
- e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;*
- f) Enhance road safety; and*
- g) Do not cause highway problems or lead to traffic related environmental problems.*

CP18 – Arborfield Garrison Strategic Development Location

- 2.3.2 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. New employment, appropriate retail facilities, and transport, social and physical infrastructure. In addition, the Policy requires the provision of sufficient SANGS to avoid and mitigate the impacts on the Thames Basin Heath Special Protection Area, and the retention of separation from Finchampstead North, Arborfield Cross and Barkham Hill.
- 2.3.3 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. The Local Plan states approximately 2,137 dwellings have already been delivered through completions, extant planning permissions and resolution to grant planning permission.

Wokingham Borough Local Development Framework – Managing Development Delivery (MDD) (February 2014)

2.3.4 The adopted MDD adds further detail to the policies identified within the Core Strategy, the MDD therefore complements the objectives of the Core Strategy to set out how the Borough will develop up until 2026.

2.3.5 The MDD identifies cross cutting policies which are applicable to all developments within the Borough. Included within the cross cutting policies, Policy CC07 relates to parking. Policy CC07 states:

‘Planning permission will only be granted where the proposal demonstrates the following:

- ***How the proposed parking provision meets the standards set out in Appendix 2 of the MDD; and***
- ***That the new scheme retains an appropriate level of off-street parking.’***

2.3.6 Appendix 2 of the MDD identifies the parking standards for the borough for each land-use including residential development. As set out in the parking standards, the allocated parking provision for each residential unit is determined by the developer, with the unallocated provision to be provided in accordance with the standards identified.

WBC Highways Guide for Developers in Wokingham (2019)

2.3.7 The highways design guide for developers provides advice for developers on:

- Design standards and key principles to following in creating new highway layouts
- Highway procedures
- Legal agreements
- Electric vehicle charging requirements.

2.3.8 Related to highway design, the document sets out the key principles to follow when producing new highway layouts for all types of development. This document is to be followed in conjunction with Manual for Streets. Notably, the document refers to the user access hierarchy which is as follows:

1. Pedestrians

2. Cyclists

3. Public Transport

4. Specialist service vehicles (emergency services and waste collection)

5. Other motor traffic.

2.3.9 The guide aims to ensure that developments are sustainable, well-designed, and integrated into the existing transport network, promoting safety, accessibility, and environmental sustainability.

2.3.10 The Highway Design Guide has been used to establish the internal layout of the Site with respect to transport and highways, with further detail provided at Section 4.

2.4 Emerging Policy

Wokingham Borough Local Plan Update 2023-2040 Proposed Submission Plan

2.4.1 WBC's Local Plan Update: Proposed Submission Plan (Regulation 19) was published on 30th September and the invitation for representations closed on 13th November 2024, the Local Plan Update was submitted to the Planning Inspectorate for Examination on 28th February 2025. This Local Plan builds on previous local plans and outlines future development sites and associated infrastructure to complement them.

2.4.2 Arborfield Green SDL is allocated to deliver 'around' 3,047 dwellings as part of Policy SS11. The SDL includes Barkham Square within the Proposed Submission Plan.

2.4.3 In relation to transport, the policy sets out the requirement for a Transport Assessment to inform the transport and movement strategy for the development, including walking, cycling, public transport as well as vehicular access. The policy refers to the need to provide and prioritise pedestrian and cycle connectivity through the Strategic Development Location (SDL).

Arborfield Garrison Supplementary Planning Document (SPD) – October 2011

2.4.4 The Arborfield Garrison SPD was produced by WBC as a guide for future development of the SDL. The document outlines the Borough Council's expectations with regards to the masterplanning and design quality of the development. The SPD does not identify new policies for Arborfield SDL, but builds on the policies included within the Adopted Core Strategy.

2.4.5 The outline planning consent reflects the requirements of the SDL. In order to continue to meet the objectives of the Core Strategy, Design Principle 6a requires the following:

'the layout and design of the SDL should promote easy and efficient movement, balanced with high levels of residential amenity and an attractive environment. This will be achieved through a hierarchy of streets and routes which respond to different travel needs.'

2.4.6 This requirement has been used throughout the design process of the masterplan, with further detail provided in Section 4.

2.5 Car and Cycle Parking

Car parking

2.5.1 WBC's parking standards are set out within the Parking Standards Study Report (2011) and Appendix 2 of the MDD. An indication of the level of residual parking required (referred to as unallocated demand) is to be calculated based on the type of dwelling, number of bedrooms and the number of allocated parking spaces proposed. The levels of parking are determined based on what area the development is located in. The Site is located within the area designated as Urban for the purposes of identifying the volume of unallocated parking spaces.

2.5.2 The parking standards are set out in Tables 2.1 to 2.4.

Table 2.1: Flats owned unallocated parking demand

No. of Allocated Spaces		0	1	2
No. of Habitable Rooms	No. of bedrooms	Urban		
1	Studio	0.7	0.0	0.0
2	1	1.0	0.2	0.0
3	1-2	0.9	0.2	0.0
4	2	1.0	0.2	0.0
5 or more	2-3	1.2	0.4	0.1

Table 2.2: Flats rented/shared unallocated parking demand

No. of Allocated Spaces		0	1	2
No. of Habitable Rooms	No. of bedrooms	Urban		
1	Studio	0.5	0.0	0.0
2	1	0.5	0.1	0.0
3	1-2	0.7	0.1	0.0
4	2	1.1	0.3	0.0
5 or more	2-3	1.1	0.3	0.1

Table 2.3: Houses owned unallocated parking demand

No. of Allocated Spaces		0	1	2
No. of Habitable Rooms	No. of bedrooms	Urban		
3 or less	1-2	1.1	0.3	0.0

No. of Allocated Spaces		0	1	2
4	2	1.2	0.4	0.0
5	2-3	1.4	0.5	0.1
6	3	1.6	0.7	0.1
7	3-4	1.8	0.9	0.2
8 or more	4	2.1	1.1	0.3

Table 2.4 Houses rented/shared unallocated parking demand

No. of Allocated Spaces		0	1	2
No. of Habitable Rooms	No. of bedrooms	Urban		
3 or less	1-2	0.9	0.2	0.0
4	2	1.1	0.3	0.0
5	2-3	1.2	0.4	0.1
6	3	1.3	0.5	0.1
7	3-4	1.6	0.7	0.2
8 or more	4	2.0	1.0	0.4

Source: WBC Parking Study report

Cycle Parking

- 2.5.3 Cycle parking standards are set out in section 5.13 of WBC's Parking Standards Study Report, and, for reference, are set out in Table 2.5 below.

Table 2.5: Cycle Parking Allocation

Accommodation Type	Cycle Parking Allocation
Flats 1-3 habitable rooms	1 per dwelling
Flats 4 or more habitable rooms	2 per dwelling
Houses 1-3 habitable rooms	1 per dwelling
Houses 4 or 5 habitable rooms	2 per dwelling
Houses 6 habitable rooms	3 per dwelling

Source: WBC Parking Study report

2.6 Summary

2.6.1 The key issues that developments must address in terms of National and Local policy are summarised as follows:

- Has sustainable travel been prioritised?
- Will safe and suitable access be provided?
- Will the design be acceptable in design terms?
- Will the traffic impacts be acceptable after mitigation in line with a vision-led approach?

2.6.2 This TA assesses the development proposal against these key matters along with any requirements set out in local policy. Much of local policy reflects the same principles within the NPPF concentrating on sustainable development with a focus on shifting travel behaviour away from private car use and towards active modes and public transport.

2.6.3 It is important to note that outline planning consent was approved for the wider Arborfield Green development area, in which the Site is situated. The principle of residential development has therefore previously been established in this location.

Section 3 Existing Transport Conditions

3.1 Introduction

- 3.1.1 This section of the Transport Assessment provides a review of the existing transport conditions in the area including the opportunities for walking, cycling and public transport provision, as well as the characteristics of the local highway network.

3.2 Site Location

- 3.2.1 The Site is located at the Former Arborfield Studios (Parcels W, Y and Z), Langley Common Road, Arborfield. The Site is bordered by Langley Common Road to the west and a further housing Site allocation referred to as 'Barkham Square' to the north, with built-out development parcels of the wider Arborfield Green SDL located to the south of the Site. Existing access to the Site is from Langley Common Road.

3.3 Active Travel

Walking

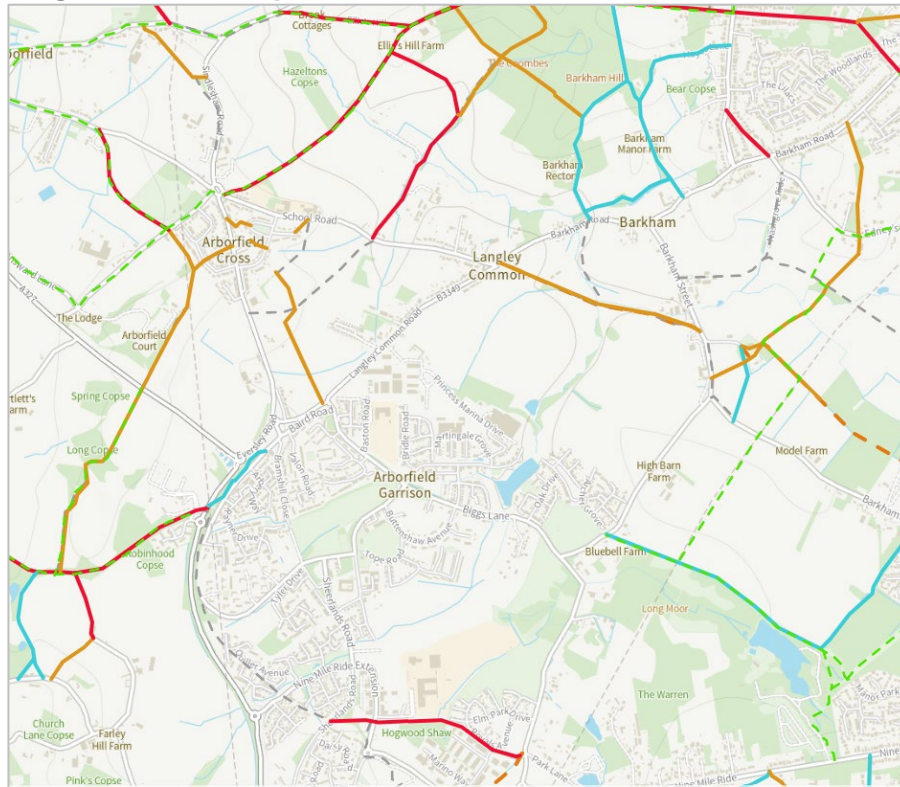
- 3.3.1 Much of the area has been recently built-out under previous reserved matters applications associated with the wider Arborfield Green outline planning consent (*planning reference: O/2014/2280*). The area therefore benefits from high-quality walking and cycling infrastructure that has been designed in line with WBC highway design guide for new developments.
- 3.3.2 Princess Marina Drive is a 'secondary street' in WBCs street hierarchy. It routes from the southeastern corner of the Site boundary towards Biggs Lane. A shared footway/cycleway is provided on the northeastern side of the road between Biggs Lane and Martingale Grove before switching to the other side of the road and terminating at the Site boundary. A footway is provided on the opposite section of the road to the footway/cycleway over narrower sections (yet still providing 2.0m footway throughout). Dropped kerbs and tactile paving are provided at junctions and crossing points along the route. The footway is street lit and a grassed verge is present on the north side of the carriageway.

- 3.3.3 Biggs Lane forms a 'primary road' through Arborfield Green SDL. It provides a footway on both sides of the carriageway between Langley Common Road / Biggs Lane Roundabout and Princess Marina Drive / Biggs Lane Roundabout. The wide footways are segregated within large and well-landscaped verges creating a pleasant pedestrian environment, and a shared footway/cycleway is provided on the north side of the carriageway enabling off-carriageway cycling. Biggs Lane is street lit and provides a footway along the southern side for much of its length.
- 3.3.4 Baston Road is a 'secondary street' in WBCs street hierarchy. It is a two-way single carriageway and serves a small residential development parcel of the Arborfield Green development and Farley Hill Primary School, and currently terminates at the southwestern boundary of the Proposed Development Site. A footway is provided on the western side of the carriageway, and a shared footway/cycleway is provided on the eastern side. Dropped kerbs and tactile paving where appropriate are provided and the road is street lit.
- 3.3.5 Bridle Road from a priority junction with Princess Marina Drive and serves a built-out residential development parcel of the Arborfield Green development, terminating at the southern boundary of the Proposed Development Site. The road and pedestrian infrastructure has been built-out in line with WBC highway design guidance, with footways provided on both sides of the road.
- 3.3.6 A footway is provided along the full extent of the on the western side of Langley Common Road, providing continuous provision between School Lane to the north and Arborfield Green residential area to the south. There is no pedestrian provision on the eastern side of the road.
- 3.3.7 The outline planning consent required a network of footways and cycleways throughout the wider Arborfield Green SDL. An array of active travel routes and green corridors have thus been built-out through reserved matters applications to connect neighbourhoods and to the local centre further south of the Site.
- 3.3.8 Routes to and from the Site are considered in further detail in the Active Travel Strategy at **Appendix B.**

Public Rights of Way

- 3.3.9 There is a network of public rights of way (PRoW) to the north, west and east of the Site. BARK15 / ARBO14 is a footpath that routes north-south from Langley Common Road just west of the Langley Common Road / Biggs Lane roundabout towards Arborfield Cross. BARK14 is a Bridleway that routes east-west from Commonfield Lane to Barkham Ride. BARK7 is a footpath which routes south of Barkham, connecting Langley Common Road to Barkham Street. These are illustrated on Image 3.1.

Image 3.1: PROW Map



Source: Wokingham Borough Council

Cycling

- 3.3.10** As set out above, there are several cycle routes in the vicinity of the Site provided as shared footway/cycleways. These are generally 3m in width and provide the opportunity for off-carriageway cycling across the wider Arborfield Green SDL.
- 3.3.11** WBC's 'Greenways Project' will deliver several routes around Barkham and Arborfield Green. Greenways are largely traffic-free routes connecting the major Strategic Development Locations (SDLs) and key destinations in the borough for pedestrians, cyclists and, in some cases, equestrians. The first phase, known as California Way, links Arborfield Green and Finchampstead, via California Country Park, and is already built and in use.
- 3.3.12** The internal walking and cycling routes within Arborfield Green connect to the Greenway routes, and there are opportunities to connect these further through the development proposals.

3.4 Public Transport

Bus

- 3.4.1** The closest bus stop to the north of the Site is Langley Common Road bus stop located north of the existing Site access. This bus stop serves bus number 145.

- 3.4.2 Further bus stops are available along Biggs Lane circa 450m south of the Site and served by bus number Leopard 3. The bus stops are equipped with a flagpole and timetable information.
- 3.4.3 The Leopard 3 provides four services per hour to Arborfield Green, routing from Reading, Shinfield, Arborfield Cross to Langley Common Road, Biggs Lane and then right to Princess Marina Drive southwards to Bohunt School. The Leopard 3 also offers a 30-minute service to Wokingham, Arborfield and Reading which has recently been increased from an hourly service.
- 3.4.4 A summary of the current Leopard 3 services is provided below:
- Four to five services during the network peak periods between Wokingham and Reading (via Arborfield)
 - Two services per hour during off-peak between Wokingham and Reading (via Arborfield)
 - Daily services to Bohunt Secondary school.
- 3.4.5 There are several bus stops along Princess Marina Drive that have been built-out under the outline planning consent and reserved matters applications. These are not currently served by buses but Section 5 of this TA proposes a bus strategy that will enable buses to serve these stops.
- 3.4.6 Bus route 145 operated by Horseman Coaches is a Tuesday morning service between Winnersh, Arborfield and Wokingham. It also extends to Eversely, Riseley and Spencers Wood. This would be best described as a weekly shopper service.

Rail

- 3.4.7 The nearest railway station is Wokingham, circa 4km northeast of the Site. The station can be accessed by cycling or the Leopard 3 bus service which offers two buses per hour. The Leopard 3 bus service also serves Reading Station, which is a circa 35 minute journey. Reading offers a direct services to a large range of destinations and also Elizabeth line services to London.
- 3.4.8 The rail services available from Wokingham and Reading are summarised in **Table 3.1**.

Table 3.1: Rail Services – Wokingham and Reading Stations

Destination	Journey Times	Typical Frequency of Service	
		Peak Times	Off-Peak Times
Wokingham Station			
Reading	9 minutes	4 per hour	4 per hour
London Waterloo	1 hr 10 minutes	2 per hour	2 per hour
Gatwick Airport	1 hr 22 minutes	2 per hour	2 per hour
Reading			
London Paddington	25 minutes	14 per hour	13 per hour
Oxford	25 minutes	2 per hour	2 per hour
Basingstoke	20 minutes	4 per hour	2 per hour
Newbury	20 minutes	3 per hour	2 per hour
Bristol Temple Meads	1 hr 10 minutes	2 per hour	2 per hour
Bournemouth	1 hr 40 minutes	1 per hour	1 per hour
Cardiff	1 hr 45 minutes	1 per hour	1 per hour

Source: National Rail (accessed January 2026)

3.5 Local Facilities and Services

3.5.1 The Site is located within close proximity to a number of local facilities and services that are accessible either on foot or by cycle. Table 3.2 details the facilities and the walking and cycling times from the centre of the Site, and **Figure 2** illustrates the location of these with respect to the Site.

Table 3.2: Local Facilities and Services

	Destination	Distance (m)	Walking (mins)	Cycling (mins)
Retail	Stables Speciality Coffee	520	6	2
	Co-op Food	650	8	2
	Londis	1,300	15	5
	Sainsburys	1,700	20	6
	Barkham Village Store and Post Office	2,000	33	11
Education	Farley Hill Primary School	470	6	2
	Poperinghe Pre-School	1,400	17	5
	Hazebrouck Day Nursery and Pre- School	1,200	14	5
	The Coombes C of E Primary School	1,300	15	5
	Bohunt School Wokingham	2000	21	7
Leisure	Hazebrouck Meadows	1100	13	4
	Arborfield Library	1,200	14	5
	Arborfield Green Community Centre	1,200	14	5
	Made2Fit Personal Training	1,300	15	5
	The Bull Pub	1,500	18	6
	Barkham Village Hall	1,800	21	7
	Arborfield Green Leisure Centre	2,100	25	8
Health	Swallowfield Medical Practice	1,400	17	5
	Forest Dental Studio	4,300	51	16
	NHS Dentistry	4,300	51	16
	Finchampstead Surgery	4,200	50	16
Employment	Hogwood Industrial Estate	2,280	27	9

Source: Estimates using Google Maps. Notes: Measurements taken from the Site access.

Key:

	Within 1,600m – a comfortable walking distance
	Within 3,200m – still an acceptable walking distance
	Within 8,000m – comfortable cycling distance

3.6 Local Highway Network

Princess Marina Drive

- 3.6.1 Princess Marina Drive is a two-way single-carriageway road provides a secondary street function. To the north of the roundabout with Biggs Lane, Princess Marine Drive is 6.5m in width, and supports a number of bus stop facilities. To the south of the roundabout, Princess Marina Drive is circa 6.5m in width with an off-carriageway shared footway/cycleway routes on the north side of the carriageway. Princess Marina Drive is street lit and subject to a 30mph speed limit.

Baston Road

- 3.6.2 Baston Road is a two-way single carriageway road that routes north from a simple priority junction with Biggs Lane and serves a small residential development parcel of the Arborfield Green development and Farley Hill Primary School. It terminates Baston Road along the southern boundary of the Proposed Development. It is circa 6.5m in width and is subject to a 30mph speed limit, reducing the 20mph during school opening and closing times.

Biggs Lane

- 3.6.3 Biggs Lane is a two-way carriageway road and provides a primary street function, routing east-west through the Arborfield Green SDL. Biggs Lane is in good condition having been resurfaced alongside the construction of various parcels of the Arborfield Green development. Biggs Lane is circa 6.6m in width, the road is subject to a 30mph speed limit and is street lit.

Langley Common Road

- 3.6.4 Langley Common Road borders the Site to the west and runs from the roundabout junction with Eversley Road and Baird Road to the southwest to a simple priority junction with School Road to the northeast. Langley Common Road provides an existing access to Arborfield Studios. The speed limit increases from 30mph from the roundabout junction with Eversley Road and Baird Road to 40mph as it continues west. The road is in good condition with good forward visibility and is street lit.

Traffic Surveys

- 3.6.5 A suite of traffic surveys of the surrounding highway network were undertaken in July 2024 and November 2025.
- 3.6.6 Manual Classified Counts were undertaken at the following junctions:
- Biggs Lane / Baston Road priority junction

- Biggs Lane / Princess Marina Drive roundabout
- B3349 Langley Common Road / Biggs Lane roundabout
- B3349 Langley Common Road / Eversley Road roundabout
- A321 / Observer Way / Eversley Road Roundabout
- B3349 Barkham Road / Barkham Street Roundabout
- B3349 Barkham Road / Bearwood Road

3.6.7 An automatic traffic count (ATC) was undertaken on Langley Common Road near the existing access to the former Arborfield Studios. The ATC recorded the traffic flows and speeds set out in Table 3.3.

Table 3.3: Langley Common Road

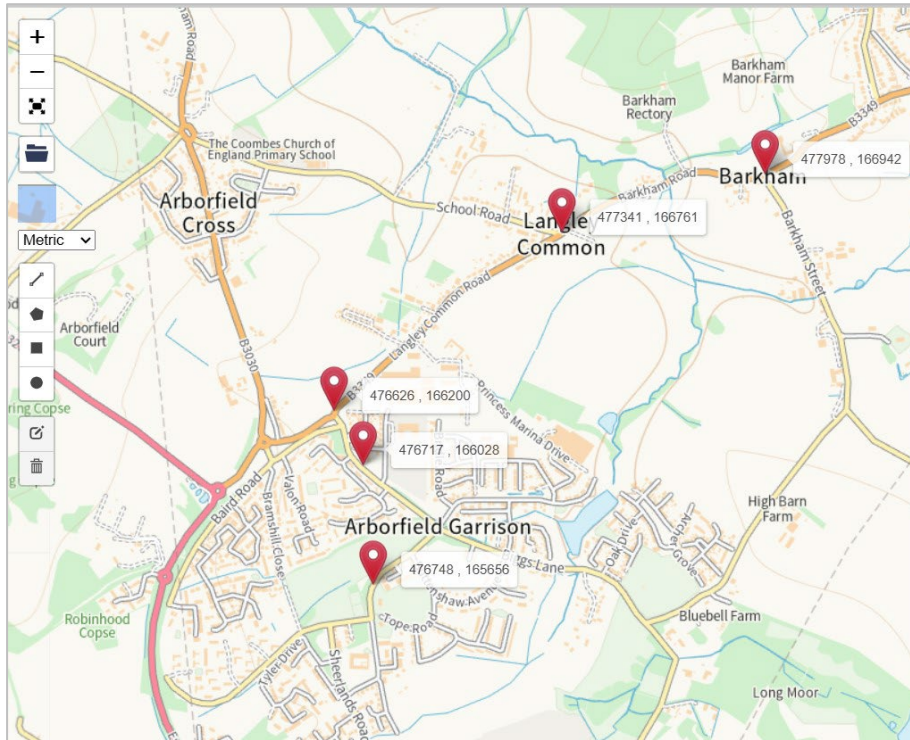
	ATC – Langley Common Road	
	NEB	SEB
Weekday Morning Peak Flow	532	490
Weekday Evening Peak Flow	401	450
Daily Flow	4763	4852
1000-1200 & 1400-1600 85th %ile speeds	41.1mph	39.1mph

Source: Innowise Works and Consultants calculations

3.7 PIC

3.7.1 Personal Injury Collision (PIC) data has been obtained from Wokingham Borough Council for the latest five-year period between July 2020 and July 2025. A map showing the study area and distribution of accidents is shown in Image 3.1 overleaf.

Image 3.2: Accident Study Area



Source: Wokingham Borough Council

3.7.2 In total, there were five PICs recorded in the study area over the past five years, one of which resulted in serious injuries. Table 3.4 provides out a summary of the PIC Data.

Table 3.4: Summary of PIC Data

Location	Severity	Pedestrian / Cyclist involved?	Local Factors		
			Lighting	Weather	Road Surface
Langley Common Road J/W Biggs Lane	Slight	Yes	Daylight	Rain	Wet
Princess Marina Drive	Slight	No	Daylight	Fine	Dry
B3349 Barkham Road J/W B2249 School Road	Serious	No	Daylight	Fine	Dry
Biggs Lane	Slight	No	Daylight	Raining	Wet
B3349 Barkham Road J/W Barkham Street	Slight	No	Daylight	Fine	Dry

Source: Wokingham Borough Council

3.7.3 The table demonstrates that one collision involved a cyclist and one collision resulted in a serious injury. Both of these accidents took place in different parts of Arborfield and do not appear to be related in location.

- One PIC involved a driver under the influence of alcohol and driving too fast for the conditions;

- One PIC involved a vehicle attempting to overtake at speed, resulting in serious injuries;
- One PIC involved a loss of control of the vehicle due to tiredness; and
- There was no information provided on the cause of the collision for two PICs.

3.8 **Summary**

3.8.1 The Site is situated within the wider Arborfield Green SDL, and benefits from recently built-out, high-quality walking and cycling infrastructure directly south through built-out development parcels. The Site is well located to enable most essential journeys to be undertaken by sustainable modes of travel with a range of facilities and services located within comfortable walking and cycling distance. Most of these facilities and services are located within Arborfield Green.

3.8.2 Public transport services are also easily accessible, with the final Leopard 3 bus route to be delivered as part of Arborfield Green including bus stops within a short walk of the Site. It is noted that Leopard 3 does not currently route along Baston Road or Princess Marina Drive in line with the planned service, although this addressed in Section 5 of this TA. The bus routes provide access to several key local destinations including Reading and Wokingham town centres and railway stations, facilitating longer distance journeys by rail.

Section 4 Development Proposal

4.1 Overview

4.1.1 The proposed masterplan for the Site is detailed in this section. It has been designed to help encourage sustainable travel by linking both the existing and proposed active travel infrastructure and public transport services set out in this TA.

4.1.2 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”.

4.1.3 The detailed element proposes a total of 293 dwellings. The outline element proposes 2 new homes through the retention of the existing farmhouse on Langley Common Road.

4.1.4 The transport elements of the Site masterplan have been designed in accordance with WBCs highway design guide for developers.

4.1.5 A scheme masterplan and layout has been developed by Thrive Architects and is provided at **Appendix C**. An extract of the layout is provided as Image 4.1.

Image 4.1: Site Layout



Source: Thrive Architects

4.1.6 The schedule of accommodation is set out as follows:

Table 4.1: Schedule of Accommodation

Bedrooms	Number
Market Housing	
2-bed	2
3-bed	116
4-bed	50
5-bed	8
Sub total	176
Social Housing	
1-bed (flats)	24
2-bed (flats)	27
2-bed (house)	24
3-bed (house)	35
4-bed (house)	7
Sub total	117
Total	293

4.2 Site Access Arrangements

4.2.1 The proposed access strategy seeks to align with the approved parameter plan as far as possible, and to encourage and prioritise the movements of active travel across the Site and into Arborfield Green. There have been some slight changes to the parameter plan over time due to various reserved matters applications, and what has been built-out is not identical to what was provided in the plan, although the general principles still apply.

4.2.2 The access strategy includes:

- Primary Site accesses from Baston Road and Princess Marina Drive.
- Connections to existing walking and cycling routes on Baston Road, Bridle Road, Martingale Grove and Princess Marina Drive.
- A bus loop/corridor along the secondary street loop through the Site via Baston Road and Princess Marina Drive.
- Closure of the Arborfield Studios vehicular access from Langley Common Road, and replacement with an active travel access on completion of development.

- Reinstatement of a minor vehicular access from Langley Common Road at the listed farmhouse building in the northern corner of the Site to serve four dwellings.
- Greenway links, mostly aligned with those proposed as part of the outline planning consent.

4.2.3 An overview of the proposed access strategy is provided at Image 4.2.

Image 4.2: Access Strategy



Pedestrian and Cycle Access Arrangements

4.2.4 An Active Travel Strategy has been produced to inform the Site layout and is provided at **Appendix B**. 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.

4.2.5 To the east, walking and cycling access will be provided between the Site and the built-out development parcels along Princess Marina Drive, Sherman Avenue and Oak Drive, connecting to the existing network of footways.

4.2.6 To the south, active travel links are proposed to connect to existing and footways on Bridle Road and Martingale Grove, and shared footway/cycleways on Bridle Road, Baston Road and Princess Marina Drive are proposed to continue into the Site.

- 4.2.7 To the west, the existing vehicular access onto Langley Common Road will be closed to vehicular traffic and replaced with an active travel access on completion of the development.

Vehicular Access Arrangements

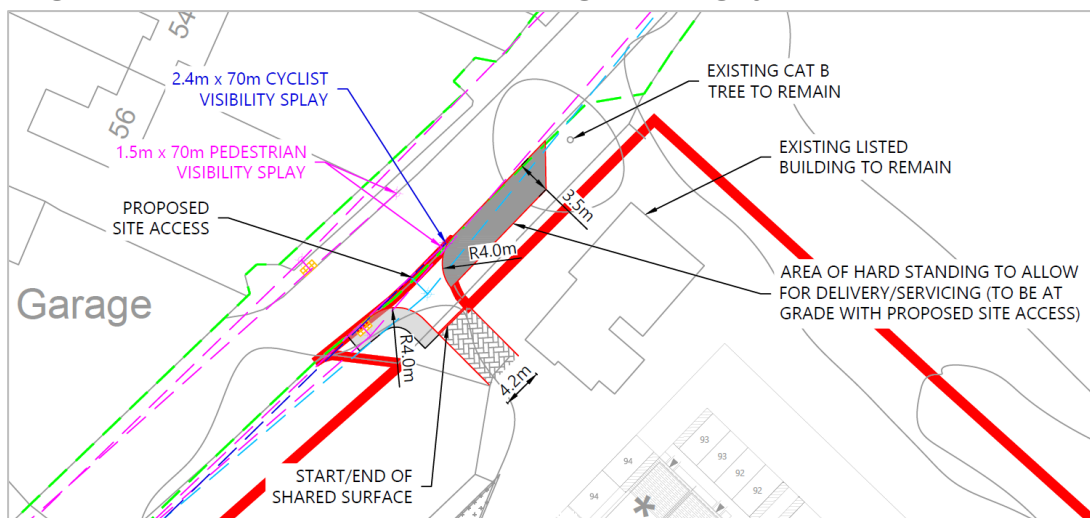
Main Site

- 4.2.8 Vehicular access into the Site will be in the form of extensions of the existing roads of Baston Road and Princess Marina Drive. This is in accordance with the Access and Movement parameter plan of the outline planning consent. The extensions will be designed with the same geometric principles of the existing road network, which are also designed in accordance with WBCs highway design guide for developers.
- 4.2.9 The existing vehicular access from Langley Common Road into the former Arborfield Studios will be closed to vehicular traffic and provided as an active travel access.
- 4.2.10 Two all-modes accesses are proposed at Baston Road and Princess Marina Drive (south) to provide a enable the delivery of a bus corridor through the Site. The access road will be 6.5m in width to connect to the existing roads.
- 4.2.11 A vehicular access (excluding buses but including walking and cycling) is proposed to Princess Marina Drive (east) to connect to Sherman Drive and Oak Drive east of the Site.

Farmhouse Building Access

- 4.2.12 The listed farmhouse building in the northern corner of the Site forms the outline element of the hybrid application, and all matters related to this element are reserved except for access.
- 4.2.13 There is an historic access onto Langley Common Road from the farmhouse building that is currently closed off. The Applicant proposes to reopen this access to serve the farmhouse building only, with no vehicular route through to the wider Site. Access for pedestrian and cycle movements is proposed, however.
- 4.2.14 A simple access junction from Langley Common Road is proposed to access the dwellings in farmhouse building, making use of the existing kerbline to the north. The access would then form a shared surface and connect to walking and cycling provision within the main Site which will be safeguarded. An area of hardstanding adjacent to the access is proposed to act as servicing bay to enable deliveries and servicing of the farmhouse. The layout is shown at drawing **ITL210226-GA-007**, an extract of which is provided at **Image 4.3**.

Image 4.3: Minor access to Farmhouse Building from Langley Common Road



4.2.15 The access has been designed in line with guidance from Manual for Streets and WBC highway design guide.

4.2.16 The design includes visibility splays of 70m to the northeast and 75m to the southwest, derived from 85th percentile speeds of 39.1mph and 41.1mph (respectively) on Langley Common Road, informed by speed surveys undertaken in this location during November 2025 (and summarised in Section 3).

4.3 Site Layout Principles

4.3.1 Central to design guidance is a need to balance the movement and place functions of new streets and spaces to ensure that these deliver for all users. Pedestrian and cycle movements should be prioritised, and whilst vehicle and servicing requirements must be accommodated, these should not dominate the delivery of quality places and result in overengineered solutions.

4.3.2 In the context of the scheme this means:

- Delivering a well-connected, permeable movement network which prioritises movement by active travel modes and provides route choice.
- Developing well designed slow speed environments (maximum of 20mph design speed).
- Accommodating (safely) vehicle demands but ensuring that these requirements do not compromise the design quality of the place to be developed.
- Ensuring the principles of the access and movement parameter plan of the outline planning consent are delivered as far as practically possible.

- Continuing the Greenway routes through the Site and connecting to the wider Greenway network of Arborfield Green.

Street Hierarchy and Principles

- 4.3.3 The overall street hierarchy and overall layout has been designed in accordance with WBC highway design guide for developers. The layout seeks to reflect the design and connect to the neighbouring built-out development parcels.
- 4.3.4 Biggs Lane forms the existing primary road in the vicinity of the proposed development, from which the proposed development will connect. The following street hierarchy has been applied to the scheme:

Secondary Street

- 4.3.5 A singular secondary street will connect to the primary street (Biggs Lane) through Baston Road and Princess Marina Drive. This route will form the main access road through the development and will be 6.5m in width to accommodate a bus corridor. A 2.0m footway will be provided on the north side of the route and a 3.0m shared footway / cycleway on the south side connecting to the existing provision on Baston Road. This will continue west until diverting north towards the northern Site boundary, before routing west again and connecting with Princess Marina Drive at the eastern extent of the Site.

Tertiary Streets

- 4.3.6 These routes will primarily provide minor access roads to dwellings from the secondary street. These will generally be 5.5m in width to enable fire tender and refuse access, with 2.0m footways on at least one side of the road.

Shared surface streets

- 4.3.7 These routes will provide access to dwellings as shared surfaces and will provide a place function where vehicles are subservient to people and streets are designed to local context. Widths are variable between 4.6m-6.1m to respond to local context.

Access Mews / Parking Courts

- 4.3.8 These will provide access to a low number of dwellings (less than 10) and are design to be above 4.1m in width. They will predominantly provide access to car parking areas.

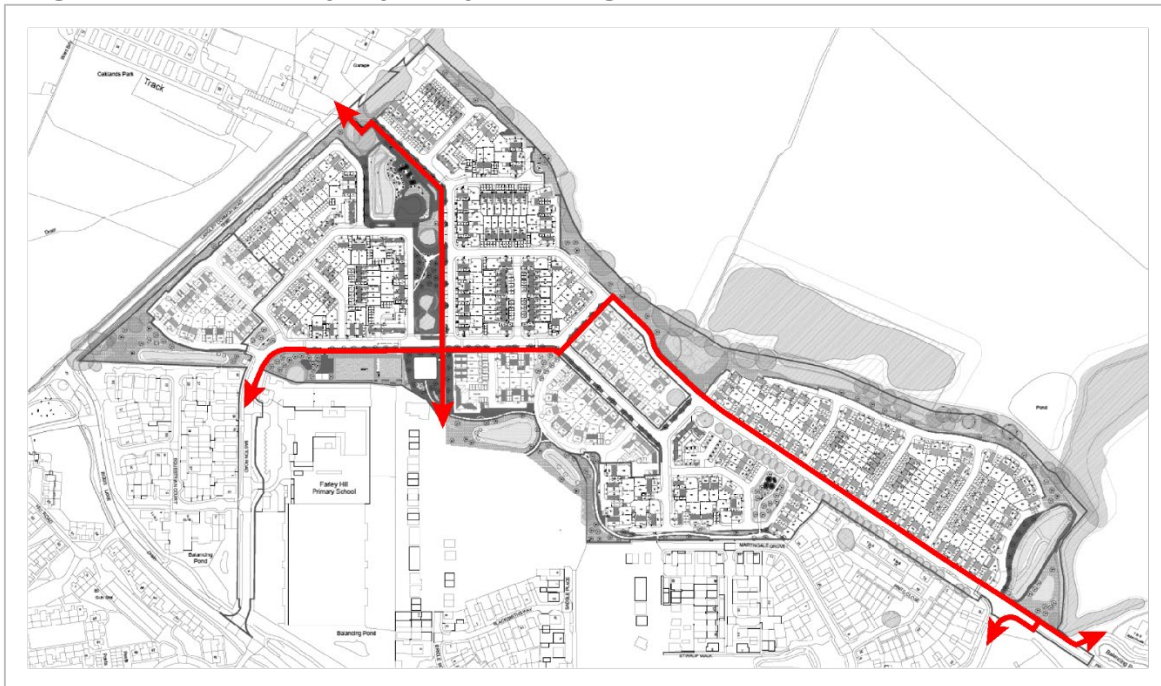
Vehicle speeds

- 4.3.9 A design speed of 20mph has been incorporated into the Site layout design. Vehicle speeds are managed through the provision of traffic calming build-outs and changes in material at junctions along straight sections of the secondary street. The build-outs will slow vehicle speeds and provide sections of shuttle working. Two speed control bends are also proposed in the centre of the Site.

Walking and cycling connections

- 4.3.10 Multiple walking and cycling connections are proposed to link to existing routes to form a network through the Site connecting Baston Road, Bridle Road, Princess Marina Drive and Langley Common Road, as shown on Image 4.2. These will connect to the wider greenway network across Arborfield Green to provide for safe and convenient travel on foot or by cycle.
- 4.3.11 Shared footway / cycleways will route east-west and north-south through the Site and connect to the existing provision at Baston Road, Bridle Road and Princess Marina Drive, and provide a new connection to Langley Common Road.
- 4.3.12 The shared route will route east-west through the Site from Baston Road along the Secondary Street. Once in the centre of the Site, it will divert north for short extent before continuing eastward and connecting with the existing provision on Princess Marina Drive south and east.
- 4.3.13 A north-south route will connect the existing provision on Bridle Road to the south of the Site to Langley Common Road in the north, and also connect to the east-west route.
- 4.3.14 This will provide a significant improvement to cycle connectivity between Langley Common Road and Arborfield Green. **Image 4.4** identifies the routes.

Image 4.4: Shared footway / cycleway route (in green)



4.3.15 Further detail of the active travel connections are set out in the Active Travel Strategy, which has informed the Site layout.

Green Corridors

4.3.16 The proposed development will also accommodate the green corridors that will connect to the existing greenways included as part of the outline planning consent. Whilst there is some variation to the alignment of the green corridor from the parameter plan, the green corridor will continue to connect from Langley Common Road in the north, through the Site and the built-out parcels, and will continue south to the wider SDL.

4.4 Car and Cycle Parking

4.4.1 The car and cycle parking is proposed in accordance with WBC standards.

Car Parking

4.4.2 The proposed development includes 51 flats (1 parking space per dwelling) and 242 houses (2 parking spaces per dwelling).

4.4.3 The proposed layout will provide a total of 554 parking spaces, which is split as follows:

- 521 allocated spaces (excluding garages)
- 33 unallocated/visitor parking bays (excluding garages)

4.4.4 Based on 293 dwellings, this is equivalent to 1.89 spaces per dwelling.

EV Charging

4.4.5 In accordance with Building Regulations Part S, each dwelling will have access to one EV charging space.

Cycle Parking

4.4.6 Cycle parking for the Site will be provided in accordance with WBC standards set out in Table 2.4. This will provide secure and covered cycle parking for all dwellings on the Site. This will be in garages where present. Where garages are not present cycle parking will be provided within garden sheds (with rear access). For the apartments, cycle parking will be provided in secure and covered cycle storage facilities.

4.5 Servicing and Emergency Access

4.5.1 Analysis of the proposed layout for an 11.3m long refuse vehicle (as per WBC design requirements) has been undertaken and is shown at **Appendix D**. The analysis demonstrates that the refuse vehicle is able to access, circulate and egress the development, routing within acceptable bin carry distances of all properties and bin collection points where necessary.

4.5.2 Analysis of the proposed layout for emergency vehicles has also been undertaken and is shown at **Appendix D**. It is demonstrated that a fire tender will be able to access, circulate and egress the development satisfactorily. The turning heads provided enable a fire tender to turn and manoeuvre in a forward gear.

4.5.3 Vehicle tracking of has also been completed for bus access through the Site and also included at **Appendix D**. This also shows that bus access to the north is safeguarded should a route through to Barkham Square be brought forward.

4.6 Road Safety Audit

4.6.1 A Stage 1 Road Safety Audit has been carried out which considered the internal layout and the proposed connections to the existing network.

4.6.2 The Road Safety Audit will follow the submission of the application alongside the Designer's Response which explains how all matters raised will be addressed in the scheme design.

Section 5 Sustainable Transport Strategy

5.1 Overview

- 5.1.1 This section of the TA details the methodology and approach to the proposed development's sustainable transport strategy and transport vision for the development. It outlines the guiding principles which have helped shape the proposed masterplan, with a focus on reducing private car use and facilitating local journeys by sustainable modes.

Wokingham Borough Council Climate Emergency Action Plan (CEAP)

- 5.1.2 The need for a transport vision for development proposals is further demonstrated by WBC's climate emergency declaration in July 2019. Shortly after this, WBC's Climate Emergency Action Plan (CEAP) was published which outlined a series of measures and policies to reduce greenhouse gas emissions and actively address climate change. The Action Plan sets out carbon reduction goals based on local priorities and details a framework of actions to help achieve them. Progress against the identified actions and targets are reported and published each year. The sixth progress report dated September 2025 is the most recently published at the time of writing.
- 5.1.3 Reducing carbon dioxide emissions from transport is the first key priority set out in the CEAP. To help achieve this, a borough-wide target of 50% reduction in internal combustion engine (ICE) private car mileage is set. This is to be achieved by:
- 33% from EVs registration;
 - 5% from reduced travel;
 - 2% from public transport increase; and
 - 10% from active travel increase.
- 5.1.4 The above targets will feed into the vision of the scheme former Arborfield Studios to assist WBC in achieving its 2030 goal of reaching carbon neutrality. Development schemes such as the ones Arborfield Green and the adjacent Barkham Square can play a large role in how people travel daily. Consequently, the proposed development will be designed to encourage sustainable forms of travel as the first choice for any required journey from the outset. This has been considered as part of the trip generation methodology and is set out in more detail in Section 6.

5.2 Transport Vision

5.2.1 The Site benefits from outline planning consent of the wider 2015 planning permission, and therefore the principle of residential development on the Site has already been established. The principles of the original application should also continue to apply to the proposed development.

5.2.2 The vision for connectivity for the SDL was described as follows:

“...an inter-connected green grid that drapes over the entire Site providing a network of linear green spaces. This grid is not arbitrary but founded on tying the existing landscape assets together to create a green web.”

5.2.3 The transport vision for the proposed development reflects this wider transport strategy for Arborfield Green SDL, which has so far provided a residential-led mixed use development with a range of local facilities within walking and cycling distance of homes, with nearby access to public transport for residents across the Site. The proposed development seeks to build upon the existing transport strategy and vision.

5.2.4 Whilst many parcels of the wider Arborfield Green SDL have been built-out and are occupied, there are still development parcels under construction, including some of the non-residential uses in the district centre. Once non-residential elements have been finished and are occupied, it is anticipated that many trips that are currently made by car to nearby schools, shops and leisure facilities will be internalised within the Site, reducing the need to travel by car due to the excellent network of walking and cycling infrastructure and facilities all within a comfortable walking and cycling distance of homes.

5.2.5 Furthermore, whilst traffic surveys of built-out parcels of the wider SDL indicate a high car driver mode share (detailed further in Section 6), the full delivery of the various non-residential elements of the SDL will encourage more trips by walking and cycling. In addition, a bus service that serves more housing than the current provision would shift some commuters to the larger settlements of Reading and Wokingham from private car to bus.

5.2.6 Therefore, the transport vision for the Site is to:

- Connect to existing walking and cycling network to provide opportunities to access local destinations within walking and cycling distance.
- Provide a connection between Langley Common Road and Biggs Lane.
- Ensure the continued delivery of the greenways project through green corridors through the Site.

- Provide a bus corridor/loop through the Site to provide the opportunity to uplift accessibility to public transport services.

5.2.7 The transport vision should also serve to reduce the number of trips by private car. This will be supported by the delivery of the Sustainable Transport Strategy outlined below.

5.3 Sustainable Transport Strategy

Active Travel Strategy

5.3.1 The wider SDL is connected by a network of permeable walking and cycling routes, including the Greenways, providing genuine opportunity for the use of active travel modes for many journeys. The Site benefits from a high-quality walking and cycling infrastructure, built-out in accordance with the standards set out in WBCs highway design guidance.

5.3.2 The Active Travel Strategy is provided at **Appendix B**. It includes an audit of the existing walking and cycling routes within the vicinity of the Site, which has been used to inform the active travel strategy. A summary of the routes is provided below.

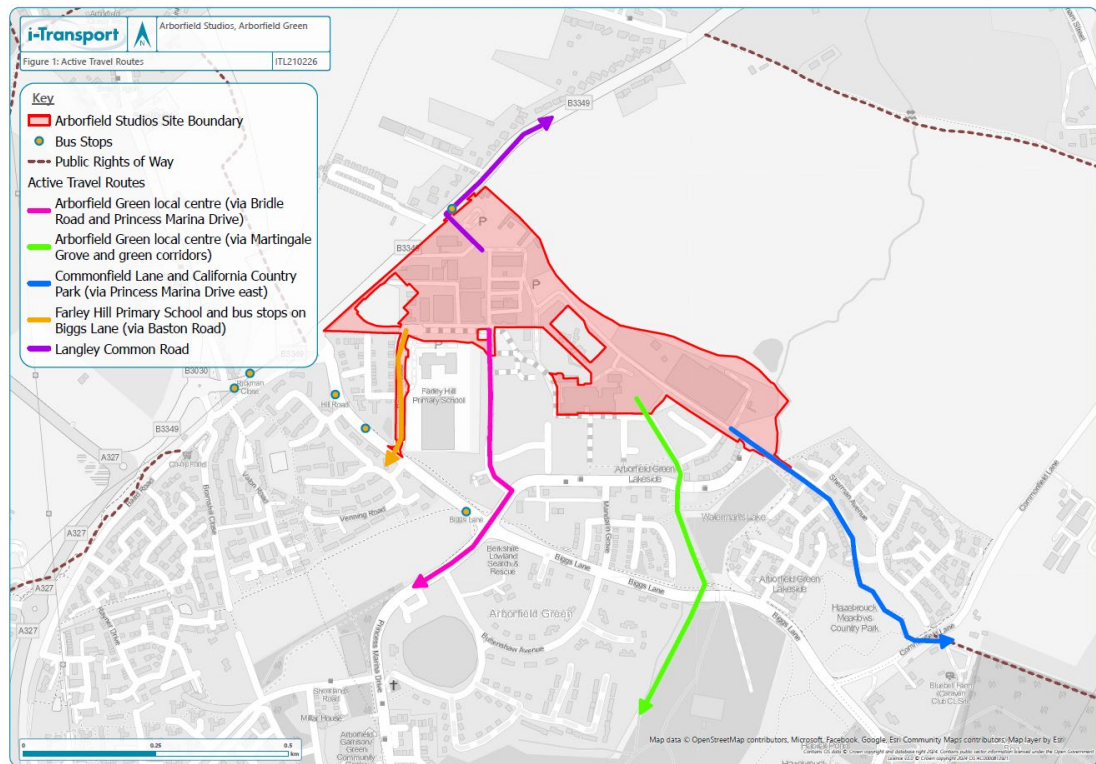
Active Travel Routes

5.3.3 The main active travel routes to key local destinations are summarised below:

- 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

5.3.4 These routes are shown at **Image 5.1**.

Image 5.1: Active Travel Routes



5.3.5 In summary, the audit identified the following:

- The existing walking network to the south and east of the Site (Baston Road, Bridle Road and Princess Marina Drive) is of a high-quality, having recently been built-out as part of various reserved matters applications under the consented outline Arborfield Green application.
- There is excellent cycle provision in the form of shared footway / cycleways routing south and east of the proposed development on Baston Road and Princess Marina Drive, built-out in line with prevailing guidance.
- There are excellent opportunities for the proposed development to connect to the existing infrastructure.
- It is difficult to cross Langley Common Road to access existing footways on the western side of the road, although there are limited facilities and services north of this location that future residents could access.

Integrating into the Active Travel Network

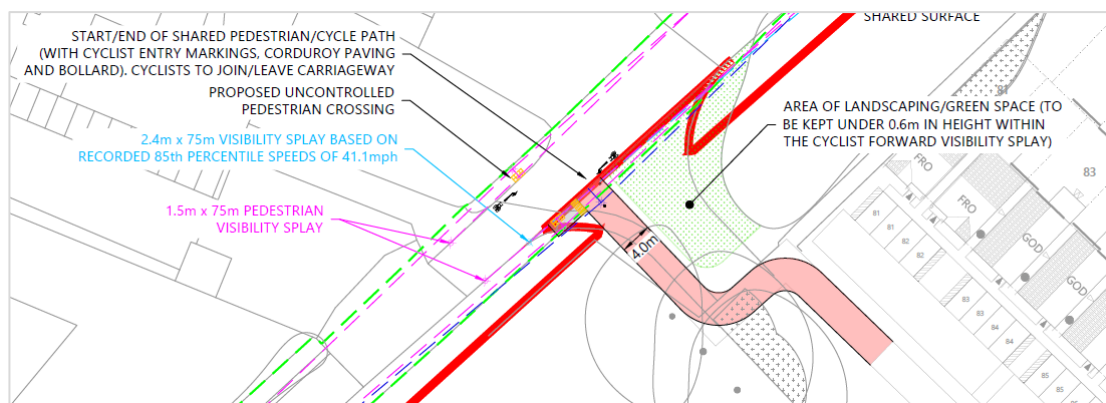
5.3.6 The proposed development will connect to the existing network, continuing the sense of place throughout the wider SDL and improving connectivity between Langley Common Road and the Arborfield Green local centre to the south.

- 5.3.7 New footways will connect to the existing footways on Baston Road, Princess Marina Drive and Bridle Road, with further connections through to Martingale Grove.
- 5.3.8 A shared footway / cycleway will route through the Site and connect to the existing provision at Baston Road to the west and Princess Marina Drive to the east. The shared route will route eastward through the Site from Baston Road along the Secondary Street, continuing towards the centre of the Site and also branching off to the north towards Langley Common Road. Once in the centre of the Site, it will divert north for short extent before continuing eastward and connecting with the existing provision on Princess Marina Drive.
- 5.3.9 Within the Site, the street hierarchy has been designed in accordance with WBC design standards, and therefore a network of active travel routes will be provided through the Site to connect neighbourhoods and play areas within the Site, and connect to existing routes to neighbourhoods nearby and to key destinations such as Farley Hill Primary School and local playing fields.
- 5.3.10 The proposed development will also accommodate the green corridors that will connect to the existing greenways included as part of the outline planning consent. Whilst there is some variation to the alignment of the green corridor from the parameter plan, the green corridor will continue to connect from Langley Common Road in the north, through the Site and the built-out parcels, and will continue south to the wider SDL.

Crossing of Langley Common Road

- 5.3.11 An uncontrolled pedestrian crossing of Langley Common Road is proposed to connect to the north and west of the Site. This was identified through the Walking and Cycling Audit and through pre-application scoping with WBC.
- 5.3.12 It is proposed to provide a shared / footway cycleway link through the Site to Langley Common Road, making use of the existing Arborfield Studios access. The link will be 3.0m in width (with the rest of the existing access turned over to green landscaping) and a bend will be provided on approach to encourage slower speeds.
- 5.3.13 At Langley Common Road the shared footway / cycleway will separate to provide separate provision. An uncontrolled pedestrian crossing with dropped kerbs and tactile paving is proposed across Langley Common Road. For cyclists, bollards are proposed on the edge of the carriageway, and as there is no cycle provision in this area cycling will be within the carriageway. The proposed layout is shown at drawing **ITL210226-GA-007**, an extract of which is provided at Image 5.2.

Image 5.2: Crossing of Langley Common Road



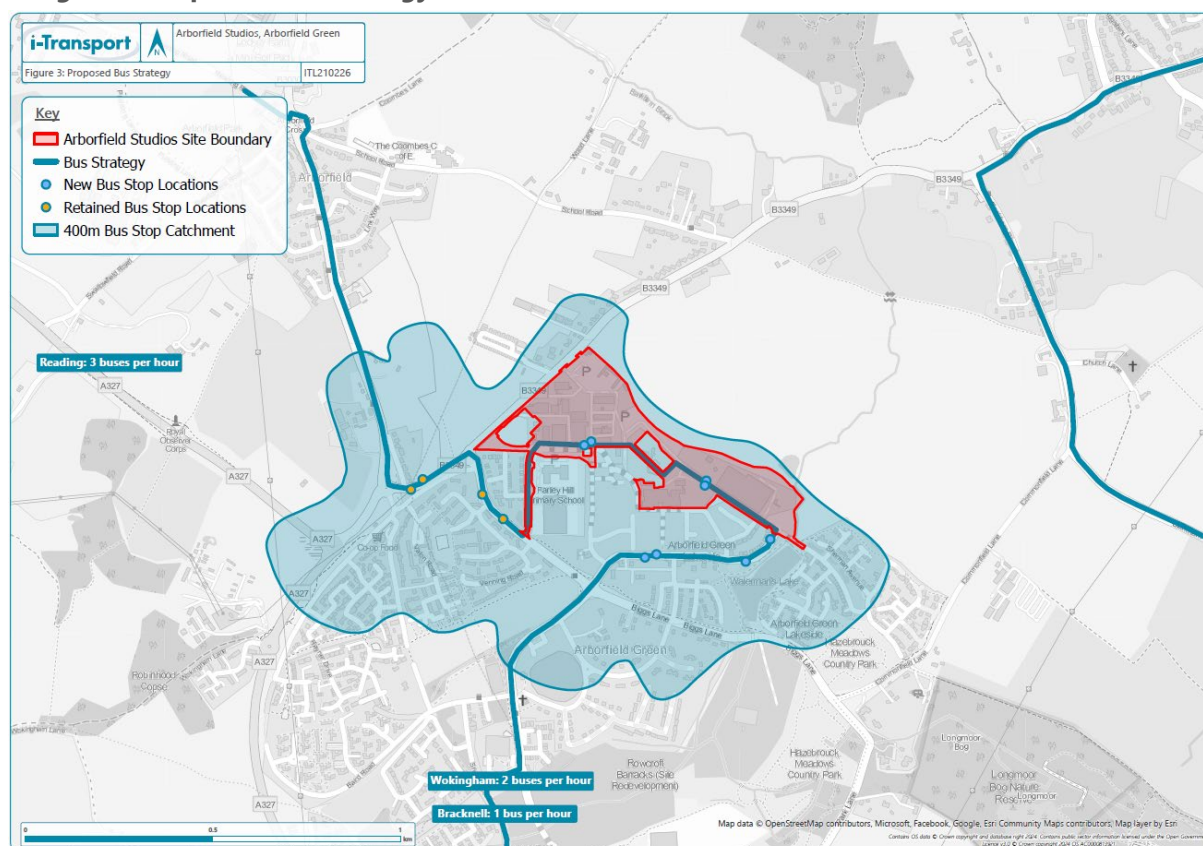
Zebra Crossing of Biggs Lane

- 5.3.14 A new controlled zebra crossing has been proposed by WBC across Biggs Lane, just east of the junction with Baston Road. This would replace the existing uncontrolled crossing that is currently provided. The zebra crossing (to be delivered by WBC) will provide a safer crossing of Biggs Lane for existing and future residents routing north-south and those accessing Farley Hill Primary School.
- 5.3.15 The zebra crossing will have the added benefit of slowing mainline traffic on Biggs Lane and creating gaps for vehicles exiting Baston Road and heading west to Langley Common Road during school drop-off period.

Bus Strategy

- 5.3.16 The existing bus strategy of the outline planning consent provides connections between Arborfield Green and higher order facilities in Wokingham and Reading. The bus strategy has been largely implemented and provides four to five services (in each direction) during the peak periods and two services per hour during the off-peak.
- 5.3.17 During pre-application discussions with WBC, it was agreed that the development should continue to seek to provide a bus loop/corridor through the Site, as per the approved access and movement parameter plan. WBC also requested an analysis of the opportunity to provide a bus corridor through to the adjacent Barkham Square development Site, although existing constraints with respect to land ownership currently restricts the deliverability of this route and it therefore does not form part of this application.

- ### Image 5.3: Proposed Bus Strategy



5.4 My Journey Wokingham

5.4.1 My Journey is 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.

5.4.2 The proposed development will actively support the objectives of My Journey Wokingham, by prioritising walking, cycling and public transport use and by encouraging behaviour change among residents and visitors. This will be supported by a S106 contribution in accordance with the Council's Local Transport Plan.

5.5 Summary

5.5.1 The Site benefits from outline planning consent of the wider 2015 planning permission, and therefore the principle of residential development on the Site has already been established,

5.5.2 The transport vision for the Site is to:

- Connect to existing walking and cycling network to provide opportunities to access local destinations within walking and cycling distance.
- Provide a connection between Langley Common Road and Biggs Lane.
- Ensure the continued delivery of the greenways project through green corridors through the Site.
- Provide a bus corridor/loop through the Site to provide the opportunity to uplift accessibility to public transport services.

5.5.3 The transport vision will serve to reduce the number of trips undertaken by private car. This will be achieved through the delivery of a sustainable transport strategy, including connections to high-quality walking and cycling infrastructure, and the provision of a bus loop through the Site.

Section 6 Traffic Impact Methodology

6.1 Overview

6.1.1 This section details the trip generation methodology and calculations as set out in the scoping note with additional comparisons following feedback from WBC.

6.1.2 The trip generation for the proposed development is based on trip rates derived from survey data of a built out and occupied section of the Arborfield Green development. This methodology was also used by the neighbouring Barkham Square transport assessment for assessing the traffic impact of the proposed development. This methodology was agreed with WBC during pre-application scoping.

6.2 Proposed Trip Generation

6.2.1 The trip generation methodology involves calculating vehicle trip rates from ATC surveys undertaken at Oak Drive (located directly east of Arborfield Studios). The ATC was undertaken for a two-week period from 20th June 2024 across the Oak Drive access. The raw data is included as **Appendix E**.

6.2.2 The survey captured arrival and departure vehicle movements from the following roads:

- Oak Drive
- Pear Tree Close
- Hornbeam Place
- Lime Grove
- Princes Marina Drive
- Sherman Avenue
- Fox Close
- Archer Grove

6.2.3 This provides a representative sample of the current vehicle movements generated from Arborfield Green, and would therefore be applicable to the proposed development at Arborfield Studios. At the time of writing, not all planned facilities and services have been delivered as part of the wider Arborfield Green SDL, including the district centre. The vehicle trip generation is therefore likely to reduce in future with more journeys made by active modes, which is outlined later in this section.

6.2.4 Table 6.1 provides a summary of the surveyed AM peak, PM peak and daily (0700 – 1900) arrivals and departures. The subsequent trip rates have also been calculated based on the number of existing dwellings within the catchment area.

Table 6.1: Oak Drive Surveyed Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
3-day Average (Tue to Thur)	52	111	163	84	51	135	551	588	1139
Trip Rate (per dwelling)	0.208	0.444	0.652	0.336	0.204	0.540	2.204	2.352	4.556

6.2.5 Although a robust baseline, the above trip rates are not fully reflective of the likely travel behaviour and vehicle movements associated with the development. In particular, the rates do not account for:

- Full delivery of facilities and services as part of Arborfield Green, including the district centre.
- Full operation of the bus route serving Arborfield Green and the development Site.
- Borough wide initiatives to influence and reduce the need to travel (including MyJourney)

6.2.6 The borough wide target of a 50% reduction in ICE private car mileage set within WBC's CEAP, for reference, is split into the following:

- 33% from EVs registration;
- 5% from reduced travel;
- 2% from public transport increase; and
- 10% from active travel increase.

6.2.7 This includes a 17% reduction in vehicle movements. Although a 17% reduction from the 2024 surveyed baseline is likely to be ambitious, a 10% reduction is considered realistic to account for the points listed above. This approach been agreed during pre-application scoping with WBC Highways officers.

6.2.8 Table 6.2 presents agreed vehicle trip rates and trip generation based on an uplift of up to 330 dwellings on the Site (which excludes the 100 dwellings¹ already consented as part of the approved outline consent (O/2014/2280)).

6.2.9 It should be noted that it was agreed during pre-application to assess the Site based upon an uplift of 330 dwellings, and all transport modelling has been undertaken on this assumption. The proposed development now comprises a total of 293 dwellings (and up to two further dwellings at the farmhouse building), below the number assessed in the modelling. The trip generation for both 330 dwellings and 295 dwellings is provided in Table 6.2.

Table 6.2: Proposed Residential Vehicle Trip Rates and Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Adjusted Trip Rate (per dwelling)	0.187	0.400	0.587	0.302	0.184	0.486	1.985	2.117	4.102
Modelled Trip Generation (330 dwellings)	62	132	194	100	61	161	656	699	1,354
Proposed Trip Generation (295 dwellings)	55	118	173	89	54	143	586	625	1,210

6.2.10 The above table demonstrates that an uplift of up to 295 dwellings has the potential to generate up to 173 two-way vehicle movements in the AM peak, 143 in the PM peak and 1,210 across the day. A 330 dwelling uplift has however been modelled, which has the potential to generate up to 194 two-way vehicle movements in the AM peak, 161 in the PM peak and 1,354 across the day. This therefore offers a robust assessment.

6.3 Multi-Modal Trip Generation

Census 2011

6.3.1 Table 6.2 overleaf presents the 2011 Census Method of Travel to Work data for the Wokingham 018 Middle Super Output Area (MSOA), which covers Arborfield Studios and Arborfield Green. Whilst 2011 Census data is now dated, travel patterns presented in the 2021 Census were affected by Covid-19 restrictions and is therefore inappropriate dataset.

¹ The 100 dwellings consented is accounted for within the baseline modelling

- 6.3.2 The table shows car travel (both driving and passenger in a car or van) is the most popular mode of travel amongst existing residents for commuting trips. However, there is also a high percentage of walking at 10% with a good level of cycling trips at 5%. Thus, there is an opportunity to further encourage active travel trips in the local area.

Table 6.2: Local Method of Travel to Work – Wokingham 018 MSOA

Mode	% Split
Car Driver or Passenger	78%
On foot	10%
By Bicycle	5%
Train	4%
Bus	2%
Motorcycle	1%
TOTAL	100%

Source: NOMIS Census 2011 – WU03EW – Method of Travel to Work

Oak Drive Multi-Modal survey

- 6.3.3 WBC have also shared a summary of multi-modal survey result of Oak Drive undertaken in 2024 (outlined above) which indicated the following mode shares (% of daily travel):

- Pedestrian - 25%
- Cycle - 4%
- Bus - <1%
- Vehicle – 70%

- 6.3.4 Whilst the above percentages are total daily trips, it is understood that WBCs preference is for assessment using the Oak Drive survey results as opposed to Census 2011 data, and the following multi-modal assessment uses this as such for multi-modal peak hour trip assessments.

- 6.3.5 This is a worst-case assessment in that it assumes there is no reduction in travel and instead the full 10 percentage point reduction in vehicle trips is redistributed to other modes. The 10 percentage points are redistributed across walking, cycling and bus use since these are the modes that are likely to be most positively influenced by the proposed development and the full build out of Arborfield Green.

- 6.3.6 Table 6.3 below summarises the multi-modal assessment.

Table 6.3: Adjusted Multi-Modal Trip Generation Assessment

Travel Modes	Census Mode Share	Adjusted Mode Share	Number of Two-Way Trips	
			AM Peak	PM Peak
Car Driver or Passenger	70%	60%	173	143
On foot	25%	27%	78	65
Bicycle	4%	7%	20	17
Public transport	1%	6%	17	14
TOTAL	100%	100%	289	239

Source: Consultant Calculations

6.3.7 The above table demonstrates that there could be up to 78 two-way walking trips, up to 20 two-way cycling trips and up to 17 two-way bus trips to/from the Site.

6.4 Summary

6.4.1 The proposed development of up to 295 dwellings is estimated to generate:

- Up to 173 two-way vehicle movements in the morning peak hour;
- Around 143 two-way vehicle movements in the evening peak hour; and
- 1,210 two-way vehicle movements across a 12-hour day.

6.4.2 An uplift of 330 dwellings (as opposed to up to 295 dwellings) has been modelled, which offers a robust assessment.

6.4.3 This trip generation accounts for a 10% reduction in private vehicle trips to assist with WBC's Climate Action Plan target of reducing ICE vehicle mileage by increasing the use of sustainable travel modes.

6.4.4 When applying mode share data from Oak Drive survey to the trip generation, as well as the vehicle trips during the peak hours there could be up to:

- 78 and 65 two-way walking trips in the network peak hours;
- 20 and 17 two-way cycling trips in the network peak hours; and
- 17 and 14 two-way bus trips in the network peak hours.

Section 7 Traffic Impact Assessment

7.1 Overview

7.1.1 A modelling methodology has been developed to suitably assess the potential highway impacts of the development. This is set out within the Strategic Model Scoping Note which was prepared and agreed with WBC as part of pre-application.

7.1.2 This section provides a summary of the proposed approach to assessing the highway network impacts.

7.2 Strategic Model Scenarios

7.2.1 The strategic modelling scenarios were agreed with WBC during pre-application scoping. Two of the scenarios included an assumption of the delivery of a vehicle connection between Arborfield Studios and Barkham Square, although this does not form a part of this planning application.

7.2.2 The strategic model provides output years for 2032 and 2040. It has been agreed to undertake the scenarios for Future Year 2040 for the AM (08:00) and PM (08:00-09:00) peak hours.

7.2.3 The following scenarios have been tested:

- 1 **Scenario 1:** 2040 – Do Something without Arborfield Studios (providing local plan growth and distribution)
 - This includes 600 homes at Barkham Square
- 2 **Scenario 2a:** 2040 – Do Something with Arborfield Studios and Barkham Square (Without vehicle connection between Arborfield Studios and Barkham Square)
 - This includes 330 homes at Arborfield Studios and 600 at Barkham Square
- 3 **Scenario 3a:** 2040 – Do Something with Arborfield Studios and Barkham Square (Without vehicle connection between Arborfield Studios and Barkham Square)
 - This includes 330 homes at Arborfield Studios and 660 at Barkham Square

7.2.4 It should be noted that 293 dwellings are now proposed as part of the detailed element of the Site, and up to two further units as part of the outline element at the farmhouse building. Therefore, the trip generation modelled associated with 330 homes is an overestimation of the likely trip generation of the proposed development.

Two Zone Test

- 7.2.5 During strategic modelling process, WBC and WSP observed a substantial level of delay at the Baston Road / Biggs Lane junction due to a disproportionately high level of development traffic routing via Baston Road.
- 7.2.6 WBC agreed with WSP to run further models which split the development into two distinct zones, with 50% of development located within the east of the Site, and 50% to the west of the Site, to better reflect the development layout. This resulted in a more balanced routing of development traffic down Baston Road and Princess Marina Drive, although it important to note that the vehicle trips travelling to and from these new development zones could still travel via either access on Princess Marina Drive or Baston Road.
- 7.2.7 This scenario has therefore been used to assess the traffic impact of the proposed development.

7.3 Model Study Area

- 7.3.1 The model study area has been determined from the strategic model outputs. As set out in the strategic modelling scoping note and agreed with WBC, the following junctions have been modelled:
- Biggs Lane / Princess Marina Drive roundabout
 - Biggs Lane / Baston Road priority junction
 - B3349 Langley Common Road / Biggs Lane roundabout
 - B3349 Langley Common Road / Eversley Road roundabout
 - A321 / Observer Way / Eversley Road Roundabout
 - B3349 Barkham Road / Barkham Street Roundabout
 - B3349 Barkham Road / Bearwood Road

7.4 Strategic Model Outputs

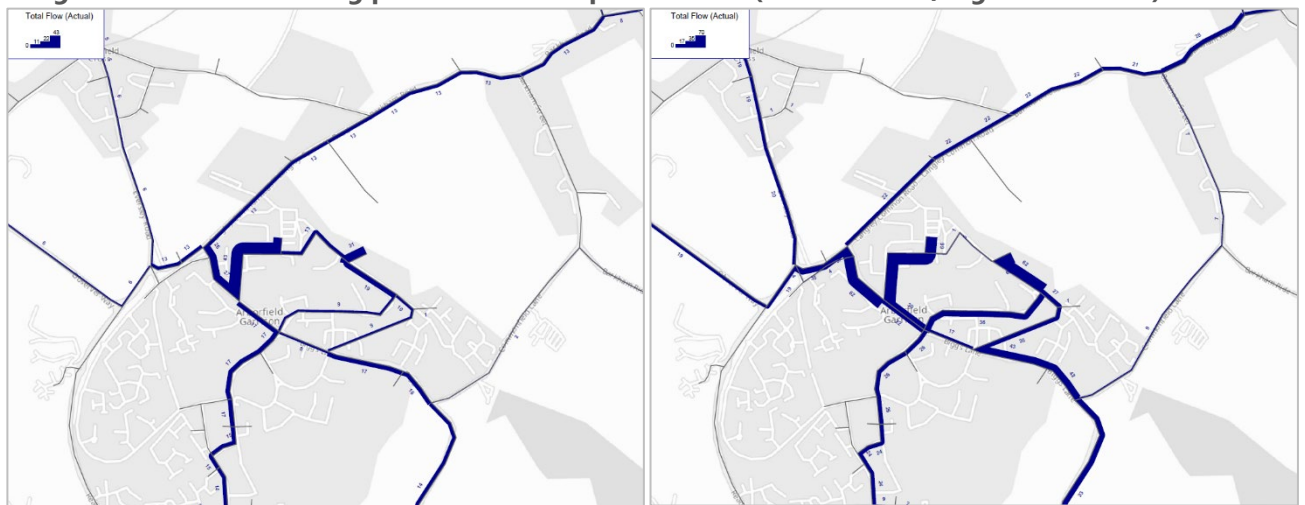
- 7.4.1 WBC maintains a Wokingham Strategic Highways Model (WSTM) based on surveyed traffic data that represents an average weekday (Tuesday to Thursday). The following model outputs have been exported for the proposed development:
- Junction Turning Movements
 - Actual Flow
 - Actual Flow Difference (net change)

- Delay
- Delay difference (net change)
- Flow Bound Analysis

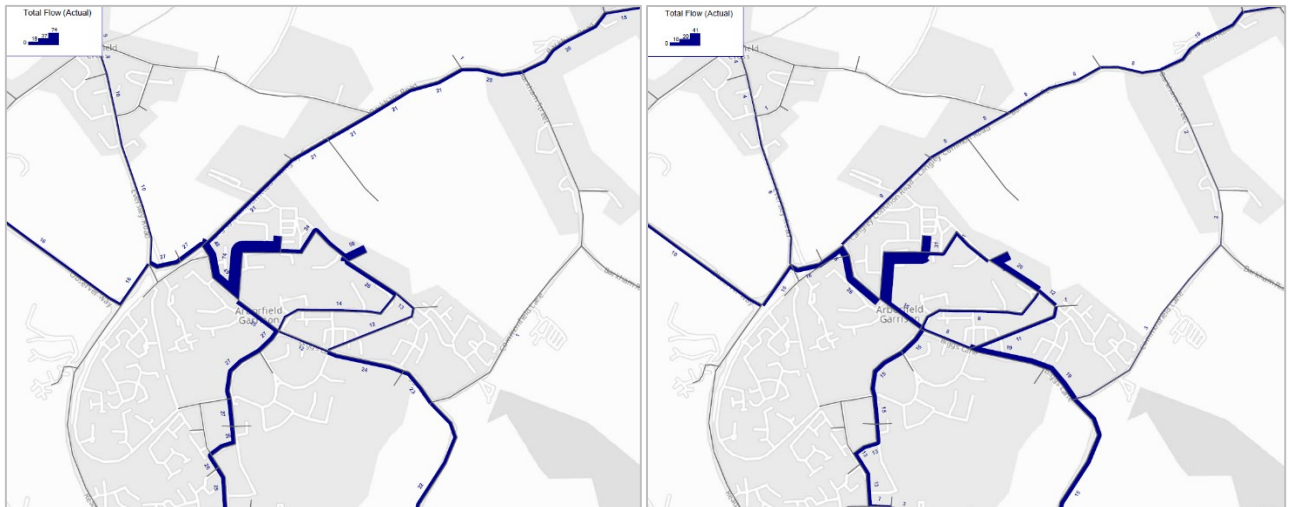
VISUM Analysis

- 7.4.2 VISUM models are provided as part of the strategic modelling network analysis. The package includes illustrative outputs detailing actual traffic flow, delay and flow bound analysis.
- 7.4.3 Scenarios 2a and 3a involve the same level of traffic generation from the proposed development, although Scenario 3a also includes an additional 60 dwellings and a care home at Barkham Square. Therefore, the VISUM outputs of Scenario 3a are presented in the following sections to illustrate the network analysis.
- 7.4.4 The following images show the inbound and outbound development trips across the network for Scenario 3a.

Images 7.1 and 7.2: Morning peak hour development flows (left: inbound / right: outbound)



Images 7.3 and 7.4: Evening peak hour development flows



Source: WSP

7.4.5 The above images demonstrate that a large proportion of development traffic for Scenario 3a will arrive and depart the Site via Baston Road. Vehicle trips are then spread across the network via Princess Marina Drive (south), Biggs Lane / Park Lane, Observer Way and Langley Common Road / Barkham Road.

7.4.6 The following figures show the impacts of the development on delay across the local highway network for Scenario 3a.

Image 7.5: Morning peak hour change in delay

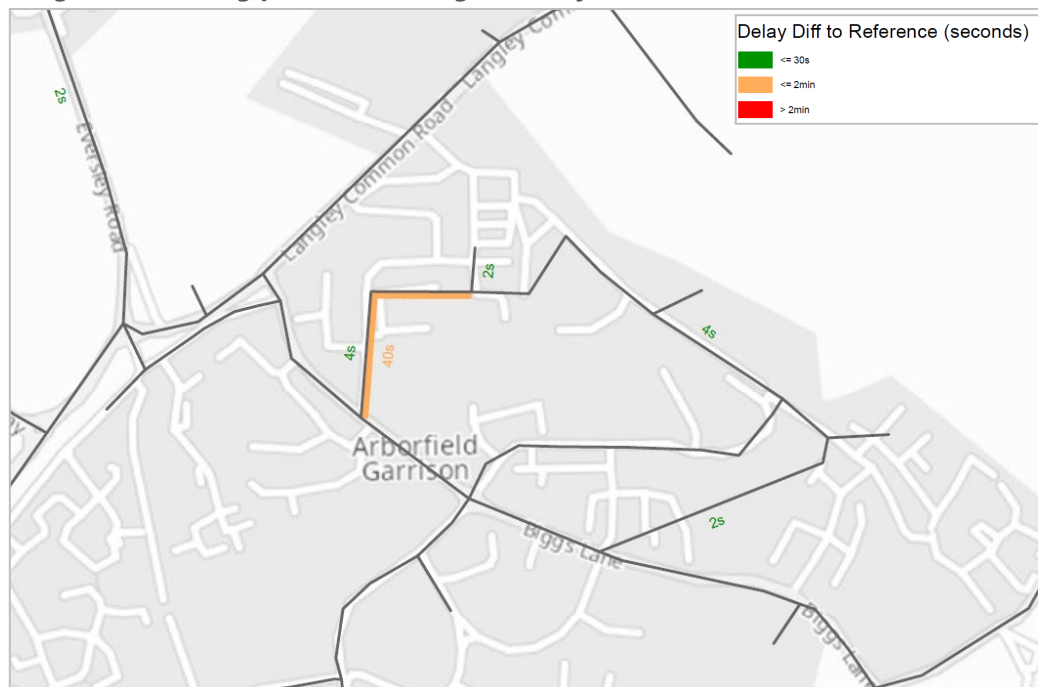


Image 7.6: Evening peak hour change in delay



Source: WSP

7.4.7 The modelled change in delay outputs demonstrate that the development could increase delay by 40 seconds during the morning peak hour on Baston Road southbound (outbound). This is largely due to the location of the primary school on Baston Road, with school drop-off periods coinciding with the morning peak hour. There is minimal change to delay in the evening peak hour.

7.4.8 The full Strategic Model VISUM outputs are included as **Appendix F**. The VISUM outputs of the WSTM demonstrate the development does not result in a 'severe' highways impact.

7.5 Individual Junction Modelling

7.5.1 Individual operational junction modelling has been undertaken at all junctions within the agreed study area. All modelling scenarios have used the 'two zone test' junction turning movements provided by WSP. All junction geometry measurements are provided at **Appendix G**.

Biggs Lane / Princess Marina Drive roundabout

7.5.2 To determine the future operation of the Biggs Lane / Princess Marina Drive roundabout, the industry standard Junctions 11 software was used with the WSTM flows inputted and calibrated with queue length surveys.

7.5.3 The result of the modelling is shown below in **Table 7.1**, with the full outputs shown at **Appendix H**.

Table 7.1: Modelling Results - Biggs Lane / Princess Marina Drive Roundabout

	AM Peak Hour			PM Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
Base Scenario						
Princess Marina Drive (N)	0.15	<1	5	0.06	<1	4
Biggs Lane (S)	0.35	1	5	0.26	<1	4
Princess Marina Drive (N)	0.29	<1	5	0.13	<1	4
Biggs Lane (N)	0.50	1	6	0.36	1	5
Scenario 1 (without Arborfield Studios, with Local Plan and background traffic growth)						
Princess Marina Drive (N)	0.17	<1	5	0.06	<1	4
Biggs Lane (S)	0.34	1	5	0.21	<1	4
Princess Marina Drive (N)	0.23	<1	5	0.17	<1	4
Biggs Lane (N)	0.32	1	4	0.25	<1	4
Scenario 2a (with Arborfield Studios, with Barkham Square at 600)						
Princess Marina Drive (N)	0.22	<1	5	0.07	<1	4
Biggs Lane (S)	0.36	1	5	0.22	<1	4
Princess Marina Drive (N)	0.24	<1	5	0.19	<1	4
Biggs Lane (N)	0.35	1	4	0.26	<1	4
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
Princess Marina Drive (N)	0.22	<1	5	0.07	<1	4
Biggs Lane (S)	0.36	1	5	0.22	<1	4
Princess Marina Drive (N)	0.24	<1	5	0.19	<1	4
Biggs Lane (N)	0.35	1	4	0.26	<1	4

Source: Junctions 11

- 7.5.4 The table above demonstrates that the existing junction works well within operational capacity within 2040 with development scenarios, with minimal delays and queueing.

Biggs Lane / Baston Road priority junction

- 7.5.5 The Biggs Lane / Baston Road priority junction has been modelled in several

One Hour Profile

- 7.5.6 To determine the future operation of the Biggs Lane / Baston Road priority junction, the industry standard Junctions 11 software was used with the 2025 traffic surveys calibrated with queue length surveys, and the WSTM future year flows. A One Hour traffic profile has been used to assess the operation of the junction.

- 7.5.7 The result of the modelling is shown below in **Table 7.2**, with the full outputs shown at **Appendix H**.

Table 7.2: Baston Road Priority Junction (One Hour profile)

	AM Peak Hour			PM Peak Hour		
	Queue	Delay	RFC	Queue	Delay	RFC
Base Scenario						
Baston Road (left turn)	<1	8	0.17	<1	6	0.02
Baston Road (right turn)	<1	14	0.27	<1	8	0.04
Biggs Lane	<1	6	0.33	<1	5	0.03
Scenario 1 (without Arborfield Studios, with Local Plan and background traffic growth)						
Baston Road (left turn)	<1	8	0.21	<1	6	0.03
Baston Road (right turn)	<1	13	0.31	<1	8	0.13
Biggs Lane	1	6	0.34	<1	5	0.03
Scenario 2a (with Arborfield Studios, with Barkham Square at 600)						
Baston Road (left turn)	<1	9	0.29	<1	7	0.06
Baston Road (right turn)	<1	15	0.42	<1	9	0.18
Biggs Lane	1	7	0.39	<1	5	0.09
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
Baston Road (left turn)	<1	9	0.28	<1	7	0.06
Baston Road (right turn)	<1	16	0.42	<1	9	0.18
Biggs Lane	1	7	0.39	<1	5	0.09

Source: Junctions 11

- 7.5.8 The table above demonstrates that the existing junction works well within operational capacity within all 2040 with development scenarios, with minimal delays and queueing.

DIRECT Traffic Flows

- 7.5.9 Further assessment of the junction has been undertaken using a DIRECT traffic profile, with traffic flows inputted at 15-minute periods. As the WSTM only provides hourly traffic flows, the 2025 traffic surveys at the junction have been used to apply proportionate traffic flows for each 15-minute period.
- 7.5.10 The 2025 observed traffic flows show that traffic flows across the junction peak between 08:30-08:45 (associated with drop-off period at the nearby Farley Hill Primary School) where 35% of the hourly traffic passes through the junction.
- 7.5.11 The modelling of the junction using Direct traffic profile is shown in Table 7.3.

Table 7.3: Baston Road Priority Junction (DIRECT profile)

	AM Peak Hour			PM Peak Hour		
	Queue	Delay	RFC	Queue	Delay	RFC
Base Scenario						
Baston Road (left turn)	3	55	0.82	<1	6	0.03
Baston Road (right turn)	5	102	0.95	<1	14	0.09
Biggs Lane	12	32	0.92	<1	6	0.06
Scenario 1 (without Arborfield Studios, with Local Plan and background traffic growth)						
Baston Road (left turn)	12	112	1.12	<1	6	0.05
Baston Road (right turn)	10	126	1.11	<1	13	0.25
Biggs Lane	13	41	0.96	<1	7	0.07
Scenario 2a (with Arborfield Studios, with Barkham Square at 600)						
Baston Road (left turn)	34	275	1.60	<1	7	0.09
Baston Road (right turn)	28	279	1.59	1	16	0.37
Biggs Lane	27	78	1.08	<1	8	0.18
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
Baston Road (left turn)	34	280	1.61	<1	7	0.09
Baston Road (right turn)	28	283	1.60	1	16	0.38
Biggs Lane	28	81	1.09	<1	8	0.18

Source: Junctions 11

- 7.5.12** The table above indicates that the junction is operating well within operational capacity during the evening peak hour, but is nearing capacity during the morning peak hour. The modelling also indicates that the junction may be overcapacity in the morning peak hour during all future year scenarios, both with and without development.
- 7.5.13** Further interrogation of the modelling however indicates that the junction operates well within capacity up until 08:30-08:45 period, when queues and delays increase on all arms. This reflects the school drop-off period, and only causes the junction to operate overcapacity for this 15-minute period. There are queues and delays in the following 08:45-09:00 period but these dissipate with the RFC value on Baston Road returning to 0.61. This is the case for all future year scenarios in the morning peak hour.
- 7.5.14** Traffic associated with school drop-off / pick-up is a daily occurrence across the UK and is not unusual, nor does it generally result in any residual cumulative impacts on the wider road network. The impacts at this particular junction are temporary and only occur for a very short period of time, with the junction returning to within capacity after the school drop-off period.

- 7.5.15 Often when there is congestion for a short period of time, drivers tend to adjust their chosen journey and route around this. The Site also benefits from two main vehicular routes out of the Site, being Baston Road and Princess Marina Drive.
- 7.5.16 If Baston Road is congested at 08:30-08:45, future residents of the Site will simply depart before/after that period, and also choose to exit the Site via a different route, in this case Princess Marina Drive.
- 7.5.17 Furthermore, the impact of the development at the junction does not constitute as a severe impact as there is no residual cumulative impact. Indeed, the modelling indicates that the junction would operate overcapacity for the same 15-minute period *without* development, and the development is therefore not responsible for the temporary congestion.

Zebra Crossing on Biggs Lane

- 7.5.18 WBC plan to upgrade an existing uncontrolled crossing on Biggs Lane east of Baston Road to provide a zebra crossing. This will enable safer crossing for pedestrians routing north-south across Biggs Lane, with Farley Hill primary school a primary destination for those expected to use the crossing.
- 7.5.19 The zebra crossing will have the added benefit of interrupting the flow of traffic on Biggs Lane, by introducing pedestrian priority at the crossing. Downstream of the crossing, these interruptions will generate regular gaps in the traffic flow. For the nearby Baston Road junction, these gaps will improve opportunities for vehicles to exit the side road, reducing queueing and delay and supporting efficient operation during peak periods.
- 7.5.20 Therefore, the introduction of a zebra crossing on Biggs Lane will help to mitigate the temporary and short-term congestion experienced on Baston Road during the 08:30-08:45 period.
- 7.5.21 Furthermore, the impact of the development at the junction does not constitute as a severe impact as there is no residual cumulative impact experienced. Whilst the modelling indicates that the junction would operate overcapacity for a 15-minute period, the new zebra crossing will provide gaps for vehicles to exit Baston Road, and people will adjust travel behaviours by departing before/after 08:30 and choosing to travel on Princess Marina Drive.

B3349 Langley Common Road / Biggs Lane roundabout

- 7.5.22 To determine the future operation of the Langley Common Road / Biggs Lane roundabout, the industry standard Junctions 11 software was used with the strategic model traffic flows inputted and calibrated with queue length surveys.

7.5.23 The modelling result of Scenario 3a, the 'worst-case' in terms of trip generation and operation of the junction, is shown below in **Table 7.4**. The full outputs, including other modelling scenarios, is provided at **Appendix H**.

Table 7.4: Modelling Results - B3349 Langley Common Road / Biggs Lane Roundabout

	AM Peak Hour			PM Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
Biggs Lane	0.45	1	5	0.48	1	6
Langley Common Road (N)	0.64	2	7	0.63	2	7
Langley Common Road (E)	0.74	3	13	0.73	3	13

Source: Junctions 11

7.5.24 The results demonstrate that the existing junction will continue to work well within operational capacity within 2040 Scenario 3a (and all other scenarios), with minimal delays and queueing.

B3349 Langley Common Road / Eversley Road roundabout

7.5.25 To determine the future operation of the Langley Common Road / Eversley Road roundabout priority junction, the industry standard Junctions 11 software was used with the strategic model traffic flows inputted and calibrated with queue length surveys.

7.5.26 The modelling result of Scenario 3a, the 'worst-case' in terms of trip generation and operation of the junction, is shown below in **Table 7.5**. The full outputs, including other modelling scenarios, is provided at **Appendix H**.

Table 7.5: Modelling Results - B3349 Langley Common Road / Eversley Road Roundabout

	AM Peak Hour			PM Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
Eversley Road (N)	0.50	1	7	0.50	1	8
Langley Common Road	0.83	5	17	0.68	2	9
Baird Road	0.26	<1	10	0.02	<1	6
Eversley Road (S)	0.61	2	6	0.63	2	6

Source: Junctions 11

7.5.27 The results demonstrate that the existing junction will continue to work well within operational capacity within 2040 Scenario 3a (and all other scenarios), with minimal delays and queueing.

A321 / Observer Way / Eversley Road Roundabout

7.5.28 To determine the future operation of the A321 / Observer Way / Eversley Road Roundabout priority junction, the industry standard Junctions 11 software was used with the strategic model traffic flows inputted and calibrated with queue length surveys.

7.5.29 The results of all modelling scenarios is shown below in **Table 7.6**, with the full outputs shown at **Appendix H**.

Table 7.6: Modelling Results - A327 / Observer Way / Eversley Road Roundabout

	AM Peak Hour			PM Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
Base Scenario						
A327 Observer Way (NW)	0.83	5	15	0.53	1	5
Eversley Road (NE)	0.64	2	7	0.63	2	6
A327 Eversley Road (SW)	0.83	5	18	0.79	4	14
Scenario 1 (without Arborfield Studios, with Local Plan and background traffic growth)						
A327 Observer Way (NW)	0.56	1	6	0.73	3	10
Eversley Road (NE)	0.76	3	10	0.66	2	7
A327 Eversley Road (SW)	1.15	83	238	0.95	13	45
Scenario 2a (with Arborfield Studios, with Barkham Square at 600)						
A327 Observer Way (NW)	0.56	1	6	0.74	3	10
Eversley Road (NE)	0.77	3	10	0.66	2	8
A327 Eversley Road (SW)	1.15	85	244	0.95	13	47
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
A327 Observer Way (NW)	0.57	1	6	0.74	3	10
Eversley Road (NE)	0.77	3	10	0.66	2	7
A327 Eversley Road (SW)	1.16	85	245	0.96	14	49

Source: Junctions 11

7.5.30 The results indicate that the roundabout is likely to experience minimal delays and queueing on the northern arm (Observer Way) and eastern arm (Eversley Road) across both morning and evening peaks in all development scenarios. However, the A327 Eversley Road arm is expected to operate over capacity in all 2040 scenarios, including the 2040 *without* development scenario. It is notable that the development itself has minimal impact on the operation of the junction, with a minimal increase in queueing, delay and RFC from Scenario 1 (without development) to Scenario 3 (with development 'worst-case').

7.5.31 This demonstrates that the development itself will have minimal additional impact at the roundabout, and that capacity issues are largely caused by background traffic growth.

B3349 Barkham Road / Barkham Street Roundabout

7.5.32 To determine the future operation of the B3349 Barkham Road / Barkham Street mini-roundabout, the industry standard Junctions 11 software was used with the strategic model traffic flows inputted and calibrated with queue length surveys.

One Hour profile

7.5.33 The junction has been modelled using a One Hour traffic profile, which assumes that demand assumes traffic demand follows a normal peak distribution curve, with lower traffic levels at the beginning and end with a clear peak in the middle.

7.5.34 The result of the modelling assuming a One Hour profile is shown below in Table 7.7, with the full outputs shown at **Appendix H**.

Table 7.7: B3349 Barkham Road / Barkham Street Roundabout – One Hour profile

	AM Peak Hour			PM Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
Base Scenario						
Barkham Street	0.96	12	66	0.85	5	34
B3349 Barkham Road (W)	0.60	2	8	0.89	7	32
B3349 Barkham Road (E)	0.77	3	23	0.46	1	9
Scenario 1 (without Arborfield Studios, with Local Plan and background traffic growth)						
Barkham Street	0.98	14	80	0.76	3	28
B3349 Barkham Road (W)	0.92	9	41	0.89	7	34
B3349 Barkham Road (E)	0.95	12	53	0.81	4	19
Scenario 2a (with Arborfield Studios, with Barkham Square at 600)						
Barkham Street	1.00	18	99	0.79	3	32
B3349 Barkham Road (W)	0.94	10	48	0.89	7	36
B3349 Barkham Road (E)	0.96	14	61	0.82	4	20
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
Barkham Street	1.01	20	108	0.79	4	32
B3349 Barkham Road (W)	0.95	11	52	0.90	7	37
B3349 Barkham Road (E)	0.98	17	71	0.82	4	21

Source: Junctions 11

7.5.35 The results indicate that the junction is currently operating close to theoretical capacity on Barkham Street with existing queueing and delays in the base scenario. This increases across all scenarios, with the junction nearing theoretical capacity on all arms during Scenario 1 in the morning peak hour, and reaching theoretical capacity on Barkham Street arm during the morning peak hours of Scenarios 2 and 3.

7.5.36 The peak hour development flows through this junction equate to 35 and 17 two-way trips in the morning and evening peak hours (respectively) for Scenario 2. The total modelled vehicle flow through the junction in this scenario would be around 2,100 vehicles in the morning peak hour. The development trips would therefore only make up less than 2% of the total junction flow, which demonstrates the development impact is very modest.

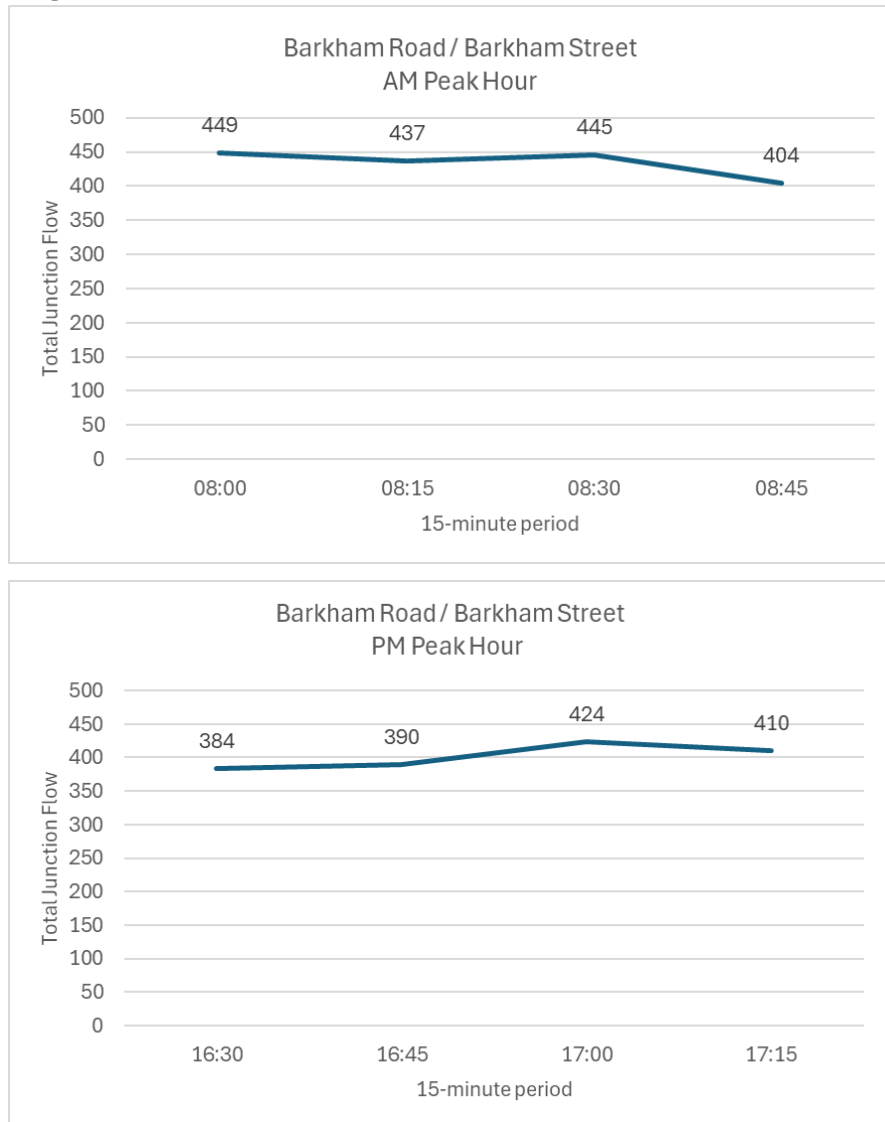
7.5.37 For scenario 3, the peak hour development flows through this junction equate to 51 and 23 two-way trips in the morning and evening peak hours (respectively). The total modelled vehicle flow through the junction in this scenario would be around 2,124 vehicles in the morning peak hour, and the development trips would therefore only make up just over 2% of the total junction flow. Again, this is very modest impact in the context of future traffic flows at the junction.

FLAT Traffic Profile

7.5.38 A FLAT traffic profile has also been used to assess the traffic impacts at this junction.

7.5.39 Images 7.7 and 7.8 show the 2024 Observed total junction flow for the morning and evening peak hours at the Barkham Road / Barkham Street mini-roundabout. The images demonstrate that traffic flow across the peak hour is generally flat, with only a 3.7% increase between the average across the hour (433 movements) and the peak vehicle movements (449).

Image 7.7 and 7.8: Barkham Road / Barkham Street Observed Peak Hour traffic profile



Source: Intelligent Data & Consultants Calculations

- 7.5.40** There is a lack of a clearly defined peak and flows at the beginning and end of the peak hour are not materially different. The use of a One Hour profile to assess the operation of this junction may therefore be overestimating the level of demand during the peak period.
- 7.5.41** It is therefore appropriate to use a FLAT traffic flow profile for assessing this junction.
- 7.5.42** The result of the modelling assuming a FLAT traffic profile is shown below in Table 7.8, with the full outputs shown at **Appendix H**.

Table 7.8: B3349 Barkham Road / Barkham Street Roundabout – FLAT profile

	AM Peak Hour			PM Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
Base Scenario						
Barkham Street	0.66	2	15	0.59	1	16
B3349 Barkham Road (W)	0.69	2	12	0.59	2	10
B3349 Barkham Road (E)	0.67	2	12	0.75	3	15
Scenario 1 (without Arborfield Studios, with Local Plan and background traffic growth)						
Barkham Street	0.85	5	34	0.66	2	19
B3349 Barkham Road (W)	0.81	4	21	0.79	4	20
B3349 Barkham Road (E)	0.86	6	27	0.73	3	13
Scenario 2a (with Arborfield Studios, with Barkham Square at 600)						
Barkham Street	0.88	6	41	0.68	2	21
B3349 Barkham Road (W)	0.81	5	24	0.80	4	20
B3349 Barkham Road (E)	0.87	6	30	0.74	3	14
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
Barkham Street	0.89	7	45	0.68	2	21
B3349 Barkham Road (W)	0.84	5	25	0.80	4	21
B3349 Barkham Road (E)	0.88	7	34	0.74	3	14

Source: Junctions 11

7.5.43 The results of the junction modelling using a FLAT traffic profile indicate that the junction will experience some minor delays and queuing during the morning peak hour in the future years with and without development. The results do not indicate a 'severe' impact at the junction.

B3349 Barkham Road / Bearwood Road mini-roundabout

7.5.44 To determine the future operation of the B3349 Barkham Road / Bearwood Road mini-roundabout, the industry standard Junctions 11 software was used with the strategic model traffic flows inputted and calibrated with queue length surveys.

7.5.45 The result of the modelling is shown below in Table 7.9, with the full outputs shown at **Appendix H**.

Table 7.9: Modelling Results - B3349 Barkham Road / Bearwood Road mini-roundabout

	AM Peak Hour			PM Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
Base Scenario						
Bearwood Road	0.83	4	39	0.84	5	33
B3349 Barkham Road (E)	0.64	2	10	0.69	2	12
B3349 Barkham Road (W)	0.72	3	10	0.47	1	5
Scenario 1 (without Arborfield Studios, with Local Plan and background traffic growth)						
Bearwood Road	1.59	218	1225	1.30	96	547
B3349 Barkham Road (E)	0.77	3	16	0.80	4	19
B3349 Barkham Road (W)	0.93	11	35	0.69	2	10
Scenario 2a (with Arborfield Studios, with Barkham Square at 600)						
Bearwood Road	1.62	230	1296	1.32	103	571
B3349 Barkham Road (E)	0.77	3	16	0.81	4	20
B3349 Barkham Road (W)	0.95	12	41	0.70	2	10
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
Bearwood Road	1.64	236	1329	1.31	101	561
B3349 Barkham Road (E)	0.78	3	16	0.81	4	20
B3349 Barkham Road (W)	0.95	14	44	0.70	2	10

Source: Junctions 11

- 7.5.46** The results demonstrate that the junction will operate over theoretical capacity in the 2040 without development (including background growth) across both peak hours, with queue and delays most notably on Bearwood Road. The impact of the development (Scenarios 2 and 3) is only minor, relative to the impact between the base scenario and Scenario 1.
- 7.5.47** The peak hour development flows for Scenario 2 and 3 through this junction are the broadly the same as those at the Barkham Road / Barkham Street junction. This is a very modest increase in junction throughput which the model results demonstrate to slightly reduce performance.
- 7.5.48** Whilst the development itself does not result in the need for mitigation at this location, from pre-application engagement with WBC it is understood that improvements are being reviewed to address existing capacity issues. However, existing highway constraints, land availability and presence of driveways limit the scope. To assist with this, the opportunities for improvements at this location have been reviewed, which WBC may consider as part of any future interventions.

Potential Improvement

- 7.5.49** The existing design of the junction has been maximised to the furthest extent possible within the constrained highway land available. Both the Barkham Road arms have two entry lanes whilst the Bearwood Road arm has a single arm, vehicles entering the roundabout from here are restricted by relatively constant arrivals along the Barkham Road corridor.
- 7.5.50** The modelling results demonstrate that queuing along Bearwood Road increases in the future year assessment as opportunities to enter the junction reduce further as mainline flows increase.
- 7.5.51** It is suggested that a queue responsive signal head be implemented on the Barkham Road eastbound approach to the roundabout. This would respond to queueing on the Bearwood Road arm via loops installed approximately 50m from the roundabout entry. When queueing extends beyond 50m, the signal on Barkham Road East will be triggered, stopping all vehicles conflicting with Bearwood Road at the roundabout and essentially permitting unrestricted priority flow.
- 7.5.52** The signal head and stopline should be located at an appropriate distance from the roundabout so as to avoid confusion regarding controls at the roundabout, as required by the DMRB. The location of the signal head will be appropriately visible for approaching vehicles as dictated by the Sight Stopping Distance for the 85th percentile road speed.
- 7.5.53** The red light should show for an appropriate amount of time for any eastbound vehicles to leave the roundabout (at which point Bearwood Road will have unrestricted flow) and the time it takes for the approximately 10 queueing vehicles to be discharged through the junction.
- 7.5.54** The model outputs presented below show the junction performance during periods when eastbound Barkham Road traffic is held. This shows queueing and delay are significantly lower on the Bearwood Road arm than is the case for the future non-improvement scenarios.

Table 7.10: B3349 Barkham Road / Bearwood Road mini-roundabout Junction Improvement Results

	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
Scenario 3a (with Arborfield Studios, with Barkham Square at 660 plus care home)						
Bearwood Road	0.93	10	44	0.81	4	20
B3349 Barkham Road (E)	0.89	7	34	0.87	6	30
B3349 Barkham Road (W)	0	0	0	0	0	0

Source: Junctions 11

7.5.55 This form of improvement is suitable for this location as it enables the mini-roundabout to be retained rather than being replaced by a fully signalised junction. The Barkham Road link east of the roundabout is approximately 430m to the Barkham Road / Barkham Street mini-roundabout allowing sufficient space to facilitate eastbound queuing in advance of Barkham Road / Bearwood Road mini-roundabout without interacting with other junctions.

7.5.56 This method of roundabout improvement has been used successfully elsewhere in the UK.

Individual Modelling Summary

7.5.57 As demonstrated above, the majority of junctions within the modelled study area will operate within capacity across all 2040 modelling scenarios, including with Arborfield Studios at 330 dwellings and Barkham Square at 660 dwellings plus care home.

7.5.58 The modelling shows that the Baston Road junction operates within capacity for most of the morning peak, with a short 15-minute overcapacity period between 08:30–08:45 linked to school drop-off activity. This temporary congestion occurs in all future year scenarios, with or without development, and conditions return to normal afterwards.

7.5.59 This brief peak is typical of school-related traffic patterns and does not create any residual cumulative impact on the wider network. Drivers are likely to adjust their travel behaviour by departing outside the 08:30–08:45 window or using alternative routes such as Princess Marina Drive, meaning the development does not result in a severe impact.

7.5.60 The planned zebra crossing on Biggs Lane will introduce pedestrian-generated gaps in traffic, improving opportunities for vehicles to exit Baston Road during peak periods. These additional gaps will help mitigate the short-term congestion experienced during the school drop-off period, reinforcing that the development is not responsible for any sustained or severe operational issues.

7.5.61 The A237 / Observer Way / Eversley Road roundabout is expected to operate over theoretical capacity by 2040 without development and with background traffic growth, and the proposed development would have minimal additional impact. Therefore, the proposed development does not have a 'severe' impact at this junction.

7.5.62 The Barkham Road / Barkham Street mini-roundabout is expected to near theoretical capacity in Scenario 1 (without development, but with background traffic and Local Plan growth). The junction reaches theoretical capacity in Scenarios 2 and 3. However, the development impact at the junction is equivalent to roughly 2% across both scenarios, which is very modest.

- 7.5.63 The Barkham Road / Bearwood Road junction is nearing theoretical capacity in the base year modelling scenario, and is expected to exceed theoretical capacity in all future year scenarios. The impact of the development (Scenarios 2 and 3) is only minor however, relative to the impact between the base scenario and Scenario 1.
- 7.5.64 Whilst the development itself does not result in the need for mitigation at this location, from pre-application engagement with WBC it is understood that improvements are being reviewed to address existing capacity issues.
- 7.5.65 A potential improvement scheme has been suggested to WBC to improve the operation of the junction. It is suggested that a queue responsive signal head be implemented on the Barkham Road eastbound approach to the roundabout. This would respond to queueing on the Bearwood Road arm via loops installed approximately 50m from the roundabout entry. When queueing extends beyond 50m, the signal on Barkham Road East will be triggered, stopping all vehicles conflicting with Bearwood Road at the roundabout and essentially permitting unrestricted priority flow.
- 7.5.66 The modelling results of the potential junction scheme shows queueing and delay are significantly lower on the Bearwood Road arm than is the case for the future non-improvement scenarios.

7.6 Strategic Modelling Summary

- 7.6.1 Three strategic modelling scenarios produced by WSP and WBC have been assessed in this TA, including 2040 with Arborfield Studios (330 dwellings) and Barkham Square (at 600 dwellings) and 2040 with Arborfield Studios and Barkham Square (at 660 dwellings and care home).
- 7.6.2 The VISUM models provided as part of the strategic modelling show that a large proportion of development traffic will arrive and depart the Site via Baston Road. Vehicle trips are then spread across the network via Princess Marina Drive (south), Biggs Lane / Park Lane, Observer Way and Langley Common Road / Barkham Road.
- 7.6.3 The modelled change in delay outputs demonstrate that the development could increase delay by 40 seconds during the morning peak hour on Baston Road southbound (outbound). This is largely due to the location of the primary school on Baston Road, with school drop-off periods coinciding with the morning peak hour. There is minimal change to delay in the evening peak hour.
- 7.6.4 With respect to individual junction modelling, the majority of junctions within the modelled study area will operate within capacity across all 2040 modelling scenarios.

- 7.6.5 Potential junction capacity issues has been identified at the Observer Way / Eversley Road roundabout and Barkham Road / Bearwood Road mini-roundabout. The modelling indicates that these will operate over theoretical in the 2040 without development scenarios, as well as the 2040 with development scenarios. The modelling also indicates that the proposed development will have minimal impact on the junction.
- 7.6.6 Potential junction capacity issues have also been identified at the Barkham Road / Barkham Street mini-roundabout. The modelling indicates that the junction will approach theoretical capacity in 2040 without development, and will reach theoretical capacity in the 2040 with development scenarios. However, the development impact at the junction is equivalent to roughly 2% across both scenarios, which is very modest impact with respect to existing traffic flows.
- 7.6.7 A potential improvement scheme has been suggested to WBC to improve the operation of the Barkham Road / Bearwood Road mini-roundabout. It is suggested that a queue responsive signal head be implemented on the Barkham Road eastbound approach to the roundabout. This would respond to queueing on the Bearwood Road arm via loops installed approximately 50m from the roundabout entry. When queueing extends beyond 50m, the signal on Barkham Road East will be triggered, stopping all vehicles conflicting with Bearwood Road at the roundabout and essentially permitting unrestricted priority flow.

Section 8 Summary and Conclusions

8.1 Summary

8.1.1 Crest Nicholson Operations Ltd. are proposing to redevelop the Former Arborfield Studios (Parcels W, Y and Z), Arborfield Green to provide 293 dwellings and up to 2 new dwellings at the former farmhouse building. This Transport Assessment (TA) has been prepared to assess the transport impacts of the proposed development in support of the hybrid planning application.

8.1.2 The Site is located at the Former Arborfield Studios (Parcels W, Y and Z), Arborfield Green. The Site forms the northern extent of Arborfield Green, an existing development Site of around 167 hectares, which forms part of the wider Arborfield Garrison SDL. The principle of residential development has therefore previously been established in this location.

8.1.3 As the Site is situated within the wider Arborfield Green SDL, it benefits from recently built-out, high-quality walking and cycling infrastructure directly south through built-out development parcels. The Site is well located to enable most essential journeys to be undertaken by sustainable modes of travel with a range of facilities and services located within comfortable walking and cycling distance. Most of these facilities and services are located within Arborfield Green.

8.1.4 Public transport services are also easily accessible, with the final Leopard 3 bus route to be delivered as part of Arborfield Green including bus stops within a short walk of the Site. The bus routes provide access to several key local destinations including Reading and Wokingham town centres and railway station facilitating longer distance journeys by rail.

8.1.5 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.”

8.1.6 The proposed access strategy seeks to align with the approved parameter plan of the outline planning consent as far as possible, and to encourage and prioritise the movements of active travel across the Site and into Arborfield Green. The access strategy includes vehicle connections to Baston Road and Princess Marina Drive.

- 8.1.7 The overall street hierarchy and overall layout has been designed in accordance with WBC highway design guide for developers. The layout seeks to reflect the design and connect to the neighbouring built-out development parcels.
- 8.1.8 Multiple walking and cycling connections are proposed to link to existing routes to form a network through the Site connecting Baston Road, Bridle Road, Princess Marina Drive and Langley Common Road. These will connect to the wider greenway network across Arborfield Green to provide for safe and convenient travel on foot or by cycle.
- 8.1.9 Car and cycle parking is proposed in accordance with the car and cycle parking standards set out in WBC policy.
- 8.1.10 The transport vision for the Site is to:
- Connect to existing walking and cycling network to provide opportunities to access local destinations within walking and cycling distance.
 - Provide a connection between Langley Common Road and Biggs Lane.
 - Ensure the continued delivery of the greenways project through green corridors through the Site.
 - Provide a bus corridor/loop through the Site to provide the opportunity to uplift accessibility to public transport services.
- 8.1.11 The transport vision will serve to reduce the number of trips undertaken by private car. This will be achieved through the delivery of a sustainable transport strategy, including connections to high-quality walking and cycling infrastructure, and the provision of a bus loop through the Site.
- 8.1.12 The trip generation for the proposed development is based on trip rates derived from survey data of a built out and occupied section of the Arborfield Green development. This methodology was also used by the neighbouring Barkham Square transport assessment for assessing the traffic impact of the proposed development. This methodology was agreed with WBC during pre-application scoping.
- 8.1.13 The proposed development of up to 295 dwellings is estimated to generate:
- Up to 173 two-way vehicle movements in the morning peak hour;
 - Around 143 two-way vehicle movements in the evening peak hour; and
 - 1,210 two-way vehicle movements across a 12-hour day.

-
- 8.1.14 An uplift of 330 dwellings (as opposed to up to 295 dwellings) has been modelled, which offers a robust assessment.
- 8.1.15 This trip generation accounts for a 10% reduction in private vehicle trips to assist with WBC's Climate Action Plan target of reducing ICE vehicle mileage by increasing the use of sustainable travel modes.
- 8.1.16 When applying Census mode share data to the trip generation, as well as the vehicle trips during the peak hours there could be up to:
- 78 and 65 two-way walking trips in the network peak hours;
 - 20 and 17 two-way cycling trips in the network peak hours; and
 - 17 and 14 two-way bus trips in the network peak hours
- 8.1.17 Three strategic traffic modelling scenarios produced by WSP and WBC have been assessed in this TA, including 2040 with Arborfield Studios (330 dwellings) and Barkham Square (at 600 dwellings) and 2040 with Arborfield Studios and Barkham Square (at 660 dwellings and care home).
- 8.1.18 The VISUM models provided as part of the strategic modelling show that a large proportion of development traffic will arrive and depart the Site via Baston Road. Vehicle trips are then spread across the network via Princess Marina Drive (south), Biggs Lane / Park Lane, Observer Way and Langley Common Road / Barkham Road.
- 8.1.19 The modelled change in delay outputs demonstrates that the development could increase delay by 40 seconds during the morning peak hour on Baston Road southbound (outbound). This is largely due to the location of the primary school on Baston Road, with school drop-off periods coinciding with the morning peak hour. There is minimal change to delay in the evening peak hour.
- 8.1.20 With respect to individual junction modelling, the majority of junctions within the modelled study area will operate within capacity across all 2040 modelling scenarios.
- 8.1.21 Potential junction capacity issues has been identified at the Observer Way / Eversley Road roundabout and Barkham Road / Bearwood Road mini-roundabout. The modelling indicates that these will operate over theoretical in the 2040 without development scenarios, as well as the 2040 with development scenarios. The modelling also indicates that the proposed development will have minimal impact on the junction.

8.1.22 Potential junction capacity issues have also been identified at the Barkham Road / Barkham Street mini-roundabout. The modelling indicates that the junction will approach theoretical capacity in 2040 without development, and will reach theoretical capacity in the 2040 with development scenarios. However, the development impact at the junction is equivalent to roughly 2% across both scenarios, which is very modest impact with respect to existing traffic flows.

8.1.23 A potential improvement scheme has been suggested to WBC to improve the operation of the Barkham Road / Bearwood Road mini-roundabout. It is suggested that a queue responsive signal head be implemented on the Barkham Road eastbound approach to the roundabout. This would respond to queueing on the Bearwood Road arm via loops installed approximately 50m from the roundabout entry. When queueing extends beyond 50m, the signal on Barkham Road East will be triggered, stopping all vehicles conflicting with Bearwood Road at the roundabout and essentially permitting unrestricted priority flow.

8.2 Conclusion

8.2.1 When assessing the Site against the key policies of the NPPF and other national and local policies, this TA concludes that the Site:

- Sustainable transport modes will be prioritised with a range of local facilities within walking and cycling distance, and access to frequent public transport services to key commuting and leisure destinations. The Site access strategy and infrastructure proposed to be delivered by the proposed development will ensure that sustainable modes of travel, particularly walking and cycling, are prioritised across the Site, connecting to improvements to the wider network.
- The proposed access arrangements are safe and suitable for all users, with connections to existing walking, cycling and vehicular links
- The transport elements of the Site layout have been designed in accordance with WBC highway design guide for developers which reflects current national guidance, and through engagement with WBC highways officers.
- The proposed development will not generate unacceptable impacts on highway safety and, as demonstrated by both strategic and local highway modelling, falls far short of the high bar 'severe' test set by the NPPF.

FIGURES

Key

Arborfield Studios Site Boundary

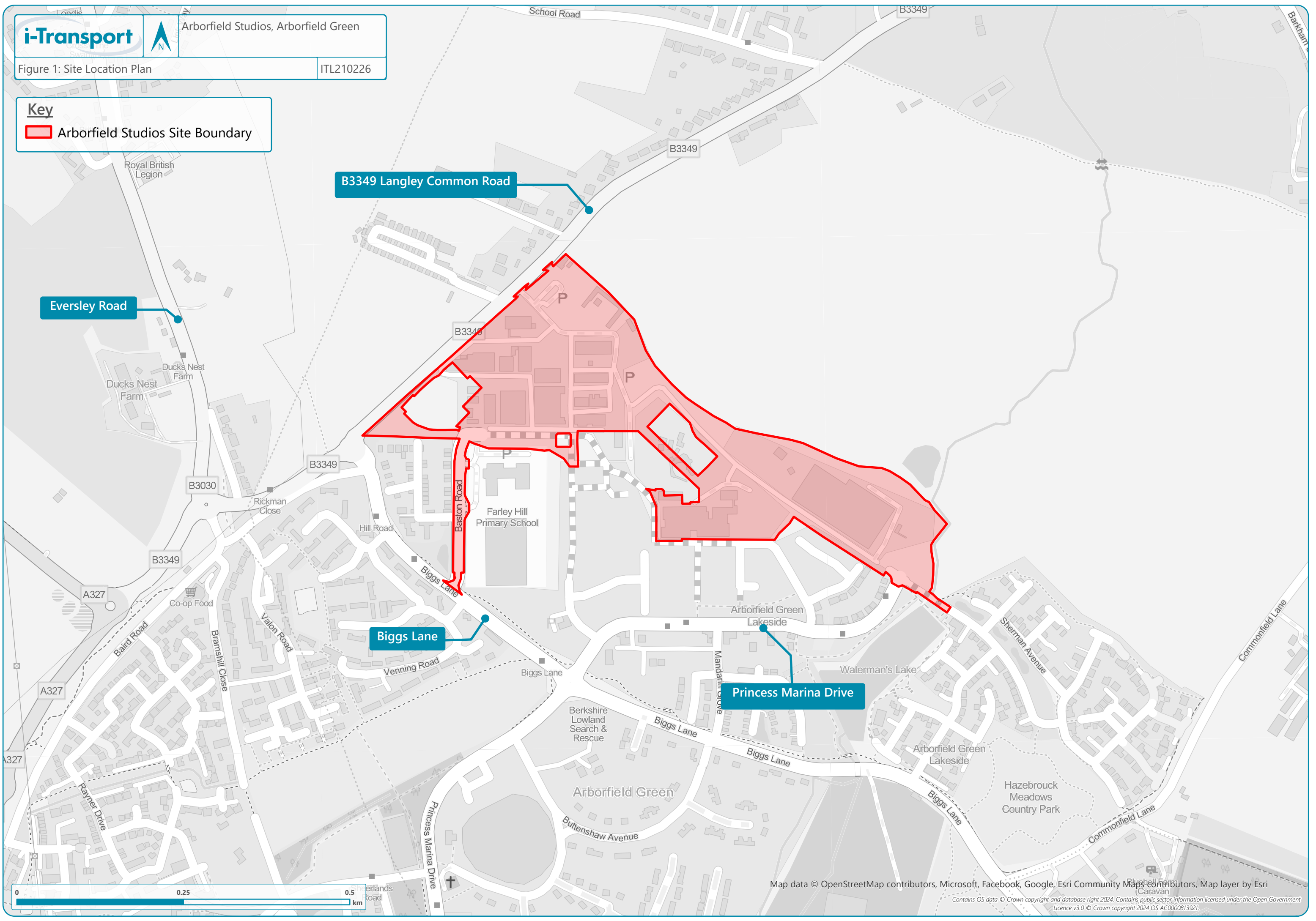




Figure 2: Accessibility Plan

ITL210226

Key

Arborfield Studios Site Boundary

Bus Service 3

Bus Service 145

Bus Stops

1600m Walking Catchment

3200m Walking Catchment

8000m Cycling Catchment

Leisure

1 Arborfield Village Hall

2 Arborfield Green Community Centre

3 Arborfield Green Leisure Centre

4 Arborfield Library

5 Barkham Village Hall

6 Hazebrouck Meadows

7 Made2Fit Personal Training

8 The Bull Pub

Employment

1 Hogwood Industrial Estate

Healthcare

1 Finchampstead Surgery

2 Forest Dental Studio

3 NHS Dentistry

Retail

1 Barkham Village Store and Post Office

2 Co-op Food

3 Future District Centre

4 Londis

5 Stables Speciality Coffee

6 Sainsbury's

Education

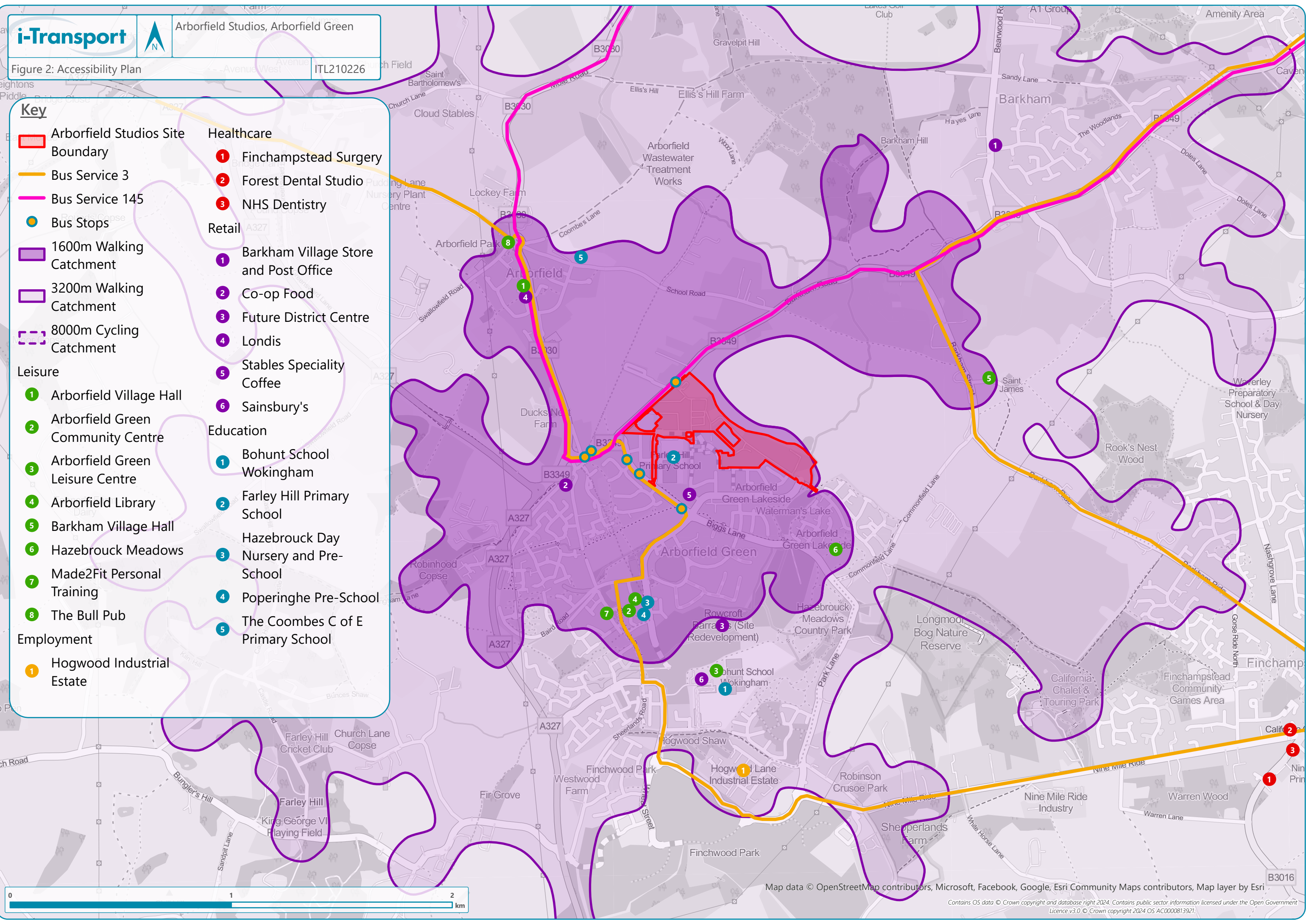
1 Bohunt School Wokingham

2 Farley Hill Primary School

3 Hazebrouck Day Nursery and Pre-School

4 Poperinghe Pre-School

5 The Coombes C of E Primary School





Key

-  Arborfield Studios Site Boundary
-  Bus Strategy
-  New Bus Stop Locations
-  Retained Bus Stop Locations
-  400m Bus Stop Catchment

Reading: 3 buses per hour

Wokingham: 2 buses per hour

Bracknell: 1 bus per hour



DRAWINGS

APPENDIX A. WBC Scoping Response

Date: 2nd October 2025
Application: 251966



**WOKINGHAM
BOROUGH COUNCIL**

SDL Highways

Development Management &
Compliance

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Dear SDL Highways,

Pre-app consultation Consultation

Application Number: 251966

Applicant: Crest Nicholson

Site Address: Arborfield Studios, Langley Common Road, Barkham, Wokingham, RG40 4TS

Parish: Barkham

Grid Reference: Easting - 477083, Northing - 166215

Type of Development:

Proposal: Pre-application advice in relation to an outline planning application for up to approximately 360 dwellings on the Former Arborfield Studios in combination with a Reserved Matters application pursuant to O/2014/2280 (140977) for approximately 100 homes.

Case Officer: Nick Chancellor

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 251966. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **16 September 2025**. As this is a pre-application request, you are reminded that all correspondence should be through the case officer. If the developer contacts you direct, please refer them to the case officer unless otherwise directed. It is possible you will be required to attend a meeting with the developer as part of the pre-application process and you will be contacted if this is the case.

MEMORANDUM

From:	Ben Amey Principal Highways Management Officer		
Service	SDL Highways	App No:	251966
Address:	Arborfield Studios, Langley Common Road, Barkham, Wokingham, RG40 4TS.		
Proposal:	Pre-application advice in relation to an outline planning application for up to approximately 360 dwellings on the Former Arborfield Studios in combination with a Reserved Matters application pursuant to O/2014/2280 (140977) for approximately 100 homes.		
Type of Development:			
Site Visit Made:	Yes/No		

Comments On Proposal

Introduction

This document provides the Local Highways Authorities (LHA) preapplication comments regarding highways and transportation matters for the proposed dwellings at Arborfield Studios. A Transport Scoping Note by i-Transport has been received dated 3rd September 2025.

Whilst the proposals will be subject to CIL charges, specific access infrastructure and services directly related to the proposals should also be considered to support access to the development. Where possible these will be considered proportionate to the scale of development(s).

Pre-application discussions have advanced to inform the traffic model scope to help inform parallel applications. Paragraph 116 of the NPPF makes it clear that any application must consider 'the residual cumulative impacts on the road network', as such any supporting information must consider the combined effect of all developments, which may include specific infrastructure and services noted above

Given the complexity of these forecasts and affects, where the EIA Regulations may command similar separate and combined assessments (Rochdale Envelope) and Greenfields decision, the applicant is encouraged to ensure any mitigation measures proposed (individually/collectively) are made as clear as possible to ensure 3rd parties are able to judge which development will provide which obligation.

The planning application for Arborfield Green considered proportionate levels of internalisation relative to the mix of land-uses across the SDL, taking account of residual (adjacent) land uses. For any application it is important these levels are re-examined to ensure the net effects are considered.

Transport Documentation

The LHA require the application to be supported by the following transport documents:

1. Transport Assessment;
2. Travel Plan;
3. A Stage 1 Road Safety Audit (RSA1) and Designers Response; and
4. An Outline Construction Management Plan.

The RSA1 team should be provided with an Audit Brief, particularly if the proposals include relaxations/departures from standard.

Vehicle Access

1. The LHA accept the principle of closing the existing vehicle access on Langley Common Road and providing a pedestrian/cycle access instead.
2. The proposed vehicle access junctions and internal site junctions should be designed in accordance with guidance contained in the Manual for Streets and the Wokingham Living Streets Guidance (2019). Swept path analysis should be provided of the proposed access junctions which demonstrates a refuse vehicle and a large car can use each junction without overswinging the centre line and coming into conflict with another vehicle.
3. Whilst the application is submitted in outline detailed elements should demonstrate suitable visibility splays for all purposes relative to the prevailing speed for that location:
 - Driver visibility splays based on Manual for Streets or Design Manual for Roads & Bridges
 - Cycle visibility splays based on LTN1/20
 - Pedestrian visibility splays based on Chapter 6 Traffic Signs Manual
4. The LHA require analysis of collision data for the most recently available 5-year period at the proposed locations of vehicle access and on the surrounding road network. The assessment should review causation factors and consider opportunities to remove reduce or mitigate the frequency and severity of crashes.

Emergency Vehicle Access

The LHA require the application to demonstrate a Fire Tender can ingress and egress the site and that there will be pump appliance access within 45m of each dwelling. Swept paths should be completed of a Volvo FL8 fire tender is the largest used by Royal Berkshire Fire Service a Royal Berkshire Fire Service

Volvo F8 which measures 8.51m long x 2.46m wide. This is wider than the often-used DB32 Fire Appliance which only measures 2.18m wide.

Pedestrian and Cycle Access

5. The LHA would expect Active Travel England (ATE) to be consulted on this application given it exceeds the threshold of 150 dwellings for consulting ATE. The applicant is encouraged to explore the Movement Framework in the DAS, contemplating severance, against the array of land uses and routes to facilities. Building on this, alongside the PROWIP/LCWIP, the application can identify pedestrian/cycle routes that might be desirable and thereby ensure the Transport Assessment respond to NPPF paragraphs 115-117 et al.
6. Figure 2.1 of the scoping note identifies some Greenways. These omit routes via School Road/Wood Lane to routes to the north that will be enhanced as part of (LPU) proposals associated with Loddon Garden Village to the north, offering onward connections (via a BOAT) to Winnersh and Reading.
7. Subject to the above, the LHA is likely to require a connection to existing footways on the north-west side of Langley Common Road. There are no existing footways on the south-eastern side of Langley Common Road. Given the highway traffic flows on Langley Common Road a puffin crossing will be necessary for pedestrians to cross safely given the 40mph speed limit. This would improve pedestrian access for residents west of the site walking to access facilities within Arborfield Garrison.

Existing Footway Provision on Langley Common Road



Bus Access

8. The bus strategy used to support the outline application has evolved with a series of reserved matters applications adjacent. Figure 2.2 of the scoping note infers these proposals create an opportunity, alongside Barkham Square, to review the effectiveness of bus service proposals.
9. The LHA require an all-modes connection between Barkham Square and Arborfield Studios. This should include a bus connection through both sites, as access requested by the LHA in response to Barkham Square pre-app. Given

both sites are being promoted by Crest Nicholson; the LHA believe this request is reasonable.

10. This is required to ensure all new homes are located within 400 metres walk of a bus stop (as per WBC Policy). Bus stops provided on site should include shelters and live timetable information. The NPPF Para 117 requires applications to: *'Maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'*



Figure 2: Proposed Bus Routes for Barkham Square

Car Club Spaces

11. 7.5% of homes in Arborfield do not own a car increasing pressure on available transport options and isolation. As Arborfield Green advances the range of facilities will make it easier for households to live without multiple cars, as such the LHA request that the applicant explore the viability of providing a car club on site. The introduction of a car club is intended to influence car ownership on site targeting the need for multiple cars/dwelling as well as reducing vehicular trip generation.

Facility Capacity Assessment

12. The LHA request that the application assess capacity of the existing nearby education and health facilities and likely demand for these facilities from Barkham Square. This is to understand whether residents of Barkham Square can be accommodated at facilities located within walking/cycling distance or whether residents will need to drive to facilities which are located further afield.

Internal Site Layout

13. The proximity of the proposals to Farley Hill School and shop (Co-Op) is likely to support the potential for walk trips to these facilities. The movement framework should identify how best to exploit these opportunities, including

ways to address the severance created by Biggs Lane. Indeed, the school has identified some issues as part of their Travel Plan which may support complimentary safe routes to school interventions.

14. The LHA would require 3.0m wide shared use footways provided within the site to encourage cycling journeys and connect to existing shared use footways within the Arborfield Garrison Development. This is to ensure cyclists are connected to facilities within the wider Arborfield Garrison development.
15. The internal street layout should be designed to allow a large refuse vehicle and a large modern car to pass each other (with suitable clearance from the kerb face). Swept paths should be provided of all internal streets which demonstrate this is possible. The swept paths should include vehicle specifications and the speed used in swept paths.
16. The LHA require amendment of the internal site layout to minimise vehicle speeds on the site. The site layout should physically control vehicle speeds. Features should be considered every 80 metres. The north-east access/spine road provides an almost straight road which is c.550m long which would result in vehicles exceeding 20mph. A 20mph design speed is required by Wokingham Living Streets (2019).



Traffic Calming on Bridle Road

17. There is concern that the extension of Bridle Road into the site will make it a through route to traffic. The LHA would recommend Bridle Road does not offer a connection to all land parcels; as it currently appears to do so.
18. The extension of Bridle Road would also necessitate speed reduction measures on Bridle Road. Currently Bridle Road is a 'dead end'. However; once providing a through route into the site it will be a straight road c.300m long which could result in vehicles exceeding the 20mph design speed without measures physically reducing speeds.

Deliveries and Servicing

19. The LHA would expect the application to include a refuse collection strategy. The internal site layout should demonstrate suitable turning space for a large refuse vehicle measuring 11.347m long (Specification attached).
20. Consideration should be given to the number of delivery vans expected from food shopping, royal mail and online shopping and dedicated loading bays provided where necessary to prevent delivery vans obstructing the freeflow of traffic.
21. Bins and bin stores should be located within the maximum drag distances for residents and operatives which are specified in the Wokingham Living Streets Guidance (2019).

Transport Modelling and Trip Generation

22. Monitoring the success of 'My Journey' the Council has completed surveys across a range of new housing sites in the Borough. The following represents the observed (5-day average) traffic generation rates/dwelling along with a summary of daily mode shares for Oak Drive, Arborfield (Sept'24).

Time Period	Traffic Generation / Dwelling		
	Arrival	Departure	2-Way
AM Peak (8-9)	0.252	0.482	0.733
School Peak (3-4)	0.304	0.193	0.497
PM Peak (5-6)	0.349	0.208	0.557
Daily (7am – 7pm)	2.412	2.596	5.008

- Pedestrian = 1.775/dwelling (25%)
- Cycle = 0.3/dwelling (4%)
- Bus = 0.04/dwelling (<1%)

23. It is accepted that development at the Arborfield Green SDL is incomplete and Oak Drive might not representative travel demands at the proposed development, but the evidence serves to highlight the need for proposals to exploit sustainable travel.
24. The LHA require transport modelling is completed using the Wokingham Strategic Transport Model (WSTM4). This modelling exercise will form the basis of determining whether junction capacity improvements are needed on the surrounding road network.
25. The LHA require the transport consultant to produce a Transport Modelling Scoping Note which proposes modelling criteria for agreement with the LHA. Once modelling criteria are agreed; the applicant will need to make payment for WSP to complete modelling using WSTM4.
26. The transport modelling will need to include trips generated by Barkham Square. This is to ensure the improvement of nearby junctions accommodates trips from both Arborfield Studios and Barkham Square.

27. The transport modelling scope should be extended to include the following junctions:

- Biggs Lane / Baston Road junction
- Biggs Lane / Princess Marina Drive Roundabout

Commonfield Lane

28. Traffic Regulation Orders restrict certain traffic movements to the southeast of the site. As with Barkham Square, the LHA may request improvement to Commonfield Lane. There is the possibility Arborfield Studios will displace traffic towards Commonfield Lane as other routes become less attractive. Commonfield Lane is subject to the national speed limit operating as a single-track road with passing places. Therefore, additional traffic would increase risk of conflicts between vehicles or vehicles and cyclists. The applicants are invited to consider proposals for turning restrictions, reduction of the speed limit and a priority system should be considered to make Commonfield Lane to cope with any increases in traffic.

Car Parking

29. The number of car parking spaces provided should be in accordance with the Wokingham Parking Standards and Wokingham Parking Calculator.

30. The car parking spaces should meet the dimensions specified within the Wokingham Living Streets Guidance (2019). A standard parking space should measure 2.5m x 5.0m and parallel parking spaces should measure 6.5m x 2.5m. The manoeuvring aisles between spaces should be 6.0m wide.

31. Electric Car Charging Points should be provided with 1 active EVCP provided per dwelling, as per the requirements of the Building Regulations.

Cycle Parking

32. Cycle storage will be required for each dwelling to encourage travel by sustainable travel modes. The cycle storage should be designed in accordance with the Wokingham Car Parking Standards (2011).

Date:	2 nd October 2022	Signed:	Ben Amey
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APPENDIX B. Active Travel Strategy

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.