

**Land at Old Forest Road,
Winnersh**

**Prepared for
Elstree Land**

By

Stuart Michael Associates Limited

June 2025



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CONTENTS

SECTIONS

		PAGE
1.0	INTRODUCTION	2
2.0	PLANNING POLICY AND GUIDANCE	4
3.0	SUSTAINABILITY ASSESSMENT	21
4.0	SUMMARY AND CONCLUSIONS	43

FIGURES

Figure 1.1	Site Location Plan
Figure 3.1	Existing Walking and Cycling Routes
Figure 3.2	Existing Public Transport
Figure 3.3	Accessibility Plan
Figure 3.4	Personal Injury Accident Data
Figure 3.5	Walking Audit
Figure 3.6	Cycling Audit

APPENDICES

Appendix A	Proposed Site Layout
Appendix B	Personal Injury Accident Data



1.0 INTRODUCTION

- 1.1 This Sustainability Assessment has been prepared by Stuart Michael Associates, consulting engineers, on behalf of Elstree Land (the 'Client') to support a Full Planning Application for the erection of 53no. dwellings with associated landscaping, parking, drainage, open space and other associated works.
- 1.2 The objective of the audit is to assess the relationship between the site and key amenities and review existing provision for pedestrians and cyclists between the site and the local areas in accordance with the Borough Design Guide, WBC's Living Street Guidance, Manual for Streets, and LTN 1/20 and considers WBC's Active Travel Plan objectives to increase the levels of active travel across Wokingham Borough and reduce residents' dependence on the private car for short journeys.

The Development Proposals

- 1.3 Full planning consent is sought for the erection of up to 53 dwellings, of which, 21 dwellings would be affordable houses on Land at Old Forest Road, Winnersh, Wokingham, Berkshire. Proposals include vehicular access via Old Forest Road, landscaping, sustainable drainage systems (SuDS), parking, and associated works. The site layout is shown in Appendix A.
- 1.4 The site is located to the north of Old Forest Road, to the south-east of Winnersh, Wokingham, Berkshire (**Figure 1.1** refers). Numerous TPO and veteran trees divide the site's eastern and western extents, buffer hedgerow and trees to the south, wrapping round to the west (separating the site from adjacent neighbouring dwellings). Toutley Road (the Northern Distributor Road) borders the site's northern boundary.
- 1.5 The proposed access to the development for all modes will be via an existing track that links the field gate access with Old Forest Road. The track currently serves as access to the site, and two neighbouring properties: Oaklea Cottage and The Stables. Additional routes for walking and cycling are also proposed throughout the site to connect the site with the wider footway network.



Assessment Methodology

- Site visit to undertake a review of existing walking and cycling facilities along identified routes to key amenities;
- Consideration given to new infrastructure as part of the development and immediate area to facilitate travel on foot, cycle and public transport to/from the site;
- Desktop research of national and local policy requirements;
- Review of national and local design guidance to ensure improvement proposals align with guidance documents.



2.0 PLANNING POLICY AND GUIDANCE

National Policy

- 2.1 As a consequence of the increasing pressures on the transport network and a national focus on climate change, the Government have identified the need for sustainable development. By definition, sustainable development seeks to achieve, 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (ref: The Brundtland Commission, 1987).
- 2.2 The following National and Local Policy and Guidance documents have been referred to, which are relevant to the proposed development:

National Publications

- National Planning Policy Framework (2024)
- National Planning Practice Guidance (2014)
- The Effects of Smarter Choice Programmes in the sustainable Travel Towns: Research Report' (2010)
- National Travel Survey (2023)

Local Publications

- Wokingham Borough Local Development Framework Adopted Core Strategy (January 2010)
- Wokingham Borough Council Local Development Scheme (2024-2027)
- Wokingham Borough Local Plan Update: Proposed Submission Plan (2023-2040)
- Wokingham Borough Council Local Transport Plan 3 (2011-2026)
- Wokingham Borough Council Active Travel Plan
- Wokingham Borough Council Smarter Choices Delivery Plan
- Wokingham Borough Council LCWIP (2023)
- Wokingham Borough Council – Borough Design Guide
- Wokingham Borough Council – Living Streets – A Highways Guide for Developers in Wokingham

Other Guidance

- LTN 1/20 Cycle Infrastructure Design (2020)



- Manual for Streets 1&2

National Planning Policy and Guidance

National Planning Policy Framework (December 2024)

- 2.3 The latest version of the NPPF builds on the previous versions but provides additional policy framework in relation to new developments. At the heart of the NPPF is a presumption in favour of sustainable development. The latest version sets out that all new developments should have a vision led approach for transport. This new requirement is explored throughout this TA.
- 2.4 With regard to promoting sustainable transport, it is recognised that when assessing sites that a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places should be undertaken. It should involve:
- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - understanding and addressing the potential impacts of development on transport networks;
 - realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - identifying, assessing and considering the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains
- 2.5 When considering development proposals, it should be ensured that:
- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;



- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.6 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future scenarios (Paragraph 116).

2.7 Within this context, applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.8 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.



- 2.9 The NPPF states that all developments which generate significant amounts of movement should be required to provide a Travel Plan (NPPF, paragraph 117).

National Travel Statistics

- 2.10 The Covid-19 pandemic has had an impact on travel patterns and mode choice and how this may influence and embed in future travel demand. Notwithstanding this, there is evidence nationally and locally that the pre Covid-19 trends in travel and since 2020, have shown decreases in both the number of trips made and the distances travelled. This has been reported upon in the National Travel Survey, whilst also being reflected in National Policy and Guidance including 'Build Back Better: our plan for growth'.
- 2.11 The National Travel Survey (NTS), 2023, published by the DfT in August 2024, is a household survey of personal travel by residents in England travelling within Great Britain, from data collected via interviews and a 7-day travel diary. The recorded data includes average trip length, proportion of trips by mode and distance travelled, journey purpose and car ownership.
- 2.12 For the first time since 2019, the NTS 2023 was the first year to operate with a fully face-to-face data collection. The final response rate for NTS 2023 was 32%. This is an increase of one percentage point since NTS 2022 (31%). The number of households invited to take part in the NTS was increased in 2023. This means that the number of individuals responding was 74% higher than in 2022 (8,087 individuals), with 14,102 individuals participating in the survey in 2023. The results of the survey, summarised below, and compares changes in travel behaviours as the country adapts to changes in the way we live post-pandemic:
- The average number of journeys per person per year increased slightly from 862 in 2022 to 915 in 2023 (an increase of 6%) but a 4% decrease on the level prior to the Covid-19 pandemic when people made 953 trips per person (NTS0101);
 - 78% of all households own at least 1 car. Car ownership of at least 1 car was significantly lower among lowest income households (60%) compared with highest income households (86%) (NTS0703);



- In 2023, 9% of trips involved public transport as the main mode. Half of public transport trips used a single mode of transport (50%), and the remaining half used more than one transport mode (50%). For all public transport trips, walk was the most frequent mode to begin a public transport trip with 33%, followed by other local bus (25%).
- Trends in bus travel (outside of London) saw a significant decrease during the pandemic where trips fell from 32 trips per person in 2019 to 15 trips per person in 2020. This has since increased to 25 trips per person in 2023, this is similar to 2022 with 14 trips per person. The increase in trip rates on buses outside London in 2023 may have at least partially been impacted by the national £2 bus fare cap which came into effect on buses outside London from January 2023 (NTS0303).
- Travel by surface rail accounted for 2% of all trips and 8% of total distance travelled;
- The average number of cycle journeys and distance made per year remained unchanged from 2021 as 2% and 1% on average respectively, in 2023. (NTS0303);
- Adults with access to a bicycle varied across all age ranges between 2019 and 2023 as indicated below (NTS0608);

Age	2019	2020	2021	2022	2023
40 – 49	49%	58%	53%	50%	44%
30 – 39	39%	48%	43%	37%	36%
21 – 29	30%	32%	39%	32%	30%
17 – 20	41%	53%	45%	45%	44%

- Walking trips continued to show an increase of 5% compared to 2019 levels with 263 walking trips per person in 2023, similar to 2022 (267 trips per person) and
- 81% of trips under one mile were walks in 2023, similar to the proportion in 2022 (83%) and 2019 (80%) (NTS0308).



Decarbonising Transport (2021), Gear Change- A bold vision for cycling and walking (2020)

2.13 Gear Change sets out the vision for transforming our transport system to see a step-change in cycling and walking. It outlines 4 themes to ensure that active travel is embedded in wider policy making for local authorities, empowering them to make bold decisions ensuring that public transport, walking and cycling are “At the heart of considerations for all transport policy and planning, at all levels of leadership”.

- Theme 1: Better streets for cycling and people;
- Theme 2: Putting cycling and walking at the heart of transport, place-making, and health policy;
- Theme 3: Empowering and encouraging local authorities;
- Theme 4: We will enable people to cycle, and protect them when they are cycling.

Local Policy

Wokingham's LTP3 (2011-2026)

2.14 The Wokingham Borough Council Local Transport Plan 3 (LTP3) provides details of how the Council will achieve its transport vision up to 2026, improving transport and accessibility over a fifteen-year period by bringing together transport policies as well as local and nationally significant schemes. It sets the policy framework for the development of an active travel plan. Given that in the UK over 50% of car journeys are shorter than three miles, there is scope to replace car journeys with more active forms of travel.

2.15 In the Council's third Local Transport Plan we have developed a specific active travel goal in support of the overall vision for transport in the Borough. This is set out below:

2.16 “To work with partners to promote walking and cycling as health enhancing physical activities for all of our residents through providing:

- Connected, convenient, safe and signed pedestrian networks across the Borough to enhance existing networks
- New cycleways integrated with the existing cycle network
- Improved cycle parking at stations, businesses and schools”



Wokingham Borough Active Travel Plan 2011-2026

- 2.17 To guide the development of active travel across the Borough, Wokingham Borough Council's Active Travel Plan has three over-arching policies that are set out in the Local Transport Plan (LTP) as:

Active Travel (AT)

- 2.18 The four objectives for the Wokingham Borough Council Active Travel plan are:

1. To work in partnership with businesses to encourage walking and cycling to centres of employment
2. To actively encourage walking and cycling to schools, colleges and other education facilities
3. To improve and encourage active travel access to town and local centres, public open spaces and public transport interchanges
4. To work with partners to promote the benefits of active travel to reinforce public health messages

- 2.19 **Policy AT1:** Increasing opportunities to walk and cycle - We will actively encourage integrating walking and cycling routes and facilities into key destinations including:

- Retail, leisure and social facilities
- Public transport interchanges
- Schools, colleges and other educational facilities
- Employment Areas

- 2.20 **Policy AT2:** Recreation and Active Travel - Improving access to public open spaces and country parks will help to encourage walking and cycling as leisure activities

- **Policy AT3:** Active Travel for all - To provide walking and cycling opportunities that are inclusive for residents with mobility, visual and hearing impairments and other disabilities
- **Policy SCDM1:** Partnership Working - The Council will work with public, private and voluntary partners to deliver improvements to the Borough's transport network



Wokingham Borough Local Development Framework - Adopted Core Strategy
Development Plan (January 2010)

- 2.21 The Wokingham Borough Adopted Core Strategy Development Plan was adopted on 10 January 2010. It sets out the long-term spatial vision for how the Borough will develop up to 2026 and how the WBC aims to protect and enhance the quality of life within the Borough.
- 2.22 The Core Strategy sets out the objectives and over-arching policies that continue to guide the scale, location and type of development in the Borough. As outlined in Section 3, the vision for the Wokingham Borough is to “sustain the area’s economic growth and ensure the needs of all groups have been met, whilst maintaining the Borough’s landscape, ecology, heritage and environment. Development will avoid areas where it would be affected by flooding, noise and pollution”.
- 2.23 The key strategies outlined include, but are not limited to:
- Improvement in infrastructure to ensure everyone has access to high quality services;
 - The provision of a good transport system, to reduce the current high car ownership and congestion;
 - More effective use of existing employment sites and other measures to support smart growth to support the area’s buoyant economy;
 - Development proposals will respect the character of the Borough and build upon the attractiveness and features of the area; and
 - Development will be concentrated in villages and towns that have a significant range of infrastructure or will have as a result of the development;
- 2.24 The Core Strategy details 21 Core Strategy Policies in order to achieve the objectives and visions of the WBC.
- 2.25 The adoption of this Travel Plan will be used to monitor Policy CP6: Managing Travel Demand – which states that planning permission will be granted for schemes that meet the following criteria:
- provide for sustainable forms of transport to allow choice;



- 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;
- 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;
- provide appropriate vehicular parking having regard to car ownership;
- mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
- enhance road safety; and
- do not cause highway problems or lead to environmental problems.

Wokingham Borough Local Plan Update: Proposed Submission Plan (2023-2040)

- 2.26 The Wokingham Borough Local Plan Update is set to replace the Core Strategy (2010) and the Managing Development Delivery (2014) Local Plans. The Local Plan Update sets out the vision, strategic objectives and strategy for managing development across the Wokingham Borough and will be adopted in 2025.
- 2.27 The key vision outlined in the Local Plan Update consists of the following objectives:
- A borough that focuses on the needs of our communities;
 - A borough that will be sustainable for generations to come; and
 - A borough where people choose to live, learn and work because both the places we build and the places we protect are valued and enriching
- 2.28 The Local Plan Update has been prepared in accordance with the principles of achieving sustainable development as set out in the NPPF, guiding the Spatial Strategy, which seeks to maximise opportunities to re-use or redevelop brownfield land where possible, and support the regeneration and enhancement of town centres within the Borough.



- 2.29 Strategic Policies comprise the growth strategy and framework for the Wokingham Borough and provide the core principles which development proposals are required to meet. Policy C2 (below) is of relevance to this TA.
- 2.30 Policy C2: Mitigation of transport impacts and highways safety and design:
- 2.31 Development proposals must fully assess the transport impacts of the development and provide for appropriate mitigation to minimise the adverse effects. Specifically, development proposals are required to:
- a) Ensure that any material adverse impacts on existing and forecast traffic conditions are mitigated;
 - b) Provide, or make reasonable contributions towards providing, the transport infrastructure necessary to address the needs arising from the proposal, having regard to the cumulative impacts of development, secured either as a requirement of planning conditions or by the payment of financial contributions through planning obligations, and/or the Community Infrastructure Levy;
 - c) Prepare and submit Transport Assessments or Statements alongside development proposals in accordance with the council's Local Validation requirements; and
 - d) Implement measures to promote and improve sustainable travel through agreed travel plans or through making an appropriate contribution to the borough wide My Journey initiative or any successor scheme. Travel Plans should include appropriate monitoring to ensure targets are met.
- 2.32 With regards to highways safety and design, all development proposals must implement a proportionate package of measures that:
- a) Ensure safe and suitable access to the site for all users;
 - b) Contribute towards a high quality public realm designed in accordance with Living Streets (or any successor document), user access hierarchy and demonstrate how the relevant principles of Healthy Streets have been incorporated;



- c) Prioritise pedestrian, cycling and sustainable transport in accordance with Policy C1;
 - d) Design roads to optimise traffic flows to avoid adverse environmental impacts; and
 - e) Provide effective, convenient and safe delivery, collection, servicing and refuse, and recycling collection arrangements.
- 2.33 Proposals for new roads should be tracked for larger vehicles and, if served by bus routes, would need to accommodate bus stop infrastructure to an agreed standard with the local highway authority.

Wokingham Borough Council Local Development Scheme 2024-2027

- 2.34 The Local Development Scheme (LDS) set out the work program for the local plans the WBC aims to prepare over the next three years.
- 2.35 The LDS explains which local plans the WBC will work on, what will be in the plans and where they will apply, how long it will take to prepare the plans and what kind of plans they are. These documents form part of the Development Plan.

Wokingham Borough Council Smarter Choices Delivery Plan

- 2.36 The Wokingham Borough Council Smarter Choices Delivery Plan supports the LTP3 and outlines the WBC's approach to enable people who live, visit and work in the area to make informed, safe and sustainable travel decisions from a range of transport options.
- 2.37 The three key policy objectives for smarter choices are:
- 1) Travel information & Social Media – to provide the necessary and up-to-date travel information for all modes of transport to enable informed decision making.
 - 2) Travel Planning – to work with developers and local businesses to produce high quality and meaningful workplace and residential travel plans to help deliver sustainable commuting practices; and to continue to encourage active travel to and from schools; to work with Network Rail and Train Operating companies to develop and deliver travel plans for stations.



- 3) Car sharing and Car Clubs – to help reduce and manage demand for the Borough's roads and parking by establishing an online car-sharing club and identifying opportunities for the introduction of a viable car club for the Borough.

Wokingham Borough Council Bus Service Improvement Plan (2024-2040)

- 2.38 WBC's Bus Service Improvement Plan (BSIP) is a long-term strategy for the transformation of the borough's bus network and a precursor to the borough's fourth Local Transport Plan. The BSIP was developed in partnership with local bus operators, neighbouring authorities and community stakeholders to provide a high-quality bus network for residents and visitors that contributes towards improving accessibility, local air quality, reducing road congestion and enabling carbon neutrality by 2030.
- 2.39 The projects identified through the (BSIP) and emerging Local Transport Plan 4 (LTP4) will be funded through bus grants from the Department for Transport, as well as through developer contributions via new housing.

Wokingham Borough Council LCWIP (March 2023)

- 2.40 Wokingham Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP) was developed to identify specific active travel infrastructure schemes that can be incorporated into local transport policy and capital investment programmes for Wokingham Borough.
- 2.41 The LCWIP identifies key areas of focus for walking and wheeling through the identification of desire lines for pedestrians and cyclists with four key areas located across the borough including:
 - Woodley
 - Twyford
 - Winnersh and
 - Wokingham Town Centre
- 2.42 The LCWIP identified key corridors and areas with a high potential for walking and cycling trips between major development areas dividing the borough into the north, west, south east and south west identifying the following improvements:



The North - Twyford, Wargrave, Charvil, Sonning and Hurst

Cycling:

- Links to Twyford Railway Station
- New bridges over the River Loddon to offer cyclists a safe route to the station
- Cycle link from Woodley to Twyford Station
- Wokingham Town to Twyford route
- Route to Piggott School is narrow and feels unsafe for cyclists

Walking:

- 2 bridges across the River Loddon closed to Loddon Park and Sandford Farm
- Poorly maintained path along the A4

The West – Winnersh, Woodley, Earley

Cycling:

- Reading Road 'backbone' route
- Links to Thames Valley Park
- Woodley to Earley is an important route for school and leisure trips

Walking:

- Walking connections between TVP and Earley & Woodley
- Adjacent communities of Maiden Erlegh and North Earley/Woodley poorly served by quiet routes. Divided by both railway and motorway

The South East - Wokingham Town, Barkham and Finchampstead:

Cycling:

- Wokingham Town to Bracknell (opportunity to join up with Bracknell cycleway on nine-mile ride)
- North Wokingham to Twyford Station – faster trains to London
- Crowthorne to Wokingham Town
- South Wokingham to Strategic Development Location
- Cycle route through town centre on the A329 Corridor
- Finchampstead to Wokingham Town Centre route (via Finchampstead Road)



Walking:

- Improve provision to Wokingham railway station
- Access to train station is difficult – under the bridges have narrow pavements.

The South West - Shinfield, Arborfield, Spencer's Wood and Swallowfield

Cycling:

- Align with Arborfield & Barkham Neighbourhood Plan
- New Railway Station opening at Green Park, South Reading

Walking:

- Consider links to and within Arborfield SDL district centre and school;
- Walking links between Arborfield Garrison and town centre area

- 2.43 The LCWIP identified that improvement interventions were correlated with areas suffering from existing issues, such as speeding vehicles and being difficult to cross, as well as key links to town centres and railway stations. The walking and cycling trip potential analysis had similar results identifying a greater potential for cycling trips on longer inter-urban routes, such as Wokingham Town to Winnersh and on to Earley.

Wokingham Borough Council's Living Streets – A Highways Guide for Developers

- 2.44 Living Streets - A Highways Guide for Developers in Wokingham outlines the key principles for developers to follow when producing new highway layouts for all types of development. The guide supersedes the Wokingham Highway Design Guide (2006) and should be used in conjunction with the Wokingham Borough Design Guide (WBC, 2012), Wokingham transport policy guidance documents as and any subsequent relevant documents.

Wokingham Borough Council – Borough Design Guide SPD

- 2.45 The Borough Council Design guide replaces the Borough's Residential Guide and builds on the success of its predecessor by ensuring development proposals are appropriate and protect nearby properties from the impact of the development.



- 2.46 The Borough Design Guide brings together, updates and extends previous guidance in line with the Adopted Core Strategy and has been created to help deliver the vision and objectives of the Borough.
- 2.47 The overall aim of the guidance is to enhance the quality of development and make sure proposals are of the highest quality of design. That means inclusive, safe, harmonious, welcoming, sustainable places that are well-related to the surroundings. Its key objectives are:
- To promote good design through the development process;
 - To create attractive, harmonious and well used places;
 - To ensure that all developments improve the character and quality of the area;
 - To encourage vibrant communities where people feel safe;
 - • To create places that provide ease of movement and are accessible to all;
 - To respect and be sympathetic to the character of the area in which the development is situated;
 - To minimise overlooking, loss of privacy, loss of amenity or over-dominance;
 - To take full account of the mass and height of development in relation to adjacent development and surrounding spaces; and
 - To ensure that new development meets the needs of its users.

National Guidance

DMRB

- 2.48 The Design Manual for Roads and Bridges (DMRB) contains information about current design standards relating to the design, assessment and operation of motorway and all-purpose trunk roads in the United Kingdom. The DMRB was updated in March 2023 to arrange the document according to the technical discipline and the asset lifecycle stage, represented by the two letters at the start of the new document codes.

Manual for Streets 1 & 2

- 2.49 The guidance document MfS (2007) and the expansion document Manual for Streets 2 (MfS2) (2010) provide guidance regarding street and non-trunk road



design. The concept of the MfS documents places the needs of pedestrians, cyclists and public transport users above those of private vehicle users. MfS updates the link between planning policy and street design and encourages the development of inclusive environments.

- 2.50 Whilst the original MfS focused on lightly trafficked residential streets, many of its principles can be applied to other routes, such as high streets and lanes in rural areas as reported within MfS2. MfS2 outlines methods by which the “place” and “movement” functions of different street types can be examined and provides guidance as to the appropriate street designs and standards which can be used in different environments.

Table 2.1 IHT Suggested Acceptable Walking Distance in Metres

	Town Centres	Commuting / School / Sight-Seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: Table 2.1 Guidelines for Providing for Journeys on Foot, IHT, 2000.

LTN 1/20 Cycle Infrastructure Design

- 2.51 LTN1/20 replaces previous design guidance documents LTN2/08, LTN1/12 which have subsequently been withdrawn. LTN1/20 provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy and provides a recommended basis for local authorities when setting design standards for their roads. In order to apply for Government funding for new cycling schemes, in particular, cycle infrastructure, local authorities must demonstrate that the guidance has been given due consideration.
- 2.52 LTN1/20 informs the Boroughs Design Guide SPD and WBC's Living Streets – A Highways Guide for Developers in Wokingham to deliver infrastructure solutions which reflect the new guidance.



Summary

- 2.53 As outlined in the proceeding sections of this document, the design of the development fully reflects the key transport planning principles, as set out in current local, regional, and national planning policies, local design guidance, and best practice guidance.



3.0 SUSTAINABILITY ASSESSMENT

Site Audit

- 3.1 It is important to ensure that any development has a positive impact on its neighbouring areas, this could be through the inclusion of new active travel links to key amenities, or by providing funds for improvements to existing links with the aim of encouraging walking and cycling, particularly for shorter journeys.
- 3.2 In consideration of this, a review of WBC's planning guidance and policies was undertaken to support a desktop analysis of the site's location and nearby local amenities including but not limited to; postal facilities, ATM's, bus stops, rail stations, schools, medical and pharmaceutical facilities within the maximum walking and cycling distances set out in Manual for Streets and LTN1/20 guidance documents was undertaken. This information was then geographically plotted alongside existing public transport provision, public amenity spaces, Public Rights of Way (PRoW) and active travel links to enable the identification of key routes on anticipated desire lines **Figure 3.5** and **Figure 3.6** provide details.
- 3.3 Following the desktop audit, a site visit was undertaken on May 4th, 2025, to evaluate existing facilities for pedestrians and cyclists, identifying the quality of surfacing, directness and legibility of routes. The site visit took into consideration the planned improvements on the A329 as part of the LCWIP and Active Travel Strategy and has sought to improve connectivity where the routes identified during the site audit intersect with the proposed A329 active travel improvements.

The Development

- 3.4 Full planning consent is sought for the erection of up to 53 no. dwellings of which 21 dwellings (40%) will be affordable houses on Land at Old Forest Road, Winnersh, Wokingham, Berkshire. Proposals include vehicular access point, landscaping, sustainable drainage systems (SuDS) and associated works. The site layout is shown in Appendix A.
- 3.5 The site is located to the north of Old Forest Road, to the south-east of Winnersh, Berkshire. Numerous TPO and veteran trees divide the site's eastern and western extents, buffer hedgerow and trees to the south, wrapping round to the west (separating the site from adjacent neighbouring dwellings). Toutley



Road (the Wokingham Northern Distributor Road/NWDR) borders the site's northern boundary.

- 3.6 The proposed access to the development for all modes will be via an existing track that links the field gate access with Old Forest Road. The track currently serves as access to the site, and two neighbouring properties: Oaklea Cottage and The Stables.
- 3.7 It is proposed that 2m wide footways would be provided on both sides of the access road that will connect the site with existing footways on Old Forest Road. Additional routes for walking and cycling are also proposed throughout the site to connect the site with the wider footway network.

Non-Motorised Users

- 3.8 Manual for Streets (MfS) guidance considers that a walkable neighbourhood is one which has a range of facilities within 10 minutes walking distance (up to 800m) of residential area, which residents can comfortably access on foot. It is stated that this should not be considered an upper limit. The IHT guidance 'Providing for Journeys on Foot' (2000), recommends suitable maximum walking distances of up to 2km for key trip ends (**Table 3.1** refers).

Table 3.1 - IHT Suggested Acceptable Walking Distance in Metres

	Town Centres	Commuting / School / Sight-Seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: Table 3.2 Guidelines for Providing for Journeys on Foot, IHT, 2000.

- 3.9 With regard to access to existing services/facilities in proximity to the site, **Table 3.2** provides a summary of approximate distances and journey times from the centre of the site. Further details of this are provided in **Figure 3.3**.



Table 3.2 Distances to Services/Facilities and Approximate Journey Times

X	Distance (m)	Walk Time (minutes)	Within Preferred Maximum	Cycle Time (mins)	Within Preferred Maximum
<u>Bus Stops</u>					
Lowther Road Bus Stops	150	01:47	✓	00:30	✓
Toutley Close	250	2:59	✓	00:46	✓
Sadlers Lane Bus Stops	850	10:07	✓	02:50	✓
<u>Railway Stations</u>					
Winnersh Railway Station	1850	22:01	✓	06:10	✓
Wokingham Railway Station	2350	27:59:00	No	07:50	✓
<u>Education</u>					
Redwood Early Years Pre-School	900	10:43	✓	03:00	✓
Emmbrook Infant School	900	10:43	✓	03:00	✓
Emmbrook Junior School	950	11:19	✓	03:10	✓
The Emmbrook School (Sixth Form)	1000	11:54	✓	03:20	✓
<u>Leisure & Community</u>					
Emmbrook Sports & Social Club	350	04:10	✓	01:10	✓
Emmbrook Village Hall	650	07:44	✓	02:10	✓
The Emmbrook Inn	700	08:20	✓	02:20	✓
The Dog & Duck	950	11:19	✓	03:10	✓
Monkey Mates	950	11:19	✓	03:10	✓
ARC Gym	1000	11:54	✓	03:20	✓
<u>Faith</u>					
Woosehill Church	1750	20:50	No	05:50	✓
<u>Retail</u>					
M&S Simply food & BP Petrol Station	850	10:07	✓	02:50	✓
Emmbrook Post Office	950	11:19	✓	03:10	✓
Emmbrook Food & Wine	1050	12:30	✓	03:30	✓
Coop Food & ATM	1500	17:51	✓	05:00	✓
Sainsbury's & Argos	1850	22:01	No	06:10	✓
Winnersh Post Office & Convenience Store	1950	23:13	No	06:30	✓
<u>Healthcare</u>					
Morrisons Pharmacy	1550	18:27	No	05:10	✓
Woosehill Medical Practice	1650	19:39	No	05:30	✓
<u>Other Facilities</u>					
M&S Simply Food ATM	850	10:07	✓	02:50	✓
Shell Recharge Charging Station	1000	11:54	✓	03:20	✓
Sainsbury's ATM	1850	22:01	No	06:10	✓

Notes: 1. Distance is the distance from the centre of the site measured along existing roads and footpaths.



2. Walking time is the walking time from the centre of the site based on an average walking speed of 1.4m/s set out in IHT's 'Guidelines for Providing for Journeys on Foot'.
3. Cycling time is the cycling time from the centre of the site based on a cycling speed of 5m/s set out in DMRB Volume 11, Section 3

- 3.10 As Table 3.2 confirms, there are a wide range of existing facilities located within acceptable walking and/or cycling distance of the project site.

Public Transport

Bus Services

- 3.11 The nearest bus stop to the site is Lowther Road bus stop, on Old Forest Road, adjacent to the Lowther Road junction and approximately 200m from the site's centre. Bus services no. 122 (eb) and No. 129 (wb) are available from this stop.
- 3.12 Managed by Thames Valley Buses, the no. 122 service provides an hourly circular route around Woosehill & Emmbrook and Wokingham, stopping at Wokingham Railway Station on weekdays and a bihourly service between 09:33 and 13:26 from the Lowther Road bus stops. This service does not run on Sunday or public holidays.
- 3.13 Managed by Thames Valley Buses, the no. 128 and 129 services provide connections between Wokingham town centre, Twyford, Sonning, Woodley and Reading town centre at an hourly frequency on weekdays, every 2 hours on Saturday, but does not run on Sunday.
- 3.14 In addition, the Sadlers Lane bus stop is located along the A329 Reading Road and is approximately 850m from the site's centre. Bus services no. 4/4A (Lion) and no. 128 and no. 129 are available from this stop.
- 3.15 The no. 4 and 4A (Lion) services are managed by Reading Buses and provides connections between Bracknell bus station and Reading town centre at a frequency of every 15 minutes Monday to Saturday, and every 30 minutes on Sunday.
- 3.16 Managed by Thames Valley Buses, there is also the no. 151A service between Emmbrook School and Bracknell via Binfield, which operates once per day in both directions. The no. 151 service between Wokingham and Bracknell operates every 2 hours on Saturday and does not run on Sunday.
- 3.17 A summary of the operating hours and frequencies of the bus routes within the local area is provided in **Table 3.3**, with their routes shown in **Figure 3.2**.



Table 3.3 Local Bus Services

Service		Monday - Friday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
4/4A (Lion)	Bracknell – Wokingham - Reading	05:44 - 23:36	Every 15 mins	07:04 - 23:36	Every 15 mins	08:10 - 20:51	Every 30 mins
	Reading – Wokingham - Bracknell	05:23 - 23:26	Every 15 mins	06:57 - 23:26	Every 15 mins	08:10 - 20:22	Every 30 mins
122	Woosehill - Wokingham	09:05 - 15:14	2 every other hour	3 services at 09:33, 11:33 and 13:28		No Service	
128/129	Wokingham - Reading	07:10 - 18:19	Hourly	08:30 - 17:09	Every 2 hours		
	Reading - Wokingham	08:08 - 19:36	Hourly	10:17 - 18:34	Every 2 hours		
151/151A	Wokingham - Binfield - Bracknell	15:11	Once per day	08:35 - 17:25	Every 2 hours		
	Bracknell - Binfield - Wokingham	07:30	Once per day	07:45 - 16:45	Every 2 hours		

Rail Services

- 3.18 Winnersh Railway Station is located approximately 2km north-west of the centre of the site via the A329 Reading Road and local road network (**Figure 3.2 and Figure 3.3** refer). The station, which is run by South Western Railway, has 10 covered cycle parking spaces but does not have any car parking spaces. The station has some step-free access, but no toilets or waiting rooms. Services from Winnersh Railway Station provide connections to Reading (11 minutes) and London Waterloo (1 hour 16 minutes) via Bracknell (10 minutes) and Staines (39 minutes).
- 3.19 Access to Winnersh Railway Station is possible via the no. 4, 4A, 128 and 129 bus services.
- 3.20 A summary of rail services from Winnersh Station is provided within **Table 3.4**, along with approximate journey times.



Table 3.4 Train Times and Journey Duration

Destination	Journey Time	Monday - Friday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
Bracknell	10 mins	05:49 – 23:21	Up to every 30 mins	05:49 – 23:30	Up to every 30 mins	08:03 – 23:23	Up to every 30 mins
Reading	11 mins	06:00 – 00:32	Up to every 20 mins	06:00 – 00:32	Up to every 20 mins	07:53 – 00:53	Up to every 20 mins
Staines	39 mins	05:49 – 23:21	Up to every 30 mins	05:49 – 23:30	Up to every 30 mins	08:03 – 23:23	Up to every 30 mins
London Waterloo	1 hour 16 mins	05:49 – 00:32	Up to every 30 mins	05:49 – 23:30	Up to every 30 mins	08:03 – 00:53	Up to every 30 mins

Road Safety

- 3.21 To understand the safety of the highway network surrounding the site, it is important to look at the most recent period of accident reports. The data analysis is to determine whether there are any causal trends that might indicate the scope for physical improvements.
- 3.22 The Personal Injury Accident (PIA) data obtained from Crash Map (www.crashmap.co.uk) for the latest 5-year period (between 2019 to 2023), including location, type, and severity is shown in **Figure 3.4** with details provided in Appendix B.
- 3.23 **Table 3.5** summarises the type of accidents, by severity over the 5 years. From the summary, 8 accidents occurred across the period, all slight in severity.

Table 3.5 Summary of Accident by Severity (2019-2023)

	Slight	Serious	Fatal
2019	1	-	-
2020	-	-	-
2021	2	-	-
2022	2	-	-
2023	2	-	-

- 3.24 **Table 3.6** summarises the casualties by mode of transport during the latest 5-year period. Of the PIA's recorded, 4 involved cyclists. There were no incidents involving pedestrians or motorcyclists. These are described in further detail below.



Table 3.6 Casualties by Mode of Transport

	Car Driver/ Rider	Car (Passenger)	Motorcyclist	Pedestrian	Cyclist
2019	-	-	-	-	1
2020	-	-	-	-	-
2021	1	-	-	-	1
2022	1	2	-	-	1
2023	1	-	-	-	1

- 3.25 During 2019, one incident was recorded at the junction between the A329 Reading Road and Old Forest Road. A slight injury was suffered by a cyclist when a car turned left and collided with the nearside of the cyclist. The incident occurred in daylight on wet or damp road.
- 3.26 There were two incidents recorded during 2021, both on the A329 roundabout in Winnersh, north of the M4. The first of these resulted in a slight injury to the driver when a van collided with a lamppost on wet or damp road and darkness, with street lights present and lit. The second incident occurred during daylight on dry road when a cyclist in the act of turning right collided with the front of a car, resulting in a slight injury to the cyclist.
- 3.27 A further two incidents occurred during 2022, the first along the A329 Reading Road and the second at the junction between the A329 Reading Road and Old Forest Road. The first occurred during the daytime in fine, dry conditions when a car in the act of turning left collided with the front of a cyclist, resulting in a slight injury to the cyclist. The second occurred in the dark with streetlights present and lit on dry road, when two cars side swiped each other, resulting in a slight injury to one of the drivers and 2 slight injuries to passengers of the same car.
- 3.28 During 2023, two incidents were recorded, the first of which occurred adjacent to the junction between Toutley Road and Old Forest Road, during the daytime with dry, fine conditions. The incident involved a car and a cyclist colliding, resulting in a slight injury to the cyclist. The second incident occurred on the A329 roundabout in Winnersh, north of the M4, in the daytime during dry, fine conditions, when a car switching lanes collided with the nearside of a van, resulting in a slight injury to the driver of the van.



- 3.29 One more incident occurred on an unknown date, in the daytime during dry, fine conditions at the A329 roundabout in Winnersh, north of the M4. The incident involved a front to back collision between two cars as one was held up, resulting in a slight injury to one of the drivers.
- 3.30 In view of the foregoing, it is anticipated that the proposed development, with appropriate access arrangements (geometry and visibility), would not significantly affect road safety conditions on the surrounding highway.

Old Forest Road

Walking and Cycling

- 3.31 Existing footways on Forest Road in proximity to the site are of varying widths (0.9m-1.6m) due to overgrown foliage within the extent of the highway boundary. These footways connect the site with existing walking and cycling links on the NWDR/Toutley Road to the east of the site, however improvements including removing areas of overgrown to return the footway to minimum widths would be required to improve pedestrian comfort.
- 3.32 To the west of the site, footways of approximately 1.7m are provided on both sides of the carriageway until the railway bridge meaning that pedestrians are required to cross the road to continue their journey on foot. There are currently no dropped crossings to facilitate this. Over the railway bridge footways continue on both sides to the junction with the A329 Reading Road however, whilst footways are provided on both sides, there are no crossing facilities for pedestrians to cross from the westbound to the eastbound footway for routes towards Winnersh town centre and Winnersh railway station (without diverting away from the kerblines or walking over the verge).
- 3.33 Whilst PIA data shows during the last 5-year period there has been only one accident involving a cyclist has occurred at the junction of Forest Road with the A329, however it is anticipated that a more coherent layout of walking and cycling facilities could improve safety at this junction.
- 3.34 On-site observations and recommendations for improvements that would encourage residents at the site to travel via active travel modes are provided in Table 3.7 including photographs taken during the site audit.



Bus Services

- 3.35 Bus stops (Lowther Road bus stops) providing access to services 122/123 and 129 (wb) are located on Forest Road approximately 200m to the west of the proposed site access.
- 3.36 Managed by Thames Valley Buses, the no. 122 service provides an hourly circular route around Woosehill & Emmbrook and Wokingham, stopping at Wokingham Railway Station on weekdays and a bihourly service between 09:33 and 13:26 from the Lowther Road bus stops. This service does not run on Sunday or public holidays.
- 3.37 Managed by Thames Valley Buses, the no. 128 and 129 services provide connections between Wokingham town centre, Twyford, Sonning, Woodley and Reading town centre at an hourly frequency on weekdays, every 2 hours on Saturday, but does not run on Sunday.
- 3.38 These bus services connect the site with the local district centre within the Mathews Green development and Wokingham Town Centre. Whilst the service also provides access to local schools, it's hours of operation are outside of school commuting times, it should be noted however, that in accordance with Manual for Streets maximum desired walking distances, The Embrook school and Embrook Junior and Infant schools are within walking distance of the site.

Bus Stop Facilities

- 3.39 Bus stops are located on both sides of Old Forest Road within 200m from the centre of the site. The bus stops include a flag with timetable information, however there are no shelters or a seating area. Additionally, overgrown foliage particularly near to the eastbound stop creates an unappealing waiting area for potential bus passengers. Table 3.7 refers.

North Wokingham Distributor Road/Toutley Road

- 3.40 As previously mentioned, the site is located on Old Forest Road to the south of Toutley Road (the North Wokingham Distributor Road/NWDR) and east of the A329 Reading Road.
- 3.41 The NWDR/Toutley Road runs along the site's northern boundary and connects Old Forest Road to the A329 near the BP garage on Reading Road with the



A329(M) Reading to Bracknell motorway near the Coppid Beech roundabout junction. The A329 connects the site with the A329(M) and M4 via the A3290.

Walking and Cycling

- 3.42 The NWDR/Toutley Road benefits from continuous shared walking/cycling facilities connecting with Queens Road, the Mathews Green Development and local centre which includes a Co-op Food Store, ATM, Royal Mail postal facilities and St Cecilia's Church of England Primary School to the southeast, and the A329 for routes into Winnersh town centre and Winnersh railway station to the northwest.
- 3.43 The NWDR/Toutley Road can be directly accessed via footways on Old Forest Road to the east of the proposed site access (Paragraph 3.31)
- 3.44 The NWDR already provides extensive shared footway/cycleways that connect with several local facilities and primary LCWIP routes and Greenways. As such no improvements are recommended on these routes, however recommendations for walking and cycling improvements to connect Old Forest Road with the wider active travel network have been provide. Table 3.7 below provides photos taken during the site audit and provides recommendations for improvements to walking and cycling facilities to encourage travel by sustainable modes to connect the site with existing active travel provisions and from the site (Paragraph 3.34).

Bus Services

- 3.45 In addition to bus stops located on Old Forest Road and Commons Road, further bus stops located near to Toutley Close (in both directions) provide access to bus service 128, which connects the site with Winnersh railway station for rail service to Reading and London Waterloo.

Bus Stop Facilities

- 3.46 There are no existing bus stop facilities on the NWDR/Toutley Road.

Reading Road (A329)

- 3.47 The A329 is located to the southwest of the site and provides a mix of on-road cycle lanes and shared footway/cycleways between both Winnersh and Wokingham town centres and railway stations. The A329 also forms part of



National Cycle Network (NCN) 422 and has been identified in WBC's LCWIP and Active Travel Strategy as a primary route for walking and cycling improvements, as such this route was not assessed as part of this sustainability audit, however recommended measures to improve connections to the A329 from Old Forest Road. Table 3.7 refers

Bus Services

- 3.48 The A329 Reading Road is served by several bus services including the 4 and 4a Lion, 122, 123 and 129. The frequencies for these bus services are provided in Table 3.3.

Bus Stop Facilities

- 3.49 My Journey Wokingham details bus stop improvements along the A329 Reading Road citing that several bus shelters have benefited from recent bus shelter upgrades including electronic departure boards. Some bus shelters will benefit from measures like a "green" planted roof, a solar roof or an electronic advertising screen.
- 3.50 Whilst there are several bus stops on the A329 Reading Road, few include shelters or seating areas and the quality of waiting facilities varies across all bus stops.

Lowther Road and Commons Road

- 3.51 Emmbrook Infant School and The Emmbrook School are located on Emmbrook Road and can be accessed via Lowther Road or Commons Road. Both roads provide continuous footways from Old Forest Road providing a realistic opportunity for both primary and secondary ages residents to walk to school.
- 3.52 Commons Road provides footways of approximately 1.6m width and Lowther Road provides footways of approximately 1.7m width, however the surfacing on both roads is uneven in places and there are no dropped crossings with blister style tactile paving until the junction of Emmbrook Road where tactile paving is provided to cross Commons Road for routes towards both schools.



Bus Services

- 3.53 Bus stops are located on Commons Road near to Toutley Close (in both directions) provide access to bus service 128, which connects the site with Winnersh railway station for rail service to Reading and London Waterloo.

Bus Stop Facilities

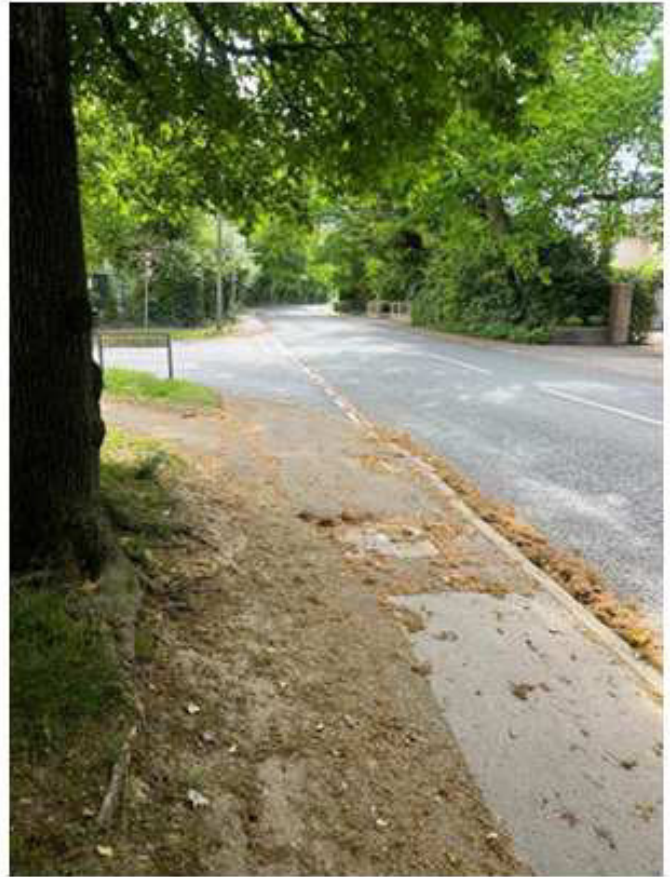
- 3.54 Bus stop facilities on Commons Road comprise of a flag and timetable information. Southbound bus stop facilities are provided at the back of the footway providing a hard-standing area but no shelter whilst northbound bus stop facilities are located within the central verge that begins at the junction with Old Forest Road and continues for approximately 200m. There is a small area of hardstanding provided but no shelter is provided. As Commons Road forms a key route to school it is likely that the provision of bus shelters would impede forward visibility and could impact road safety.



Table 3.7 Site Audit Photographs with Observations and Recommendations

Old Forest Road, Site Access and Lowther Road Bus Stops





Observations:

1. Footways are of variable widths, reduced as a result of overgrown foliage.
2. Footway surface of poor quality
3. Minimal pedestrian crossing facilities
4. Eastbound bus stop facilities are poor due to existing overgrown foliage

Recommendations:

1. The removal/trimming back of existing overgrown foliage would increase useable footway widths.
2. Resurfacing footways would improve pedestrian comfort
3. The provision of dropped crossings would improve links to Commons Road and Lowther Road.
4. The removal of existing overgrown foliage and provision of shelters and seating would improve waiting facilities and increase the feelings of safety for bus passengers.

Toutley Close bus stops dropped crossings access to school

Forest Road to A329 Reading Road







Observations:

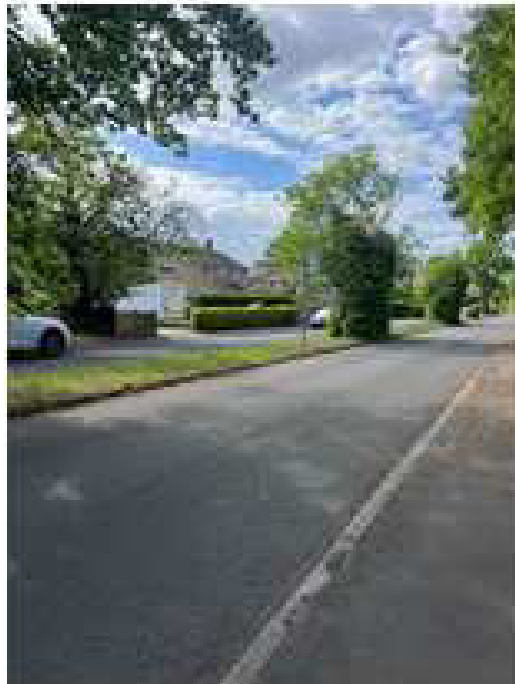
1. Footways of suitable width (1.7m), however surfacing uneven and could affect pedestrian comfort,
2. Old Forest Road has an incline towards the railway bridge and there are no existing resting opportunities for those with limited mobility
3. Footway is on westbound carriageway only until over the railway bridge. Once over the bridge there are no crossing facilities across Old Forest Road for connections northbound towards Winnersh town centre and Winnersh railway station
4. The existing configuration of footway facilities at the junction with the A329 Reading Road divert pedestrians away from northbound desire lines and the convergence with shared footway/cycleways on Reading Road is unclear leading to the potential for pedestrians to cross into the path of oncoming cyclists

Recommendations:

1. Footways would benefit from resurfacing.
2. Provision of resting areas to improve conditions for mobility impaired.

3. Provide crossing facilities to improve northbound connections
4. Reconfiguration to match pedestrian desire lines and the introduction of new markings would improve legibility for non-motorised users.

Access to Local Schools and District Centre







Observations:

1. Footway surfacing is of poor quality and dropped crossings are of varying quality
2. No crossing facilities to access bus stop on Commons Road northbound. Bus stops on Commons Road do not have shelters or seating

Recommendations:

1. Footway resurfacing and the inclusion of informal dropped crossings including blister style tactile paving on pedestrian desire lines would improve walking routes to schools and route legibility
2. Provide dropped crossings and extend hard standing to improve waiting facilities. The provision of shelters with seating would improve the waiting environment for bus passengers.

Station Access – Winnersh Railway Station



**Observations:**

1. Footways of suitable width (1.xxm) for pedestrian comfort, however surfacing uneven
2. Provisions for disabled users is insufficient
3. No parking or accessible drop of facilities available:
4. Footway surfacing uneven
5. Street furniture obstructing footway in places

Recommendations:

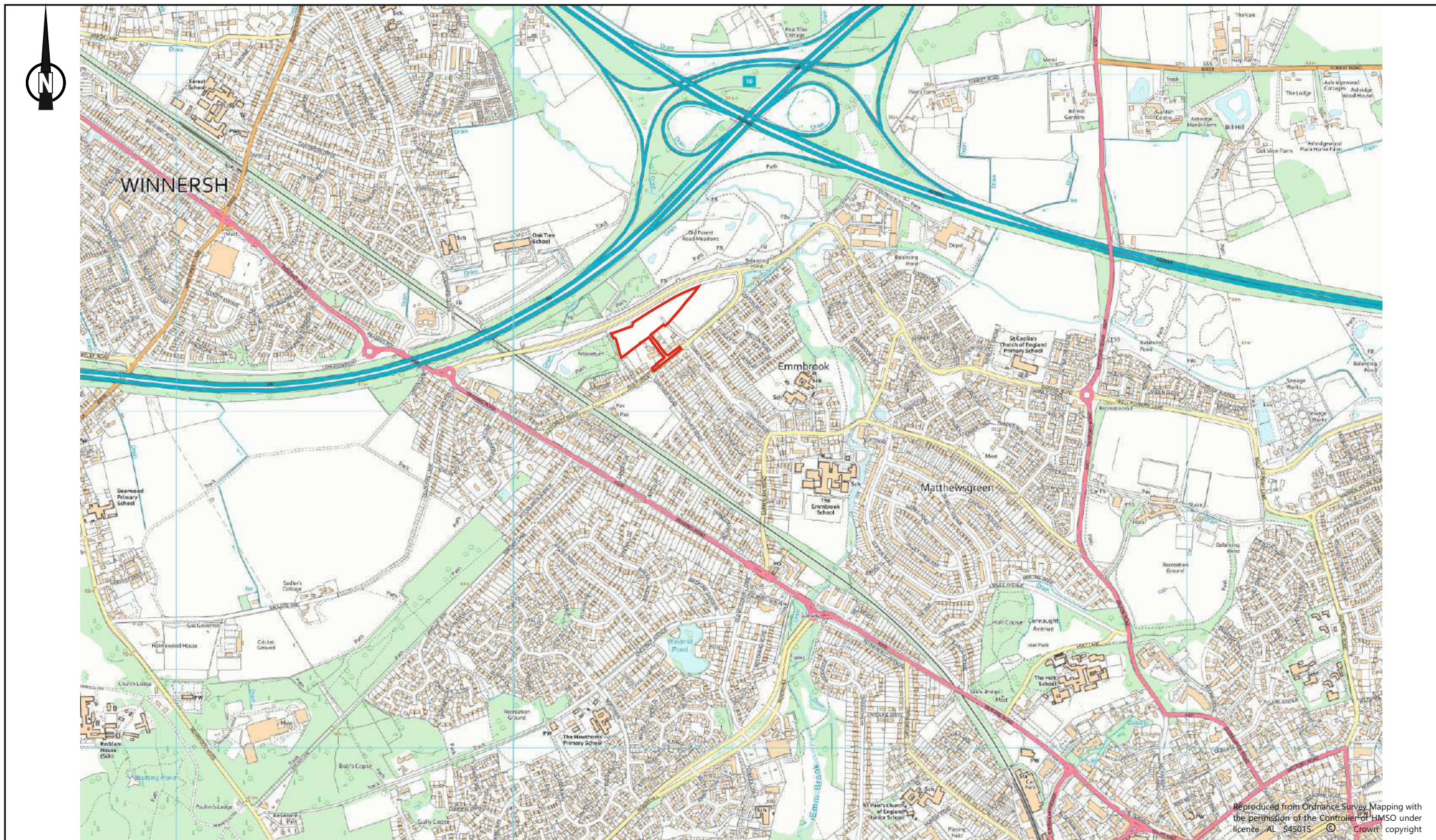
1. Footways would benefit from resurfacing.
2. Improvements in accordance with Inclusive Mobility guidance would improve access to the station.
3. No improvements recommended due to geometric constraints
The A329 Reading Road has been identified for improvement as part of WBC's LCWIP and Active Travel Plan. As such no recommendations are proposed, but consultation with WBC would confirm funding opportunities to aid planned improvements.

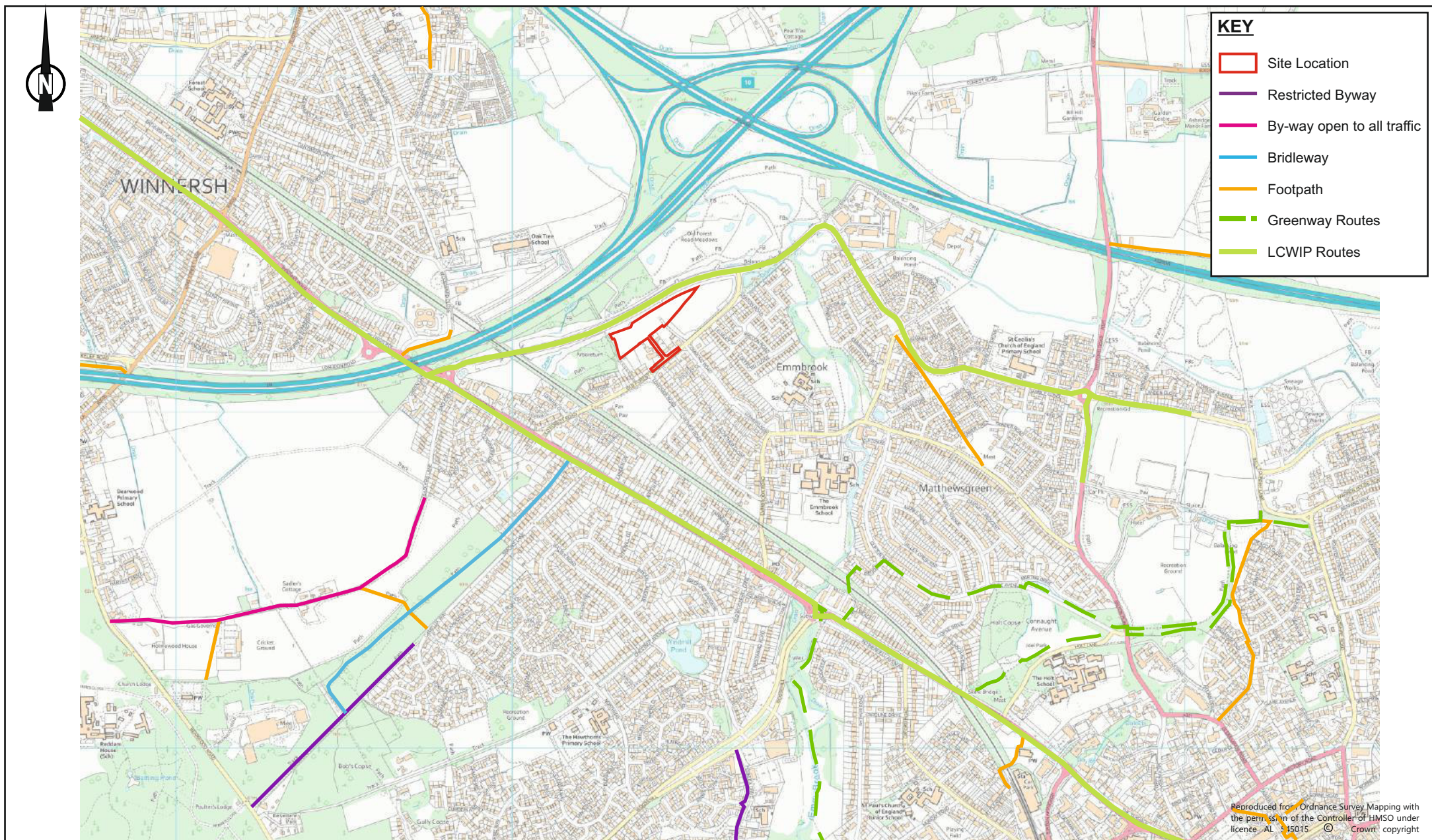


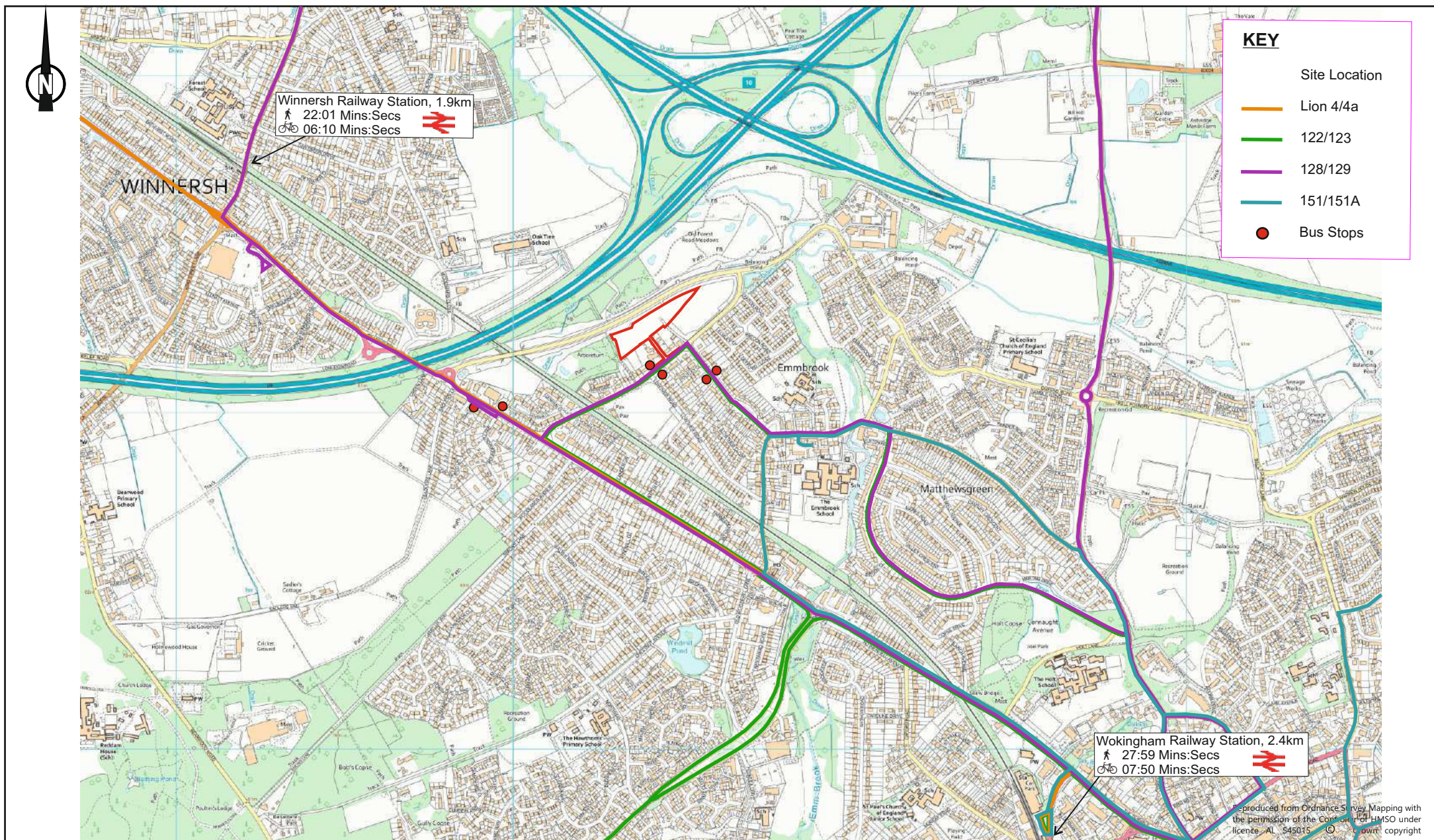
4.0 SUMMARY AND CONCLUSIONS

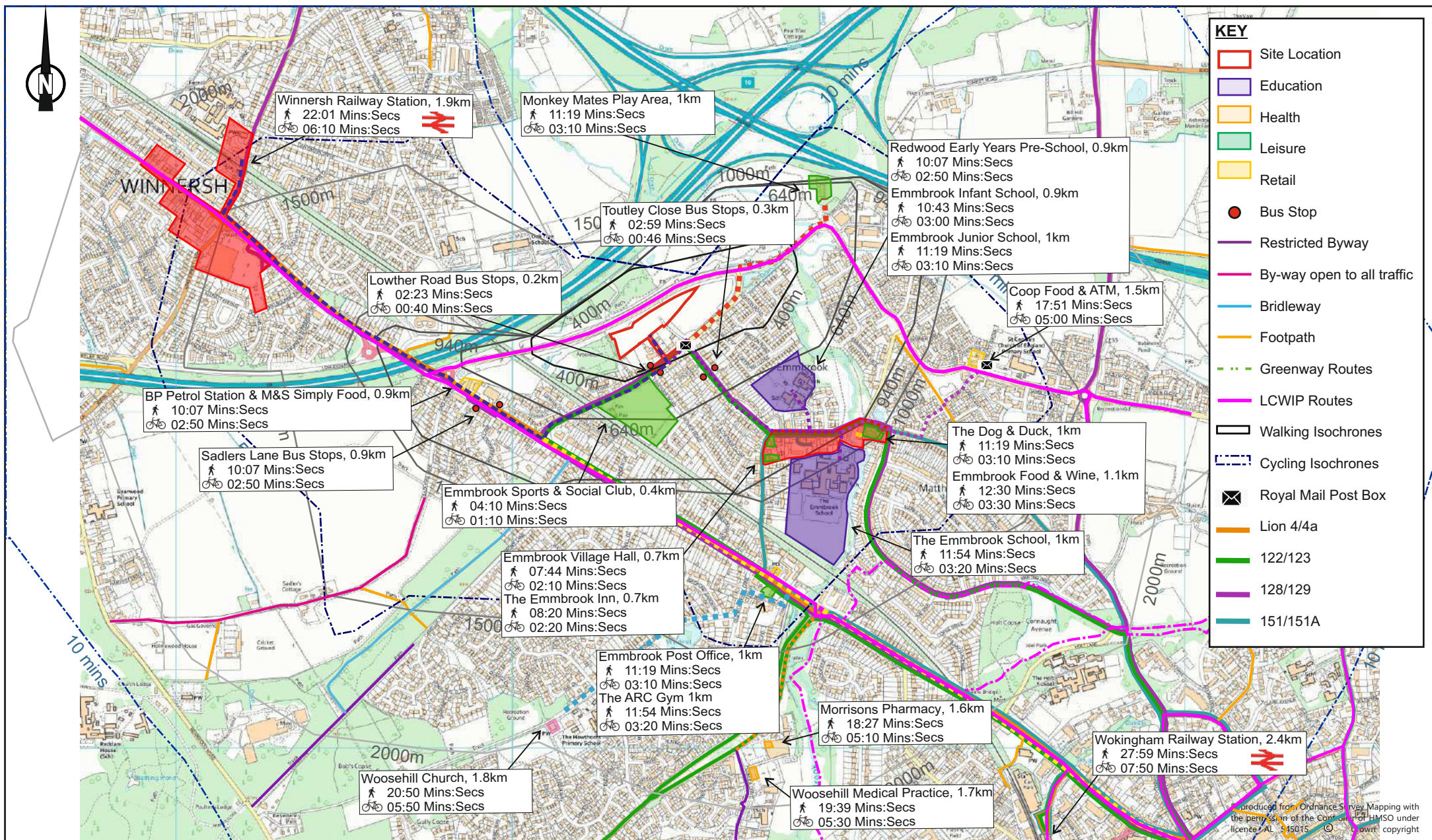
- 4.1 This Sustainability Assessment has been prepared by Stuart Michael Associates, consulting engineers, on behalf of Elstree Land (the 'Client') to support a Full Planning Application for a residential development of 53 dwellings with a vehicular access point, landscaping, sustainable drainage systems (SuDS) and associated works.
- 4.2 The objective of the audit is to assess the relationship between the site and key amenities and review existing provision for pedestrians and cyclists between the site and the local areas in accordance with the Borough Design Guide, WBC's Living Street Guidance, Manual for Streets, and LTN 1/20. The assessment also considers WBC's Active Travel Plan objectives to increase the levels of active travel across Wokingham Borough and reduce residents' dependence on the private car for short journeys.
- 4.3 As part of the site audit route legibility, surface quality, crossing facilities, public transport provision and connection to existing active travel networks have been assessed.
- 4.4 The assessment reviewed the following roads/routes to key amenities:
- Old Forest Road
 - Lowther Road/Commons Road
 - The North Wokingham Distributor Road/Toutley Road
 - The A329 Reading Road
- 4.5 The results of the assessment found that the site is well located, within walking and cycling distances of several local amenities including schools and local centres. Shared walking and cycling facilities on the NWDR/Toutley Road approximately 400m to the east of the site facilitate active travel, and bus stops within maximum walking distances (MfS) provide access to public transport for destinations including Winnersh and Wokingham Railway Stations for leisure and commuting journeys further afield.

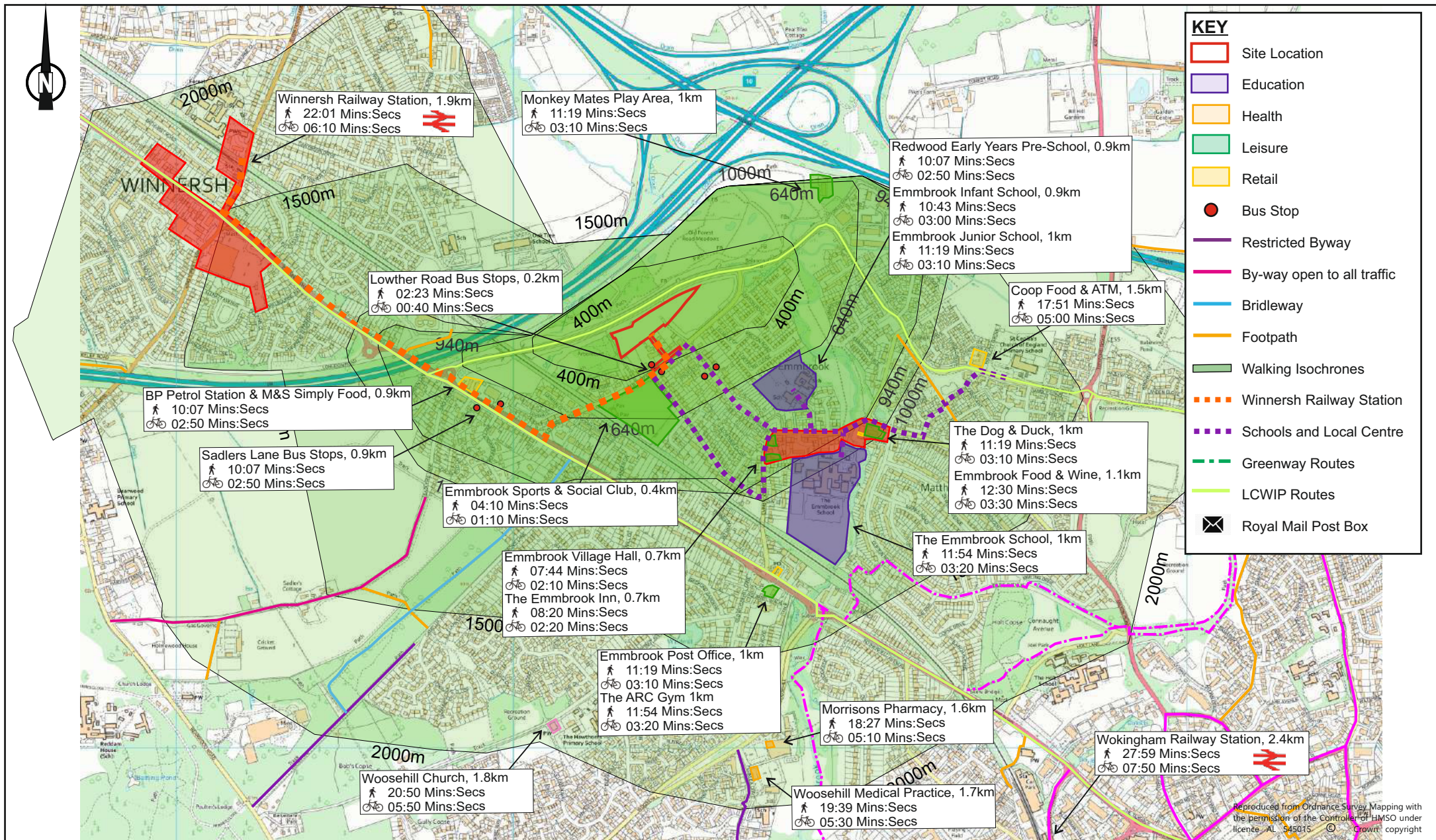


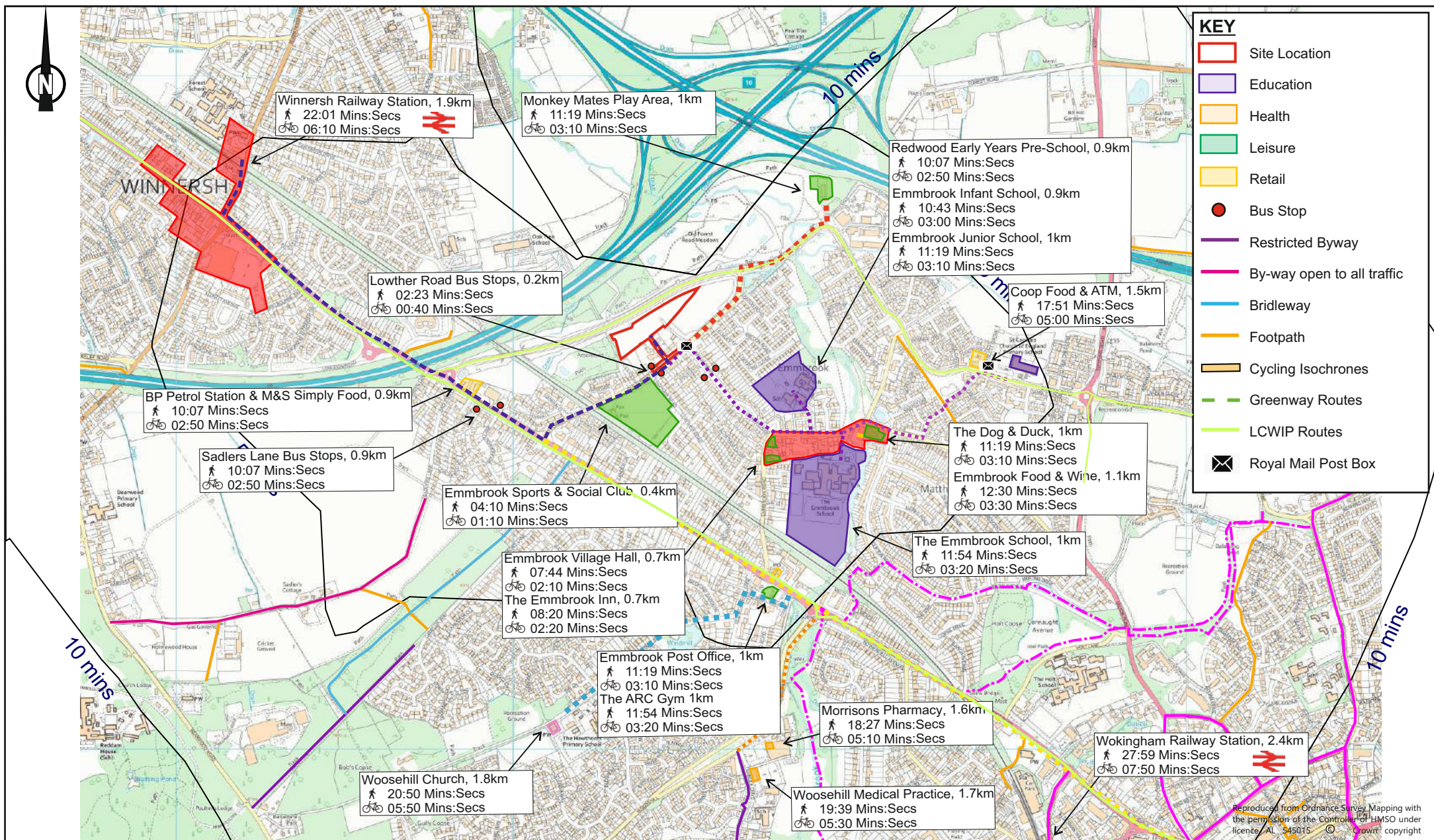


















ELSTREELAND

land at
old forest road
wokingham

SCHEDULE OF ACCOMMODATION		
Housetype	Description	Qty
Private		
2BA	2 Bed Apartment	6
2A	2 Bed House	2
2B	2 Bed House	3
3A	3 Bed House	6
3B	3 Bed House	1
3C	3 Bed House	1
3D	3 Bed House	1
4A	4 Bed House	4
4B	4 Bed House	2
4C	4 Bed House	2
4D	4 Bed House with integ garage	1
4E	4 Bed House with integ garage	3
Private Total		32
% of Total (Private)		60%
Affordable		
1BA	1 Bed Apartment	10
2BA	2 Bed Apartment	6
3AA	3 Bed House	5
Affordable Total		21
% of Total (Affordable)		40%
Overall Total		53

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Validated Data

Crash Date: Tuesday, June 4, 2019

Time of Crash: 16:50:00

Crash Reference: 2019430169531

Highest Injury Severity: Slight

Road Number: A329

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 479091 169926

Weather Description: Other

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

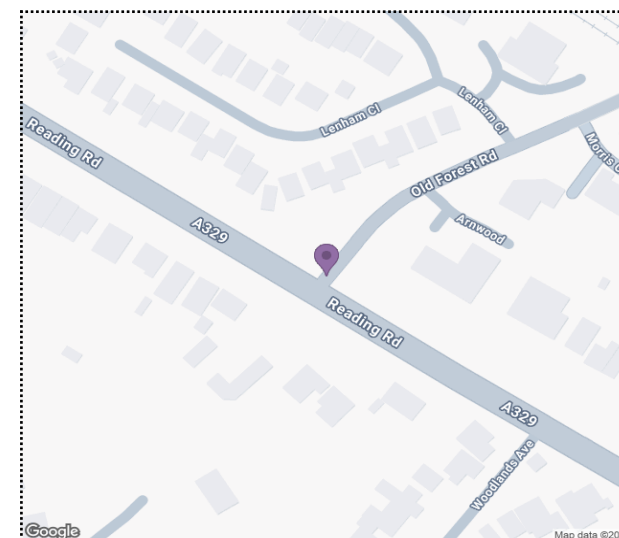
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, June 4, 2019

Time of Crash: 16:50:00

Crash Reference: 2019430169531

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	12	Female	Unknown	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Pedal cycle	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Highest Injury Severity: Slight **Road Number:** U

Highway Authority: Wokingham **Casualties:** 1

Local Authority: Wokingham **Vehicles:** 2

Weather Description: Fine without high winds **OS Grid Reference:** 478616 170157

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

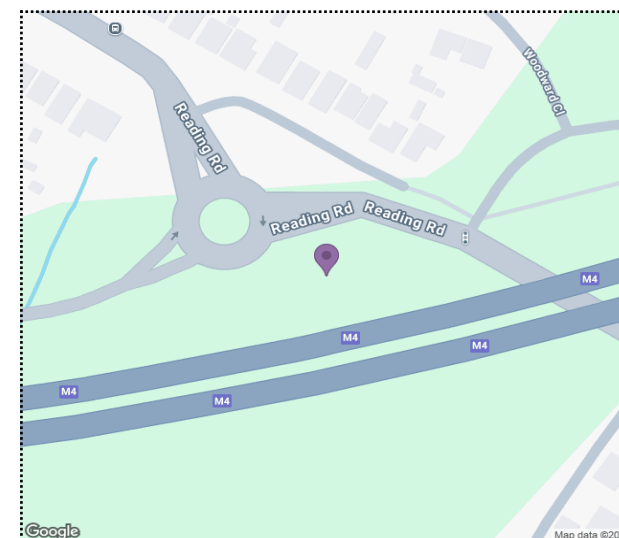
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Taking pupil to/from school	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, May 3, 2023

Time of Crash: 07:58:00

Crash Reference: 2023430191820

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 479944 170571

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

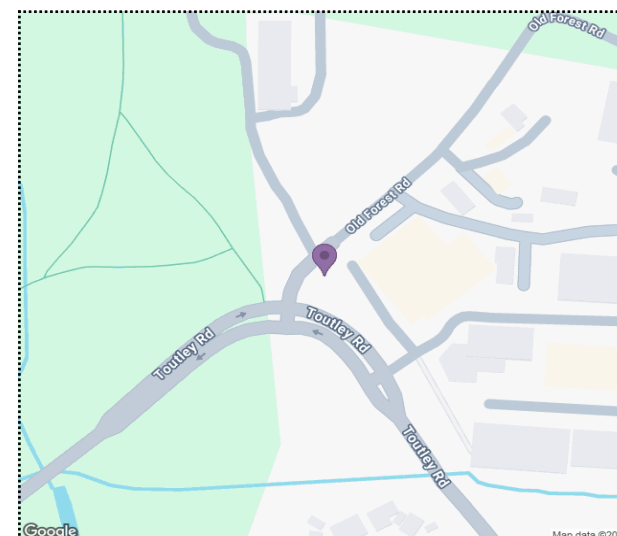
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Unknown



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Validated Data

Crash Date:

Wednesday, May 3, 2023

Time of Crash: 07:58:00

Crash Reference: 2023430191820

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Pedal cycle	-1	Female	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Pupil riding to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	11 - 15	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, August 31, 2022

Time of Crash: 17:30:00

Crash Reference: 2022430392727

Highest Injury Severity: Slight

Road Number: A329

Casualties: 3

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 479088 169919

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

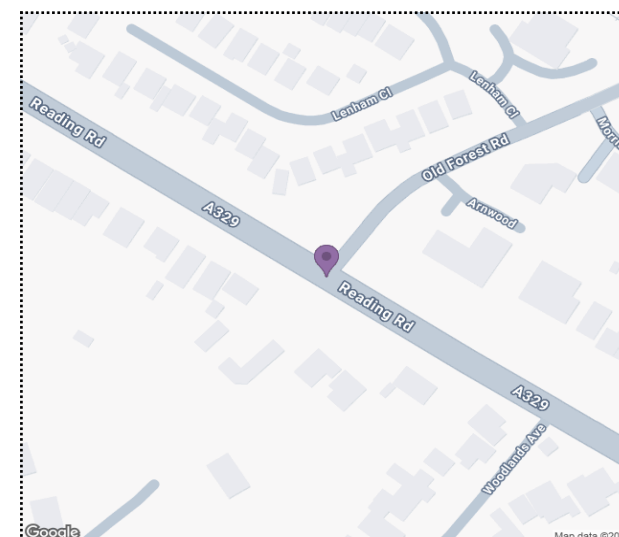
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Wednesday, August 31, 2022

Time of Crash: 17:30:00

Crash Reference: 2022430392727

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	17	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	56 - 65	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, April 8, 2022

Time of Crash: 17:45:00

Crash Reference: 2022430155224

Highest Injury Severity: Slight

Road Number: A329

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 478921 170024

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

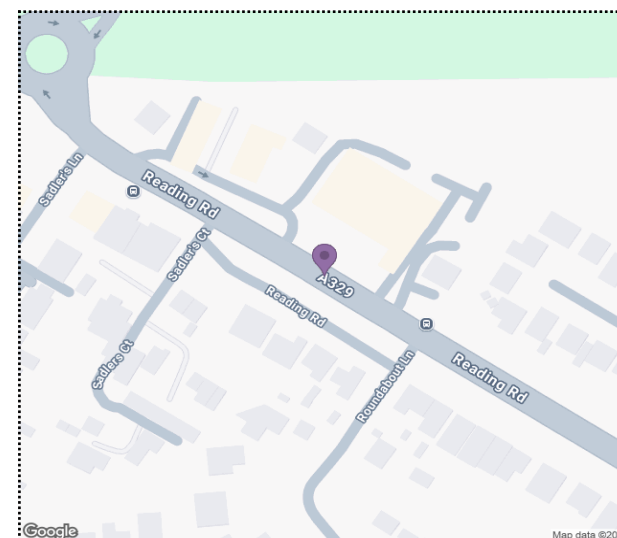
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



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Validated Data

Crash Date:

Friday, April 8, 2022

Time of Crash: 17:45:00

Crash Reference: 2022430155224

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle is in the act of turning left	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, December 4, 2021

Time of Crash: 13:35:00

Crash Reference: 2021430548125

Highest Injury Severity: Slight

Road Number: A329

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 478634 170189

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

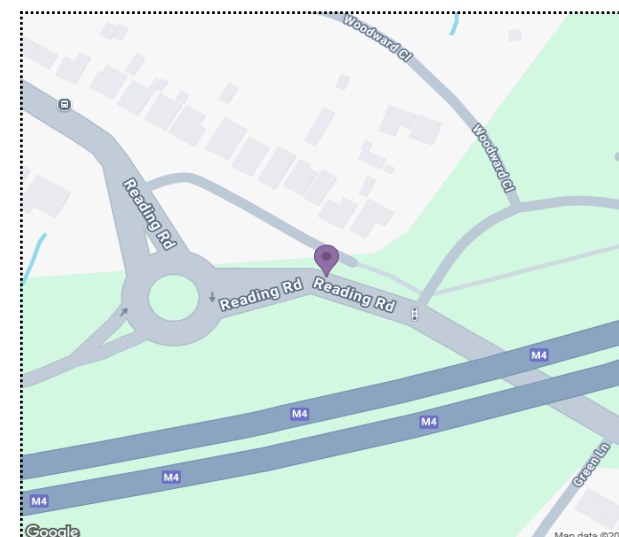
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Roundabout

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Saturday, December 4, 2021

Time of Crash: 13:35:00

Crash Reference: 2021430548125

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	4	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Female	36 - 45	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, December 4, 2021

Time of Crash: 06:45:00

Crash Reference: 2021430547763

Highest Injury Severity: Slight

Road Number: A329

Casualties: 1

Highway Authority: Wokingham

Vehicles: 1

Local Authority: Wokingham

OS Grid Reference: 478635 170196

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

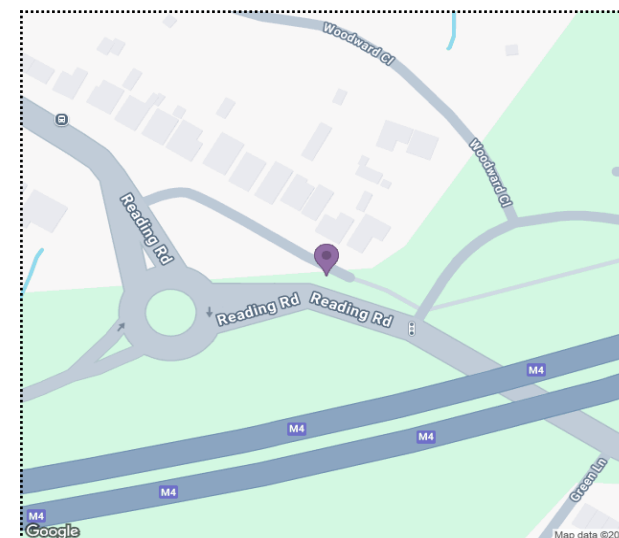
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Saturday, December 4, 2021

Time of Crash: 06:45:00

Crash Reference: 2021430547763

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, October 31, 2023

Time of Crash: 12:15:00

Crash Reference: 2023430493385

Highest Injury Severity: Slight

Road Number: A329

Casualties: 1

Highway Authority: Wokingham

Vehicles: 2

Local Authority: Wokingham

OS Grid Reference: 478602 170207

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

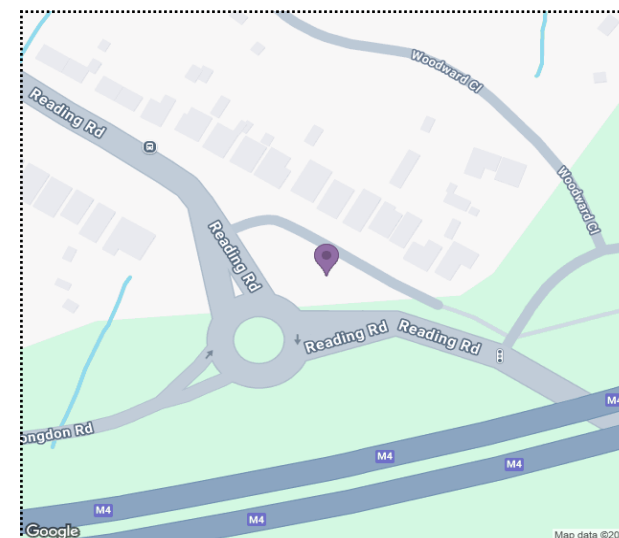
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Tuesday, October 31, 2023

Time of Crash: 12:15:00

Crash Reference: 2023430493385

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	8	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	17	Male	Unknown	Vehicle is changing lane to the right (including slip road)	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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