

Appendix 2:

Active Travel Connectivity Report

Produced by ET Planning and John Russell Transport Planning on behalf of Shinfield Parish Council, in response to the Loddon Garden Village application Ref: 252498

March 2026

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1. Introduction

- 1.1 This Active Travel Connectivity Report has been prepared in relation to the proposed development at Loddon Garden Village, which is currently pending determination by Wokingham Borough Council under reference 252498.
- 1.2 This Report considers the adequacy of existing and proposed walking and cycling connectivity and identifies where additional infrastructure is required to support sustainable travel choices, in relation to Shinfield Parish.
- 1.3 The purpose of this Report is to:
- Assess existing and proposed active travel infrastructure
 - Identify current and future demand for walking and cycling
 - Highlight gaps in connectivity, particularly to Local Centres and schools
 - Consider the timing of infrastructure delivery
 - Set out solutions to address identified deficiencies
- 1.4 This Report considers that the proposed development does not fully address national and local policy in respect of active travel because the geography of improvements are too limited to the proposed development site and immediate surroundings. The applicant should have considered the wider geography of Shinfield Parish, which will inevitably be impacted.
- 1.5 Our recommendations to the applicant are set out in Chapters 6 and 7.

2. Policy Context

National Policy

- 2.1 National Planning Policy strongly supports the provision of high-quality active travel connectivity within new garden village developments. The National Planning Policy Framework (NPPF) requires development to prioritise walking and cycling, promote healthy and inclusive communities, and ensure that opportunities for sustainable modes are identified and pursued at an early stage.
- 2.2 Paragraph 109 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- a) *making transport considerations an important part of early engagement with local communities;*
 - b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) **understanding and addressing the potential impacts of development on transport networks;**
 - d) *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;*
 - e) **identifying and pursuing opportunities to promote walking, cycling and public transport use;** and
 - f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains. [our emphasis]*

- 2.3 The NPPF is supported by national design guidance, including the National Design Guide and National Model Design Code, which treat movement and connectivity as fundamental characteristics of well-designed places, requiring direct, safe and legible walking and cycling networks linking homes to local centres, schools, public transport and green infrastructure.

Local Policy

- 2.4 In the context of a garden village, these requirements carry particular weight, with decision-makers expecting the movement framework to deliver an integrated, permeable and connected place where walking and cycling are the most attractive modes for everyday journeys.
- 2.5 Policy SS13 of the emerging Local Plan allocates the development site as Loddon Valley Garden Village and sets out a number of development principles.
- 2.6 This includes the development being designed around a series of walkable neighbourhoods, each providing a range of accessible services and facilities. Where important local facilities are necessarily located beyond the neighbourhood, these should be linked by accessible and attractive routes which support and encourage active travel.
- 2.7 It also seeks for the proposals to provide layouts, street designs and associated measures that are safe, suitable and convenient for all users, that prioritise active travel, and facilitates high quality public transport services both within and to key destinations beyond the garden village.

Cycle Design Guidance

- 2.8 Local Transport Note 1/20 (LTN 1/20), Department for Transport, 2020 provides guidance on the design of cycle infrastructure.

LTN1/20 is the government's current guidance on designing infrastructure for cyclists in order to encourage a greater uptake in cycling in accordance with the Government's adopted policy 'Gear Change A bold vision for cycling and walking' which was issued in July 2020. This was inspired by and endorsed by the then Prime Minister.

2.9 It is clear from the Government's currently adopted cycle policy and design guidance that the outcomes of cycle infrastructure interventions are to:

- Create better streets for cycling and people
- Put cycling and walking at the heart of transport, place-making, and health policy
- Enable people to cycle and protect them when they cycle

2.10 With regards to design principles 'Gear Change A bold vision for cycling and walking' states that:

'In order to see the increases in cycling we want, the quality of cycling infrastructure installed on our roads must dramatically improve.'

2.11 and

'Cycling is or will become mass transit and must be treated as such. Routes must be designed for larger numbers of cyclists, for users of all abilities and disabilities.'

2.12 The design guidance contained within LTN 1/20 is intended to contribute towards delivering the government's policy aspiration regarding encouraging a mode shift away from the private car towards cycling.

2.13 Figure 4.1 of LTN1/20 provides guidance on the appropriate protection cyclists need from motor traffic on highways having regard to traffic flow and speed. Figure 4.1 defines the effectiveness of each

level of appropriate protection having regard to vehicle speed and volumes in the following three categories:

- Provision suitable for most people;
- Provision not suitable for all people and will exclude some potential users and / or have safety concerns; and
- Provision suitable for few people and will exclude most potential users and / or have safety concerns

2.14 For cycling to be considered a genuine sustainable travel option then the level of protection provided would need to be suitable for most people.

2.15 In addition to the guidance in Figure 4.1 of LTN1/20, the document provides the following advice:

'7.1.1 Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic, as shown in Figure 4.1. Most people, especially with younger children, will not feel comfortable [cycling] on-carriageways with more than 2,500 vehicles per day and speeds of more than 20 mph. These values should be regarded as desirable upper limits for inclusive cycling within the carriageway.'

2.16 Turning to specific details of a route, LTN1/20 identifies in Table 6-2 a minimum width of 3.0m for a shared pedestrian and cycle route with Table 6-1 identifying a need for a further 0.5m horizontal separation between a carriageway and a cycletrack.

Summary

2.17 It is clear that relevant national and emerging local planning policy place a consistent emphasis on embedding walking, cycling and public transport at the heart of new developments such as Loddon Valley Garden Village. This establishes a strong expectation that the

proposed development will be fully integrated with placemaking, and designed to make active travel the most attractive choice for everyday journeys.

3. Existing and Proposed Infrastructure

Existing Walking Infrastructure

- 3.1 The Proposed Development connects the Site to the existing footway network. However, as demonstrated on the figure below, given the Site's remote location relative to existing centres of activity, walking is not a realistic mode of travel for journeys to and from the Site for any purpose other than leisure. Day-to-day trips such as commuting, education, or shopping are therefore unlikely to be undertaken on foot.

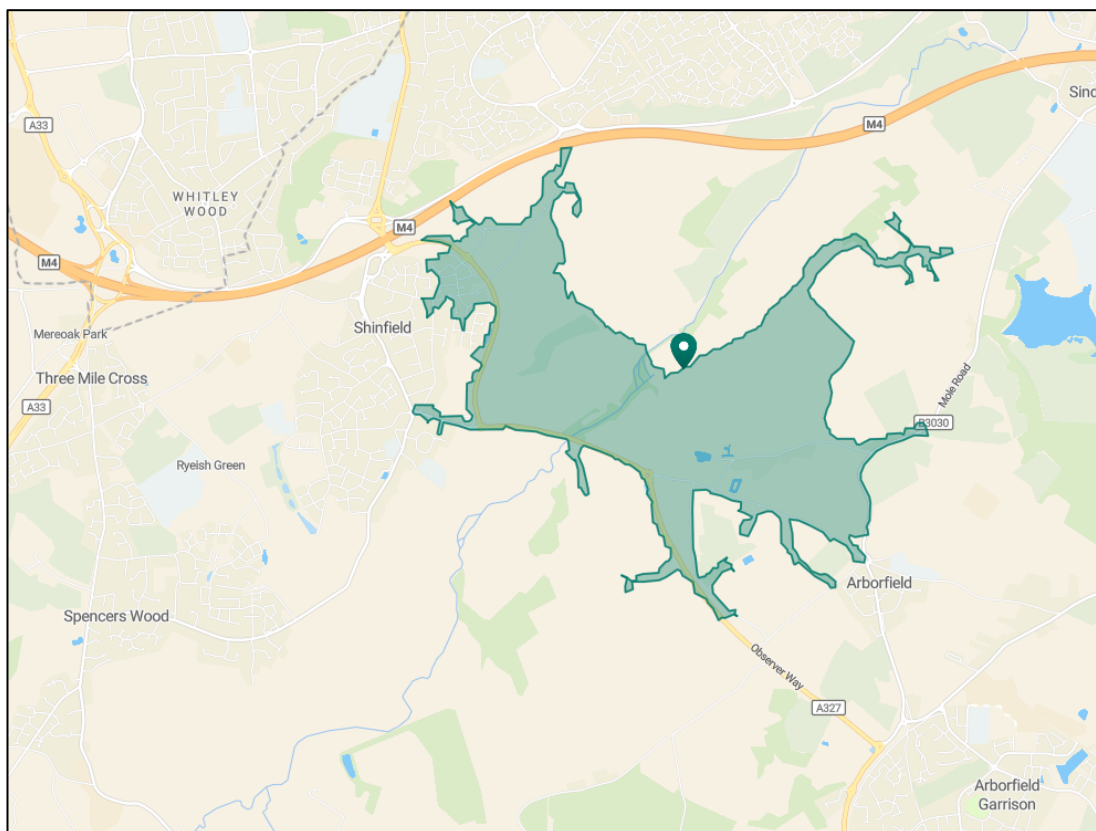


Figure 4.1 – 2km walk catchment

Existing Cycling Infrastructure

- 3.2 In contrast to journeys on foot, cycling represents a realistic and policy-compliant mode choice for a significant proportion of trips. National planning policy and guidance promote cycling as a suitable mode for short-to-medium length journeys, particularly where origins and destinations lie within a reasonable cycling distance.
- 3.3 The figure below illustrates the potential cycling catchment, demonstrating that the entirety of Shinfield Parish lies within a reasonable cycling distance of the Site and, conversely, that the Site itself is within a reasonable cycling distance for residents of Shinfield Parish. As such, cycling would be expected to form a meaningful component of the Site's mode share, subject to the provision of safe and suitable infrastructure.

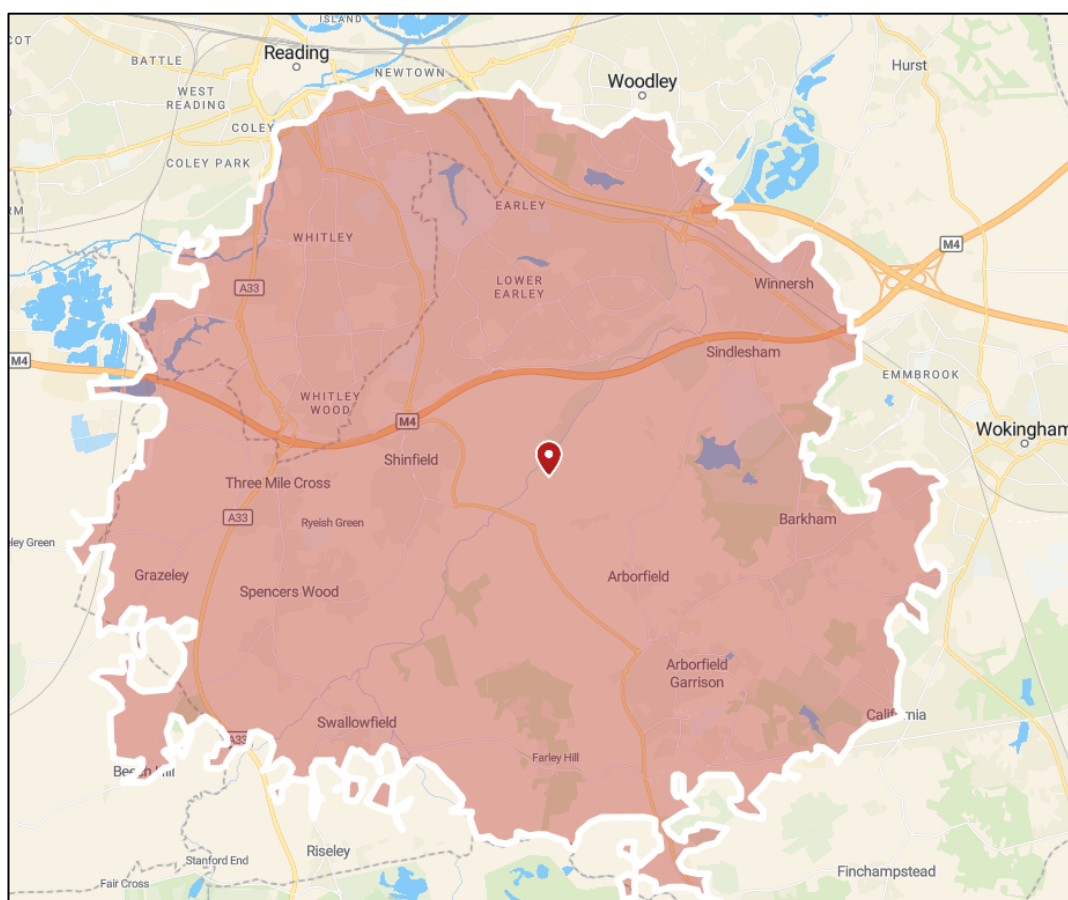


Figure 4.2 – 8km cycle catchment

- 3.4 An audit of existing cycling infrastructure has been undertaken for the routes within Shinfield, Spencers Wood and Three Mile Cross shown on the figure below:

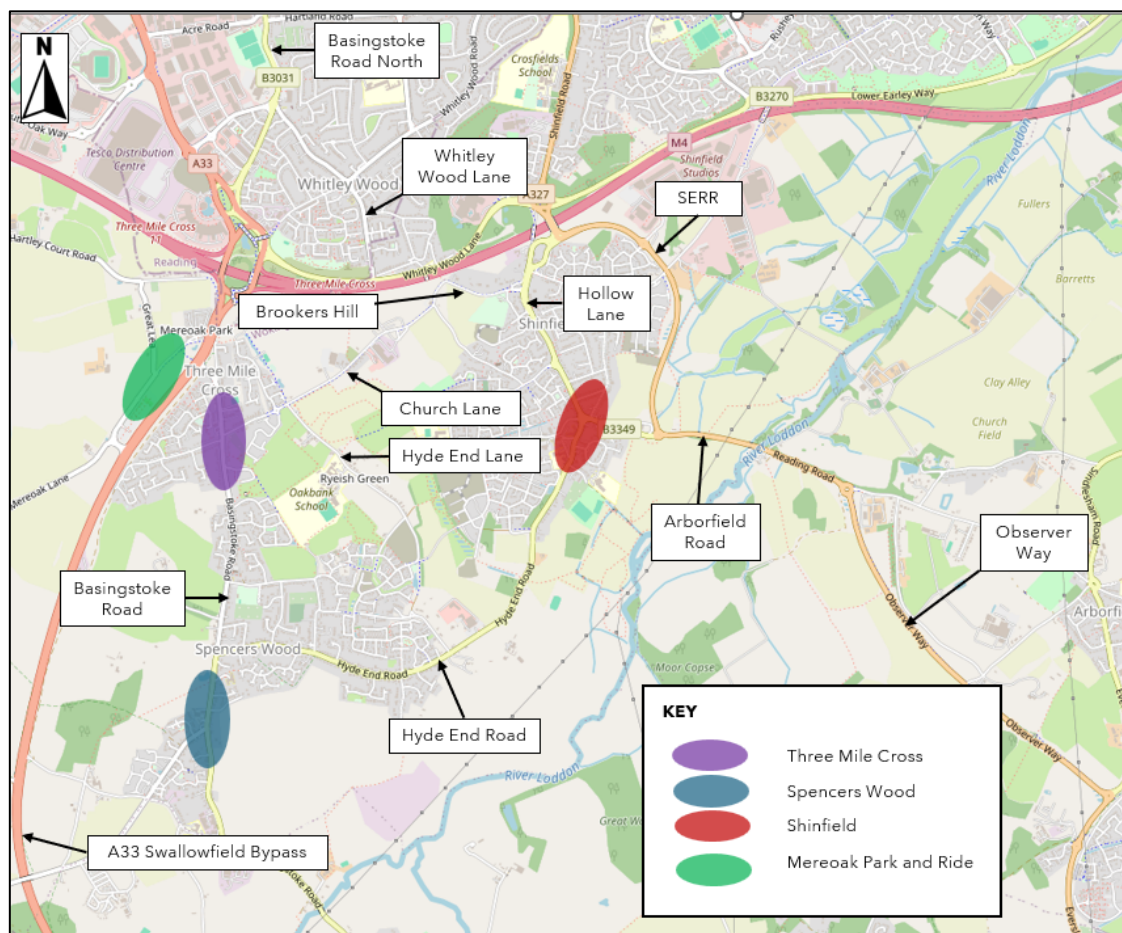


Figure 4.3 – Locations where cycle route audit taken (see Table 4.1 for findings)

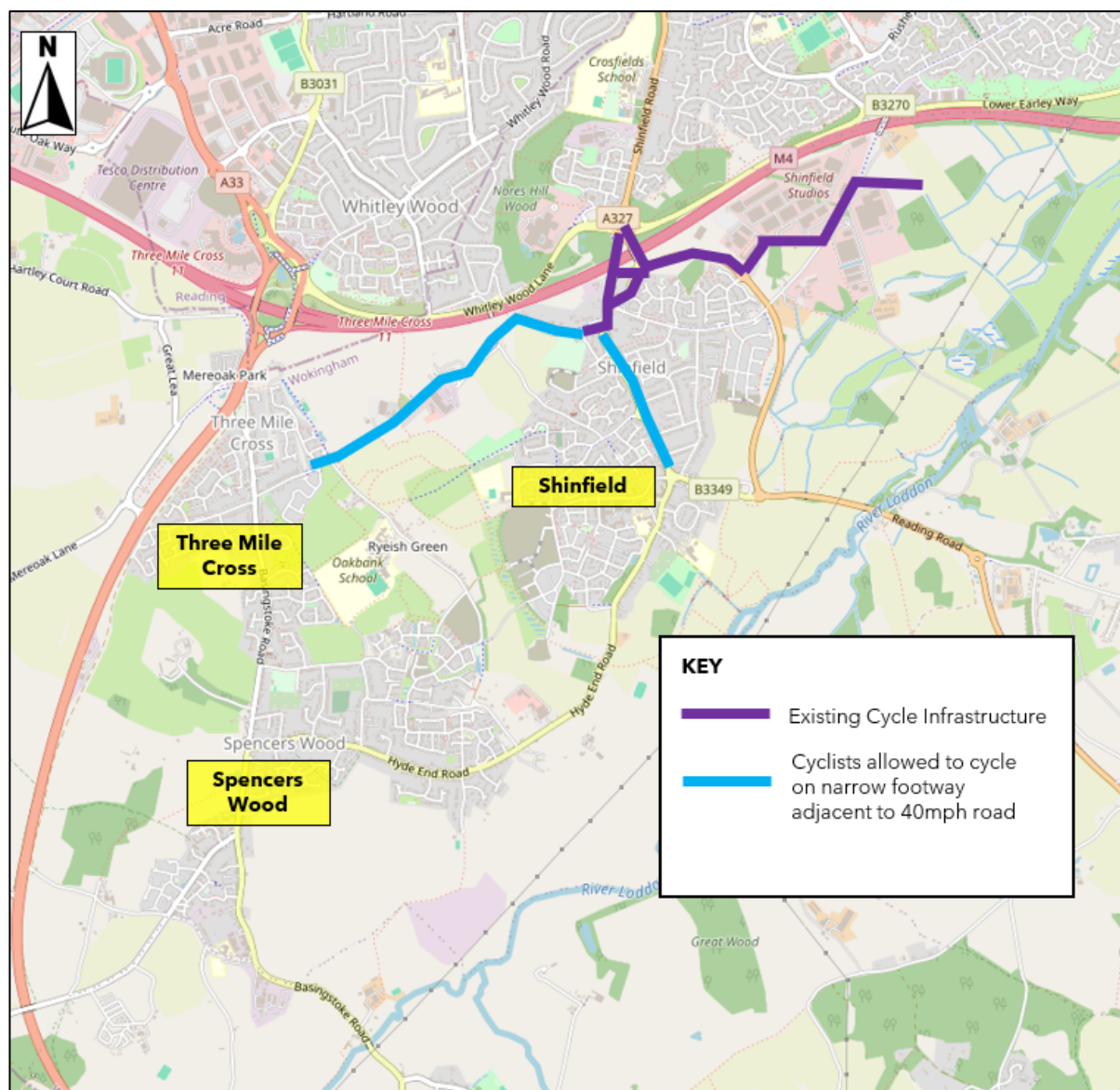
- 3.5 The table below summarises the current speed limits on the audited routes, which form the study area for this appraisal, together with the level of infrastructure protection currently provided for cyclists.

Route	Current Speed Limit	Current protection for cyclists
Hollow Lane between Brookers Hill and Church Road	40mph	Limited sections where cyclists may use the western footway.
Hyde End Road	40mph	None
Arborfield Road between Hollow Lane and SERR	30mph	None
Arborfield Road between SERR and River Loddon	40mph	None
Basingstoke Road on northbound approach to Church Lane Junction	30mph	None
Basingstoke Road on northbound approach to Hyde End Road Junction	30mph	None
Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane	40mph	Cyclists permitted to share narrow footway; sections too narrow.
Church Lane between Hyde End Lane and Basingstoke Road	30mph	None

Table 4.1 – Cycle Route Audit. There is a current lack of existing cycle infrastructure with Shinfield Parish and this is not addressed by the proposed development

3.6 The table above shows that there is no dedicated cycle infrastructure in the study area.

- 3.7 Two short sections of footway permit shared use by pedestrians and cyclists. Neither has been designed to accommodate the widths required for safe shared use. In some locations on Church Lane, footway widths are insufficient even for two pedestrians to pass comfortably, further highlighting the inadequacy of these arrangements for cycling.
- 3.8 The figure below illustrates the existing provision for cyclists within the study area, alongside the purpose-designed cycle infrastructure serving the adjacent Thames Valley Science Park.



- 3.9 This comparison clearly reinforces the absence of dedicated cycling infrastructure connecting origins and destinations within the study area to adjacent new development, notwithstanding that such infrastructure has been delivered as part of nearby schemes.

Barriers to Movement

- 3.10 In addition to distance, active travel within the study area is constrained by two distinct categories of physical barriers:

- **Barriers to travelling across a physical feature**, which sever routes and prevent or severely inhibit continuous active travel journeys. These may be permanent (e.g. major roads or rivers) or intermittent (e.g. areas prone to flooding).
- **Barriers to travelling along a route**, arising from factors such as high traffic volumes, high vehicle speeds, a high proportion of HGVs, and the absence or inadequacy of active travel infrastructure. These factors combine to create environments that are perceived to be, and often are, unsafe.

Permanent Severance Barriers

- 3.11 The following permanent barriers to active travel are present within the study area and between the study area and nearby existing or planned development:

- **The SERR** – A signal-controlled crossing is provided at its northern end near the M4 overbridge. Elsewhere, crossings are absent. The uncontrolled crossing at Cutbush Lane requires users to negotiate two stages of traffic travelling at 50mph, which is wholly unsuitable for cycling.
- **Basingstoke Road** – This route divides the settlements of Spencers Wood and Three Mile Cross. Along approximately 2.3km of residential frontage, there are only two pedestrian crossing points, no pedestrian crossing in the centre of Three Mile Cross, and no provision for cyclists to cross.
- **Hollow Lane** – This road serves Shinfield. A single signal-controlled pedestrian crossing is located just north of its junction with Church Lane. There are no cycle crossing facilities at all and no crossing opportunities south of Church Lane.

- **Arborfield Road** – This route forms a significant barrier to movement between Shinfield and Arborfield.

Barriers Along Routes

3.12 Table 4.2 assesses the principal roads within the study area against the guidance set out in LTN 1/20.

3.13 Observed daily traffic flow data is not currently available. However, the highest traffic volume band in Figure 4.2 of LTN 1/20 is 6,000+ vehicles per day. A review of several planning applications indicates that all routes listed in Table 4.2 either currently experience, or are expected to experience, traffic volumes in excess of this threshold. A daily traffic flow of 6,000+ vehicles has therefore been applied to all routes as a conservative minimum. In practice, actual flows are likely to be higher.

Route	Current Speed Limit	Daily Motor Traffic Flow (vehs)	Minimum appropriate protection to be suitable for most people	Minimum appropriate protection to only exclude some potential users and / or to have safety concerns	Current protection
Hollow Lane between Brookers Hill and Church Road	40mph	6,000+	Fully kerbed cycle track.	Provision of cycle lane and / or reduction in traffic speed to 20mph	Limited sections where cyclists may use the western footway.
Hyde End Road	40mph	6,000+	Fully kerbed cycle track.	Provision of cycle lane and / or reduction in traffic speed to 20mph	None
Arborfield Road between Hollow Lane and SERR	30mph	6,000+	Segregated cycle track	Provision of cycle lane and / or reduction in traffic speed to 20mph	None
Arborfield Road between SERR and River Loddon	40mph	6,000+	Fully kerbed cycle track.	Provision of cycle lane and / or reduction in traffic speed to 20mph	None

Route	Current Speed Limit	Daily Motor Traffic Flow (vehs)	Minimum appropriate protection to be suitable for most people	Minimum appropriate protection to only exclude some potential users and / or to have safety concerns	Current protection
Basingstoke Road on northbound approach to Church Lane Junction	30mph	6,000+	Segregated cycle track	Provision of cycle lane and / or reduction in traffic speed to 20mph	None
Basingstoke Road on northbound approach to Hyde End Road Junction	30mph	6,000+	Segregated cycle track	Provision of cycle lane and / or reduction in traffic speed to 20mph	None
Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane	40mph	6,000+	Fully kerbed cycle track.	Provision of cycle lane and / or reduction in traffic speed to 20mph	Cyclists permitted to share narrow footway; sections too narrow.
Church Lane between Hyde End Lane and Basingstoke Road	30mph	6,000+	Fully kerbed cycle track / Stepped Cycle Track/Light segregation	Provision of cycle lane and / or reduction in traffic speed to 20mph	None

Table 4.2 – Cycle Route Analysis

3.14 The analysis demonstrates that none of the assessed routes meet the minimum design requirements set out in LTN 1/20 for infrastructure that is suitable for most people. In accordance with LTN 1/20, the absence of appropriate protection means that these routes are suitable for very few users and will exclude the majority of potential cyclists due to safety concerns. As such, they represent significant barriers to cycling within the study area. These deficiencies would be further exacerbated during hours of darkness and in adverse weather conditions.

Proposed Infrastructure - On-Site Active Travel Provision and Off-Site Connections

- 3.15 Within the Proposed Development, the Applicant proposes a network of cycle routes designed in accordance with the protection standards set out in LTN 1/20. This is welcomed and reflects compliance with national planning policy and guidance, including paragraphs 115 and 117 of the NPPF.
- 3.16 Off-site, the Applicant proposes:
- A 3m-wide segregated shared footway/cycleway along the southern side of Arborfield Road between the existing estate access (east of Loddon Bridge) and a point west of the SERR roundabout, including a new signal-controlled pedestrian and cycle crossing of Arborfield Road; and
 - Connections to existing cycle infrastructure within the Thames Valley Science Park.
- 3.17 These interventions are welcomed. However, the Applicant has not demonstrated how the Proposed Development would be safely and suitably connected to the existing communities of Shinfield and Spencers Wood.
- 3.18 The active travel strategy appears to assume that, once the SERR is crossed, cyclists originating from the Site will be able to continue their journeys safely without further intervention, for example to reach the centre of Shinfield or further afield to Mere oak park and Ride. It further assumes that cyclists would only wish to cross the SERR either at Arborfield Road or at the M4 overbridge. Conversely, it assumes that cyclists travelling from Shinfield, Spencers Wood, Three Mile Cross, or Ryeish Green—such as children travelling to the proposed secondary school—would be able to undertake their journeys safely using the existing road network identified above and would naturally choose these limited crossing points.

- 3.19 These assumptions are not supported by the evidence.
- 3.20 As demonstrated in Tables 4.1 and 4.2, there are no routes within the study area that can be described as safe and suitable for most users. Consequently, only a very small proportion of people would be likely to choose to cycle, undermining the effectiveness of the proposed active travel strategy.

4. Gaps in Connectivity

Future Year Analysis of Route Corridors

- 4.1 Table 5.1 assesses the principal road corridors within the study area against the requirements of LTN 1/20, using forecast 2040 daily motor traffic flows provided by the Applicant. Reference to the Applicant's traffic forecasts should not be taken as acceptance of their accuracy or robustness.

Route	Speed Limit	2040 Cumulative Motor Traffic Flow (vehs)	Minimum appropriate protection to be suitable for most people	Minimum appropriate protection to only exclude some potential users and / or to have safety concerns	Current protection	Proposed measures to support safe cycling
Hollow Lane between Brookers Hill and Church Road	30mph	12,729	Segregated cycle track	Provision of cycle lane and / or reduction in traffic speed to 20mph	Limited sections where cyclists may use the western footway.	None
Hyde End Road	40mph	10,563	Fully kerbed cycle track.	Provision of cycle lane and / or reduction in traffic speed to 20mph	None	None
Arborfield Road between Hollow Lane and SERR	30mph	10,393	Segregated cycle track	Provision of cycle lane and / or reduction in traffic speed to 20mph	None	None
Arborfield Road between SERR and River Loddon	40mph	22,290	Fully kerbed cycle track.	Provision of cycle lane and / or reduction in traffic speed to 20mph	None	Provision of 3m wide shared footway / cycleway on southern side of Arborfield Road. Provision of Toucan

Route	Speed Limit	2040 Cumulative Motor Traffic Flow (vehs)	Minimum appropriate protection to be suitable for most people	Minimum appropriate protection to only exclude some potential users and / or to have safety concerns	Current protection	Proposed measures to support safe cycling
						crossing of Arborfield Road to facilitate safe crossing to reach on-site cycle infrastructure.
Basingstoke Road on northbound approach to Church Lane Junction	30mph	12,668	Segregated cycle track	Provision of cycle lane and / or reduction in traffic speed to 20mph	None	None
Basingstoke Road on northbound approach to Hyde End Road Junction	30mph	13,905	Segregated cycle track	Provision of cycle lane and / or reduction in traffic speed to 20mph	None	None
Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane	40mph	9,955	Fully kerbed cycle track.	Provision of cycle lane and / or reduction in traffic speed to 20mph	Cyclists permitted to share narrow footway; sections too narrow.	None
Church Lane between Hyde End Lane and Basingstoke Road	30mph	12,150	Fully kerbed cycle track / Stepped Cycle Track/Light segregation	Provision of cycle lane and / or reduction in traffic speed to 20mph	None	None

Table 5.1 – Analysis of Future Year Cycle Protection Requirements

4.2 The assessment demonstrates that in the future year, with the Proposed Development fully operational, the principal routes within

the study area will continue to lack appropriate cycle infrastructure despite forecast traffic flows typically exceeding 10,000 vehicles per day.

- 4.3 With the exception of a short length of Arborfield Road, no measures are proposed to improve conditions for cycling on these routes by the Outline Application. As a result, they will continue to represent significant barriers to cycling and will remain unsuitable for most potential users in accordance with LTN 1/20.

Future Year Analysis of Active Travel Severance Barriers

- 4.4 Table 5.2 reviews permanent barriers to active travel within the study area and between the study area and nearby existing or planned development. As with Table 5.1, the analysis draws on forecast 2040 traffic flows provided by the Applicant, without prejudice to their accuracy.

Route	Speed	2040 Cumulative Motor Traffic Flow (vehs)	Proposed measures to support safe active travel crossings
Hollow Lane between Brookers Hill and Church Road	30mph	12,729	None
Arborfield Road between Hollow Lane and SERR	30mph	10,393	None
Arborfield Road between SERR and River Loddon	40mph	22,290	Provision of Toucan crossing of Arborfield Road to facilitate safe crossing to reach on-site cycle infrastructure.
SERR (at and south of Cutbush Lane)	50mph	17,889	None
Basingstoke Road on northbound approach to Church Lane Junction	30mph	12,668	None

Route	Speed	2040 Cumulative Motor Traffic Flow (vehs)	Proposed measures to support safe active travel crossings
Basingstoke Road on northbound approach to Hyde End Road Junction	30mph	13,905	None
Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane	40mph	9,955	None
Church Lane between Hyde End Lane and Basingstoke Road	30mph	12,150	None

Table 5.2 – Analysis of Future Year Active Travel Severance Barriers

4.5 The table demonstrates that in the future year, there are no proposals to provide safe and suitable active travel crossings of the principal road corridors within the study area. Of particular concern is the SERR, which is forecast to carry almost 18,000 vehicles per day at speeds of up to 50mph, with no proposed crossing facilities to address its severance effect.

4.6 In the absence of additional mitigation, these routes will continue to act as significant barriers to safe active travel, discouraging cycling and walking between existing communities and new or planned development and undermining the delivery of sustainable travel objectives.

Why is it important to remove or reduce the impact of barriers?

4.7 The spatial relationship between the existing communities and the Site is such that walking is unlikely to represent a realistic or attractive option for the majority of journeys. The distances involved exceed those typically associated with regular pedestrian movements, particularly for time-sensitive trips such as the school

run or access to after-school activities, community facilities and local services. As a consequence, there is limited prospect of meaningful levels of walking between the existing villages and the Proposed Development.

- 4.8 In practical terms, cycling therefore represents the only viable form of active travel capable of providing a genuine alternative to the private motor car. The distances between Shinfield, Spencer Wood, Three Mile Cross and the Site fall within what can reasonably be described as a “goldilocks zone” for cycling: too far to walk conveniently, yet sufficiently close to be comfortably and efficiently undertaken by bicycle within a short period of time. In this range, cycling offers journey times that are competitive with the private car, particularly when factoring in parking and congestion, while retaining the flexibility and independence that households value.
- 4.9 The Proposed Development is intended to deliver a range of new facilities and amenities that will serve not only future residents of the Site but also the existing communities, in accordance with the Borough’s wider spatial strategy. A key example is the proposed secondary school, which is planned to accommodate pupils from Shinfield, Spencer Wood and Three Mile Cross as well as from the new neighbourhood. This will necessitate regular, daily movements between the existing villages and the Site. In the absence of safe, direct and attractive cycling infrastructure, it is highly likely that these journeys will default to the private car. This is particularly so for trips outside normal school hours—such as extracurricular clubs, sports practice and evening events—when parents may have heightened safety concerns and when public transport options are often limited.
- 4.10 The consequence of failing to provide appropriate active travel connections would be twofold. First, it would embed a pattern of car

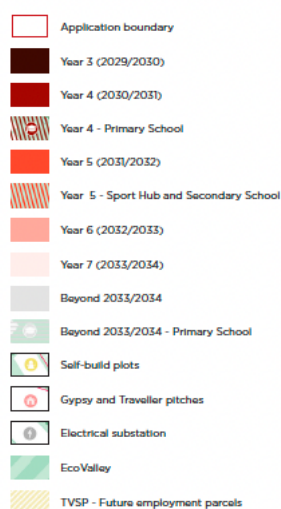
dependency for short to medium-length local trips that are ideally suited to cycling. This would undermine wider policy objectives relating to sustainable transport, carbon reduction and public health. Cycling offers substantial health benefits, promotes independence among young people, and contributes to improved air quality and reduced traffic congestion. Secondly, and more fundamentally, it would frustrate the objective of integrating the new development with the established settlements.

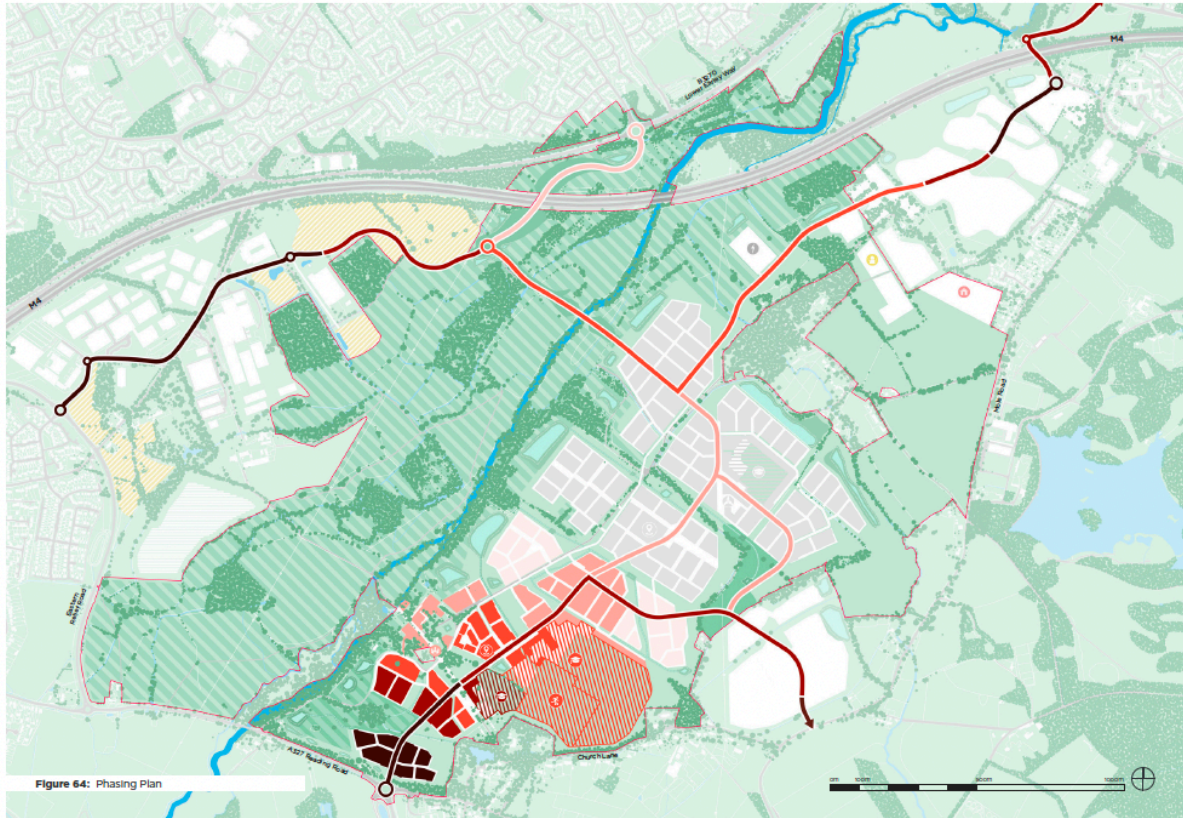
- 4.11 A core planning principle underpinning sustainable growth is the need to “knit together” new and existing communities so that development functions as a natural extension of the settlement pattern, rather than as a discrete and inward-looking enclave. High-quality cycling connections have the capacity to act as a physical and social bridge between communities. They enable spontaneous, low-cost and independent movement, particularly for young people, fostering shared use of schools, sports facilities, open space and local services. In doing so, they help to forge social cohesion and a shared sense of place.
- 4.12 Absent such connections, the Proposed Development risks functioning as little more than an isolated island adjacent to Shinfield—one to which residents of the surrounding villages drive for specific purposes, such as accessing the secondary school or other facilities, before returning home. This pattern would limit opportunities for informal social interaction, weaken community integration, and entrench car-based travel behaviour from the outset.
- 4.13 In summary, given that walking is impractical for most journeys and that the distances involved are ideally suited to cycling, the provision of safe, continuous and attractive cycling infrastructure between the existing communities and the Site is not merely desirable but essential. It is fundamental to delivering the Borough’s spatial

strategy, reducing reliance on the private car, supporting healthy lifestyles, and ensuring that the Proposed Development becomes an integrated and cohesive part of the wider community rather than a standalone destination.

5. Timing of Infrastructure Delivery and Phasing of Development

- 5.1 There is concern that the phasing as indicated within the Design and Access Statement allows for the delivery of substantial numbers of dwellings well in advance of confirmed, on-site provision of key social and physical infrastructure. This also has implications for active travel and encouraging unsustainable patterns of travel behaviour particularly if the proposed schools are phased too late in the process.
- 5.2 Within the Design and Access Statement, submitted in support of the planning application, Chapter 12 focuses on the implementation of the proposed scheme.
- 5.3 Within this chapter, it states, "Phasing is a matter that will be considered in further detail in the Design Code, and will be subject for discussion with WBC and statutory providers to ensure that infrastructure is provided when required during the construction period."
- 5.4 Figure 64 within the Design and Access Statement also shows an Indicative Phasing Plan as shown below





5.5 A table showing projected homes to be completed within the University of Reading land each year is also contained within Chapter 12 of the Design and Access Statement, as shown below.

Year	Projected homes completions within UoR land
2028/29	25
2029/30	50
2030/31	100
2031/32	150
2032/33	155
2033/34	200
2034/35	300
2035/36	300
2036/37	300
2037/38	300
2038/39	300
2039/40	250
Residual	370
TOT	2,800

- 5.6 There is concern that the phasing as indicated within the Design and Access Statement allows for the delivery of substantial numbers of dwellings well in advance of confirmed, on-site provision of key social and physical infrastructure.
- 5.7 The indicative housing trajectory shows a rapid escalation in annual completions over successive phases, particularly with the projected completions at 300 dwellings per year from years 2034/35. It is not considered however that the timing and certainty of supporting facilities such as education, healthcare, community services, and sustainable transport infrastructure has been fully considered and is, in several cases, deferred to later phases or “beyond” the current programme.
- 5.8 The lack of clearly defined and enforceable infrastructure triggers within the planning application further exacerbates these concerns. The phasing document indicates that infrastructure provision will be subject to future agreement through the Design Code and ongoing discussions with the local planning authority and statutory providers. This introduces an unacceptable level of uncertainty and risks infrastructure being delivered reactively, rather than proactively, in response to housing occupation.
- 5.9 It is also understood that the preparation of the Design Code is in progress with consultation on this anticipated to start in March. The application has therefore been prepared and submitted with an absence of information. It is not possible to properly assess whether the indicative phasing complies with the policy, or whether it would prejudice the future comprehensive delivery of the garden village. Local communities are therefore unable to understand the long-term implications of the proposal or comment effectively on whether the application aligns with the intended vision for the garden village.

- 5.10 It is also important to note that education provision is presented as indicative and subject to later phases, with additional primary school capacity identified only beyond 2033/34 rather than given a specific year of delivery. Given the cumulative housing numbers proposed by that point, we are not satisfied that sufficient educational capacity will be available in a timely manner, increasing pressure on schools in neighbouring parishes and necessitating longer travel distances for pupils.
- 5.11 The phasing of infrastructure and housing all has a direct impact on the level of active travel for both the new development and the existing development, particularly Shinfield.
- 5.12 Early phases appear likely to be car-dependent, with residents relying on the surrounding highway network and public transport services that primarily serve existing communities. This risks exacerbating congestion, reducing highway safety, and undermining the sustainability objectives of both the development and neighbouring parishes.
- 5.13 The early delivery of infrastructure is fundamental to establishing sustainable and active travel behaviours. The NPPF seeks to promote development patterns that reduce the need to travel and prioritise walking, cycling and public transport over reliance on the private car. However, these objectives can only be achieved where safe, direct and attractive active travel routes, together with local facilities and services, are provided from the outset of occupation and this should be prioritised when infrastructure triggers are set out for the proposed development.

6. Solutions

Principal Route Corridors

- 6.1 The assessment of existing cycling conditions within the study area demonstrates that, in order for the principal routes to be suitable for most people, they require either segregated cycle infrastructure and/or substantial reductions in traffic speed, in accordance with LTN 1/20.
- 6.2 It is recognised that the provision of new segregated cycle lanes is not always feasible within an existing, constrained highway environment. Accordingly, Table 7.1 sets out a series of pragmatic and deliverable interventions that, collectively, would establish a coherent and safer cycle network suitable for most users.

Route	Proposed Solution	Benefits
Hollow Lane between Brookers Hill and Church Road	Reduce speed limit to 20mph	Aligns with LTN 1/20 guidance for mixed-traffic cycling environments. While traffic volumes may still deter some users, lower speeds significantly improve safety and comfort and facilitate safer pedestrian and cyclist crossings.
Hyde End Road	Reduce speed limit to 20mph	Creates conditions more suitable for cycling in the absence of segregation. Reduced speeds lower collision risk and severity and improve perceived safety.
Arborfield Road between Hollow Lane and SERR	Reduce speed limit to 20mph	Enables cycling within a lower-speed traffic environment where segregation is not currently achievable, improving route continuity.

Route	Proposed Solution	Benefits
Arborfield Road between SERR and River Loddon	Provide the Applicant's proposed 3m-wide shared footway/cycleway on the southern side of Arborfield Road, together with a minimum 0.5m buffer to the carriageway . Provide a toucan crossing to connect with on-site cycle infrastructure.	Meets LTN 1/20 recommendations for routes attractive to most users. Physical separation and signal-controlled crossing significantly improve safety and accessibility.
Basingstoke Road on northbound approach to Church Lane Junction	Reduce speed limit to 20mph	Supports cycling in a mixed-traffic environment and improves pedestrian and cyclist crossing opportunities.
Basingstoke Road on northbound approach to Hyde End Road Junction	Reduce speed limit to 20mph	Improves safety and comfort for cyclists and reduces severance effects within the settlement.
Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane	Reduce speed limit to 20mph and remove reliance on substandard shared footways	Reduces risk associated with narrow footways and improves cyclist safety within the carriageway.
Church Lane between Hyde End Lane and Basingstoke Road	Reduce speed limit to 20mph	Creates a safer and more consistent cycling environment and improves route legibility.

Table 7.1 – Recommended Route Solutions

- 6.3 The recommendations above indicate that reducing speed limits on the principal routes within the study area to 20mph represents the most realistic and effective means of making cycling a genuine mode choice for the majority of people. While traffic volumes may remain a deterrent for some users, lower vehicle speeds would materially improve safety, comfort, and the ability to cross routes on foot or by cycle.

Severance Barriers

- 6.4 The introduction of 20mph speed limits on the principal routes identified above would significantly reduce the severance effect

currently experienced by people walking and cycling within the study area.

- 6.5 However, it is acknowledged that reducing the speed limit on the SERR to 20mph would not be appropriate, given its function as a strategic sub-regional highway link. To address its severance effect between existing communities within Shinfield Parish and the Site, it is therefore recommended that a signal-controlled toucan crossing is provided on the alignment of Cutbush Lane, replacing the existing uncontrolled crossing.
- 6.6 This intervention would provide a safe, legible, and direct crossing point for pedestrians and cyclists and would represent a proportionate response to the barrier presented by the SERR.

Design Principles

- 6.7 In light of the recommended 20mph speed reductions, and to avoid driver confusion associated with frequent changes in speed limit, it is recommended that a single, continuous 20mph zone is implemented across the study area, broadly as illustrated in Figure 7.1.

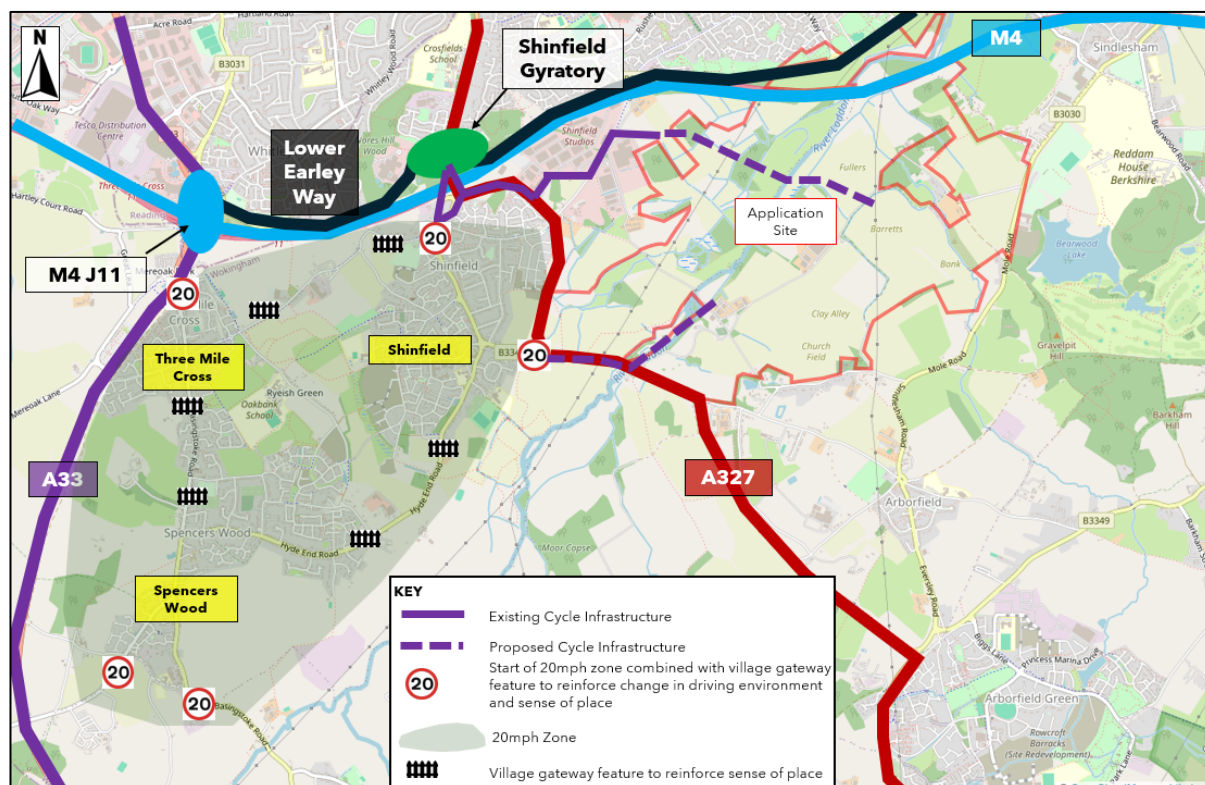


Figure 7.1 – Recommended Route Solutions

- 6.8 Within the proposed 20mph zone, it is essential that speed compliance is achieved through highway design rather than reliance on enforcement alone. Traffic management features should therefore be introduced to create a self-enforcing environment.
- 6.9 As a minimum, village gateway features should be provided at entry points to clearly signal a change in character and reinforce a sense of place. Within the 20mph zone, a range of complementary traffic-calming measures could be deployed, including raised tables, carriageway narrowing, and informal crossing points, which may also be used to improve pedestrian and cyclist crossing opportunities on principal routes.
- 6.10 It is recommended that a detailed design study (“the 20mph Zone Study”) is undertaken to confirm the precise extent of the 20mph zone and to identify the most appropriate locations and forms of traffic-calming measures. This study should ensure that the resulting

environment supports self-enforcing speeds and delivers meaningful improvements to active travel safety and connectivity. The study should be undertaken and agreed prior to granting planning permission and delivery of the measures identified in the study secured through a planning obligation.

7. Recommended Planning Conditions and Obligations

7.1 The following transport infrastructure is to be funded and delivered by the Developer with support from the Highway Authority prior to the occupation of the development hereby approved.

- **Arborfield Road Cycle Scheme.** Which means a cycle scheme broadly in accordance with drawing no. [TBC] to be constructed along Arborfield Road between [TBC] and a point to the west of the Arborfield Road / SERR roundabout. The Arborfield Road Cycle Scheme will provide a minimum of a 3.0m wide segregated, shared footway / cycle way which is separated from the carriageway by 0.5m.
- **Arborfield Road Toucan Crossing.** Which means the provision of a Toucan Crossing on Arborfield Road to facilitate the safe crossing of Arborfield Road between the Arborfield Road Cycle Scheme and the Site broadly in accordance with drawing no. [TBC].
- **Shinfield Eastern Relief Road Toucan Crossing.** Which means the provision of a Toucan Crossing on the Shinfield Eastern Relief Road to facilitate the safe crossing of the Shinfield Eastern Relief Road between Cutbush Lane west and Cutbush Lane east.

7.2 At paragraph 6.10, we set out why a 20 mph zone study should be provided upfront. Without prejudice to the Parish's position, should the LPA disagree this would need to be secured by obligation or condition:

- **Shinfield 20mph Zone Study Delivery.** Which means the delivery of the approved 20mph Zone Study.

8. Conclusions

- 8.1 This report has assessed the adequacy of existing and proposed active travel connectivity associated with the proposed Loddon Garden Village development (Ref: 252498), with particular focus on links between the Site and Shinfield Parish.
- 8.2 The analysis demonstrates that the existing highway network does not currently provide cycling infrastructure that would be suitable for most people. The principal routes linking Shinfield, Spencer's Wood and surrounding settlements are characterised by relatively high traffic volumes, speed limits of 30–40mph and a lack of dedicated cycling provision. As a result, these routes represent significant barriers to safe and inclusive cycling.
- 8.3 Future year analysis indicates that these deficiencies will persist as traffic flows increase. With the exception of limited improvements along Arborfield Road, the proposed development does not include measures to address these barriers or to provide safe crossing facilities on key routes, including the Shinfield Eastern Relief Road. In the absence of further intervention, cycling is unlikely to represent a realistic alternative to the private car for many local journeys.
- 8.4 Given the distances between the Site and surrounding settlements, walking will not represent a practical option for most journeys. Cycling therefore represents the only viable form of active travel capable of supporting regular trips between the proposed development and existing communities, including access to the proposed secondary school and other local facilities. Without safe and attractive cycling routes, these journeys are likely to default to car use, undermining sustainable transport objectives and the integration of the development with surrounding settlements.

- 8.5 The report therefore identifies a series of proportionate measures necessary to enable cycling to become a realistic travel choice. These include the introduction of a comprehensive 20mph zone across the study area, the provision of a toucan crossing on the Shinfield Eastern Relief Road at Cutbush Lane, and delivery of the proposed Arborfield Road cycle scheme.
- 8.6 While the proposed on-site active travel network and limited off-site works are welcomed, they do not provide a sufficient level of connectivity between the Site and surrounding communities. Additional off-site infrastructure secured through planning conditions and obligations will be necessary to remove key barriers to movement and ensure the development is capable of supporting sustainable travel patterns and becoming an integrated part of the wider area.

Disclaimer

This statement has been prepared with assistance from AI tools for research, information gathering and editorial assistance. All planning judgement, professional opinion and conclusions drawn are the original work of the named author(s), who have independently verified factual content, reviewed the document in full, and take full professional responsibility for its accuracy and the positions advanced within it.