

PLANNING REF : 252498
PROPERTY ADDRESS : 62 Bolton Drive
:
: RG2 9RD
SUBMITTED BY : Mr Antony Clark
DATE SUBMITTED : 15/03/2026

COMMENTS:

Planning Application for Loddon Garden Village - Traffic and Infrastructure Concerns

In principle, I am supportive of the proposed housing development, provided that appropriate mitigation measures are put in place. Increasing the housing supply is important in addressing the current housing shortage. However, it is equally important that a meaningful proportion of the new homes are genuinely affordable, as the lack of affordability remains one of the most significant barriers preventing many people from getting onto the housing ladder.

I do, however, have concerns that the increased population could place significant pressure on local services. In particular, there may be impacts on GP services, schools, and transport infrastructure.

With regard to primary healthcare, I would ask that the council undertake an evidenced assessment of existing GP capacity in the local area and the projected demand arising from the proposed development. This assessment should consider existing pressures on GP surgeries and the expected population growth associated with the development.

If the evidence indicates that existing provision will be insufficient, the council should identify and secure appropriate mitigation measures. This may include expanding existing GP surgeries or providing land and funding contributions for new primary healthcare facilities.

I am satisfied that the development is unlikely to adversely affect education provision, given that new schools are proposed as part of the development.

However, I believe that the currently proposed traffic mitigation measures for the A327 Shinfield Road are unlikely to be sufficient to address the congestion that may arise from the development. I have commuted along this road daily for a number of years and have observed the existing traffic issues first-hand.

Wokingham Borough Council's own traffic analysis indicates that several junctions along the A327 Shinfield Road corridor will operate significantly over capacity as a result of the development. The council's modelling predicts that multiple junctions will have a Volume over Capacity (V/C) ratio exceeding 1.0, including:

A327 - Whitley Wood Road (V/C 1.26)
A327 - B3350 (V/C 1.12)
A327 - Pepper Lane (V/C 1.05)
A327 - Redlands Road (V/C 1.24)

These figures apply even with the currently proposed mitigation

measures in place (Wokingham LPU Local Highway Network and M4 Corridor - Transport Assessment Report, 2024, Appendix L). A V/C ratio greater than 1.0 indicates that the predicted traffic demand exceeds the theoretical capacity of the junction. This typically results in sustained congestion, long queues, and increased delays during peak periods. The modelling therefore suggests that a number of junctions along the Shinfield Road corridor are likely to experience significant operational stress if no further mitigation measures are implemented.

This aligns with my own experience of congestion on this corridor. At peak times, queues can extend significant distances and on some occasions have tailed back as far as the Black Boy roundabout.

Given that four of the seven junctions predicted to operate over capacity in the local area are located along the A327 Shinfield Road corridor, it is unclear why relatively limited mitigation measures are proposed for this route compared with other junctions that are forecast to operate within capacity.

The only currently proposed intervention appears to be adjustments to traffic signal timings. While this may redistribute queues between junction arms, it does not address the fundamental issue of overall capacity and is therefore unlikely to resolve the underlying congestion problem.

Additional mitigation measures should therefore be considered, particularly improvements to sustainable transport infrastructure, since I don't see building more lanes as a feasible solution

Cycling infrastructure

There is currently no continuous, traffic-separated cycle route along Shinfield Road connecting Reading's cycling network with Shinfield's, despite lots of investment into cycle infrastructure recently. Given the high number of journeys between these areas, the provision of a high-quality segregated cycle route along this corridor could encourage a significant proportion of shorter trips to shift from car to bicycle, helping to reduce traffic congestion.

Bus service improvements

Improving the attractiveness and reliability of bus services could also help reduce congestion. Based on my regular use of Leopard 3 bus service along Shinfield Road, one of the main issues affecting peak journey times is delays caused by traffic queues at junctions. Bus priority measures at key junctions would help ensure that buses are less affected by congestion and would improve reliability during peak periods.

In addition, the introduction of peak-time express bus services to key destinations, stopping only at the most used stops, could significantly reduce journey times. If bus journey times became more competitive with driving, this could encourage commuters from the new development to travel by bus rather than by car, thereby reducing traffic volumes on the corridor.

Without these mitigations the negative effects of the development are too severe and I cannot support the application in its current form.