Shinfield Neighbourhood Plan

Appendix A – 19 questions survey responses

1. The current bus services meet the need of people living, visiting and working in the parish.		
Answer Options	Response Percent	Response Count
Strongly agree	3.50%	25
Agree	18.30%	132
Neutral	21.50%	155
Disagree	32.30%	233
Strongly disagree	24.50%	177
answered question		722
skipped question		7

2. If the bus services were improved (greater frequency, more routes, extended hours), I would use my car less.		
Answer Options	Response Percent	Response Count
Strongly agree	22.30%	161
Agree	39.60%	286
Neutral	19.80%	143
Disagree	13.00%	94
Strongly disagree	5.30%	38
answered question		722
skipped question		7

3. The roads, road crossings, cycle routes and bridleways provide a safe and efficient means of people getting around the parish on all modes of transport.		
Answer Options	Response Percent	Response Count
Strongly agree	6.00%	43
Agree	27.50%	197
Neutral	19.50%	140
Disagree	30.40%	218
Strongly disagree	16.60%	119
answered question		717
skipped question		12

4. It is important that footpaths and pavements enable people of all abilities to get around the parish safely.		
Answer Options	Response Percent	Response Count
Strongly agree	68.80%	495
Agree	28.20%	203
Neutral	1.50%	11
Disagree	1.40%	10
Strongly disagree	0.10%	1
answered question		720
skipped question		9

5. Diversity of housing style is important in new housing developments.		
Answer Options	Response Percent	Response Count
Strongly agree	35.40%	254
Agree	40.30%	289
Neutral	15.20%	109
Disagree	6.80%	49
Strongly disagree	2.40%	17
answered question		718
skipped question		11

6. It is important that the settlements and villages within the parish have clear boundaries and retain their individual character.		
Answer Options	Response Percent	Response Count
Strongly agree	67.30%	484
Agree	22.10%	159
Neutral	9.30%	67
Disagree	1.10%	8
Strongly disagree	0.10%	1
answered question		719
skipped question		10

7. It is important to be able to walk to open countryside from my home.		
Answer Options	Response Percent	Response Count
Strongly agree	77.40%	556
Agree	16.40%	118
Neutral	5.40%	39
Disagree	0.70%	5
Strongly disagree	0.00%	0
answered question		718
skipped question		11

8. Open countryside, trees and hedgerows are significant and valued characteristics of the parish.		
Answer Options	Response Percent	Response Count
Strongly agree	83.60%	601
Agree	14.50%	104
Neutral	1.80%	13
Disagree	0.10%	1
Strongly disagree	0.00%	0
answered question		719
skipped question		10

9. It is important that new housing developments include space for trees and hedgerows to grow to maturity.

Answer Options	Response Percent	Response Count
Strongly agree	84.20%	604
Agree	14.80%	106
Neutral	0.80%	6
Disagree	0.00%	0
Strongly disagree	0.10%	1
answered question		717
skipped question		12

10. It is important for birds and animals to have appropriate, secures spaces to move, feed and breed in the parish.

Answer Options	Response Percent	Response Count
Strongly agree	80.40%	577
Agree	16.90%	121
Neutral	2.50%	18
Disagree	0.10%	1
Strongly disagree	0.10%	1
answered question		718
skipped question		11

11. It is important to keep ditches, ponds and streams in good condition.

Answer Options	Response Percent	Response Count
Strongly agree	84.10%	602
Agree	15.10%	108
Neutral	0.70%	5
Disagree	0.00%	0
Strongly disagree	0.10%	1
answered question		716
skipped question		13

12. I would like the parish to have more indoor sport and recreation facilities.

Answer Options	Response Percent	Response Count
Strongly agree	25.30%	181
Agree	37.20%	266
Neutral	31.20%	223
Disagree	4.20%	30
Strongly disagree	2.10%	15
answered question		715
skipped question		14

13. I would like the parish to have more space for outdoor leisure activities.

Answer Options	Response Percent	Response Count
Strongly agree	31.30%	224
Agree	41.00%	293
Neutral	24.20%	173
Disagree	2.40%	17
Strongly disagree	1.10%	8
answered question		715
skipped question		14

14. I would like the parish to have more recreation and social facilities for teenagers.

Answer Options	Response Percent	Response Count
Strongly agree	30.20%	215
Agree	39.20%	279
Neutral	24.70%	176
Disagree	3.70%	26
Strongly disagree	2.20%	16
answered question		712
skipped question		17

15. It is important that the open areas that separate the settlements and villages are maintained.

Answer Options	Response Percent	Response Count
Strongly agree	72.00%	514
Agree	22.10%	158
Neutral	5.00%	36
Disagree	0.80%	6
Strongly disagree	0.00%	0
answered question		714
skipped question		15

16. It is important that the parish has a community centre which provides flexible facilities to meet the needs of the community.

Answer Options	Response Percent	Response Count
Strongly agree	45.30%	324
Agree	41.10%	294
Neutral	10.90%	78
Disagree	2.10%	15
Strongly disagree	0.60%	4
answered question		715
skipped question		14

17. It is important that schools incorporate nursery, infant and junior education on one site.		
Answer Options	Response Percent	Response Count
Strongly agree	28.30%	203
Agree	32.50%	233
Neutral	33.20%	238
Disagree	5.20%	37
Strongly disagree	0.80%	6
answered question		717
skipped question		12

18. It is important to have the choice of a local secondary school place.		
Answer Options	Response Percent	Response Count
Strongly agree	47.80%	343
Agree	34.70%	249
Neutral	16.20%	116
Disagree	1.10%	8
Strongly disagree	0.30%	2
answered question		718
skipped question		11

Revision   Date   Drn   Ckd

Eastern Relief Road

ShinField

Ridge SANG

Primary School Site

Proposed Local Centre

MAY'S FARM SANG

Oak Bank Secondary School

Leisure Centre Site

Playing Fields

Three Mile Cross

FIVE ACRE SANG

Parish Controlled Playing Fields

Primary School Site

Local Wildlife Site

Loddon SANG

COPPICED WOODLAND

COPPICED WOODLAND

FLOODPLAIN MEADOW
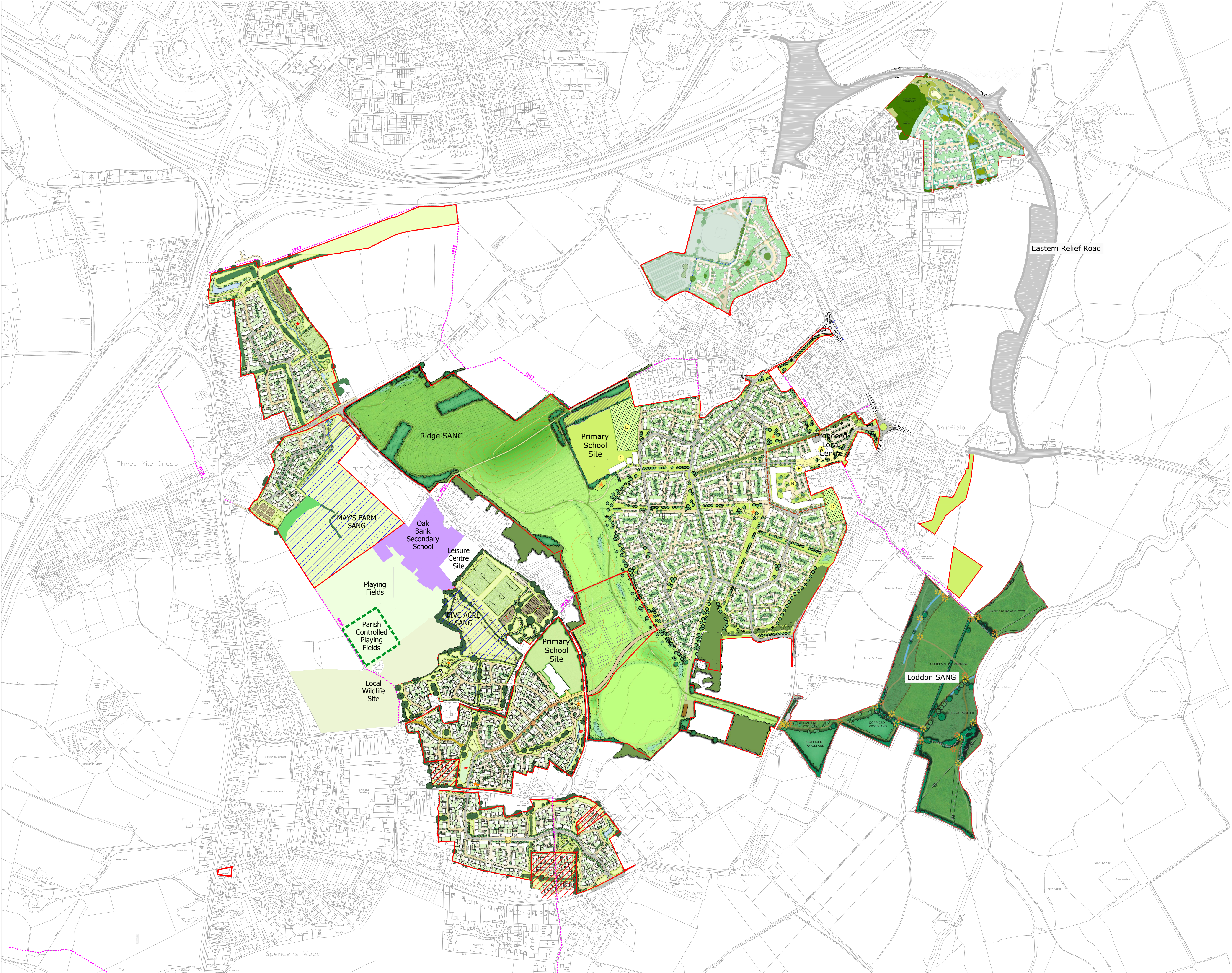
Spencers Wood

Project
Shinfield, Spencers Wood and Three Mile Cross

Drawing Title
Illustrative Master Plan Wider Context

Date	Scale	Drawn by	Check by
12.04.13	1:5000@A1	NO	BB

Project No	Drawing No		Revision
13445	UD67		C

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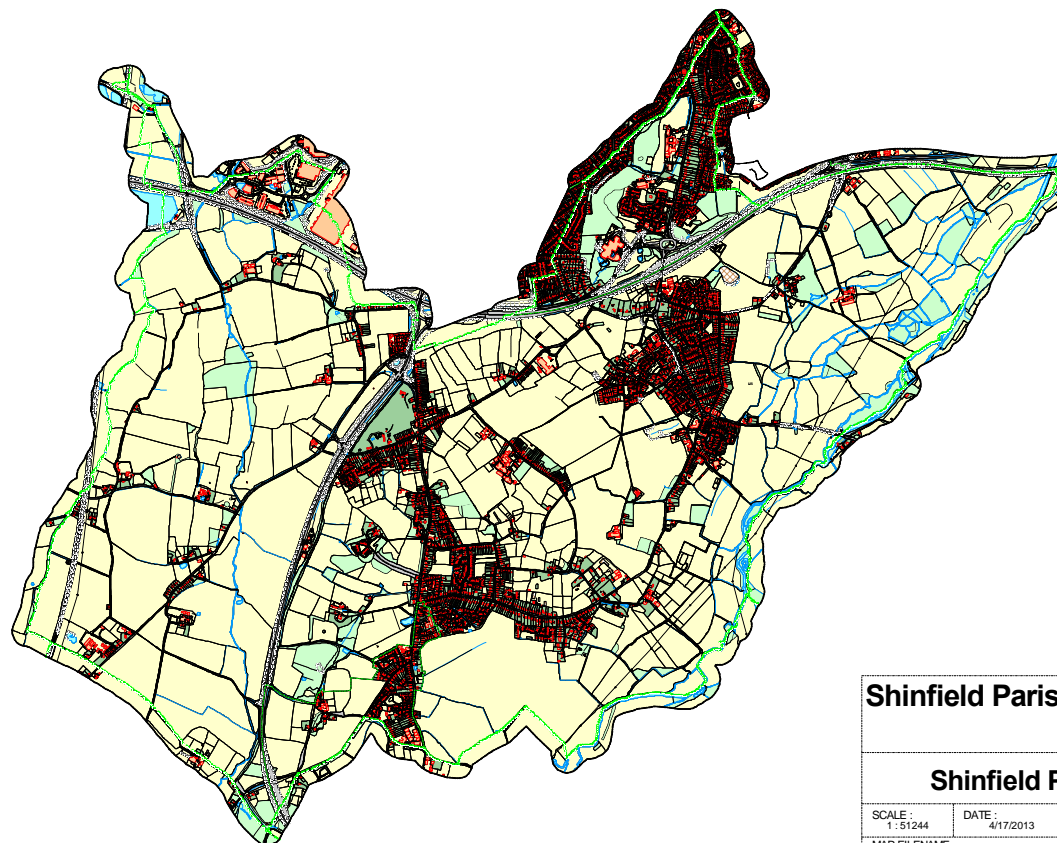
Shinfield Parish Council

Shinfield Parish

SCALE : 1 : 51244	DATE : 4/17/2013	N

MAP FILENAME :
Shinfield Parish map

Shinfield Parish

READING

Whiteknights Primary
Shinfield Rise
Hillside Primary
Crosfields
Shinfield Park
Green Park
Hartley Court
Great Lea
School Green
Three Mile Cross
PO
The Vine
Ryeish Green
Shinfield Infant
Shinfield St Mary's C of E (Aided) Junior
Poundgreen
Grazeley
Grazeley Parochial CofE (Aided) Primary
Spencers Wood
PO
Lambs Lane Primary

FOUNDRY BROOK
RIVER LODDON
RIVER LODDON
M4
A33
A327
A327

SHINFIELD

KEY:

Shinfield Parish Boundary

Nature Conservation Sites
Ancient Woodland: Replanted
Ancient Woodland: Semi Natural
Local Wildlife Sites
Local Nature Reserves

Other Designations
Tree Preservation Orders/Hedgerows
Public Open Space
Listed Buildings
Public Rights of Way

Other Features
Water
Allotments
National Cycle Route
Schools
PO   Post Office
Library
M   Medical Centres
Places of Worship
C   Cemeteries
Shinfield Parish Hall
Village Halls

WOKINGHAM BOROUGH COUNCIL

Kilometres
0   0.5   1   2   3
Miles
0   0.5   1   2
(Scale: 1 : 27,000)

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2011

Shinfield Parish Council

Open Space, Sport and Recreation Audit Summary Document

May 2013

Ploszajski Lynch Consulting Ltd.

Introduction

1) Ploszajski Lynch Consulting Ltd. was commissioned by Shinfield Parish Council to assess the current and future needs for open space, sport and recreation in the Parish. This document comprises a summary of the main findings.

2) ***Background:*** Shinfield Parish comprises the communities Shinfield, Spencer's Wood, Three Mile Cross and the rural communities of Ryeish Green and Grazeley. As part of wider growth plans in Wokingham Borough, the parish has been designated as the South of the M4 Strategic Development Location, where up to 2,878 homes will be built at seven identified locations, some of which already have outline planning approval.

3) ***The need for the study:*** The key drivers for the study are as follows:

   a) Several well-subscribed local sports clubs have identified additional facilities needs and there is a need to assess the merits of their respective proposals.

   b) The provision of almost 3,000 new houses in the area will attract financial contributions from the developers. There is, therefore, a need to ensure that the money is spent on projects that will demonstrably meet the sport and recreational needs of local residents.

   c) The former Ryeish Green Leisure Centre is currently closed to the public, but Wokingham Borough Council has undertaken a study to assess refurbishment options. A new Free School on the site is likely to have increasing needs for access to the facilities and adjoining playing pitches as the school expands over the next few years.

4) ***The aims of the study:*** Based upon the above needs, the aims of the study are to:

   a) Review, in the context of Shinfield parish, a 2012 boroughwide assessment of open space and sports facilities, commissioned by Wokingham Council.

   b) Ensure the audit provides an up-to-date qualitative and quantitative assessment of local demand/need for open space and sports facilities in the Parish and adjoining areas and is comprehensive and objective.

   c) Provide strategic options for the Parish Council on open space, recreation and sport facilities that can be used in the neighbourhood planning process.

   d) Develop guidance to ensure that new development provides appropriate open space and sports provision, either on-site or off-site.

   e) Assess the financial viability of the former Ryeish Green Leisure Centre, including facilities that could be included in the Centre to improve its viability.

5) ***The scope of the study:*** Based upon the above aims, the scope of the study is to identify:

   a) Existing needs and expectations of the community for open space, sports and recreational facilities including a critical evaluation of local needs and demands.

b) Current provision of open space, sport and recreational facilities.

c) Identified distance thresholds, levels and types of use, the quality and value of provision, the quantity of provision and local opportunities.

d) Strategic options for future provision of open space and sports facilities in the Parish.

The profile of Shinfield parish

6) *Location:* The parish of Shinfield covers 1,813 hectares and is in the area administered by Wokingham Borough Council. It is located immediately to the south of Reading and is bisected by the M4, running east-west in the north of the parish and the A33, running north-south.

7) *Population:* According to the 2011 Census, Shinfield has a population of 11,277. This represents an increase of 3,141 (or 38.6%) since the 2001 Census. The parish has a relatively youthful age structure, with proportionately more people aged under 45 than the borough and the country as a whole. The relatively high proportion of young people is likely to inflate relative demand in the study area for sport and physical activity, because the younger age groups generally have higher participation rates.

8) *Population growth: 'The Wokingham Strategic Housing Land Availability Assessment'* (2012) makes provision for up to 2,878 additional dwellings within Shinfield parish by 2026. On the basis of an average occupancy rate of 2.4 people, this would result in an additional 6,907 residents, an increase of 62% from the current population of the parish.

9) *Affluence:* According to the 2011 Census, Shinfield has a disproportionately high percentage of people in higher income categories. The relatively affluent nature of the local population is typically associated with higher rates of participation in sport and physical activity.

10) *Deprivation:* Despite Shinfield's relative affluence area, part of Shinfield North ward is classified amongst the 40% most deprived areas of the country, based upon the Government's Index of Multiple Deprivation.

11) *Health:* Good health indices locally suggest a health-conscious and physically active population, which is likely to be due in part to the availability of local facilities and opportunities to partake in sport and recreation.

12) *Sports participation:* According to Sport England's *'Active People'* surveys, overall sports participation rates in Wokingham borough as a whole are well above the regional and national averages, which suggests that demand for open space, sport and recreation provision will be commensurately high locally.

13) *Satisfaction:* Rates of satisfaction with local sports provision are also relatively high at 70.9%, which implies that for the borough as a whole, facilities are serving a good range of needs.

14) *Market segmentation:* Sport England's *'Market Segmentation'* data suggests that demand for the pitch sports and health and fitness (including gym/aerobics) is likely to be higher than the national average, given the relatively large proportion of Wokingham residents from market segments which traditionally favour these activities.

Existing needs in Shinfield parish

15) *Introduction:* The adequacy of existing provision in Shinfield parish has been assessed, based upon:

   a) The application of the standards of provision in the *'Wokingham Borough Open Space, Sports and Recreation Study - Revised Standards Paper'* (2012) and subsequent revisions in Policy TB08 of the *'Managing Development Delivery DPD'* (2012).

   b) Consultation with local stakeholders.

16) *Standards of provision:* Standards of provision for open space, sport and recreation in Wokingham are proposed in *'Wokingham Borough Open Space, Sports and Recreation Study - Revised Standards Paper'*, which is a Supplementary Planning Document adopted by the Borough Council to provide part of the evidence base for the Local Plan. The paper builds upon the material set out in the open space and sports facility assessments, to devise standards of provision against which to assess deficiencies, both currently and in 2026. The standards were further revised in Policy TB08 of the *'Managing Development Delivery DPD'* (2012) and therefore these latest measures have been used to calculate deficiencies.

17) *Applying the standards:* Applying the boroughwide Wokingham standards to Shinfield parish and its current population of 11,277 provides a preliminary means of assessing the adequacy of existing provision. The following process has been applied:

   a) Where there is a specific boroughwide standard for the quantity, quality and accessibility of specific types of open space, sport and recreation, this has been applied.

   b) In the absence of quantitative standards for some typologies, the per capita rates of provision for Wokingham borough as a whole have been applied, as a surrogate measure.

   c) In the absence of qualitative standards for some typologies, it has been assumed that all provision that has been assessed as 'poor' will require improvement.

   d) The accessibility standards have been applied to identify provision both within Shinfield parish and within the respective walk and/or drive time catchments that are accessible to residents within the parish.

   e) For playing pitches, Sport England's Playing Pitch Model, which compares pitch supply and demand to identify shortfalls, has been applied.

18) *Open space:* The assessed position is as follows:

Typology and standard	Existing provision within catchment	Quantitative shortfalls	Qualitative shortfalls	Accessibility shortfalls
Parks and gardens: • 1.1ha per 1,000 people • All 'high' quality • Within 10 minutes walk/drive of all residents	• No provision in Shinfield parish. • 4 parks and gardens, totalling 9.00ha within 10 minutes walk /drive	• 3.40ha of parks and gardens. • The *'Revised Standards Paper'* recommends 'new provision, such as small pocket parks (i.e. parks that are a minimum of 0.4 hectares in size), are sought in the south west sub-area as a priority'.	None	The *'Revised Standards Paper'* acknowledges that 'settlements located in the south west sub-area, including Spencers Wood, do not have access within a 10 minute drive'.
Natural/semi-natural greenspace: • 2.84ha per 1,000 people • All 'high' quality • Within 20 minutes drive of all residents	• 3 sites in Shinfield parish, totalling 16.76ha. • 8 further sites totalling 50.28ha within 20 minutes walk /drive	None	Improvements needed at • Clare's Green Field • Lambswood Hill Common • Nore's Hill Wood	None
Amenity greenspace: • 0.98ha per 1,000 people • All 'high' quality • Within 10 minutes walk/drive of all residents	• 16 sites in Shinfield parish, totalling 7.58ha. • 18 further sites totalling 8.53ha within 10 minutes walk /drive	None	Improvements needed at • Anson Crescent • Blackwater Close • Century Drive • Deardon Way • Kingfisher Grove • Woodcock Close • Woodcock Court	None
Allotments: • 0.52ha per 1,000 people • All 'high' quality. • Within 10 minutes walk/drive of all residents	• 7 sites in Shinfield parish, totalling 5.05ha. • No other sites within 10 minutes walk/drive	0.81ha of allotments	Improvements needed at • Hartley Court Road • Pound Green	None
Provision for children/young people: • 0.25ha per 1,000 people • All 'high' quality • A NEAP within 10 minutes walk of all major settlements • A LEAP within 10 minutes walk of all modest settlements • All other settlements to have access to at least informal play provision	• 11 sites in Shinfield parish, totalling 0.58ha. • No other sites within 10 minutes walk	• 2.24ha of play areas. • No NEAP in the parish	Improvements needed at • Grazeley Village Hall play area • Spencer's Wood pavilion play area	• No NEAP within 10 minutes walk of Shinfield North. • No LEAP within 10 minutes walk of Three Mile Cross.
Cemeteries and churchyards: • 0.17ha per 1,000 people • All 'high' quality • Within 30 minutes drive of all residents	• 4 sites in Shinfield parish, totalling 2.75ha. • 15 further sites totalling 22.51ha within 30 minutes drive	None	Improvements needed at • Church Lane Cemetery • Holy Trinity Church • Shinfield Cemetery	None

19) *Sports facilities:* The assessed position is as follows:

Facility and standard	Existing provision within catchment	Quantitative shortfalls	Qualitative shortfalls	Accessibility shortfalls
Sports halls: • 48.94sq.m per 1,000 people • All 'high' quality. • Within 20 minutes drive of all residents	• 2 halls in Shinfield parish at Ryeish Green Leisure Centre (currently closed) and Crosfields School, totalling 1,298sq.m • 8 other halls within 20 minutes drive.	The reopening of Ryeish Green Leisure Centre would address the local shortfall created by its closure.	No quality audit undertaken, but some quality issues were a contributory factor in the closure of Ryeish Green Leisure Centre	The *'Revised Standards Paper'* notes that 'closure of Ryeish Green Leisure Centre means that access to sports halls for residents of the modest settlements in the south west of the Borough is more problematic'.
Swimming pools: • 8.26sq.m per 1,000 people • All 'high' quality. • Within 20 minutes drive of all residents	• 2 pools in Shinfield parish at Nuffield Health, Fitness and Wellbeing and Crosfields School, totalling 385sq.m. • 10 other pools within 20 minutes drive	None	None	No geographical shortfalls, although community access to both pools is restricted - the nearest public pool is the Loddon Valley Leisure Centre
Activity halls: • 41.31sq.m per 1,000 people • All 'high' quality • Within 15 minutes drive of all residents	• 1 hall at Grazeley Village Hall, totalling 160sq.m. • 7 other halls within 20 minutes drive, totalling 760sq.m	None	None	None
Indoor bowls: • 10.16sq.m per 1,000 people • All 'high' quality • Within 30/40 minutes drive of all residents	• No provision in Shinfield parish. • 2 facilities, totalling 3,400sq.m within 30/40 minutes drive	None	None	None
Health and fitness gyms: • 13.01sq.m per 1,000 people • All 'high' quality • Within 15 minutes drive of all residents	• 1 gym at Nuffield Health, Fitness and Wellbeing, totalling 500sq.m. • 9 other gyms within 15 minutes drive	None	None	No geographical shortfalls, although general access to most facilities is on a membership basis only.
Artificial grass pitches: • One pitch per 31,827 people • All 'high' quality • Within 20 minutes drive of all residents	• No provision in Shinfield parish. • 4 pitches within 20 minutes drive	None, although the provision of a '3G' pitch in the parish would reduce the deficiency in youth football and mini-soccer pitches.	None	None
Athletics tracks: • One track per 250,000 people • All 'high' quality • Within 30 minutes drive of all residents	• No provision in Shinfield parish. • 1 pitches within 30 minutes drive	None	None	*Athletics tracks:* • One track per 250,000 people • All 'high' quality • Within 30 minutes drive of all residents
Bowls greens: • One green per 15,913 people • All 'high' quality • Within 30 minutes drive of all residents	• 1 green at Three Mile Cross Bowls Club • 4 other greens within 30 minutes drive	None	None	*Bowls greens:* • One green per 15,913 people • All 'high' quality • Within 30 minutes drive of all residents

Facility and standard	Existing provision within catchment	Quantitative shortfalls	Qualitative shortfalls	Accessibility shortfalls
Golf courses: • One course per 17,682 people • All 'high' quality • Within 30 minutes drive of all residents	• No provision in Shinfield parish. • 2 courses within 20 minutes drive	None	None	None
Tennis courts: • One court per 1,624 people • All 'high' quality • Within 20 minutes drive of all residents	• 4 courts at Millworth Lane Recreation Ground • 16 other courts within 20 minutes drive	None	None following recent facilities improvements at Millworth Lane Recreation Ground	None
Netball courts: • One court per 9,631 people • All 'high' quality • Within 20 minutes drive of all residents	• No provision in Shinfield parish. • 9 courts within 20 minutes drive	None	None	None
MUGAs: • One MUGA per 13,261 people • All 'high' quality • Within 20 minutes drive of all residents	• 1 MUGA at Spencer's Wood Recreation Ground. • 5 MUGAs within 20 minutes drive	None	None	None

20) **Playing pitches:** To assess pitch provision in Shinfield, Sport England's Playing Pitch Model (PPM) was applied, to identify the balance between supply and demand:

a) **Adult football:** There is a surplus of 1.5 adult football pitches during the peak demand period on Saturday afternoons.

b) **Youth football:** There is a shortfall of 1.3 youth pitches during the peak demand period on Saturday mornings. The current deficiency is managed by:

- Playing some matches on adult pitches.

- Playing some fixtures on pitches outside the parish.

c) **Mini-Soccer:** There is a shortfall of 3.5 pitches during the peak period on Saturday mornings. The current deficiency is principally managed by:

- Playing some matches on pitches marked across adult pitches.

- Playing some fixtures outside the parish.

d) **Cricket:** There is a shortfall of 2.0 pitches during the peak period on midweek evenings. The current deficiency is principally managed by scheduling matches across the five weekend evenings.

21) *Other influences on pitch supply:* Pitch supply issues are also influenced by the following factors:

a) *Millworth Lane Recreation Ground:* Because the ground is used exclusively by Shinfield Cricket Club between April and September, Shinfield Village FC and Shinfield Rangers Youth FC are unable to access the football pitches at the beginning and end of their respective seasons. This means that alternative pitches outside the parish have to be hired in these periods.

b) *Ryeish Green Recreation Ground:* The pitches at site suffer from poor drainage and as a result the number of matches they can accommodate is significantly compromised. This is exacerbated by the use of the pitches for training on four midweek evenings each week by Spencer's Wood Youth FC.

22) *Consultation with local stakeholders:* In addition to the application of planning standards to assess the adequacy of provision locally, consultation was initiated with a range of local stakeholders with an interest in open space, sport and recreation in Shinfield parish, to obtain additional perspectives on the local situation.

a) *Spencer's Wood Youth Football Club:* The club is based at Ryeish Green Recreation Ground, with some satellite activity at Spencer's Wood Recreation Ground. It is an FA Charter Standard Development Club. To meet its existing development needs, the club has identified the following requirements:

- Improved drainage is needed at Ryeish Green Recreation Ground, where a number of ditches and culverts are blocked, causing waterlogging that has resulted in a significant number of fixture cancellations in the winter of 2012/13.
- The provision of a floodlit '3G' pitch at Ryeish Green Recreation Ground (perhaps shared with the adjacent Oakbank School) would enable additional training and matches to be accommodated at the site.

- The shortage of car parking and narrow, poor quality access road cause operational difficulties, with kick-off times having to be staggered to allow for cars to enter and leave down the single track access road.

- The changing facilities Ryeish Green Recreation Ground are at poor quality and too small for the club's needs. Spencers Wood Recreation Ground has no toilets or changing facilities on site and car parking is limited.

b) *Shinfield Rangers Youth Football Club:* The Club was established in 1972 and is based at Millworth Lane Recreation Ground. It is an FA Charter Standard Club. To meet its existing development needs, the club has identified the following facility requirements:

- Access to additional football pitches within the parish, particularly in the period between April and September when it is unable to use the Millworth Lane facilities because of the arrangement with the cricket club.

- Improvements are needed to the pavilion at Millworth Lane Recreation Ground, where the changing is not appropriately configured for simultaneous use by males and females.

c) ***Shinfield Village Football Club:*** The club is based at Millworth Lane Recreation Ground and fields one adult team, although it has some aspirations to start a second team. To meet its existing development needs, the club has identified the following facility requirements:

- Access to an alternative pitch within the parish, in the August/September and April/May, when it is unable to use the Millworth Lane facilities because of the arrangement with the cricket club.

- Improvements to the pavilion at Millworth Lane Recreation Ground.

d) ***Shinfield Cricket Club:*** The club is based at Millworth Lane Recreation Ground and fields two adult and six junior teams, the latter including a girl's side. To meet its existing development needs, the club has identified the following facility requirements:

- Improvements to the pavilion at Millworth Lane Recreation Ground plus the provision of four or five training nets.

- Development of a second ground elsewhere in the parish.

- Access to a sports hall for pre-season indoor training.

e) ***Shinfield Tennis Club:*** The club is based at Millworth Lane Recreation Ground and was awarded Clubmark by the Lawn Tennis Association, in recognition of the quality of it operation. Following a recent programme of facility improvements, the club believes that its immediate development needs have been met. However, in the longer term there are aspirations to provide some additional courts to the south of the current pavilion, possibly with a seasonal cover to provide for indoor usage during the winter months.

Ryeish Green Leisure Centre

23) ***Introduction:*** As the principal leisure facility in the parish, the closure of Ryeish Green Leisure Centre in August 2010 significantly affected facility provision in Shinfield and as identified above, has created a local deficiency in sports hall provision. As a result, Wokingham Borough Council commissioned *'A Condition Survey and Options Appraisal for Ryeish Green Sports Centre'* in August 2012 to establish the potential for re-establishing the facilities.

24) ***The facility options:*** Four options were considered as follows:

a) Renovation and internal re-modelling of the existing building.

b) Renovation of the existing facilities plus the addition of an extension to the sports hall to provide a fitness studio and viewing gallery.

c) Renovation of existing sports hall plus alterations to the nearby dance studio building to create a fitness studio and new activity hall, complete with new shower, toilet and changing facilities.

d) Demolition of the existing building and construction of a purpose-built facility.

25) *Conclusions:* The report concluded the following:

   a) The two refurbishment options involving the retention of the existing sports hall are regarded as inadequate, because the hall dimensions are below the minimum specified and also have little realistic prospect of being commercially viable without an adequately sized fitness studio.

   b) The refurbishment option involving an extension to the sports hall may offer a reasonable compromise, but the main hall would still fail to meet the Sport England size requirements for a four court hall.

   c) Whilst all the refurbishment options are cheaper than construction of a new building, they all relate to a building structure that is nearly half-way through its anticipated service life of approximately 60 years.

   d) Whilst more expensive, the rebuild option would provide a facility with a full service life and would provide a sports hall which is fully compliant with Sport England design recommendations.

26) *Revenue projections:* Revenue projections for the first five years of operation of Ryeish Green Leisure Centre, with a re-opened sports hall, new health and fitness facility and '3G'synthetic turf pitch, are summarised below:

Element	Year One (£)	Year Two (£)	Year Three and after (£)
Income	197,256	243,046	303,470
Expenditure	200,311	250,765	250,765
Surplus/(deficit)	*-3,055*	*-7,719*	*52,705*

Assessment of future needs

27) *Introduction:* This section assesses the need for additional open space and sports facilities provision in Shinfield parish by 2026, based upon the projected population growth.

28) *Population growth:* *'The Wokingham Strategic Housing Land Availability Assessment'* (2012) makes provision for up to 2,878 additional dwellings within Shinfield parish by 2026, as part of the South of the M4 SDL. On the basis of an average occupancy rate of 2.4 people per household, this will result in an additional 6,907 residents, an increase of 62% from the current population of the parish.

29) *Applying the planning standards:* Applying the adopted standards of provision for open space, sport and recreation in Wokingham from the *'Wokingham Borough Open Space, Sports and Recreation Study - Revised Standards Paper'* (2012) and subsequent revisions in Policy TB08 of the *'Managing Development Delivery DPD'* (2012), provides a robust and evidence-based means of assessing the needs of the projected additional population.

a) *Open space needs:* These have been identified as follows:

Typology and standard	Additional needs by 2026
Parks and gardens: • 1.1ha per 1,000 people • All 'high' quality • Within 10 minutes walk/drive of all settlements	7.60ha of parks and gardens
Natural/semi-natural greenspace: • 2.84ha per 1,000 people • All 'high' quality • Within 20 minutes drive of all settlements	19.62ha of natural/semi-natural greenspace
Amenity greenspace: • 0.98ha per 1,000 people • All 'high' quality • Within 10 minutes walk/drive of all settlements	6.77ha of amenity greenspace
Allotments: • 0.52ha per 1,000 people • All 'high' quality. • Within 10 minutes walk/drive of all settlements	3.59ha of allotments
Provision for children/young people: • 0.25ha per 1,000 people • All 'high' quality • A NEAP within 10 mins walk of major settlements • A LEAP within 10 mins walk of modest settlements • All other settlements to have access to at least informal play provision	1.73ha of children's play
Cemeteries and churchyards: • 0.17ha per 1,000 people • All 'high' quality • Within 30 minutes drive of all settlements	1.17ha of cemeteries and churchyards

b) *Sports facilities needs:* These have been identified as follows:

Facility and standard	Additional needs by 2026
Sports halls: • 48.94sq.m per 1,000 people • All 'high' quality. • Within 20 minutes drive of all settlements	338.0sq.m of sports halls (equivalent to two badminton courts).
Swimming pools: • 8.26sq.m per 1,000 people • All 'high' quality. • Within 20 minutes drive of all settlements	57.1sq.m of swimming pools (equivalent to one 25m lane).
Activity halls: • 41.31sq.m per 1,000 people • All 'high' quality • Within 15 minutes drive of all settlements	585.3sq.m of activity halls (equivalent to 2 one-badminton court sized activity halls).
Indoor bowls: • 10.16sq.m per 1,000 people • All 'high' quality • Within 30/40 minutes drive of all settlements	70.2sq.m of indoor bowls halls (equivalent to less than one rink).
Health and fitness gyms: • 13.01sq.m per 1,000 people • All 'high' quality • Within 15 minutes drive of all settlements	89.86sq.m of health and fitness facilities (equivalent to 18 stations).
Artificial grass pitches: • One pitch per 31,827 people • All 'high' quality • Within 20 minutes drive of all settlements	0.22 artificial turf pitches.

Facility and standard	Additional needs by 2026
Athletics tracks: • One track per 250,000 people • All 'high' quality • Within 30 minutes drive of all settlements	Negligible additional needs.
Bowls greens: • One green per 15,913 people • All 'high' quality • Within 30 minutes drive of all settlements	0.43 bowling greens (equivalent to three rinks).
Golf courses: • One course per 17,682 people • All 'high' quality • Within 30 minutes drive of all settlements	0.39 golf courses (equivalent to seven holes).
Tennis courts: • One court per 1,624 people • All 'high' quality • Within 20 minutes drive of all settlements	4.3 tennis courts.
Netball courts: • One court per 9,631 people • All 'high' quality • Within 20 minutes drive of all settlements	0.72 netball courts.
MUGAs: • One MUGA per 13,261 people • All 'high' quality • Within 20 minutes drive of all settlements	0.52 MUGAs.

30) **Playing pitch needs:** Future playing pitch needs are best calculated by applying Team Generation Rates. This takes the number of existing teams in a given area and divides it by the current population to identify the number of people it takes to produce a team of each type. The results of applying Team Generation Rates to the future population of Shinfield parish are tabulated below.

Pitch type	Teams in 2013	Team Generation Rate	Extra teams in 2026	Extra pitches needed
Adult football	1	1: 11,277	0.61	1
Youth football	12	1: 939	7.40	4
Mini-soccer	9	1: 1,252	5.52	3
Cricket	8	1: 1,408	4.91	0*

* Extra demand accommodated by a new 12 wicket facility to meet current and future needs.

Options for meeting open space and sports facilities needs

31) **Introduction:** This section identifies options for meeting the open space and sports facilities needs in Shinfield parish. It focuses in particular on projects that will address the identified quantitative shortfalls and references the 'Concept Plan' for the SDL. Current and future needs are considered on a collective basis for the following reasons:

a) It is difficult to distinguish precisely between existing and future demand in terms of the exact scale of provision. For example, the number of pitch sport teams can vary significantly from one year to the next (with a generally upward trend locally) so planning facilities with sufficient capacity to accommodate increased needs in the immediate-term is a sensible approach.

b) The application of the planning standards often produces only a fraction of a facility that can, in practice, only be provided as a single, full-sized unit. By combining current and future needs, there may then be sufficient demand to justify the provision of a whole facility.

c) It is important to plan the management and use of existing and future provision, on an integrated. Co-locating facilities in a 'Sports Hub', for example, creates a critical mass of provision and achieves economies of scale in operation and maintenance to improving the overall viability.

32) *Open space needs:* Existing and future needs are as follows:

Typology	Current shortfall	Additional needs by 2026	Total additional needs
Parks and gardens	3.40ha	7.60ha	11.00ha
Natural/semi-natural greenspace	0	19.62ha	19.62ha
Amenity greenspace	0	6.77ha	6.77ha
Allotments	0.81ha	3.59ha	4.40ha
Provision for children/young people	2.24ha	1.73ha	3.97ha
Cemeteries and churchyards	0	1.17ha	1.17ha

a) *Parks and gardens:* A total requirement for 11.00ha of parks provision has been identified in the parish. No specific provision has been made in the SDL Concept Plan at present. Parks and gardens are best located in proximity to residential developments, so locating a park as a buffer between the new housing to the south-west of Shinfield and to the north-east of Spencer's Wood would be appropriate and would comply with the design principles in the SDL Concept Plan.

b) *Natural/semi-natural greenspace:* A total deficiency of 19.62ha of natural/semi-natural greenspace has been identified in the parish. The SDL Concept Plan shows this as 'SANG' (Suitable Alternative Natural Greenspace), with provision proposed around May's Farm (to the east of Three Mile Cross), to the south-east of Millworth Lane Recreation Ground and in the vicinity of Cutbush Lane, north-east of Shinfield. In addition, some 'Sustainable Drainage Features' are also proposed and will contribute to natural/semi-natural greenspace and some existing woodland, currently in private ownership, will be opened up for public access.

c) *Amenity greenspace:* A total deficiency of 6.77ha of amenity greenspace has been identified in the parish. The SDL Concept Plan shows this primarily as linear green features within the new housing, which will achieve the essential function of providing greenspace in proximity to where people live. Subject to conformity with the spatial requirements of the shortfall, this will meet existing and future needs.

d) *Allotments:* A total requirement for 4.40ha of allotments has been identified in the parish. The SDL Concept Plan shows five indicative allotment sites at The Manor (north-west of Shinfield), a site just west of Shinfield, two sites respectively to the north and south of Three Mile Cross and at the south end of Ryeish Green. Subject to conformity with the spatial requirements of the shortfall, these areas will meet existing and future needs.

e) ***Children's Play:*** A total requirement for 3.97ha of children's play space has been identified in the parish, along with the absence of a Neighbourhood Equipped Area for Play (NEAP). Provision of a larger play area of this nature would best be made either by expanding existing sites, where opportunities allow, or as part of the creation of the park site proposed above. The SDL Concept Plan shows indicative play sites at ten locations in the new housing developments, although it unclear whether these will fully conform with the spatial requirements of the shortfall. Expansion of some existing sites to meet the definition of a NEAP (at least ten items of play equipment catering for children of all ages), should be explored.

f) ***Cemeteries and churchyards:*** A total deficiency of 1.17ha of cemeteries and churchyards has been identified in the parish, to meet greenspace needs. A separate calculation will be required to determine the spatial requirements for the burial of the dead. No provision has been made in the SDL Concept Plan at present.

33) ***Sports facilities needs:*** Existing and future needs are as follows:

Facility	Current shortfall	Additional needs by 2026	Total additional needs
Sports halls	1	338.0sq.m.	338.0sq.m.
Swimming pools	0	57.1sq.m	57.1sq.m
Activity halls	0	585.3sq.m	585.3sq.m
Indoor bowls	0	70.2sq.m	70.2sq.m
Health and fitness gyms	0	89.86sq.m	89.86sq.m
Artificial turf pitches	1 '3G' pitch	0.22 pitches	1.22 pitches
Golf courses	0	0.39 courses	0.39 courses
Athletics tracks	0	Negligible	Negligible
Bowls greens	0	0.43 greens	0.43 greens
Tennis courts	0	4.3 courts	4.3 courts
Netball courts	0	0.72 courts	0.72 courts
MUGAs	0	0.52 MUGAs	0.52 UGAs

a) ***Sports halls:*** A total requirement of one sports hall, plus the equivalent of two further badminton courts has been identified. In practice, the additional needs could be accommodated by the re-provision of the sports hall at the former Ryeish Green Leisure Centre, so a proportionate financial contribution towards the costs of refurbishing or re-providing the Ryeish Green facility will be the most practical way to meet needs.

b) ***Swimming pools:*** A total requirement of 57.1sq.m of pools has been identified, equivalent to one lane of a 25m pool. Given the small fraction of a whole facility that this comprises, a proportionate financial contribution to pool provision within 20 minutes drive of the whole parish will be the most practical way to meet needs.

c) ***Activity halls:*** A total requirement of 585.3sq.m of activity halls has been identified, equivalent to two halls. These should be provided as part of the new housing developments, in conjunction with a community hubs serving other needs.

d) ***Indoor bowls:*** A total requirement of 70.2sq.m of indoor bowls rinks has been identified, equivalent to less than one rink. Given the small fraction of a whole facility that this comprises, a proportionate financial contribution to indoor bowls provision within 30/40 minutes drive of the whole parish will be the most practical way to meet needs.

e) **Health and fitness gyms:** A total requirement of 89.86sq.m of health and fitness facilities has been identified, equivalent to 18 equipment stations. In practice, the additional needs could be accommodated by the provision of a new health and fitness facility at the former Ryeish Green Leisure Centre, so a proportionate financial contribution towards the costs of providing this will be the most practical way to meet needs.

f) **Artificial turf pitches:** A total requirement of 0.22 artificial turf pitches facilities has been identified. In practice, the additional needs could be accommodated by the provision of a '3G' pitch at Oakbank School, adjacent to the former Ryeish Green Leisure Centre, so a proportionate financial contribution towards the costs of providing this will be the most practical way to meet needs.

g) **Golf courses:** A total requirement of 0.39 golf courses has been identified, equivalent to seven holes. Given the fraction of a whole course that this comprises, a proportionate financial contribution to golf course provision within 30 minutes drive of the whole parish will be the most practical way to meet needs.

h) **Bowls greens:** A total requirement of 0.43 bowls greens has been identified, equivalent to three rinks. Given the fraction of a whole green that this comprises, a proportionate financial contribution to improving capacity at Three Mile Cross Bowls Club will be the most practical way to meet needs.

i) **Tennis courts:** A total requirement of 4.3 tennis courts has been identified. Given the local tennis hub created at Millworth Lane Recreation Ground by Shinfield Tennis Club, a proportionate financial contribution to providing the courts and expanding changing capacity at the Club will be the most practical way to meet needs.

j) **Netball courts:** A total requirement of 0.72 netball courts has been identified. Given the fraction of a whole court that this comprises and the fact that most netball is played at central venues with a cluster of courts, a proportionate financial contribution to netball provision within 20 minutes drive of the whole parish will be the most practical way to meet needs.

k) **MUGAs:** A total requirement of 0.52 MUGAs has been identified. Whilst this clearly comprises only fraction of a whole facility, the SDL Concept Plan makes provision for a MUGA adjacent to the new development east of Three Mile Cross and would be a practical way to meet needs.

34) **Playing pitch needs:** Existing and future needs are as follows:

Pitch	Current shortfall	Additional needs by 2026	Total additional needs
Adult football	0	1	1
Youth football	2	4	6
Mini-soccer	5	3	8
Cricket	1	0	1

a) **SDL proposals:** The SDL concept plan proposes the following indicative provision for playing pitches:

- A cluster of provision (shown as a cricket pitch and four football pitches with a changing pavilion and car park) in the green buffer between the new developments north-east of Spencer's Wood and south-east of Shinfield.

- An area shown as a cricket pitch at The Manor, just west of Shinfield.

- A youth football pitch to the east of the new development at Three Mile Cross.

- Additional school playing fields or playing field extensions adjacent to Shinfield St. Mary's Junior School, on the north-west side of the development south-west of Shinfield and on the north-east side of the development developments north-east of Spencer's Wood.

b) *Principles of pitch provision:* The following principles should be observed in establishing the optimum location of playing pitch provision to meet current and future needs:

- Locating pitches as hub sites has the twin benefits of catering for the multi-team club structure in the resident football clubs, optimising grounds maintenance costs and centralising changing facility needs.

- Meeting the shortfalls through a combination improving the quality, capacity and accessibility of existing sites and providing new pitches on adjacent sites is the most realistic way of creating the hubs.

- Grouping pitch types at specific sites will help in sports development terms. For example, concentrating mini-soccer and the younger youth age group teams (playing on 7-a-side pitches), with appropriate changing facility provision, will enhance coaching delivery and the user experience.

- Provision of a new standalone cricket ground with a pavilion would solve the current problems of seasonal overlap with football teams and the sub-standard pitch size at Millworth Lane.

c) *Adult football pitches:* One additional adult pitch is required. This should be incorporated as part of a playing pitch hub, which would best be located as part of a complex centred on Ryeish Green Leisure Centre/Oakbank School, including Ryeish Green Recreation Ground and an additional area of land immediately to the south-east of the school site.

d) *Youth football pitches:* Six additional youth pitches are required (four of the new 9v9 dimensions and two of the 7v7 dimensions). The four larger pitches (for the older age groups) should be incorporated as part of a playing pitch hub, which would best be located as part of a complex centred on Ryeish Green Leisure Centre/Oakbank School, including Ryeish Green Recreation Ground and an additional area of land immediately to the south-east of the school site. The two smaller pitches would best be located at Millworth Lane Recreation Ground.

e) *Mini-soccer pitches:* Eight additional mini-soccer pitches are required. These would best be located at Millworth Lane Recreation Ground and the adjacent existing and extended playing field at Shinfield St. Mary's Junior School.

f) *Cricket pitch:* A new cricket pitch complying with standard dimensions with a twelve-wicket pitch and changing pavilion should be provided at The Manor.

Delivering the sport and pitch proposals

35) *Introduction:* Most of the current and future sports facilities and playing pitch needs can be addressed by developing and managing provision at the three key hub sites in the parish.

36) *The Ryeish Green Complex:* The principles underlying the recommended developments are as follows:

a) To create a sports complex with shared use by the Oakbank School and the community, managed on an integrated basis.

b) To create a critical mass of provision to achieve economies of scale in managing and operating the facilities.

c) To address the physical, structural and access issues which limit the use of the site at present.

37) The following developments are recommended:

a) Resolution of land ownership issues to enable the complex to be managed on an integrated basis.

b) The re-provision or refurbishment of the sports hall at the former Ryeish Green Leisure Centre.

c) A new 50 station health and fitness facility adjacent to the sports hall.

d) A full-sized floodlit '3G' synthetic turf pitch on the tarmac tennis courts adjacent to Oakbank School.

e) A new changing pavilion in the south-east corner of Ryeish Green Recreation Ground, close to the sports hall and accessed via the sports hall approach road.

f) Additional car parking in the vicinity of the sports hall/changing pavilion.

g) Drainage improvements to the existing grass pitches, to enable consistent usage throughout the season.

h) The provision of four new youth (9v9) pitches on land to the south-east of Oakbank School.

38) *Millworth Lane Recreation Ground:* The principles underlying the recommended developments are as follows:

a) To rationalise the usage of the site to better meet the individual needs of the football, cricket and tennis clubs.

b) To improve the capacity of the pavilion to accommodate simultaneous usage by boys and girls.

c) To develop secured community access to the existing and proposed additional pitches at the adjacent Shinfield St. Mary's Junior School.

39) The following developments are recommended:

a) Conversion of the adult and youth football pitches and the cricket pitch into two youth (7v7) and eight mini-soccer pitches (including provision on the school playing field).

b) Provision of a new pavilion to meet current requirements.

c) Provision of an additional four tennis courts south of the tennis club pavilion and the expansion of the building to cope with the extra usage capacity.

d) Improvements to access and car parking.

40) *The Manor Cricket Ground:* The principles underlying the recommended developments are as follows:

a) To give Shinfield Cricket Club a facility that will afford them exclusive usage.

b) To provide a ground with dimensions conforming with official requirements and including sufficient wickets to accommodate all the club's needs.

41) The following developments are recommended:

a) A 92.36m x 88.41m cricket pitch with a 12 wicket square and four-bay training nets.

b) A pavilion configured for simultaneous use by adult and children and males and females.

c) Car parking.

42) *The benefits of the sport and pitch proposals:* The benefits of the recommended developments are as follows:

a) The reprovision of the sports hall will address the accessibility deficiency identified in of the *'Wokingham Borough Open Space, Sports and Recreation Audit'*. It will also provide:

- Oakbank School with an indoor facility for PE and extra-curricular sport as the school expands progressively in the next few years.

- The local community to access indoor facilities, including local youth groups like the Pavilion Youth Club, who have identified a need for this.

- The football clubs to have indoor training facilities when required, reducing the wear on the natural turf pitches.

- The cricket club to have indoor nets in the pre-season period.

b) Whilst local health and fitness facility provision is considered to be adequate in the *'Wokingham Borough Open Space, Sports and Recreation Audit'*, all the existing sites are accessible on a membership basis only, so the provision of 'pay-and-play' opportunities will improve opportunities.

c) The provision of a floodlit '3G' pitch will accommodate the bulk of the training needs of the football clubs. As a result, wear on the natural turf pitches will be reduced.

d) Adult and the older youth age group (9v9) football can be focussed at the Ryeish Green complex, freeing up pitch space for the younger youth football (7v7) and mini-soccer at Millworth Lane. The drainage improvements at Ryeish Green will significantly improve the capacity of the pitches.

e) Cricket activity can move to The Manor, where the pitch will be of regulation size and comply with league requirements.

f) The new pavilion at Ryeish Green will replace the inadequate existing facilities and its location will enable it (and the pitches it serves) to be accessed via the leisure centre access road and car park.

g) The new pavilion at Millworth Lane will enable simultaneous use to be made of the facilities by boys and girls.

h) Developing dual use of the pitches at Shinfield St. Mary's Junior School will expand the overall capacity of the Millworth Lane complex.

i) The location of additional tennis courts and expanded changing facilities at Shinfield Tennis Club will enable the club to develop further its membership and development programmes.

j) The management of the Ryeish Green complex on an integrated basis will provide a financially viable operating model and will strengthen relationships between the school and the local community.

43) *Capital cost implications:* The capital cost implications of the proposed developments are set out below. The costs are based upon Sport England's *'Facilities Costs'* (2012):

a) *Ryeish Green:*

Facility	Cost estimate (£)
Sports hall (re-build)	£2,845,000
Health and fitness (50 station)	£250,000
'3G' pitch	£840,000
Pavilion (240sq.m)	£575,000
Car parking (50 extra spaces)	£150,000
Pitch and drainage improvements	£175,000
New pitches	£260,000
TOTAL	*£5,095,000*

b) *Millworth Lane:*

Facility	Cost estimate (£)
Main pavilion (240sq.m)	£575,000
Pitch conversion works	£10,000
Four floodlit tennis courts	£280,000
Tennis pavilion	£235,000
Car parking and access improvements	£150,000
TOTAL	*£1,250,000*

c) *The Manor:*

Facility	Cost estimate (£)
Cricket pitch with 12 wicket square	£200,000
Pavilion (240sq.m)	£575,000
Four-bay training nets	£100,000
Car parking and access	£150,000
TOTAL	*£1,025,000*

44) *Capital funding sources:* The following sources of funding are available to contribute towards the capital costs:

a) *Developer contributions:* The main source of funding will be developer contributions relating to the new development in Shinfield parish. Section 106 funding relating to developments previously undertaken in the parish should also be available for sports projects.

b) *Sport England:* Sport England's Improvement Fund is being distributed via five funding rounds of £9m per annum and is part of Sport England's strategy which is focused on helping more people acquire lifelong sporting habits. The Improvement Fund will award grants worth £150,000 to £500,000 into sustainable projects with a clear local need. The Fund will support projects that deliver capital improvements through new build, modernisation or refurbishment.

c) *Football Foundation:* The Football Foundation's Facilities Scheme provides funding of up to £500,000 for projects involving grass pitches drainage/improvements, pavilions, clubhouses and changing rooms, artificial turf pitches and multi-use games areas and fixed floodlights for artificial pitches.

d) *England and Wales Cricket Board:* The ECB provides grant funding for cricket pitches and related facilities, provided that clubs a junior section and have (or are working towards) Clubmark accreditation.

e) *Lawn Tennis Association:* The LTA provides grant and loan funding for outdoor courts and clubhouse projects, up to a maximum of £600,000 grant and £600,000 loan.

f) *Free Schools:* As a Free School, Oakbank School can apply for capital funding from the Department for Education, to provide 'fit for purpose buildings for a range of teaching needs'.

Appendix D: Natural environment features in the Parish

Terms used:

Shinfield North: that part of the Parish that lies north of the M4 including Shinfield Park and Shinfield Rise

Shinfield East: that part of the Parish that lies south of the M4 and east of the A327

Shinfield West: that part of the Parish that lies south of the M4, west of the A327 but east of Ryeish Green

This list is not intended to be comprehensive; there are many other examples of these features within the Parish. Footpath numbers are those designated by Wokingham Borough Council.

The tables below are organised by features within areas across the parish.

Hedgerows -
Hedgerows are a fundamental building block for the biodiversity of the parish. They modify weather patterns and secure the ground conditions for wildlife in and above soil level. They provide the basis for interaction between plants and animals. Dense hedgerows give shelter, food and breeding sites for creatures and the opportunity for plant species to colonise and spread thus providing a network of wildlife corridors within the Parish. Old hedgerows define past and/or present field and track boundaries.

Grazeley	SU 703 654	Around Foudry Brook at Brook Farm
	SU 703 655	Beside footpath 41
	-	Along minor roads
Green Park	SU 696 761 to SU 697 697	Across undeveloped field
Ryeish Green	SU 724 677	Boundary along field edge east of houses' gardens
Shinfield East	SU 736 685	Alongside footpath 6 behind Oatlands Road
	SU 746 684	Alongside footpath 4
	SU 747 690 and SU 751 694	Bordering old trackways descending from Earley through the parish to the river Loddon.
Shinfield North	SU 731 690	Designated Local Wildlife Site. Area between B3270 and M4
Shinfield West	SU 726 686	Along north and south of Church Lane
	SU 722 683	Along sides of Church Lane East
Spencers Wood	SU 723 673	Fields N of Clares Green Rd and Ryeish Lane
	SU 719 671	Designated Local Wildlife Site N of Clares Green Road
	SU 708 669	Woodcock Lane: ancient footpath and byway
Three Mile Cross	SU 714 678	Woodcock Lane: ancient footpath and byway
	SU 717 679	North and south of Church Lane
	SU 717 685	Meadows south of M4, including an area previously known as Long Lane.

Trees and woodland
Trees and Woodlands form the upper canopy of the natural world, are important habitats for a range of creatures and are landmarks for flying creatures including migrating species. They complement other features of the environment. Also they are significant for ameliorating the local temperature, wind and rainfall for wildlife and for man. Trees, woods and copses are often historically important. These are now recognised as contributing to the physical and mental wellbeing of people as they soften and enhance the hard landscapes of the built environment and provide location reference points between and above buildings.

Grazeley	SU 690 669	Western Boundary Copse: woodland along footpath 14
Green Park	SU 703 655	Copse at Brook Farm, west bank of Foundry Brook
	SU 705 696	Copse by Foundry Book, north of Costco
	SU 701 694	Copse by brook
	SU 696 761 to 697 697	Matures trees across undeveloped field
Ryeish Green	SU 725 669	Area on west of Croft Road and Hyde End Lane junction
Shinfield East	SU 745 682	Designates Local Wildlife Site. Copse, University Farm north of A327
	SU 751 691	Designated Local Wildlife Site. Rushy Mead, Upperwood Farm
	SU 746 691	St John's Copse, Upperwood Farm
Shinfield North	SU 735 693	Designated Local Nature Reserve and Ancient Woodland Reserve: Pearman's Copse, with grassland
	SU 725 693	Designated Local Wildlife Site: Nores Hill, Shinfield Park. Ancient Woodland, special wildflowers
Shinfield West	SU 729 669	Designated semi-natural Ancient Woodland. Shinfield Copses N side Hyde End Road, woodland with streams, ground flora
	SU 730 671	Woodland at High Copse Farm and further west along Hyde End Road
	SU 733 673	Tanners Copse, south of Hyde End Road
	SU 735 676	Millworth Lane, continuing towards the river Loddon
	SU 728 667	Hyde End Road, north side – Lime trees in residential garden
Spencers Wood	SU 714 669	Wellington Court: iconic avenue of sequoia trees inside avenue of veteran oaks
	SU 706 663	Designated Local Wildlife Semi-ancient hillside woodlands
	SU 712 671	Fragments of historic woodland in Stanbury Park
Three Mile Cross	SU 717 685	Meadow south of M4. Individual veteran oak trees in an area previously known as Long Lane
	SU 714 678	Woodcock Lane: ancient footpath and byway

Linear Features –

M4 crossing Parish east to west, A33 and railway north to south across Parish. Each of these have cuttings and embankments with tree and scrub vegetation.

Green open spaces –

Green Open Spaces are often living records of previous land use, economy and practices. They are vital breathing spaces for people and for plants and animals. They vary from roadside verges which ameliorate the effects of traffic and at the same time are lengthy wildlife corridors linking to meadows, copses and waterways with their unique plants and insect life. For adults and children these open spaces provide extra opportunities for casual, completely informal relaxation, quite separate from organised infrastructure such as sports, dog walking and formal recreation areas. For wildlife they are an integral part of the local ecology particularly where they contain quantities of unimproved grassland.

Grazeley	-	Farmland west of the A33
		Roadside verges: A33 and M4
Green Park		Grassland beside office buildings and water bodies
		Undeveloped fields within NE of the parish, north of M4
		Roadside verges: M4. Roads within Green Park
Ryeish Green	SU 720 674	Recreation ground next to Oakbank School
		Roadside verges: Hyde End Lane, Ryeish Lane
Shinfield East	-	Land east of A327 and present Shinfield Village including waterside meadows by river Loddon and associated streams
		Roadside verges: Cutbush Lane, M4
Shinfield North	SU 729 692	Open grassland Shinfield Park
	SU 737 702	Grassland Shinfield Rise
	-	Roadside verges: north of Lower Earley Way
Shinfield West	SU 729 687	Fields east and west of Church Lane

	-	Waterside meadows alongside the river Loddon.
	SU 734 675	Recreation ground off Millworth Lane
	SU 729 681	Separated cemetery
	-	Roadside verges: A327 Hollow Lane, B3349 Hyde End Road
Spencers Wood	SU 719 671	Designated Local Wildlife Site Meadows N side of Clares Green Road
	SU 706 660.	Designated Local Wildlife Site. Small fragments of unimproved grasslands adjacent to the designated woods between White House and Highlands (Kiln Lane)
	SU 716 670	Recreation ground Clares Green Road
	SU 713 665	Spencers Wood Common: grassland
	SU 719 669	Cemetery off Grovelands Road
	-	Roadside verges: Grovelands Road, B3349 (Old Basingstoke Road/Hyde End Road), Croft Road
Three Mile Cross	SU 717 685	Wet land meadows south of M4 from Basingstoke Road to Brookers Hill

Public Rights of Way –

The parish has an extensive network of public footpaths and bridleways. Many of these are of historic interest and provide access to many of the listed views and vistas detailed within the plan and appendix E. They have always served as access between settlements and their historic buildings.

Water bodies –

Open water is the fourth main component of the natural environment of the parish. The River Loddon and the Foudry Brook with their tributary water courses and adjacent ponds are vital to the health of the landscape. Accessible open water is vital for birds, amphibians and many insects. Flood or drought conditions emphasize the importance of these features for man also. Recent floods have underlined the importance of keeping ditches and all other watercourses open, not restricted in culverts, and under proper management.

Grazeley	SU 703 667	Foudry Brook: the brook and associated ox-bow lake areas form a wetland wildlife corridor south-north through Grazeley and Green Park
	SU 699 669	Grazeley Village Hall pond
	SU 709 686	Designated Local Wildlife Site: Great Lea Pond
	SU 709 678	Ponds in field west of footpath 30
	SU 699 677	Grazeley Court Farm former reservoir
	SU 692 664	Lambwood Hill Farm pond
	SU 366 341	Gravelly Bridge Farm pond
	SU 709 686	Designated Local Wildlife Site. Pond south of Hartley Court Road
	SU 700 674	Pond as remnant of WW2 canal defence
Green Park	SU 705 696	Foudry Brook and associated streams
	SU 703 694	Artificial Lake and associated wetland outside building 400 on South Oak Way
Ryeish Green	SU 723 671	Ryeish Lane Pond
Shinfield East	SU 745 678	River Loddon Wetlands, mainly north of A327
	SU 747 680	Designated Local Wildlife Site wetland reserve
Shinfield North	SU 731 690	Designated Local Wildlife Site. Deep ponds. Area between B3270 and M4
Shinfield West	-	Designated semi-natural ancient woodland Shinfield Copses north side of Hyde End Road woodland with streams
Spencers Wood	SU 715 665	Ponds by Basingstoke Road – one of the larger ponds in the parish
	SU 700 678	Series of ponds by footpath 30

	SU 724 656	River Loddon: the length of the river with cut-off streams along the south-west boundary of the parish forms a wetland wildlife corridor
	SU 714 664	Spencers Wood Common pond
	SU 708 662	Highlands Woods – several ponds in former clay pits for brick industry, can dry out in hot weather
	SU 718 665	Ponds by footpath 33 south of houses on south side of Hyde End Road
	SU 715 671	Stanbury Gate, privately owned pond with no public visibility; on a spring line (originally a line of ponds along this spring line). Great Crested Newts recorded here in 2007
	SU 720 672	Clares Green Fields, Local Wildlife Site. Wokingham Borough Council owned public pond
	SU 720 671	Track leading to Ryeish Pavilion; adjacent to Clares Green Field Local Wildlife Site
	SU 723 671	Ryeish Lane. Wilder Grove Farm private pond in garden adjacent to the road
Three Mile Cross	SU 722 682	Pond at north end of footpath 13, next to Church Lane
	SU 710 676	Pond at end of Grazeley Road
	SU 713 667	Pond in field at spring line on hillside

References & Sources -

Wokingham District Landscape Character Assessment: Summary 2004 (Adopted) WBC

Thames Valley Environmental Records Centre (TVERC): Local Wildlife Sites in Shinfield 2008

Wokingham District Veteran Tree Association: Survey Reports at 2014

Village Character Statements for Grazeley (draft); School Green Village, Shinfield; Our Villages, Ryeish Green, Spencers Wood, Three Mile Cross.

Appendix E

Listed Buildings, Viewpoints and Vistas in Shinfield Parish

Listed buildings:

Spencers Wood and Three Mile Cross:

Location	Date built	Listing
Library and School House	1890	Grade II
The Homestead, 264 Hyde End Rd	Early C19th	Grade II
Fullbrooks, 202 Hyde End Rd	C16th, C17th and C19th	Grade II
Hyde End Farmhouse, Hyde End Rd	Late C18th	Grade II
Sussex Lodge, Hyde End Rd	Early C19th	Grade II
Walnut Tree Cottage, 9 Clares Green Rd	Late C17th and C19th	Grade II
Nullis Farmhouse, off Clares Green Rd	Mid C16th	Grade II
Hill House, Basingstoke Rd	Early C18th and C19th	Grade II
The Lieutenant's Cottage, Basingstoke Rd	C18th	Grade II
The Thatch, Church Lane	Late C18th	Grade II
Wisteria Cottage, Church Lane	C18th, altered C20th	Grade II
Highway Cottage, Basingstoke Rd (Formerly The George and Dragon PH)	C18th, altered C20th	Grade II
Post Office and Newsagent, East Side (former house), Basingstoke Rd	C18th, altered C19th and C20th	Grade II
The Swan Inn, Basingstoke Rd	Early C16th cottage/s, altered C18th and C19th	Grade II
The Mitford	C18th, extended C19th	Grade II

Shinfield:

Location	Date built	Listing
St Mary the Virgin, Church Lane	Late C12th	Grade I
Church Farmhouse, Church Lane	Early C15th	Grade II
Granary, Church Farmhouse, Church Lane	Late C17th	Grade II
L'Ortolan Restaurant (formerly the vicarage), Church Lane	c1840	Grade II
Lane End Farmhouse, Shinfield Road	C16th	Grade II
Old House Farmhouse, Cutbush Lane	Early C17th	Grade II
Barn, Old House Farm, Cutbush Lane	Early C19th	Grade II
Barn, Cutbush Lane	C16th	Grade II
Badger Farm, Cutbush Lane	C16th	Grade II

Location	Date built	Listing
Shinfield Infant and Nursery School, School Green	1707	Grade II

Shinfield North:

Location	Date built	Listing
The Lodge, Aphelion Way	1814	Grade II

Grazeley area:

Location	Date built	Listing
Hartley Court, Hartley Court Rd	Early C16th	Grade II
The Old Farmhouse, Hartley Court Rd	Late C17th	Grade II
Hopkiln Farmhouse, Kybes Lane	C16th and C17th	Grade II
Great Lea Farmhouse, Great Lea	Early C17th	Grade II
The Elms, Lambwood Hill	c1840	Grade II
The Wheatsheaf Inn (Formerly), Lambwood Hill Common	C17th and early C19th	Grade II
Holy Trinity Church (Formerly), Lambwood Hill Common	1850	Grade II
Poundgreen Farmhouse	Early C16th	Grade II

<u>Viewpoints and Vistas:</u>

- From high land of the Ridge SANG (Footpath 12 and 13) looking north across to Chiltern Hills. GR 724 675
- From Cutbush Lane looking east over copses and farmland. GR 742 690
- From Footpath 4 looking across R Loddon valley and farmland. GR 745 685
- From Footpath 6 looking northeast over farmland. GR 739 683
- From north end of Footpath 18 looking west along water meadows. GR 722 684
- From Footpath 22 looking south and east over Loddon valley. GR 725 662
- From playing fields at Oakbank School looking north over SANGs. GR 720 677
- From the eastern end of Pearman's Glade in Shinfield North looking east over Earley and rising farmland. GR 732 897
- From Yew Tree Lane looking west over Grazeley towards West Berkshire, North Hampshire and over Kennet valley. GR 707 658
- From Yew Tree Lane looking south over countryside. GR 706 656
- From Wellington Court looking north across Kennet valley to high ground of Tilehurst, Prospect Park and tree lined hillside. GR 713 669
- From Grazeley looking east at rising wooded land of Spencers Wood hillside and designated Local Wildlife Sites. GR 700 668

Footpath numbers: refer to Wokingham Borough Council listing

Wokingham Borough Council
Local Transport Plan

2011 - 2026

WOKINGHAM
BOROUGH COUNCIL

To provide an inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and well-being of those that use it.

	Highways Goal	Active Travel Goal	Public Transport Goal	Smarter Choices & Demand Management Goal	Strategic Projects Goal
	To have a resilient, safe highway network that balances capacity for all users, enhances the economic prospects of the borough, and promotes sustainable travel	To work with partners to promote walking and cycling as a health-enhancing physical activity for all of our residents	To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel	To enable people who live, visit and work in the borough to make informed, safe and sustainable travel decisions from a range of transport options	To manage the demand for travel in order to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion
In the next 15 years we will:	Manage the impact of congestion on the highways network by addressing bottlenecks and improving access to key destinations. Encourage alternative modes of travel to the use of private vehicles. Improve road safety through engineering measures and reviewing speed limits on the boroughs roads. Maintain existing highways infrastructure so they are safe, fit for purpose and resilient to climate change.	Increase opportunities to walk and cycle to schools, areas of employment, retail, leisure and social facilities. Encourage walking and cycling as a leisure activity through improving access to suitable areas of open space. Provide walking and cycling opportunities that are inclusive of our residents needs.	Work with bus and rail operators to improve public transport services to increase their overall use. Improve the affordability and availability of public transport. To improve opportunities for all members of society to use public transport. Make public transport more environmentally friendly and aim to reduce carbon emissions from public transport operations.	Encourage modal shift through the intensive promotion of travel planning so residents can make informed travel decisions. Work with schools and colleges to increase the uptake of safe and active travel habits. Facilitate a number of road safety education campaigns to encourage safe travel behaviour to complement our road safety engineering measures. Aim to be at the forefront of transport innovation and support the use of intelligent transport systems and green technology.	Actively support development of suitable major transport projects that are necessary to support the future growth and success of the borough. This includes supporting: Town Centre Redevelopment; Infrastructure that accommodates future housing development; and Essential cross-boundary projects
We will have succeeded if, by 2026:	Average journey times on the borough's 'A Roads' are not more than 2:35 minutes and seconds per mile. The Council will have achieved a 20% reduction in CO2 emissions from transport as in line with the Sustainable Environment Strategy. If our roads are the safest in the country. The Council is one of the top performing authorities for highways maintenance on principal roads.	At least one in five journeys to work is either on foot or by bicycle. All of our new transport infrastructure is provided to suitable standards, ensuring ease of travel for those with mobility impairments e.g. crossing points on busy roads	Low carbon buses are operating in the borough The Council have worked with partners to develop a bus and rail smart ticketing scheme that allows for better bus & rail integration. Every bus, coach and train service in the borough have 'all access features' (e.g. low floor buses, non-slip handrails, visible displays)	The Council have implemented personal travel planning and all schools in the borough have travel plans. At least 60% of children in the borough travel to school by walking and cycling 80% of all school children have received cycle proficiency training by Year 7 The Council have developed a network of electrical charging points across the borough	We have an inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and well-being of those that use it.

Contents

List of Figures

A Context
1 Introduction

Wokingham Borough Council is required by the Transport Act 2000[1] and as amended by the Transport Act 2008[2] to produce a Local Transport Plan (LTP). A Local Transport Plan can be defined as:

> 'An integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects.'

This is the third Local Transport Plan for Wokingham Borough, and provides details of how the Council intends to improve transport and accessibility over the next fifteen years. This Local Transport Plan aims to address the transport and wider local challenges related to transport facing Wokingham Borough now and in the future.

The third Local Transport Plan (LTP3) replaces our current Local Transport Plan (LTP2) which expires on March 31 2011. Unlike previous Local Transport Plans, where local authorities were required to renew the document at least every five years, LTP3 may be replaced as and when required. LTP3 will therefore set out a long term strategy to 2026 – a timeframe that is consistent with Wokingham Borough's Local Development Framework Core Strategy.

The Council will develop a yearly Implementation Plan, based on allocated budget, which will complement the LTP3 strategy, acting as a business plan for implementing the changes set out in the strategy. This will set out a package of measures to be delivered; where they will be delivered; their estimated costs; how they are funded; any delivery risks; and what objectives and targets the measures will meet.

In developing LTP3 we have undertaken a number of statutory assessments that have formed an integral part of decision making. These were:

- Strategic Environmental Assessment: A Strategic Environmental Assessment of LTP3 has ensured that sustainability is at the heart of decision making by carefully balancing environmental, social and economic considerations.

- Health Impact Assessment: This assesses the impacts of this plan on health and provides an evidence base to support decision making

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[1] The Transport Act 2000, Office of Public Sector Information, Section 108

[2] The Transport Act 2008, Office of Public Sector Information, Section 9

- Habitats Directive Assessment: A screening of LTP3 under the Habitats Directive[3] considers if LTP3 is likely to have a significant effect on any European Site.

- Equality Impact Assessment: This helps to determine how LTP3 affects different groups of people and ensures that the plan meets anti-discrimination and equalities legislation whilst considering impacts on the local community.

1.1   Transport Vision

A key part of this plan is its Vision. This reflects local needs in the context of national policy goals and provides an overarching direction for the development of LTP3 and its delivery programmes.

The overarching vision for this Local Transport Plan is:

> To provide a cost-effective, inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and well-being of those that use it.

1.1   LTP3 Structure

In support of our Transport Vision we have structured LTP3 into four distinct sections. These are detailed below:

Section A – Context: This section provides a context in which this Local Transport Plan has been developed. A review of LTP2 and the wider national, regional and local policy context is undertaken in order to inform and develop the Goals and Challenges of this plan.

Section B – Policy Options: This section identifies a number of Highways; Active Travel; Public Transport; Smarter Choices & Demand Management; and Strategic Projects policy options that will be implemented in order to deliver the LTP Goals and Challenges.

Section C – Appraisal: This section appraises the schemes that have been developed under the policy options from Section B to prioritise and package them. The methodology used for appraisal ensures that wider policy goals, public consultation, and value for money have been integrated into the decision making process.

Section D – Implementation Plan: The appraisal process in Section C will strongly influence the content of our Implementation Plan. The Implementation Plan describes packages of measures that will be delivered; where they will be delivered; their estimated costs; how they are funded; any

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[3] Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora, European Commission

delivery risks; and what objectives and targets the measures will meet. The Implementation Plan will be reviewed on an annual basis.

Figure 1: below illustrates the structure of this Local Transport Plan.

Figure 1 – LTP Structure (1)
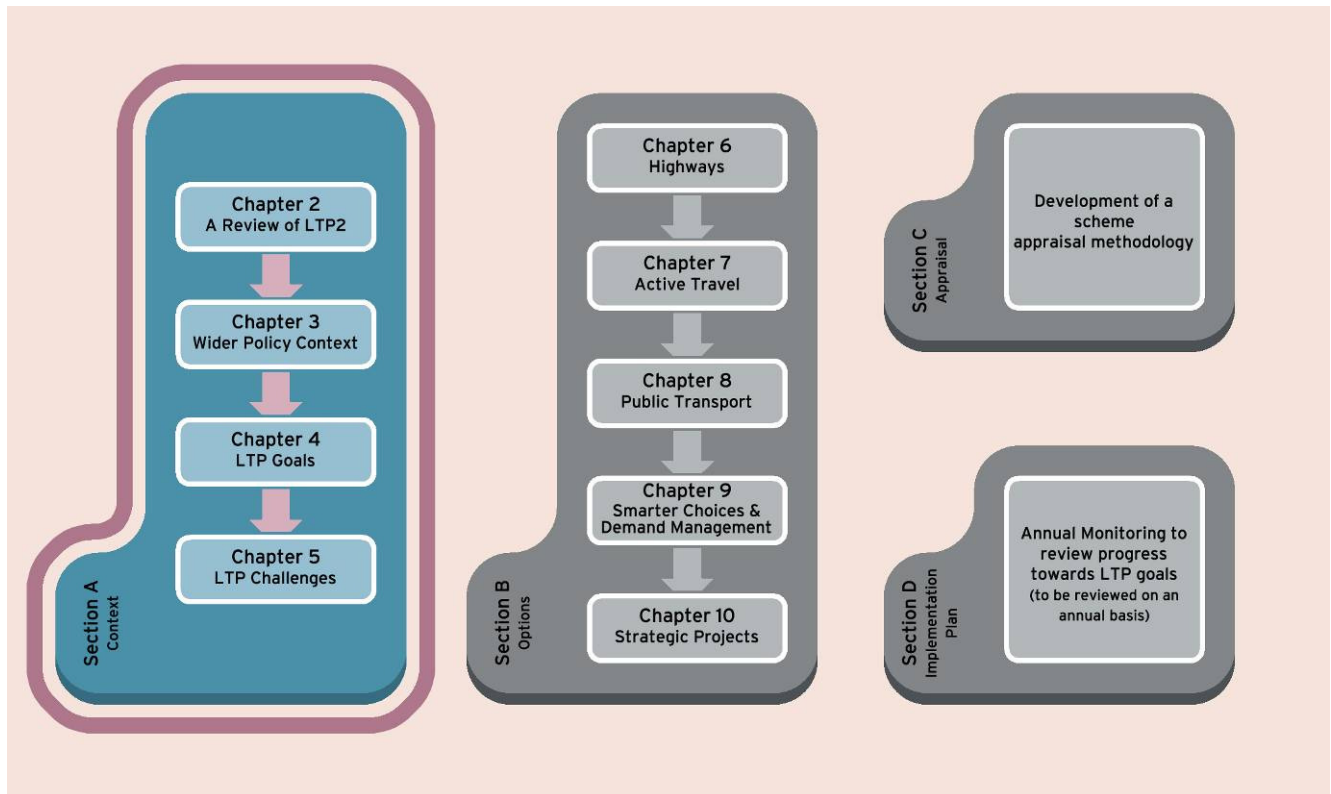
2   Review of LTP2

2.1   Review of LTP2

The Councils second Local Transport Plan[4] (LTP2) covered the period 2006-2011, and identified the key problems and challenges which the Borough faced. As a result, LTP2 developed the following objectives:

- To improve road infrastructure, maintenance, and targeted improvements to the road network to improve traffic flow;

- To improve the integration of land use planning and transport to create a more efficient transport system;

- To improve road safety for all road users, through cost effective solutions, education training and publicity;

- To develop cost effective transport solutions that are sensitive to the varying nature of the Borough and improve accessibility to key facilities;

- To improve the convenience of travel that involves using more than one mode of transport; and

- To promote sustainable travel choices through various travel plan initiatives.

Throughout the period of the last plan, the Council have experienced a number of successes. These include:

- A significant improvement in road safety. From 2006 - 2009 the Borough experienced an annual average reduction in the number of people killed or seriously injured in traffic accidents by almost 50% compared to 1994-98 annual levels. Over the period of LTP2 we have put significant funds into road safety education, enforcement and engineering which have resulted in Wokingham Borough Council achieving the 2010 target for casualty reduction three years early

- Continued investment in cycling has resulted in a positive overall trend in cycle growth since 2006. Furthermore at least 50% of schoolchildren in the Borough now receive cycle training before starting secondary school.

- Worked successfully in partnership with local bus operators which has contributed to a 37% increase in public transport satisfaction from 2006 – 2008. Through partnership working the Council has significantly improved bus stop infrastructure across Wokingham Borough whilst operators have provided new and branded vehicles on a number of routes.

However, the results of LTP2 were less successful in improving transport accessibility for all of our

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[4] Wokingham District Council's Second Local Transport Plan (2006 – 2011)

residents and in improving local air quality in some areas of the Borough. There are also still high levels of congestion in some areas of the Borough and the Council will need to work towards tackling climate change.

In progressing LTP3, it is important that we build upon the experiences and successes of LTP2. Many of the challenges and problems identified in LTP2 are still relevant and as a result have been used to shape the challenges of LTP3 (Chapter 4).

2.2 Changes from LTP2

LTP3 will differ from LTP2 in a number of ways. Figure 2 below sets out some of the key changes surrounding the development and progression of this plan.

Figure 2 – How LTP3 is different
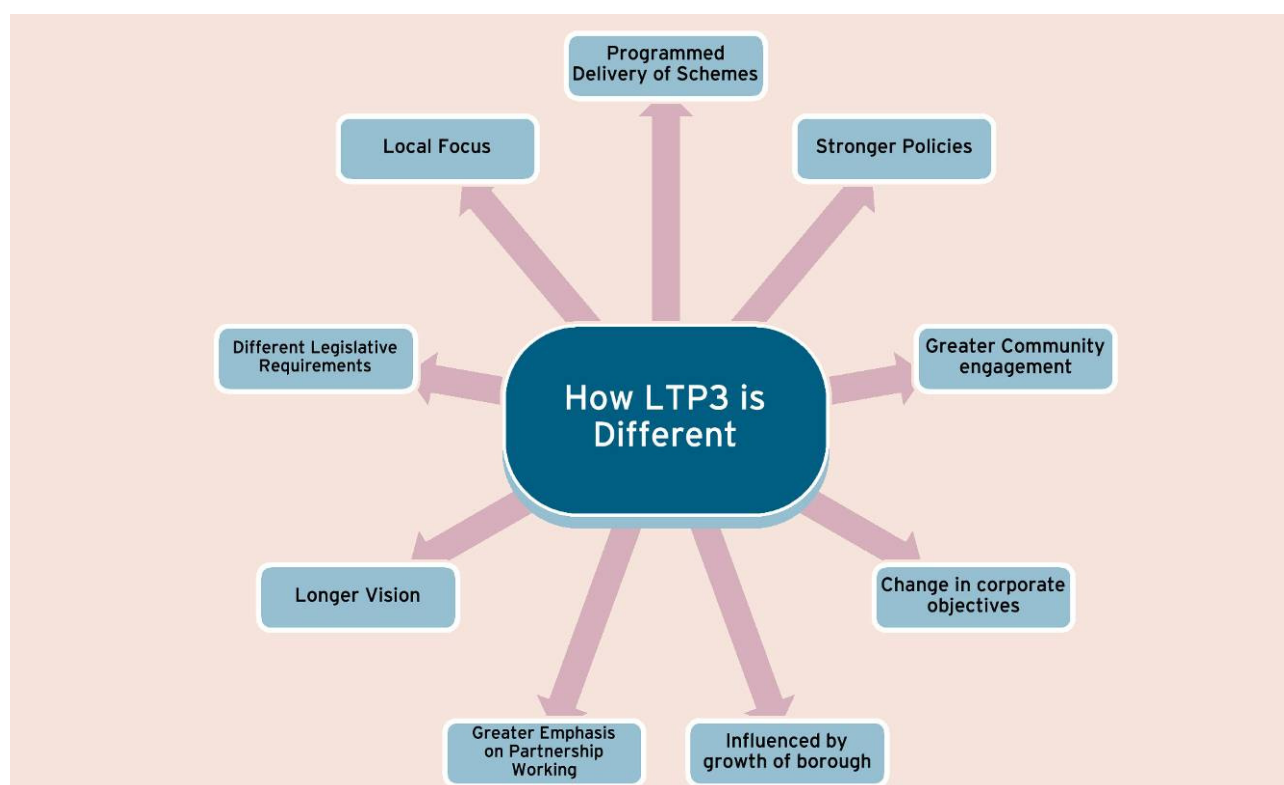
The development of this plan has been shaped by recent changes in legislation (Transport Act 2008) and the direction of national and local transport policy. These elements will be explored in further detail in Chapter 3.

2.3 Changes in the relationship between central and local government

Further to legislative requirements and transport policy influencing the development of this plan there have been structural changes to the working relationship between central and local government since the general election of the coalition government in May 2010. The coalition government's transport policy is still in its infancy and will develop over the life time of the current parliament. As central government transport polices develop the amendments will be reflected in the review process built into this LTP, as per the amended Transport Act 2008.

The biggest influences shaping the direction of the coalition's governments transport policy are to improve economic competitiveness and to address the structural deficit, supported by a willingness to hand back power to local people and making local government more accountable. It is envisaged that this policy direction will encourage local authorities to develop cost effective plans, polices and schemes that are correct for local circumstances under a localism agenda.

The commitment to reducing the structural deficit has been reflected overall funding for the Department for Transport (DfT) budget in the four years up to 2014/15. The DfT's budget is going down, in real terms over the next four years there will be a 11 % reduction in DfT capital spending, 21% reduction in resource spending and a 33% reduction in DfT's administration budget.

To support deficit reduction and localism agenda, the DfT has implemented a radical simplification and reform of local transport funding, moving from 26 grant streams to 4 from 2011-12:

- a local sustainable transport fund (capital and revenue);

- major schemes (capital)

- block funding for highways maintenance (capital); and

- block funding for small transport improvement schemes (capital).

Despite the reduction in funding for transport and the policy shift towards localism the coalition government have committed to the continued development of the LTP process. The coalition government views the LTP process as "the best way for authorities to plan transport strategy and delivery".

2.4 Development of the LTP through closer partnership working

Transport is a key theme that crosscuts many environmental, economic and social issues and has consequences for a multitude of businesses and organisations. To ensure efficient and effective service delivery the Council must work alongside a number of partners to achieve shared visions and goals. For example, the development of a comprehensive road safety programme requires a close working relationship with a number of partners – such as local schools and Thames Valley Police.

The cornerstone of commitment to partnership working is the Council's participation in the Wokingham Borough Strategic Partnership (WBSP). WBSP is responsible for creating and delivering the vision of the Sustainable Community Strategy. The WBSP is made up of:

(1) The Partnership Board (which comprises representatives of Wokingham Borough Council, Thames Valley Police Authority, the voluntary sector, the business sector, Town and Parish councils, the political opposition and University of Reading). The Partnership Board is responsible for setting a strategic lead for the WBSP and identifying its vision, which is set out in the Sustainable Community Strategy;

(2) The Strategy Group is responsible for translating the vision into action and managing the performance of the WBSP. The strategy group comprises representatives from Wokingham Borough Council, Thames Valley Police, Royal Berkshire Fire and Rescue Service, the voluntary/community sector, the business sector and Berkshire West PCT.

(3) Sub-Partnerships, which are formed around key community issues and are responsible for translating the Sustainable Community Strategy into action within their specific areas. . The sub-partnerships comprise representatives from appropriate local partners such as (in the case of transport) the bus operators and community transport representatives.

Figure 3 – Wokingham Borough Strategic Partnership
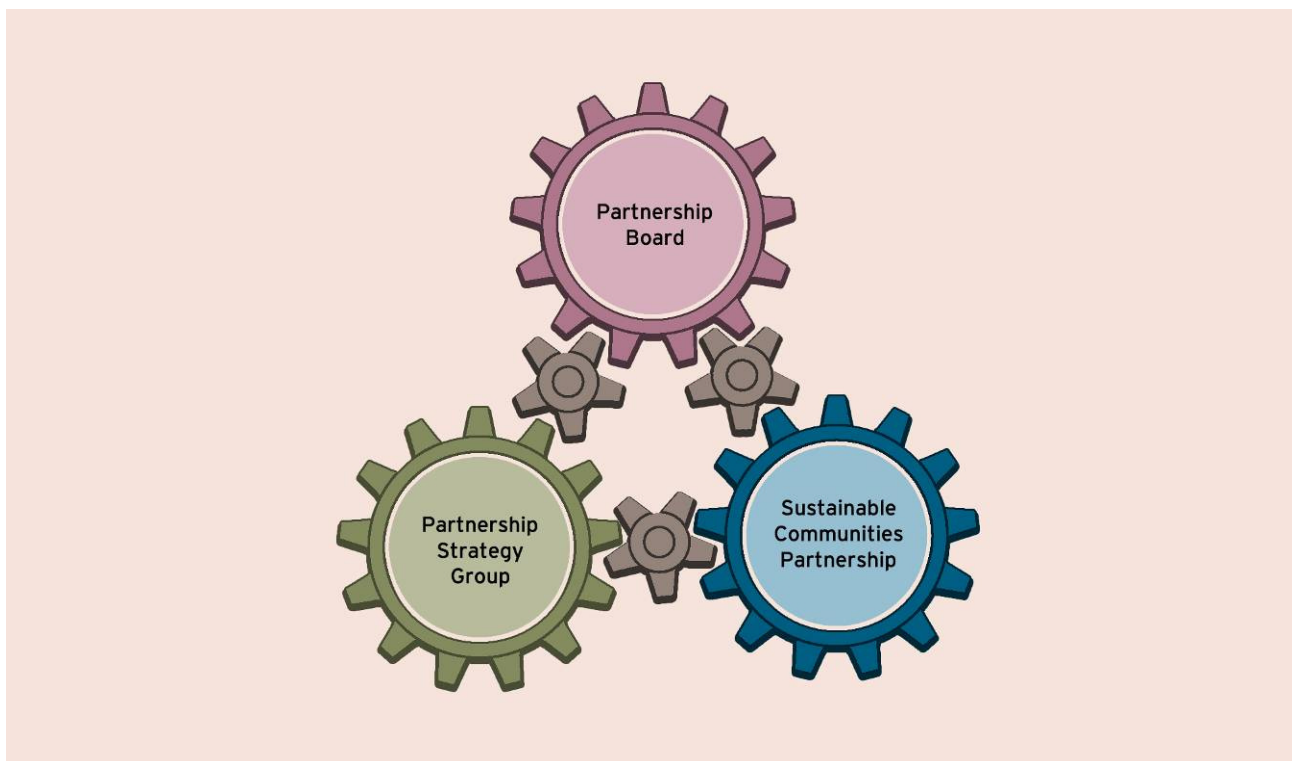
Section Summary

The Council's second Local Transport Plan (LTP2) identified the key problems facing the transport network and developed a number of objectives to address them. LTP2 experienced a number of successes in tackling important transport issues. However, progress still needs to be made in some key areas. It is important that the development of LTP3 builds upon and integrates experiences of LTP2.

There will be some fundamental differences in the way LTP3 is developed compared to the previous plan. This includes changes in the structural changes to the working relationship between central and local Government. There will also be a greater emphasis on partnership working throughout LTP3. This will ensure that services are delivered in an efficient and integrated approach.

3 The Wider Policy Context

This section provides a review of the national and local policy framework which has shaped the structure and content of LTP3. This is illustrated in Figure 4 below.

Figure 4 – The Wider Policy Context
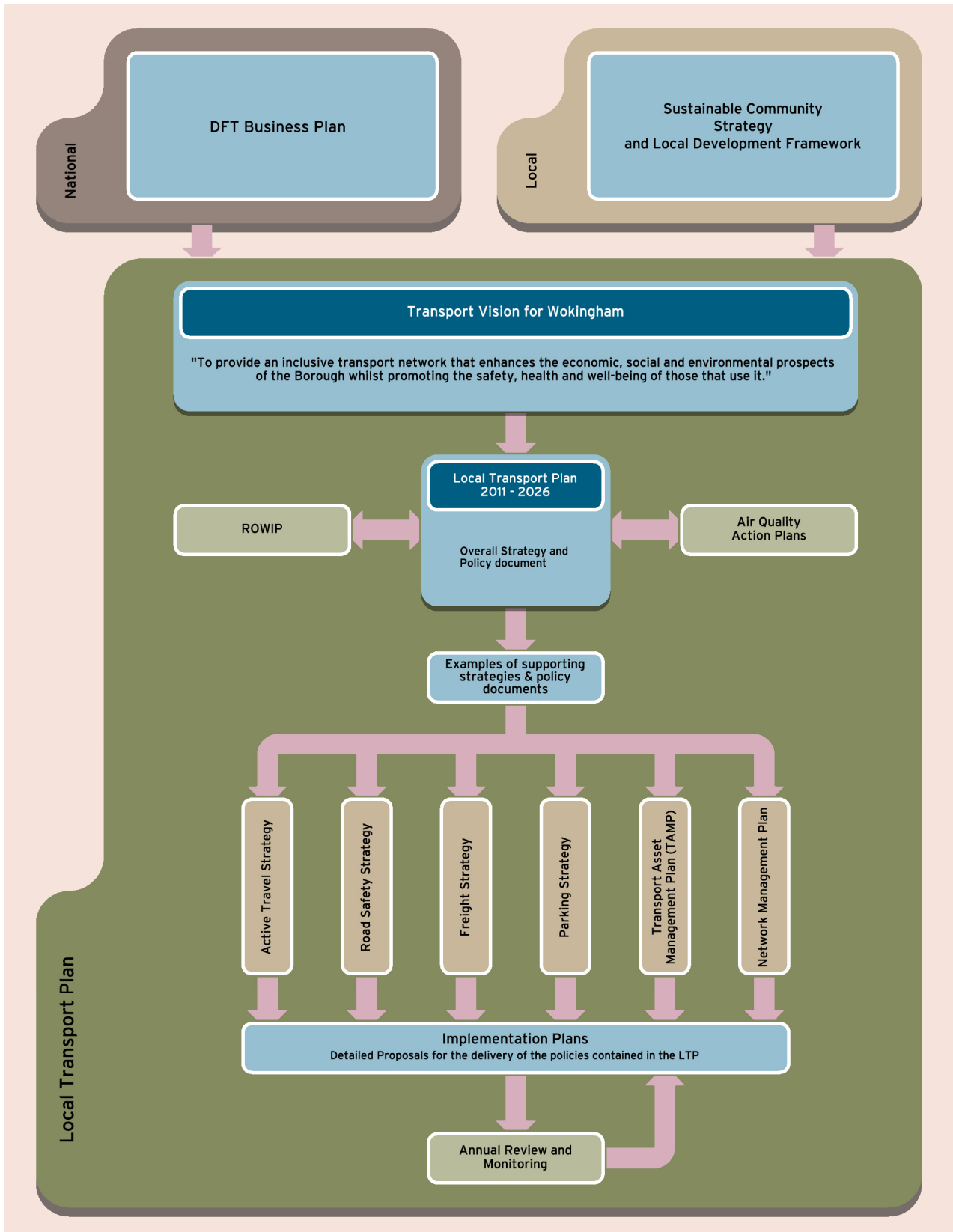
3.1 National Transport Policy

As previously detailed the coalition government's national transport policy is still in its infancy however in November 2010 the DfT published its business plan for 2011 -2015. The DfT business plan, much like this document, is centred on a national vision for transport. The coalition government's transport vision is to create a transport system that is an engine for economic growth while also being one that is greener and safer and improves the quality of life in our communities. The vision is to improve links that help to move goods and people around, and targeting investment into green projects that promote growth, can help to build a balanced dynamic, low carbon economy.

(1)   The business plan is centred on clear coalition transport priorities, these are listed below:

(2)   Delivery of commitments on High-speed Rail

(3)   To secure railways for the future

(4)   Encourage sustainable local travel

(5)   Tackle carbon and congestion on the roads

(6)   Promote sustainable aviation

Obviously there are priorities in the DfT business plan that bare direct relevance to transport within the borough boundary, but also in a wider context. All five priorities have a wider bearing of travel and transport in the Thames valley and beyond, such as delivery commitments on High-speed Rail and Sustainable Aviation. The national priorities which provide the context for development within this LTP are measures to encourage sustainable local travel, tackle carbon and congestion on the roads and securing railways for the future.

3.2 Transport as an Engine for Economic Growth

Transport is vital to the success of the UK economy. Transport networks enable the movement of goods and people. However, it is acknowledged that at certain times of the day and in certain locations our roads and railways reach capacity; causing congestion and unreliable journey times.

The Eddington Report[5] concluded that the increasing impacts of congestion could cost an extra £22 billion worth of time in England by 2025. Whilst a 5% reduction in travel time for all business and freight travelling on our roads could generate around £2.5 billion of cost savings; some 0.2% of GDP.

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[5] The Eddington Transport Study, Department for Transport

To improve the performance of existing networks, Eddington suggests targeting additional capacity where it is needed, in order to meet the growing demand for travel. This means taking a co-ordinated approach to developing transport networks where planned future development takes place.

3.3   Building a Balanced Dynamic Low Carbon Economy

Transport generates around half of the UK's carbon dioxide emissions that are not within an emissions trading scheme. The Stern Review [6] undertook an analysis of the economic impact of climate change on the World economy. The review concluded that the cost of failing to address climate change is likely to be between 5%-20% of global GDP compared to a cost of around 1% of global GDP to act.

At an international level the Government has agreed to an ambitious national target for an 80% reduction in greenhouse gases on 1990 levels by 2050, with an interim target of 26% by 2020. The 2008 Climate Change Act[7] provides a legally binding framework for achieving these targets. To ensure the UK meets its carbon reduction targets an independent committee has been set up to monitor the progress of carbon reduction. The Government will release five yearly carbon budget reports. This supported by the 'Low Carbon Transport: A Greener Future[8]' strategy which sets out how the Government intends to reduce greenhouse gas emissions from transport including through the use of low carbon technology. Low carbon transport investment can also enhance the safety, and overall health of the population, not only by reducing CO2 emissions, but also by promoting safe transport infrastructure and active travel, such as walking and cycling[9].

3.4   Road Safety and Safer Transport

Central to the development of many of the coalition government's policies is behaviour change. The same is true for the development of road safety policy. There has always been a strong focus in national road safety policy on reducing risks to transport users, workers and third parties from transport accidents. The Government's objective is to reduce accident-risk across all modes of travel, with a particular emphasis on deaths on the road. This requires a wide range of interventions, addressing key problem areas of bad driver behaviour, drink driving, excessive speed and seat-belt wearing. Key groups of vulnerable road users will continue to need to be targeted, including motor cyclists and young drivers.

Behaviour change can also be facilitated through engineering and enforcement and both have a vital role to play in road collision and casualty reduction. Government acknowledge that

[6] The Stern Review on the Economics of Climate Change, 2006, HM Treasury

[7] The Climate Change Act, 2008, Office of Public Sector Information

[8] Low Carbon Transport: A Greener Future, 2009, Department for Transport

[9] Active Travel Strategy, 2010, Department for Transport

engineering measures in recent years have made a huge impact by identifying casualty 'hot spots' and engineering them out. The DfT concede it is becoming very difficult to identify sites where pure engineering will help further. To achieve further significant reduction in causality reduction and risk reduction greater emphasis will be placed on partnership working to facilitate behaviour changes. To this end government is devolving further road safety powers and responsibility to local government to ensure individual councils develop relevant and cost effective partnerships and road safety engineering programmes.

3.5   Improving the Quality of Life in Our Communities

The role of transport is far-reaching. It has the ability to provide access to employment, health, leisure and retail facilities. For this reason it is important for transport networks to be accessible, affordable, available and acceptable to all. In developing and enhancing transport networks, consideration should be given to the accessibility needs of those with disabilities, those in rural areas, low-income populations, and the elderly. The Coalition Government's 2011 Localism Act will give local communities greater powers to enhance equality of opportunity by bringing together local partners and delivering services within the heart of the community.

Planning Policy Statement 1 (PPS1)[10] identifies the need for delivering sustainable development. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. The impacts of transport on quality of life range from social inclusion to noise, air quality and healthy lifestyles. Transport can also impact on the quality of our natural environment and cause visual intrusion on the landscape. Major new transport infrastructure will only be planned and developed where alternative measures cannot achieve the required outcome. Where major infrastructure is required, this will form a package of wider measures which will aim to actively enhance and improve our residents' quality of life.

3.6   Greener Transport

In this instance 'Greener Transport' refers to the natural and built environments as opposed to the objective of simply reducing carbon emissions and other greenhouse gases that contribute to climate change. The 'Green Transport' objective includes reducing the direct and indirect impacts of transport facilities and their use on the environment of both users and non-users. The environment impacts of concern include noise, atmospheric pollution of differing kinds, vibration, formal intrusion, severance, and impacts on the countryside and wildlife, ancient monuments and historic buildings and so on.

 Policy objectives concerning greener transport include the following:

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[10] Planning Policy Statement 1: Delivering Sustainable Development, 2005, Office of the Deputy Prime Minister

- to reduce noise

- to improve local air quality

- to protect and enhance the landscape

- to protect and enhance the townscape

- to protect the heritage of historic resources

- to support biodiversity

- to protect the water environment

- to encourage physical fitness

- to improve journey ambience

3.7 Planning Policy Guidance13: Transport (updated January 2011)

The 1994 revision of Planning Policy Guidance Note (P.P.G. 13) on Transport was a landmark in British transport and planning policy. Jointly issued by the then Departments of the Environment and Transport, it set the new ground-rules for moving to a sustainable land-use and transport system. PPG13 has subsequently been revised on a number of occasions most recently in January of 2010. PPG 13's objectives are to integrate planning and transport at the national, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

The objectives of this guidance are to:

- promote more sustainable transport choices for both people and for moving freight

- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and

- reduce the need to travel, especially by car

PPG13 states that Local Transport Plans have a central role in co-ordinating and improving local transport provision. Guidance on Local Transport Plans provides advice on the transport measures which should form part of the local approach to the integration of planning and transport and is reflected in the development of this document.

PPG13 sets out the circumstances where it is appropriate to change the emphasis and priorities in provision between different transport modes, in pursuit of wider objectives. PPG 13 also acknowledges that the car will continue to have an important part to play and for some journeys, particularly in rural areas, it will remain the only real option for travel.

In order to deliver the objectives of PPG13, when preparing development plans and considering planning applications, local authorities should:

(1)   actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in town and district centres and near to major public transport interchanges

(2)   locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling

(3)   accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling

(4)   ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas

(5)   in rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan to act as focal points for housing, transport and other services, and encourage better transport provision in the countryside

(6)   ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked

(7)   use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys

(8)   give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses

(9)   ensure that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments; consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety and

(10)   protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements.

As previously acknowledged the January 2011 amendment to PPG13 removed upper limits for car parking spaces for new homes and guidance encouraging higher parking charges in town centres. Councils and communities are 'free' to set parking policies that are right for their areas. This could include taking into account the effect of parking charges on the vitality of the local economy and local shops. The amendment is also designed to encourage and promote electric vehicle charging points in new developments to encourage more green drivers, without making developments unaffordable. Government has announced their intention to allow charging points to be built on streets and in outdoor car parks without the need for planning permission.

3.8 Local Priorities

Transport has implications for many of the services that the Council delivers, for example it enables children to travel to school, employees to travel to work, businesses to move goods and our residents to travel to health, retail, leisure and social activities. For these reasons this plan should cover all policies and delivery plans which have implications for transport.

3.9 Sustainable Community Strategy

LTPs must also deliver the national policy objectives within the context of an area's local priorities. The Council's "Sustainable Community Strategy" sets out how the Council intends to deliver its services. The Council aims to ensure that the Borough is "a modern community that values its heritage and embraces its future". By 2020 the Sustainable Community Strategy also looks to achieve a Borough which is innovative, with entrepreneurship, progressive communities with sustainable lifestyles and communities which are empowered.

The Council plans to achieve its vision by:

- Creating the best place in the country to grow up;

- Creating a place that enjoys strong economic growth and prosperity;

- Creating a sustainable place to live, visit, work and do business;

- Creating a place where everyone can enjoy good health and wellbeing, and where vulnerable people are supported;

- Creating a place where everyone feels safe; and

- Creating a place where culture and diversity are celebrated, communities are cohesive and services are delivered in the heart of communities

Transport will contribute to all aspects of delivering the Council's vision. The emerging "Children and Young People's Plan[11]" will promote Wokingham as the best place in the country to grow up by ensuring that children and young people learn to make their way in the world safely; they are able to achieve their full potential through outstanding education and opportunities; they do well whether they choose education, employment or training; they are allowed the freedom to take part in activities and they have a say in the things that are important to them. Transport facilitates the delivery of the Children and Young People's Plan by having the ability to engage with children at an early age to deliver road safety training and giving children a voice in how they travel through their school travel planning. For young people this mean providing independent travel opportunities to schools, colleges and employment opportunities.

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[11] Wokingham Borough Council's Children and Young People's Plan Refresh 2010-2011,

The Borough of Wokingham is an affluent Borough and has enjoyed strong and prosperous economic growth. The Council's "Economic Strategy[12]" sets out how the Council plans to achieve continued economic success within the Borough until 2013. Transport is expected to contribute towards achieving this economic success by managing traffic congestion on the Borough's roads and by promoting sustainable transport and logistical solutions for businesses, including home working.

Whilst economic growth is vital to ensuring that the Borough remains successful, it needs to be balanced with the need to conserve natural resources and protect our environment. The Council's "Sustainable Environment Strategy 2010-2020[13]" identifies how the Council will ensure that Wokingham is a sustainable place to live, visit work and do business. For transport this means engaging with local communities to raise awareness of active travel, such as walking and cycling. By changing travel behaviour, promoting green technologies and providing a connected network of sustainable travel choices, transport will contribute towards the 20% reduction of 2005 domestic housing and transport carbon emission levels which the Council aims to achieve by 2020.

Ensuring that everyone can enjoy good health and wellbeing will require the Council to work with its partners, such as the Berkshire West Primary Care Trust or equivalent, to develop and deliver an Active Travel strategy. It is important that this strategy targets all sectors of the population, particularly the elderly and the vulnerable. The "Young at Heart Strategy[14]" has been written by and for our older residents to ensure that wellbeing and independence is promoted for our elderly residents. Transport is key to enabling people to get out and about, for example by providing bus services near to where older people live. Whilst the Council provides activities for keeping active and healthy, for example with "steady steps," "healthy walks" and "Buggie-Fit", people must be able to access these activities through our sustainable transport networks.

Whilst crime rates in Wokingham are low, it is acknowledged that there is a high fear of crime which can prevent people from travelling by public transport, walking or cycling. The "Place and Neighbourhoods Service Delivery Plan" makes a commitment for the Council to work with partners, such as Thames Valley Police to tackle crime, the fear of crime and anti-social behaviour within the Borough. To ensure that everyone feels safe when using our transport network, the focus is not only on crime and the fear of crime, but also other perceived hazards which impact on people's willingness to travel sustainably, such as air quality and road safety. The Council actively promotes improved air quality through the "Air Quality Strategy[15]" and improved road safety through the "Road Safety Strategy[16]".

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[12] Wokingham Borough Council's Economic Development Strategy

[13] Wokingham Borough Council's Sustainable Environment Strategy 2010-2020

[14] Wokingham Borough Council's Older Peoples Strategy – Young at Heart, 2008

[15] Wokingham Borough Council's Air Quality Strategy

[16] Wokingham Borough Council's Road Safety Strategy

Community engagement is at the heart of the Council's Sustainable Community Strategy. The "Corporate Plan[17]" sets out clear priorities for all aspects of service delivery and the values that Council staff will embrace to ensure residents receive and recognise high quality public services over the next 10 years. The key to the plan is to ensure that communities are cohesive and services are delivered at the heart of the community. Libraries, children centres, leisure centres and country parks are key locations within communities for resident engagement, therefore access by foot, cycle and public transport is essential to ensuring equality of opportunity within our communities.
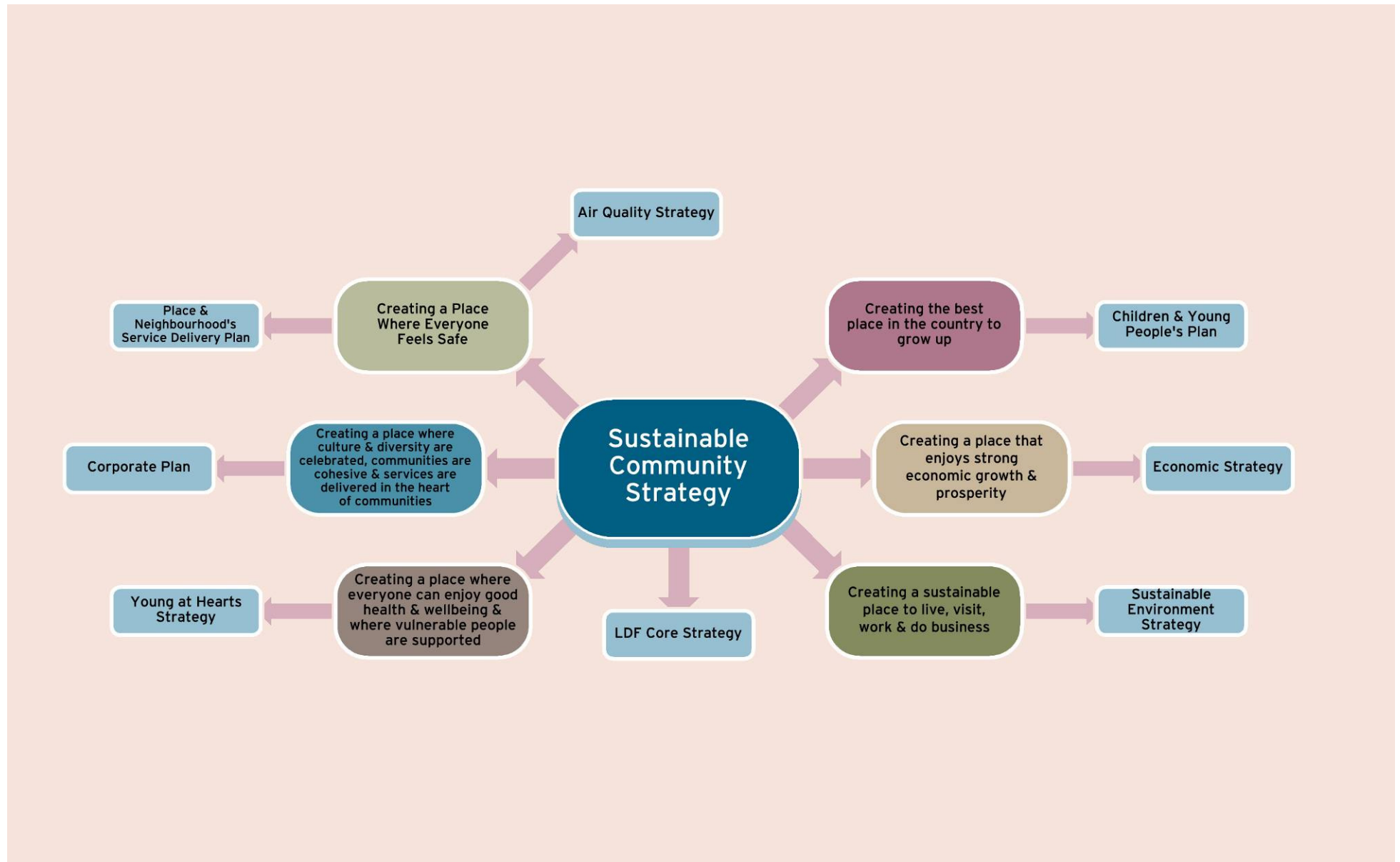
3.10   Local Development Framework

For new developments, "The Local Development Framework (LDF) Document, The Core Strategy[18]" will deliver the development necessary to sustain the area's economic growth and ensure the needs of all groups including children, the young, the elderly and the vulnerable have been met. The Core Strategy identifies four new communities which will be created to accommodate the majority of the potential construction of over 13,000 new houses in Wokingham Borough. Each community will be a sustainable, well designed mixed use development. To reduce the need to travel and ensure local communities are cohesive, each community will be accompanied by appropriate infrastructure, services, and other facilities required for the development to take place without causing a detrimental impact on existing infrastructure and facilities.

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[17] Wokingham Borough Council's Corporate Plan 2008 - 2018

[18] Wokingham Borough's Local Development Framework Core Strategy, 2010

Figure 5: Local Policy and Objectives

Air Quality Strategy

Place & Neighbourhood's Service Delivery Plan

Creating a Place Where Everyone Feels Safe

Creating the best place in the country to grow up

Children & Young People's Plan

Corporate Plan

Creating a place where culture & diversity are celebrated, communities are cohesive & services are delivered in the heart of communities

Sustainable Community Strategy

Creating a place that enjoys strong economic growth & prosperity

Economic Strategy

Young at Hearts Strategy

Creating a place where everyone can enjoy good health & wellbeing & where vulnerable people are supported

LDF Core Strategy

Creating a sustainable place to live, visit, work & do business

Sustainable Environment Strategy

This LTP will be an overarching document for delivering transport priorities. A number of strategies support the delivery of this plan, for example public transport policies are refined in the Public Transport Strategy and accompanied by an action. Specific public transport schemes are incorporated into the implementation plan.

To ensure that the wider policy objectives are fully integrated into this plan and form a key part of decision making, the overarching national transport priorities (DfT Business Plan 2010-15) and the six local priorities (Sustainable Community Strategy) will be part of the appraisal process. This appraisal process, undertaken in Section C, is then used to assess and develop specific schemes that support the delivery of this LTP.

Section Summary

National policy provides the context for all local transport plans. Wokingham's local transport plan supports the national priorities of transport as an engine for economic growth, building a balanced dynamic low carbon economy, greener & safer transport and improving the quality of like in our communities.

At the local level the Council already has a number of strategies which have implications for delivering transport and meeting the national policy context. In particular, the Sustainable Community Strategy and the Local Development Framework.

4   LTP Goals

This section outlines the five 'LTP Goals' we have set for the delivery of this plan. The LTP Goals identify what we want to achieve and will help to deliver the local wider goals set out in the Sustainable Community Strategy and support the national goals.

## 4.1   Delivering our Transport Vision

As previously stated in the opening section of this document the transport vision for the LTP strategy over the next 15 years is:

> "To provide a cost-effective, inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and well-being of those that use it."

We have formed a transport vision for the delivery of this LTP to give clarity and a direction for the development of the transport strategy. If our strategy is to last for 15 years we need to be clear as to what we want to realistically achieve. This statement of intent has been guided by this authority's desire to be innovative and support economic growth, leading to a place that is inclusive of all in our community and responsive to their needs. The vision was formed through a series of service area team leader workshops based on developing an outcome centred on local ambitions, future growth requirements and current national transport policy.

In order to deliver our transport vision, we have developed five key goals that will be used as the basis for developing policy and scheme options. The LTP Goals will be used to meet the LTP Challenges set out in Chapter 5 and to develop Policy Options set out in Section B. This process is shown in Figure 7 below.

Figure 6 – Delivering Our Transport Vision
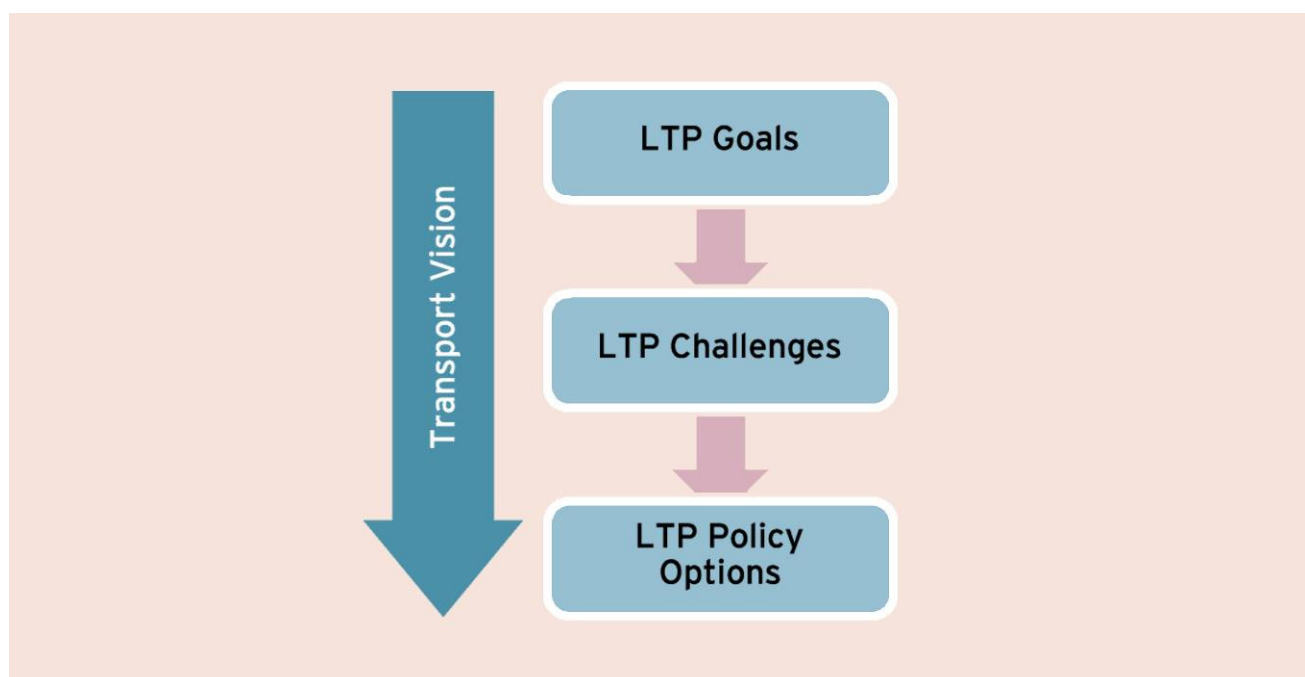
Our LTP Goals reflect the local priorities set out in Wokingham Borough's Sustainable Community Strategy and the overarching national transport priorities. This will help to deliver issues that are of a high local priority and will ensure 'joined up thinking' and a consistent approach towards meeting common local and national goals.

4.2   The LTP Goals

Our five LTP Goals are listed below:

- Highways Goal: "To have a resilient, safe highway network that balances capacity for all users, enhances the economic prospects of the Borough, and promotes sustainable travel."

- Active Travel Goal: "To work with partners to promote walking and cycling as a health-enhancing physical activity for all of our residents through providing:

    o   Connected, convenient, safe and signed pedestrian networks across the Borough to enhance existing networks;

    o   New cycleways integrated with the existing cycle network; and

    o   Improved cycle parking at stations, businesses and schools"

- Public Transport Goal: "To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel. "

- Smarter Choices and Demand Management Goal: "To enable people who live, visit and work in the Borough to make informed, safe and sustainable travel decisions from a range of transport options."

- Strategic Projects Goal: "To manage the demand for travel in order to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion."

Table 1 below shows how the LTP Goals meet the local and national policy priorities.

Table 1: Links to local and national goals	WBC Sustainable Community Strategy Goals						National Goals				
LTP3 Goals	The best place in the country to grow up	A place that enjoys strong economic growth and prosperity	A sustainable place to live, visit, work and do business	A place where everyone can enjoy good health and vulnerable people are supported	A place where everyone feels safe	A place where culture and diversity are celebrated, communities are cohesive and services are delivered in the heart of communities	Transport as a n engine for Economic Growth	Building a Balanced Dynamic Low Carbon Economy	improving the Quality of life in our communities	Road Safety & safer Transport	Greener Transport
Highways Goal		✓			✓	✓	✓	✓		✓	✓
Active Travel Goal	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
Public Transport Goal	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
Smarter Choice and Demand Management Goal	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Strategic Projects Goal	✓	✓	✓			✓	✓	✓		✓	✓

4.3 An Integrated Approach to our LTP Goals

Transport is a cross cutting issue that has a significant impact on a number of local factors. It is therefore important that the role of transport is not considered in isolation and instead aims to deliver wider objectives. This plan has been developed in close cooperation with local authority colleagues and partners dealing with spatial planning, local economic development, regeneration, health, education, environmental services, social services housing etc, to ensure that locally made decisions consider transport as a priority from the outset.

Section Summary

This section developed a transport vision for the LTP strategy, supported by five LTP Goals: Highways, Active Travel, Public Transport, Smarter Choices & Demand Management and Strategic Projects. The vision and the five goals have largely been derived from Wokingham Borough's Sustainable Communities Strategy whilst having regards to national transport policy. The LTP Goals will help to deliver the LTP Challenges (Chapter 5) and shape policy options (Section B).

5   LTP Challenges

Transport is a major issue for many residents and employers and it is necessary to ensure that the plan addresses what are considered the key problems. The LTP Challenges are problems or issues facing the Borough now and in the future that we need to address in order to achieve the LTP Goals. Wokingham faces a local set of challenges and problems which will shape the way transport needs to be delivered within the Borough.
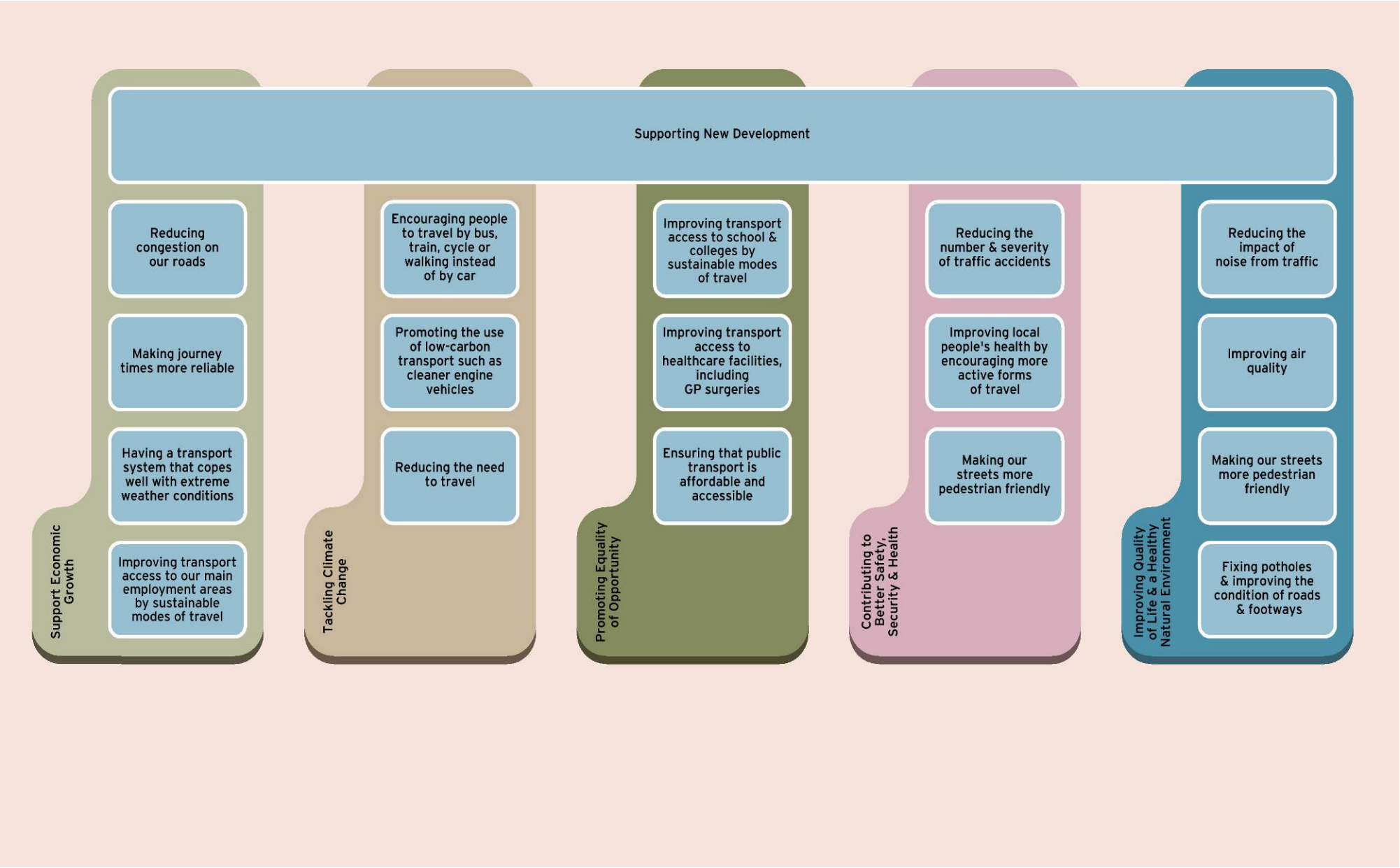
Developing the LTP Challenges

The process involved in establishing the LTP Challenges is shown in Figure 7 below.

Figure 7 – LTP Challenges
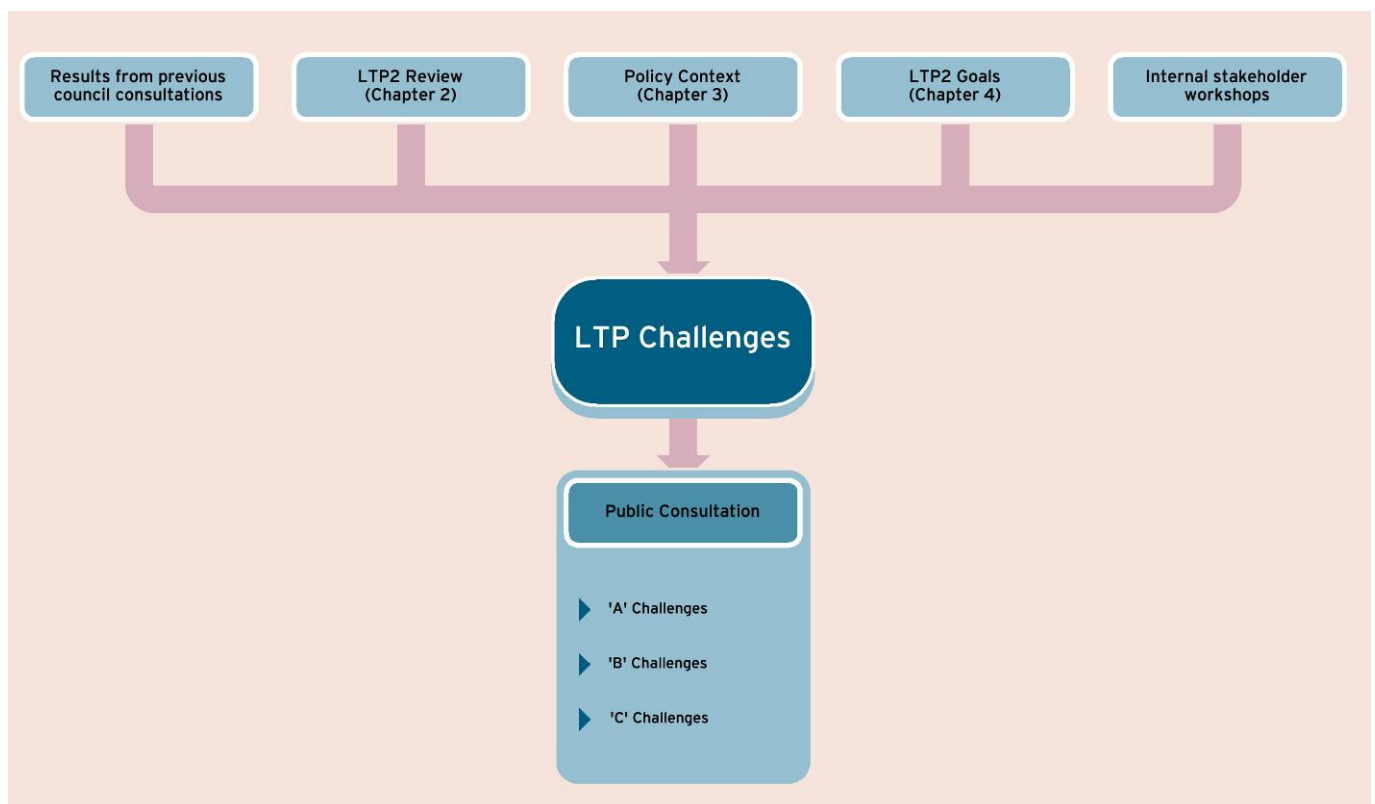
Following the development of the LTP Goals (Chapter 4); local and national policy (Chapter 3); a review of LTP2 (Chapter 2); results from previous Council consultations; and a series of service area team leader internal workshops, we developed a set of eighteen key transport challenges for Wokingham Borough. These challenges are shown in Figure 9 below:

Figure 8 – Transport Challenges

Supporting New Development

Support Economic Growth
- Reducing congestion on our roads
- Making journey times more reliable
- Having a transport system that copes well with extreme weather conditions
- Improving transport access to our main employment areas by sustainable modes of travel

Tackling Climate Change
- Encouraging people to travel by bus, train, cycle or walking instead of by car
- Promoting the use of low-carbon transport such as cleaner engine vehicles
- Reducing the need to travel

Promoting Equality of Opportunity
- Improving transport access to school & colleges by sustainable modes of travel
- Improving transport access to healthcare facilities, including GP surgeries
- Ensuring that public transport is affordable and accessible

Contributing to Better Safety, Security & Health
- Reducing the number & severity of traffic accidents
- Improving local people's health by encouraging more active forms of travel
- Making our streets more pedestrian friendly

Improving Quality of Life & a Healthy Natural Environment
- Reducing the impact of noise from traffic
- Improving air quality
- Making our streets more pedestrian friendly
- Fixing potholes & improving the condition of roads & footways

5.1 Public Consultation

To understand which transport challenges are considered the most important in Wokingham Borough, we undertook an initial period of public consultation between the 4th January and 12th February 2010. Supporting new development was excluded from this consultation as it is impacts upon all of the other LTP challenges and is a fundamental consideration in ensuring that the Borough's transport network can cope with an inevitable number of increased trips.

To reach a wide spectrum of the community, a number of consultation methods were used. These are described below:

- Letters/Emails sent out to members of our Citizens Panel;

- Letters/Emails sent directly to over 300 key consultees (including parish councils and key statutory bodies);

- Posters and Questionnaires were provided in libraries;

- A press release was sent out by our Communications Team;

- Details of the consultation were provided in Wokingham Borough Council bulletins;

- Information was provided on the home page of the Council's Website;

- Correspondence was sent out to all schools within Wokingham Borough asking them to forward on information to all parents; and

- Emails were sent to over 200 businesses in the Borough.

Consultees were asked to select three out of the seventeen transport challenges which they considered to be the most important priorities for the Council to address. An opportunity to identify any additional transport challenges that consultees felt should be addressed was also provided.
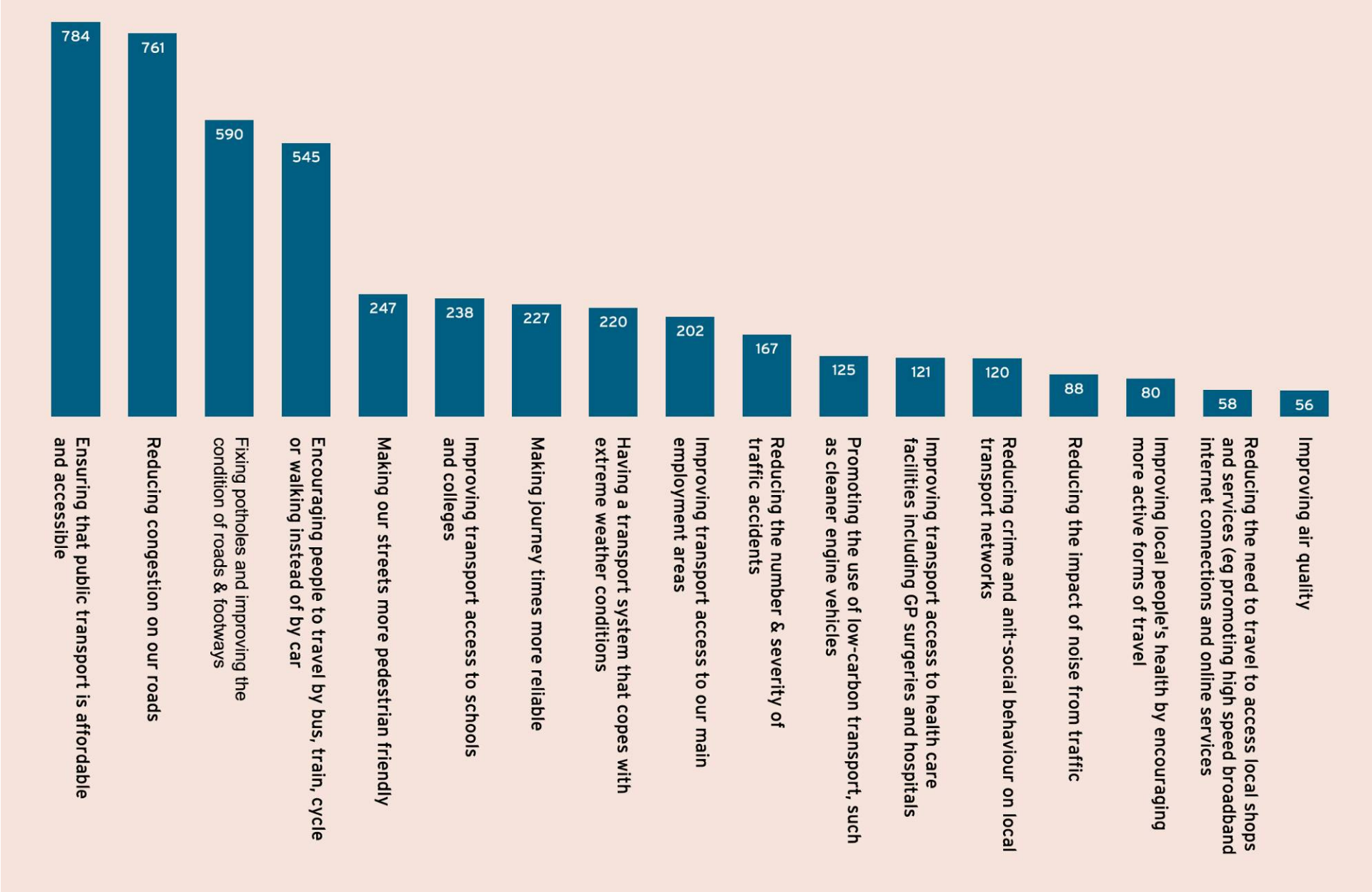
5.2   Consultation Results

The consultation attracted a response of over 1500 completed questionnaires and comments from a diverse range of respondents. Figure 10 below illustrates the results of the questionnaire.

In priority order, the four top transport challenges facing the Borough identified in the consultation were:

(1)   Ensuring that public transport is affordable and accessible;

(2)   Reducing congestion on our roads;

(3)   Fixing potholes and improving the condition of roads and footways; and

(4)   Encouraging people to travel by bus, train, cycle or walking instead of by car;

The results of the consultation have been used to prioritise the challenges into 'A', 'B' and 'C' Challenges as shown in Figure 11. These prioritise the challenges with 'A challenges' being top priorities. These 'A', 'B' and 'C' Challenges have formed an important part of the appraisal process in Section C. This will ensure that options developed as a part of this plan reflect the local needs of the Borough's residents and businesses.

Figure 9 - Consultation Results (number of responses)

Bar chart showing the following values:

Category	Responses
Ensuring that public transport is affordable and accessible	784
Reducing congestion on our roads	761
Fixing potholes and improving the condition of roads & footways	590
Encouraging people to travel by bus, train, cycle or walking instead of by car	545
Making our streets more pedestrian friendly	247
Improving transport access to schools and colleges	238
Making journey times more reliable	227
Having a transport system that copes with extreme weather conditions	220
Improving transport access to our main employment areas	202
Reducing the number & severity of traffic accidents	167
Promoting the use of low-carbon transport, such as cleaner engine vehicles	125
Improving transport access to health care facilities including GP surgeries and hospitals	121
Reducing crime and anit-social behaviour on local transport networks	120
Reducing the impact of noise from traffic	88
Improving local people's health by encouraging more active forms of travel	80
Reducing the need to travel to access local shops and services (eg promoting high speed broadband internet connections and online services	58
Improving air quality	56

32

5.3   Prioritising Challenges for LTP3

The results of the public consultation, combined with a series of internal workshops and meetings with key external partners, were used to prioritise the LTP3 challenges. All the LTP3 challenges are considered important for Wokingham Borough, some more so than others. Figure 11 sets out 'A', 'B', and 'C' challenges for LTP3.

Figure 10 - Structuring LTP3 Challenges
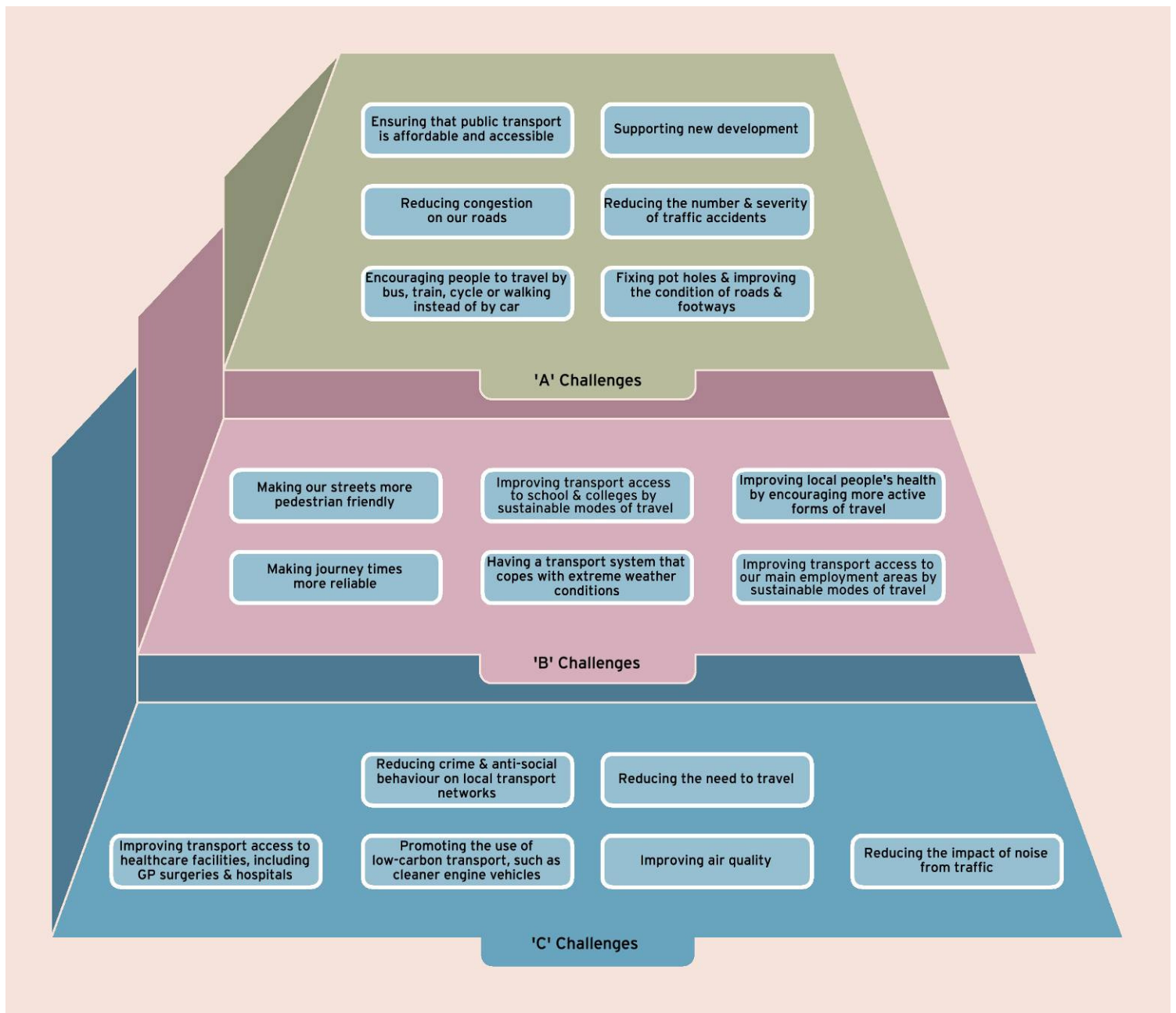
We have prioritised the LTP Challenges in order to:

- Set out and clarify our transport priorities and ensure that the plan meets local aspirations;.

- Formulate LTP Policy Options;

- Influence the appraisal of potential transport options (Section C);

- Ensure that engagement with stakeholders significantly shapes this local transport plan

To address the LTP Challenges in a crosscutting way we will establish a number of policy options. The policy options will be developed in a way that addresses a number of the challenges simultaneously. For example, working with the local business community to develop Travel Plans can help to reduce congestion, improve air quality, encourage people to travel by bus, train, cycling or walking and improve access to our employment areas.

Section Summary

This section has considered a number of LTP Transport Challenges which we need to address in order to achieve our LTP Goals. In order to prioritise our challenges we have undertaken a public consultation. The results of this consultation, combined with internal workshops and meetings with external stakeholders, have been used to prioritise the challenges. This will enable us to formulate effective policy options and give them necessary weighting in the appraisal process.

Section B - Policy Options

This section identifies a number of policy options that will help to deliver the LTP Goals, set out in Chapter 4, and meet the LTP Challenges set out in Chapter 5. The policy options will be developed under the heading of the LTP Goals and identify actions that the Council will undertake until 2026. This section also establishes a number of ambitious 2020 and 2026 targets that will identify how successful the policy options have been. The 2020 targets will be updated to 2026 targets once they become outdated. These targets will complement the use of National Indicators or their equivalent.

It is integral to the success of LTP3 that policy options are not considered in isolation but are integrated in a way to best meet the LTP Challenges. For example, reducing the number and severity of traffic accidents would require 'highways' or engineering policy options to improve safety at 'accident blackspots' in combination with road safety education campaigns which aim to improve road safety skills and awareness.

Figure 11 – LTP Structure (2)
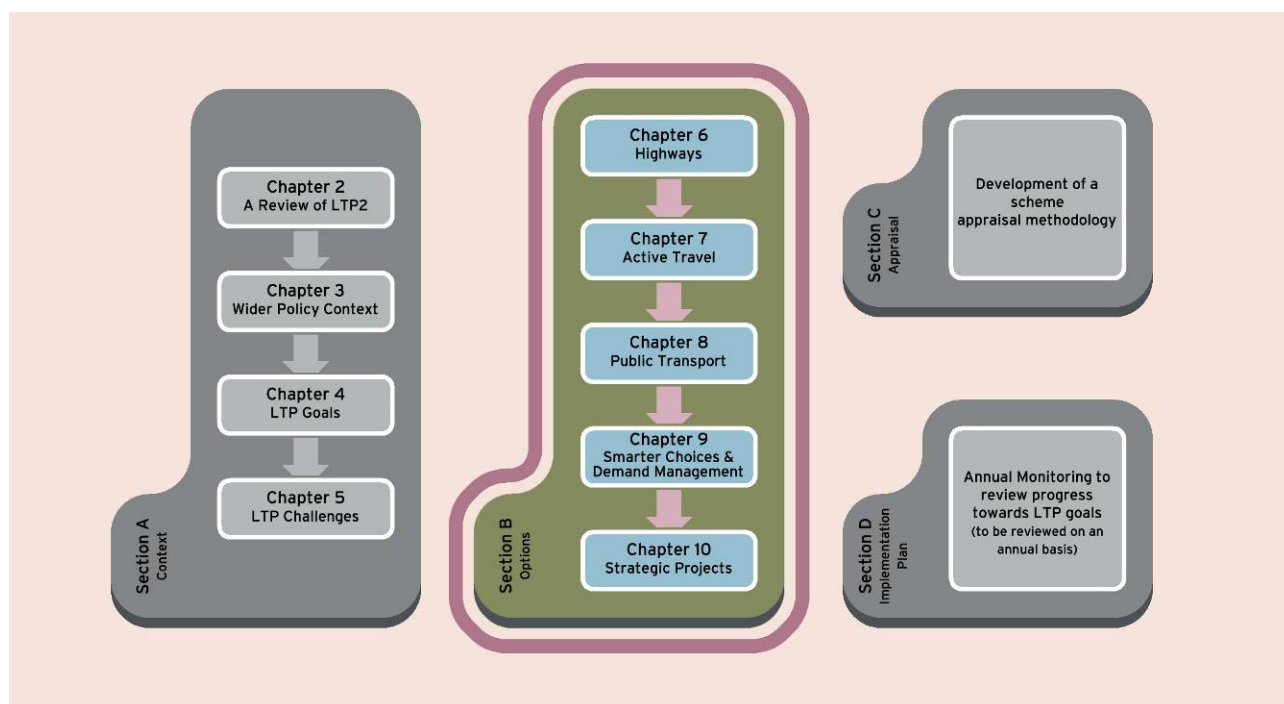
Highways Policy Options
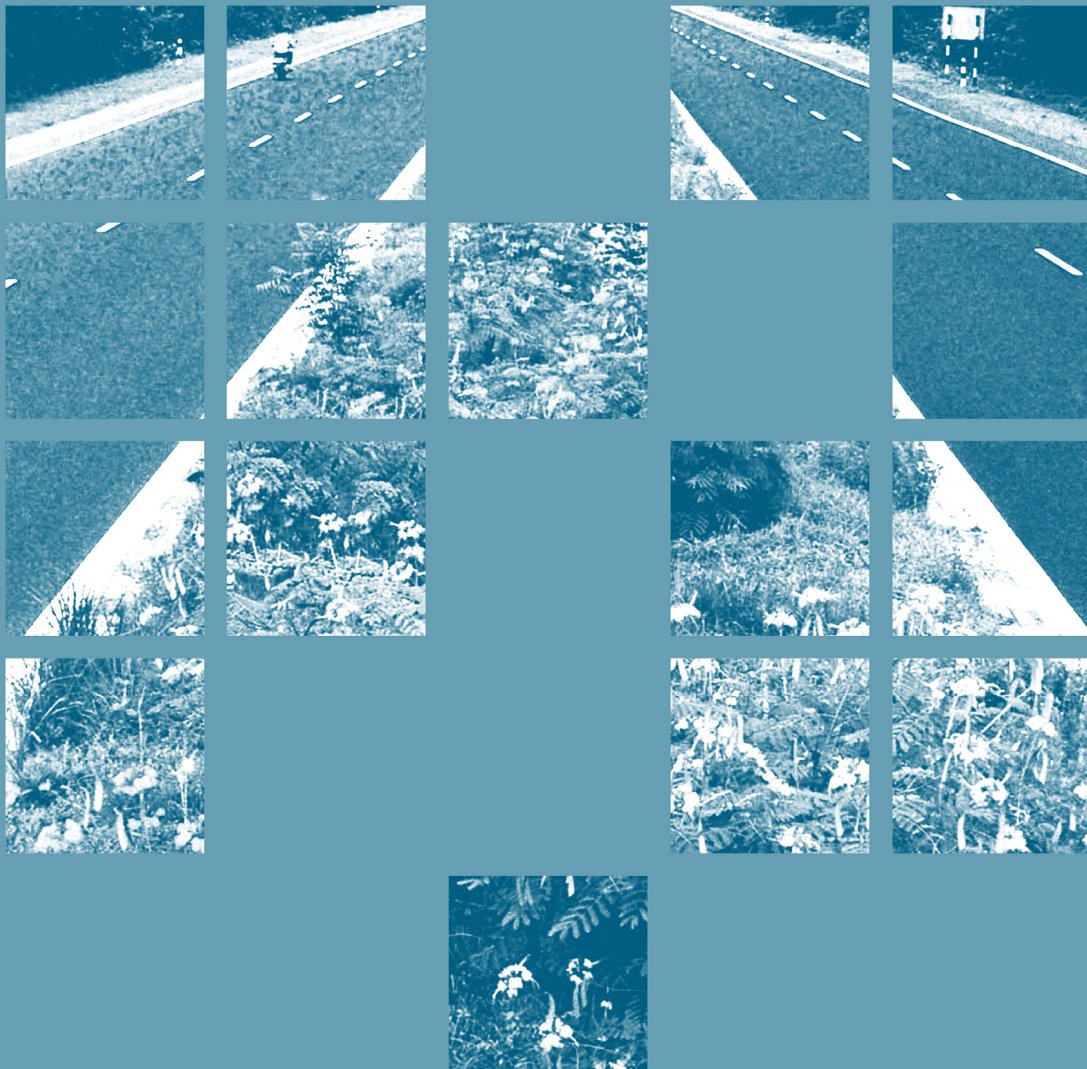
Goal

We want to create:

"A resilient, safe highway network that balances capacity for all users, enhances the economic prospects of the Borough, and promotes sustainable travel."

6.1   Highways

Under the Traffic Management Act 2004[19] the Council has a duty to minimise congestion and keep traffic free flowing. Delays on the highways have a significant impact on the Borough's productivity and economic performance, carbon emissions, air quality and our residents overall wellbeing. This section will set out highways policy options that will help to reduce congestion, improve road safety, improve air quality and reduce noise pollution. Investment in the highway network is necessary in order to maintain a safe and effective highway network. These highways policy options will complement policy options (e.g. Intelligent Transport Systems, Travel Plans) set out under the other LTP Goals.

6.2   Existing Highway Network

The existing highway provision is well developed within and surrounding the Borough. The M4 motorway passes through the centre of the Borough and the M3 lies to the south. The A3290 / A329 (M) / A322 corridors connect with both of these motorways to provide direct access to London, Heathrow and the West. The Midlands can also be reached, via the A404 (M) to the east and the M40. Further to the east, the M25 provides a strategic network linking corridors radiating from London. Strategic road corridors in the Borough include the A329, A3290, A4, A321, A33, A327 and the A4130, which facilitate travel within, across and directly south of the Borough. However there are a number of bottlenecks on strategic corridors that act as a break on the free flow of vehicles. For instance the low railway bridges and the level crossings in Wokingham town centre are considered to be significant causes of congestion as are other bridges and rail crossing points across the borough. The main highway routes in Wokingham Borough are shown below in Figure 13.

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[19] The Traffic Management Act, 2004, Office of Public Sector Information

Figure 12: Road Networks
Wokingham Borough

Key

- Borough Boundary
- Rural Area
- Urban Area
- Motorway
- A Road
- B Road
- Minor Road

Remenham

A4130

A321

Wargrave

A4

Charvil

Twyford

A4

A321

Woodley

A329(O)

M4

Winnersh

M4

Earley

A329(M)

A329

Wokingham

A329

Shinfield

M4

A327

A33

Spencers Wood

Finchampstead

A321

Crowthorne

6.3   Existing Travel Patterns

The 2001 Census Special Workplace Statistics provide origin and destination information for people aged 16-74 in employment. The information shows that there are 111,000 journeys to work generated each day for journeys, to, from and within Wokingham Borough by all modes of travel. Table 2 provides a breakdown of these trips.

Table 2: Daily travel to work movements in Wokingham

Trips	Inbound	Outbound	Internal
All Trips	30,000	45,000	35,500

Figure 14 below shows the destinations of Wokingham residents travelling to work. This shows that around 45% of all journeys to work are internalised within the Borough. The highest external destination for work trips is Reading - attracting 18% of residents from within Wokingham.

Figure 13: Journeys to work – Destination of trips originating in Wokingham Borough
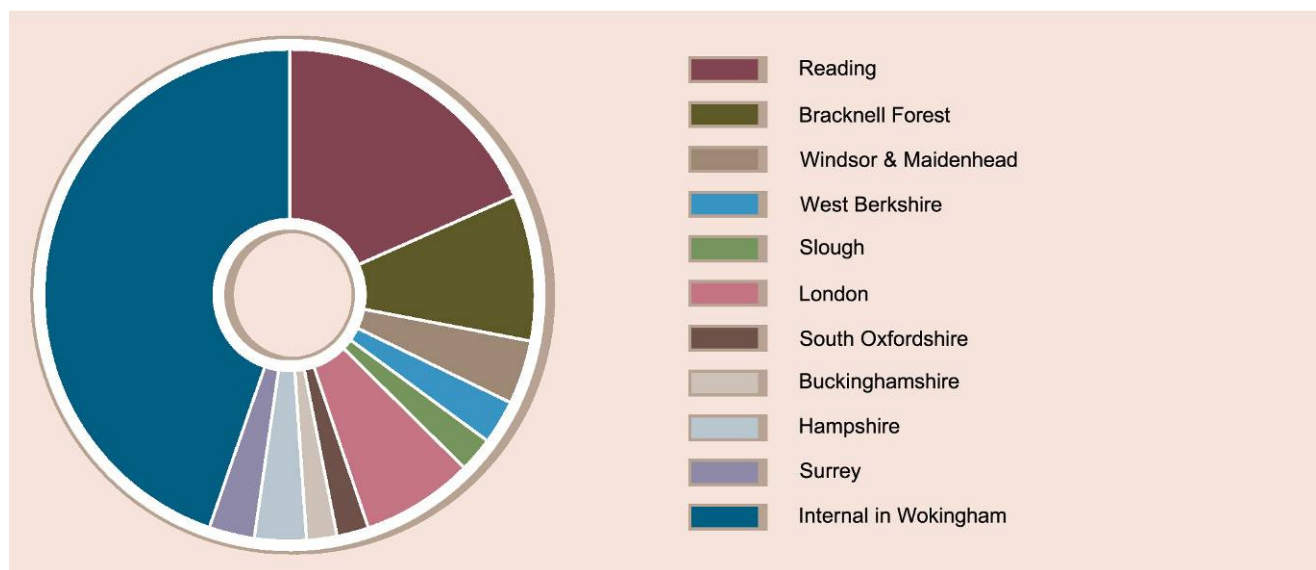
Source: Census 2001

Figure 15 below shows the origins of the 30,000 journeys made by people living in the south east of England travelling to Wokingham for work purposes. This graph shows that Reading (28%) and Bracknell Forest (17%) are also the two most common areas from which people travel into Wokingham for work purposes.

Figure 14: Journeys to work by all modes – Origins of External Trips into Wokingham Borough
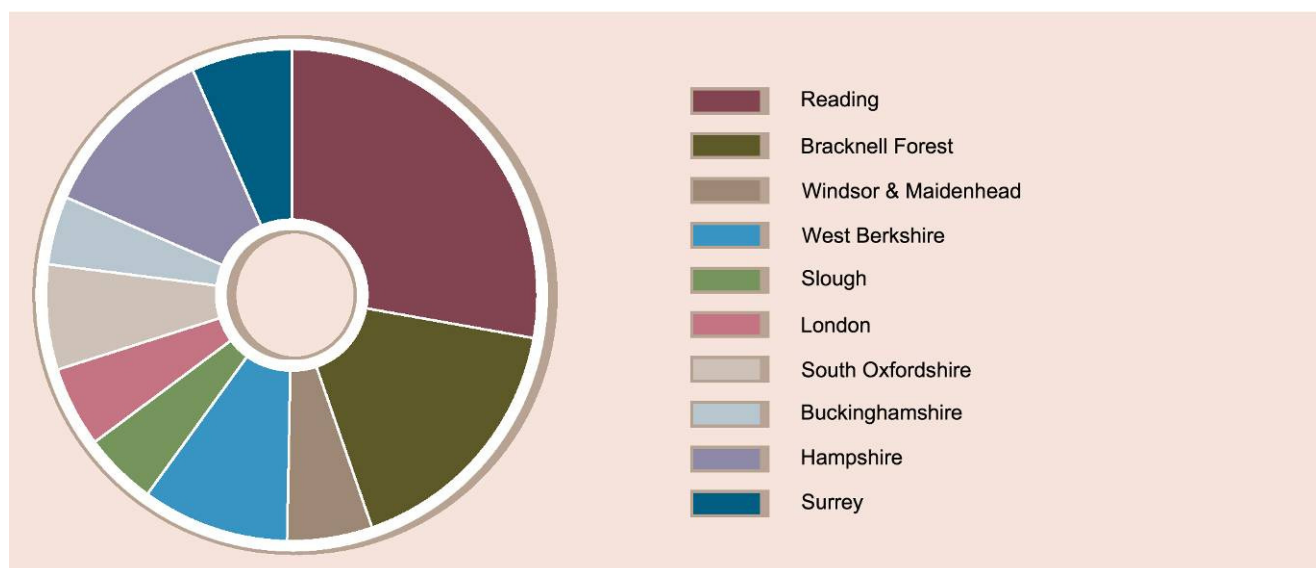
Source: Census 2001

These figures collectively illustrate the key origins and destinations for commuter journeys that take place to and from Wokingham Borough and highlight the importance of improving transport connections to Reading and Bracknell. Furthermore, with the anticipated future economic growth of Reading, it is likely to become an even bigger area of employment for the Borough's residents in the future.

6.4   Tackling Climate Change

Tackling climate change is of the utmost importance for the Council – this will be reflected in the policy options throughout this plan. Transport, and in particular the use of private vehicles, is a strong contributor of greenhouse gas emissions. Wokingham has a marginally lower production of carbon dioxide per capita from transport (22%), compared to the South East and UK (23%). However the Thames Valley as a whole produces higher carbon emissions than both the regional and national average.

Wokingham Borough also has one of the highest car ownership rates of any English authority (in 2001, it was 1.6 per household compared to 1.1 in England). This reflects the reliance on the use of private vehicles and makes achieving a modal shift towards alternative modes of travel difficult. There is therefore a strong need to provide alternative and more sustainable transport options that are suitable, affordable and convenient. This will be reflected in the policy options established throughout this plan. We will also develop a 'Sustainable Transport Plan' which will provide an integrated framework for reducing carbon emissions, promoting low carbon lifestyles, and improving local air quality.

Wokingham Borough has a large rural population with many villages dispersed across its length, with a high household average income and low public transport usage. In these rural areas walking and cycling may not be realistic options for many journeys due to the distance of travel, and public transport provision can also be poor. To reduce car usage in the Borough's rural areas, we need to integrate alternative transport options and ensure these journeys are convenient, reliable and accessible.

2020 Target: The Council will have achieved a 20% reduction in CO_2 emissions from transport compared to 2005 levels.

6.5 Congestion

Congestion is considered to be a problem in the Borough with 49% of consultation respondents identifying it as one of their top three transport priorities. The consequences of congestion include increased carbon emissions from traffic sat idling in queues, associated pollution from exhaust emissions, negative impacts on the quality of life in many local communities, and increased journey times which impact upon the economic prosperity of the Borough.

Overall levels of traffic in the Borough have been slightly reduced with a 4% decrease in 2009 compared to 1999 levels. However this reduction in traffic is not evenly spread across the Borough with increases in traffic experienced in certain areas. With the total Core Strategy planned increase of over 13,000 houses, it is essential the individual Strategic Development Locations will need to provide mitigation in order to manage traffic. Figure 16 provides a map of known congestion spots in the Borough.

Figure 15:
Traffic Congestion
Wokingham Borough

N
W · E
S

Key

Congestion

Remenham

Wargrave

Charvil

Twyford

Woodley

Earley

Winnersh

Shinfield

Wokingham

Spencers Wood

Finchampstead

Crowthorne

have remained at a similar level between 2000 - 2009. Table 3 below provides a comparative analysis of journey times between the Borough and nearby authorities in 2008-2009. This shows that journey times on the Borough's 'A' roads are considered average in comparison to other authorities in Berkshire.

Table 3: Journey times on 'A roads' in Berkshire (2008/9)

Local Authority	Minutes and seconds per mile during the morning peak (7am-10am) on all local authority 'A' roads
Wokingham	02:21
Bracknell Forest:	02:14
Slough	04:02
West Berkshire	01:59
Windsor & Maidenhead	02:20
Reading	04:20

A traffic model prepared to test future traffic scenarios suggests that planned development without any mitigation in the transport network will result in an increase in overall journey times by 22%. Measures outlined in LTP3 will work towards mitigating this impact and ensuring our transport networks operate efficiently in the future.

Policy HW1   Addressing congestion

The Council will work with our partners to tackle congestion where possible.

The Eddington Study states that 'the benefits from improved transport are likely to be greatest when focusing on congestion and bottlenecks'. We will work to deliver engineering and highways measures that will help to address areas of congestion in the Borough. Areas targeted might include:

☐ **Town Centres:** Minimising congestion and directing traffic away from town centres will help to improve the prospects of our towns as economic and social centres. This will be a key focus of town centre redevelopment.

☐ **Level Crossings:** Proposals to improve rail travel through Airtrack will increase the number of train services passing level crossings. We will work with partners to work towards ways to minimise the impact that this will have on congestion at level crossings.

☐ **Junctions:** Through identifying junctions that are operating over capacity in the peak hours we will seek to introduce engineering measures that will increase capacity or make them more efficient.

Highways measures that we may implement to minimise bottleneck congestion include:

☐ Developing new highways;

☐ Re-directing car travel;

☐ Traffic Regulation Orders;

☐ Junction improvements;

☐ Speed limit reviews;

☐ Intelligent Traffic Signal Solutions and

☐ Carriageway alterations;

Policy HW2   Network Management Duty

The Council will coordinate all works undertaken on highways within the Borough so that they do not conflict with each other and keep disruption to a minimum.

The Traffic Management Act 2004 places a network management duty on local traffic authorities. As part of our network management duty, the Council will coordinate all works undertaken within the Borough (utility companies etc) to ensure that where possible works carried out on the highway do not conflict with each other and keep disruption and congestion to a minimum. We will do this by:

☐ Obtaining accurate information about planned works or events, and organising them to minimise their impact and agree effective timings;

☐ Working in close co-operation with the Highways Agency and other relevant stakeholders (e.g. Thames Valley Police, bus operators, Parish & Town Councils, Councillors, Berkshire Highways Authorities and Utilities Committee (HAUC));

☐ Coordinating works on a regional basis through the South East Traffic Managers forum and the South East Joint Authority Group.

☐ Considering the impacts of works on neighbouring authorities. This will prevent 'moving the problem elsewhere' and conflicting issues across administrative boundaries;

☐ Establishing effective planning and management processes for significant planned events (e.g. sporting events) that also take into account known roadworks;

☐ Working with the press to publicise activities and their impacts. This will communicate information to the public and minimise the impact of disruptions; and

☐   Prioritising works when there is lower traffic (e.g. school holidays)

Policy HW3   Improving Access to Key Hubs

Improving access to key corridors will create a connected network through the Borough and preserve its links into the regional hubs such as Reading, Heathrow and London

One of the major reasons as to why businesses are attracted to Wokingham Borough is that it is within close proximity of London and has excellent links to Heathrow and the M4. Transport links therefore have a critical facilitating role in promoting economic growth and enabling the Borough to take advantage of its location close to the vital regional centre of Reading and the key international gateway of Heathrow.

To maintain the Borough's economic competitiveness we need to maintain and improve access to these key hubs. We recognise that this is a challenge that goes beyond our local boundaries and that we need to work with our neighbouring local authorities and relevant partners, this should include working with the Highways Agency and the Berkshire Strategic Transport Forum or equivalent to reduce congestion on the M4. The main way in which we will improve access to strategic hubs by improving the opportunity to use public transport as set out under the Public Transport Options (Chapter 6) to reach key destinations. This will, in turn, benefit the highway network through reducing the number of car trips.

2026 Target: Journey times on the Borough's 'A Roads' are similar to 2008 levels
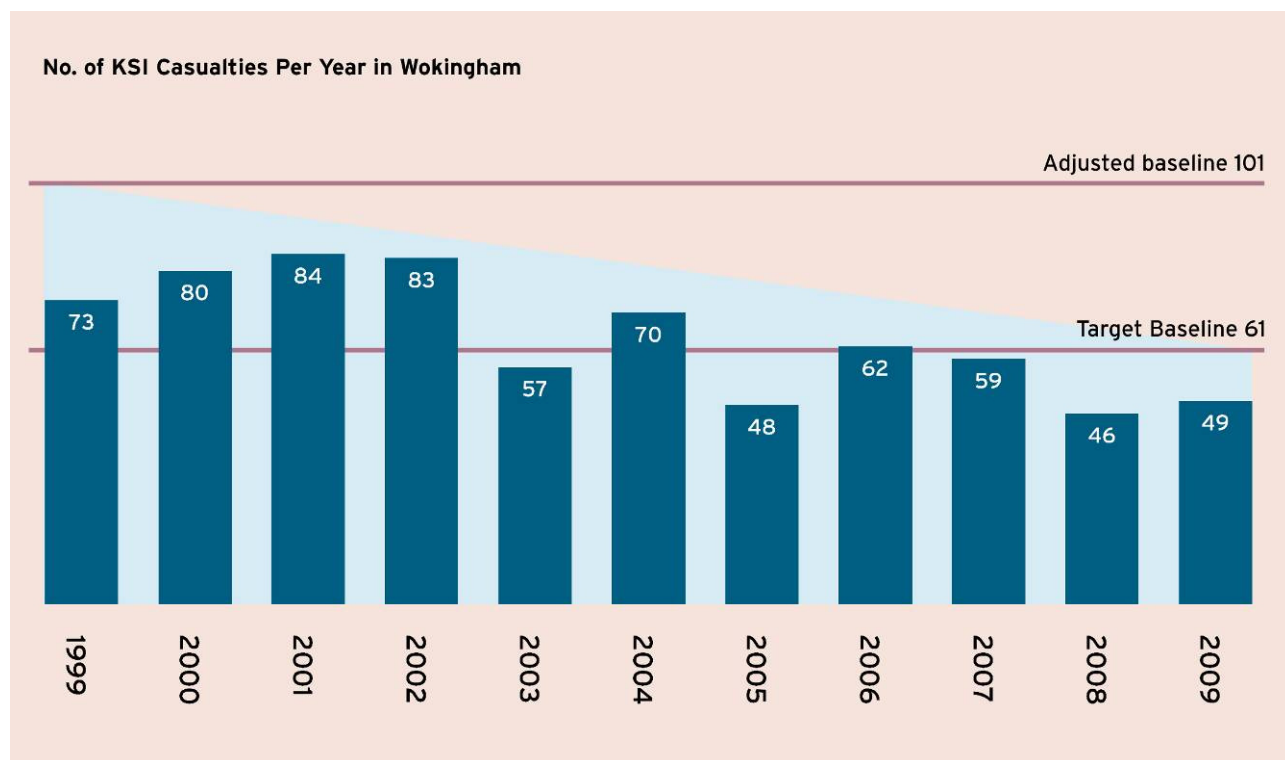
6.6   Road Safety

The Council is committed towards achieving further positive reductions in the number of people killed or seriously injured on the Borough's roads. The Council is conscious of the range of impacts road traffic accidents can have on people and organisations, including significant physical and emotional trauma.

Road traffic accidents and casualties pose a significant cost to all those involved. The most recent Government data indicates that all road deaths and injuries are estimated to cost the UK in the region of £19billion a year with a fatal accident having an average cost of £1,500,000[20]. Figure 17

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[20] Highways Economic Note No.1: 2005 Valuation of the Benefits of Prevention of Road Accidents and Casualties, Department for Transport, 2007

shows the annual average number of people killed or seriously injured each year in Wokingham Borough.

Figure 16: Number of KSI Casualties Per Year in Wokingham

No. of KSI Casualties Per Year in Wokingham

Adjusted baseline 101

Target Baseline 61

1999: 73
2000: 80
2001: 84
2002: 83
2003: 57
2004: 70
2005: 48
2006: 62
2007: 59
2008: 46
2009: 49

In 2009 an annual average of 49 persons were killed or seriously injured on Wokingham's roads compared with an annual average of 101 during the mid - 1990s. The continuing success in reducing the number and severity of accidents in Wokingham Borough reflects the Council's strong focus on improving road safety in the Borough.

Policy HW4   Road Safety – Engineering

The Council will continue to deliver engineering based solutions using an evidence-based approach to promote road safety for all users.

We will continue to use a clear evidence-based approach to identify the highest priority areas for further investment. This will be set out under our Road Safety Strategy which will provide a more detailed framework from which we will target investment and interventions

☐   Examples of highways measures that we will implement could include:

☐   Local Safety Schemes;

☐   Safe crossing points for pedestrians, cyclists, equestrians and all other vulnerable road users across the highway network;

☐   Infrastructure aimed at improving road safety on dual carriageways (e.g. safety fencing);

☐   A programme of safety measures around schools;

☐   Waiting restrictions;

☐   Traffic calming measures; and

☐   Speed management schemes.

Wokingham Borough has one of the lowest levels of motorcyclists killed within in the past five years compared to other Berkshire authorities. However the numbers of motorcyclists seriously injured in the Borough over the past five years is amongst the highest of all Berkshire authorities.

Highways and engineering measures will be complemented by road safety awareness initiatives and training programmes (Policy SCDM 8) to help promote road safety messages and information to the travelling public. Close working alongside our partners in the Thames Valley Safer Roads Partnership or equivalent, the police and with the Highways Agency will continue to play a key role in helping to deliver further accident reductions.

Policy HW5:   Speed limit reviews

The Council will undertake periodic reviews of appropriate speed limits on roads across the Borough.

National guidelines provided in 'Circular 01/06 – Setting Local Speed Limits[21]' identify recommendations on approaches to speed management throughout the highway network. The underlying principal of the guidance is for Highways Authorities to achieve a safe distribution of speeds that reflect the function of the road. Speed limits therefore should be evidence-led, self explanatory and be reflected to the road side environment. One of the elements promoted within this guidance is the promotion of 20mph limits in high conflict points where there is a high presence of vulnerable road users. This can be achieved by introducing a 20mph limit or Zone depending on the site specifics.

National guidance provided in Manual for Streets identifies recommendations on revised approaches to speed management in new residential areas. They intend to create an environment that can be shared by a wide range of users and encourages the design of new housing developments to consider the effect of the proposed road environment will have on its users including vehicles speeds, with the aim of designing new streets to have self enforcing lower limits.

 These are intended to create an environment that can be shared by a wide range of users. One of the elements promoted is change to speed management, reducing vehicle speeds, through measures such as the introduction of 20mph speed limits if possible or other forms of non-intrusive traffic calming. Successful 20mph limits should be designed so that they are 'self-enforcing' and conditions are created in which drivers will naturally drive at around 20mph. Alternatively 20mph zones can be introduced by means of introducing engineering measures to alter the drivers perception of the road environment.

 The Council will continue to review speeds limits in line with national guidelines across the Borough in support of road safety, but will also look to ensure speed limits within residential areas are considered in respect of highway designs as set out in out in the Council's Highways Design Guide[22]. The Council will also continue to use all available technological developments, such as Vehicle Activated Signs, to assist in speed management where considered to be appropriate.

The Council will have achieved a reducing trend in the number of people killed or seriously injured compared to 2004 -2008 averages

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[21] Department for Transport Circular 01/2006: Setting Local Speed Limits, 2006

[22] Wokingham Borough Council's Highways Design Guide

6.7   Maintaining existing infrastructure

The Council has responsibility for the management and maintenance of highways assets valued at around £375,000,000. This includes approximately 700km of roads, 23km of dual carriageway and just under 400 structures 16,000 street lights (road bridges, footbridges, retaining walls, culverts etc). Potholes and poorly maintained roads have the potential to contribute to road traffic accidents, vehicular damage and can impact upon traffic flows and congestion.

It is essential that we prepare the transport networks in the Borough for the impacts of climate change. The Council's Sustainable Environment Strategy identifies that, for the South East of England, there will be colder and wetter winters and drier summers with rain increasing by 20% in winter and decreasing by between 8% - 23% in summer. The likely impacts of climate change include increases in flooding, drought and extreme weather events.

In February 2009 and January 2010, Wokingham Borough was subject to extreme snow which severely limited the operation of the transport networks and prevented many people from travelling to and from work. In June 2007, the Borough was also subject to extreme levels of flooding which damaged properties and the transport network. To maintain safe communities and a prosperous economy, it is important that transport networks in the Borough are resilient and able to operate during periods of extreme weather.

The Council has a Transport Asset Management Plan (TAMP)[23] that it used to provide a best-value approach to managing the highway network and the Council's transport assets. TAMP provides an overarching framework for the management and valuation of the transport assets and where we will target maintenance investment. Figure 18 shows the relationship between TAMP, LTP3 and maintaining an effective and resilient highway network.

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[23] Wokingham Borough Council's Transport Asset Management Plan

Figure 17 - The relationship between TAMP, LTP3 and maintaining an effective and resilient highway network
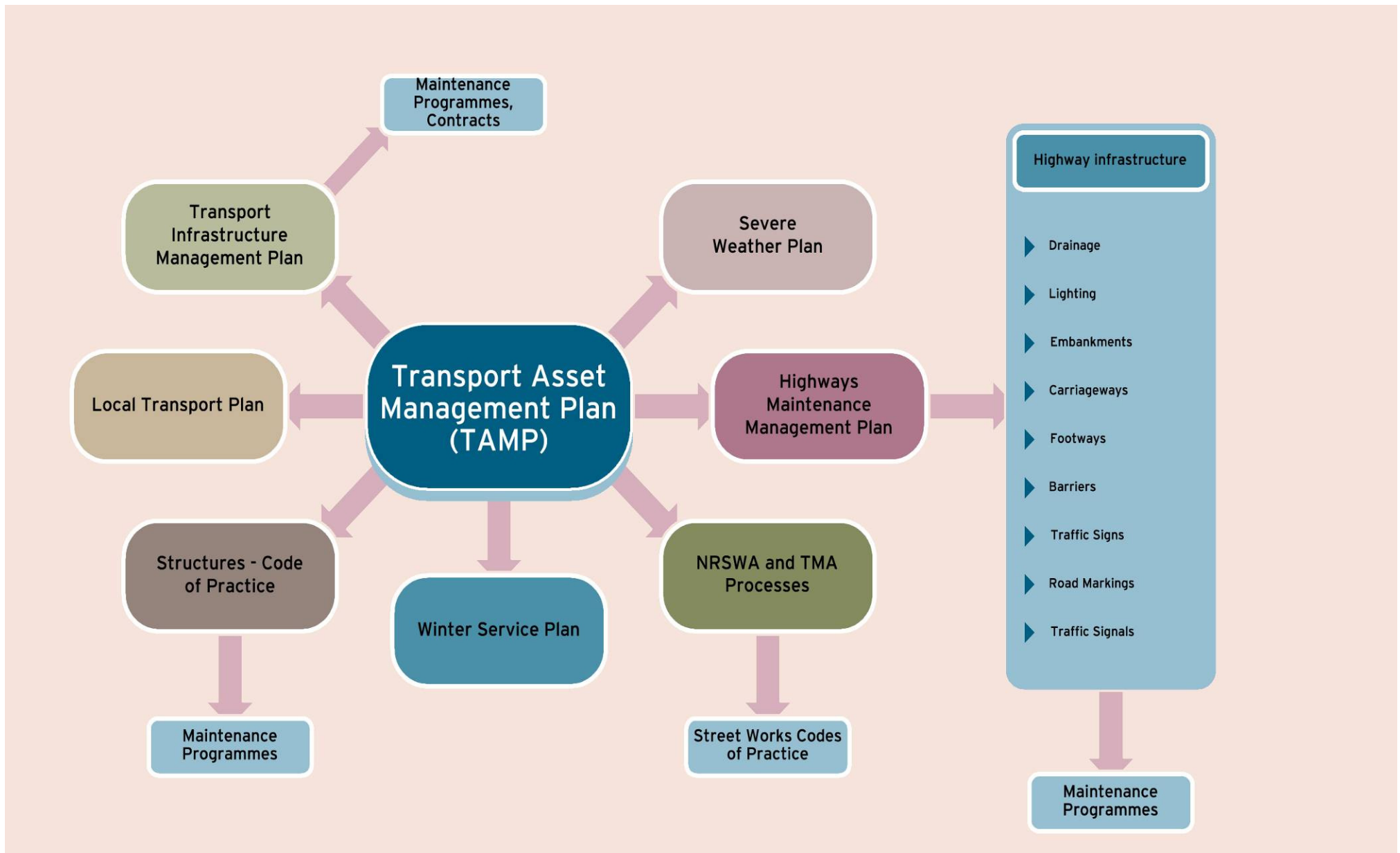
Policy HW6: Maintenance

The Council will work to maintain highways to ensure that they are safe and fit for purpose.

The Council's Highway Maintenance Management Plan (HMMP)[24] sets out the context within which highway maintenance will be delivered. The basis of the HMMP is a network hierarchy for carriageways, footways and cycleways which reflects the needs, priorities and actual use of each road in the network and is reviewed regularly. To maintain the highway network the Council will conduct:

☐ Safety inspections to identify all defects likely to create danger or serious inconvenience to users of the network or the wider community;

☐ Service inspections to identify deficiencies compromising the reliability, quality, comfort and ease of use of the network, from the users' point of view; and

☐ Condition assessments in line with national legislation in order to establish the current condition of the carriageways and footways and to aid the development of planned maintenance programmes.

Following these inspections, the Council will develop maintenance programmes that will seek to maintain all highways infrastructure so that they are of a suitable and safe standard.

Policy HW7: Highways Structures

The Council will undertake routine structural inspections to identify defects and prioritise all necessary remedial works.

Bridges and other highway structures are fundamental to the transport infrastructure in the Borough because they form essential links in the highway network. It is therefore essential that the Council does not allow highway structures to deteriorate in a way that compromises the effectiveness of the highway network, through restrictions or closures caused by unsafe structures or the disruption of traffic through poor planning of maintenance work. The Council will therefore continue to ensure the management of bridges and other highway structures in accordance with the objectives of the 'Management of Highway Structures: Code of Practice[25]' and any subsequent updates.

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[24] Wokingham Borough Council's Highway Maintenance Management Plan, 2010

[25] Management of Highway Structures: Code of Practice, 2005, Department for Transport

Policy HW8:   Resilient Highway Network

The Council will manage the transport network so it continues to operate during extreme weather events.

The Council's Winter Service Plan[26], which forms part of the Highway Maintenance Management Plan, seeks to ensure that safe passage along the highway is not endangered by snow or ice. It sets out a road hierarchy which is used to prioritise scheduling for salting and snow clearance. These actions will complement the maintenance measures (Policy HW7) which will seek to ensure transport assets are maintained to a safe standard.

Policy HW9:   Street lighting

We will consider changes to street lighting provision to make them more environmentally friendly without jeopardising the safety of our residents.

The Council is proactively seeking ways of reducing energy, carbon dioxide emissions and costs. There are approximately 16,000 street lights owned and maintained across the Borough. It is estimated that the street lights in the Borough account for 3,300 tonnes of CO_2 emissions every year and are very costly for the Council to run and maintain. The Council will seek to obtain funding to replace the outdated lanterns in the Borough with more cost-efficient and environmentally friendly replacements and use the savings to generate funding for replacing old columns. The Council will also work to continue to insist that all new development has remotely monitored street lighting. This enables street lights to achieve energy savings and still provide appropriate levels of lighting.

In June 2009 - November 2010, the Council achieved a saving of around 84 tonnes of CO_2 through a part-night lighting scheme where 1,000 of the Borough's street lights were turned off from around midnight to around 5.30am. Following a review of the results of this part-night street lighting trial, we will investigate the potential to introduce a street lighting policy that will seek to change street light provision and help mitigate against the long term risks of energy price increases and financial penalties from carbon consumption. We will also work to replace bulbs with LEDs in traffic lights and bollards across the Borough in order to improve their energy efficiency.

2026 Target: The Council has remained in the top quartile of highways authorities for highways maintenance on principal roads.

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[26] Wokingham Borough Council's Winter Service Plan

6.8   Air Quality

Emissions from transport are one of the principal causes of poor air quality and, in turn, related human respiratory complaints. Poor air quality can also have a significant impact on the health and productivity of biodiversity, which provides a considerable socio-economic value to the Borough's attractiveness as a place to live, work and visit.

In 2004 the Council declared the Air Quality Management Area (AQMA) along, and 60m either side of, the M4. This is because the annual mean objective (set by the EU) for nitrogen dioxide, for which the principal source is motor vehicles, was being exceeded in this area. Since 2004 the Council's annual review and assessment work has suggested the need to retain the existing AQMA as the levels of nitrogen dioxide in this area continue to exceed the objective value. Levels of air quality concern have also been expressed in other areas, particularly along the A4. Figure 19 shows the M4 AQMA.

Figure 18 - The M4 AQMA
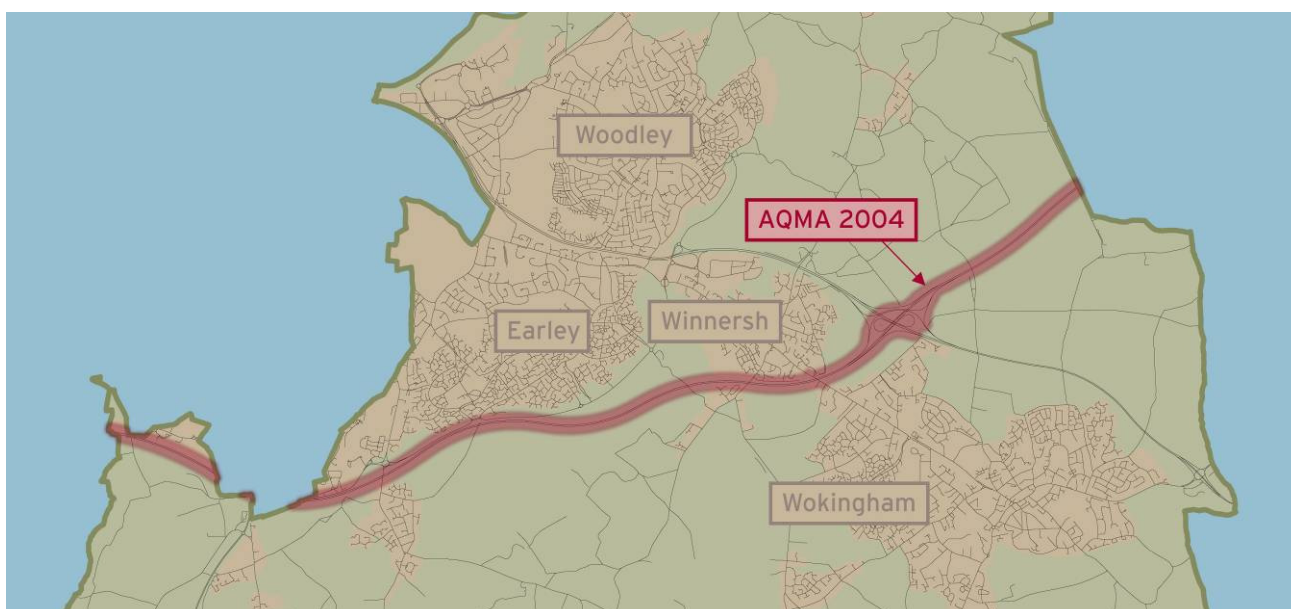
Policy HW10:   Air Quality

The Council will continue to develop and implement our Air Quality Action Plan in response to pollution caused by vehicle emissions.

We will produce an Air Quality Action Plan which will detail measures designed to improve air quality. We will work with the Highways Agency to directly limit emissions from road traffic on the M4 and will also aim to reduce background concentrations of nitrogen dioxide in the Borough by reducing levels of congestion and encouraging alternative means of transport including active travel. Furthermore, a key objective of the Strategic Environmental Assessment for LTP3 was to improve air quality.

6.9   Noise Pollution

The World Health Organisation recognises community noise, including traffic noise, as a serious public health problem. Health implications can include hearing loss, raised blood pressure and heart disease, and the psychological effects of annoyance and sleep deprivation (which can have extremely serious consequences). Through reducing the impact of noise from transport the quality of life and health of our residents will improve. Noise is not a major issue in the Borough with only 6% of consultees identifying it as one of their top three transport priorities. However for residents that noise does affect it is of high importance and can significantly impact upon their quality of life.

Policy HW11:   Noise Pollution

The Council will seek to reduce noise pollution from transport and ensure that mitigation measures are integrated into new development and infrastructure.

We will work with partners including Reading Borough Council, Bracknell Forest Council, the Highways Agency and Network Rail to reduce noise from transport where possible. In developing new infrastructure we will assess noise impacts and implement appropriate mitigation measures where necessary. This will ensure that noise mitigation is inbuilt into new development. In certain circumstances we will consider the introduction of noise barriers and the use of low noise road surfaces. We will also implement planning policies which restrict development in areas suffering from high levels of noise.

6.10   Policies and Plans

In this section of the LTP we have made reference to a number of policies and plans that we will use to further support our goals and address our challenges. The policies and plans mentioned will develop the appropriate options that will contribute to the development of our LTP implementation plan. The relevant policies/plans listed in this section are:

(1)   Road Safety Strategy

(2)   Air Quality Action Plan

(3)   Transport Asset Management Plan

(4)   Highways Maintenance Management Plan

(5)   Sustainable Transport Plan

Policy HW12: Reduction of Street Clutter & Signage

The Council will reduce the overall level of signage and proliferation of street furniture where appropriate.

Government advice is that for signs to be most effective they should be kept to a minimum. The Department for Transport have produced guidance that indicates that uncluttered streets are less confusing for motorists, are less obstructive for pedestrians and are less likely to hinder people with disabilities who are trying to navigate our streets.

Reduced signage and street furniture can deliver a fresher, freer, authentic feel to urban centres and the related highways network, which can be safer and easier to maintain. However the ambition to reduce clutter can be problematic. There is a widely held perception that new road signs, indicating potential hazards, speed limits and the use of safety fencing and barriers are required to make the Borough a safer place.

During this plan period we will undertake a review of the overall level of signage in the Borough and seek to remove street clutter where possible. We will encourage all new development to consider the need to provide new signage street furniture, fencing lighting etc. This will include reviewing existing signage when developing new highways infrastructure and road safety schemes. As we develop and implement new schemes we will ensure that new signs are kept to a minimum and possibly remove existing and surplus signage.

6.11   Meeting the Transport Challenges

Table 4 below shows how the highways policy options set out in this chapter meet the LTP Challenges

Table 4: Links to LTP Challenges	A Challenges						B Challenges						C Challenges					
Highways Policy Options	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel to access local shops and services	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
	▪	✓	✓	▪	▪	▪	▪	✓	▪	✓	▪	✓	▪	✓	▪	✓	✓	✓
Policy HW2: Network Management Duty		✓	✓	▪		✓▪	▪	▪	▪	✓	✓	✓	▪	▪	▪	▪	▪	▪
Policy HW3: Improving Access to Key Hubs	▪✓	▪	✓	✓	✓	✓	✓	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪
Policy HW4: Road Safety Engineering	▪	✓	✓	✓	✓	▪	✓	✓	▪	▪	✓	✓	▪	▪	▪	▪	▪	✓▪
Policy HW5: Speed limit reviews	▪			✓	✓	▪	▪	✓	✓	▪	▪	▪	▪	▪	▪	▪		▪

Table 4: Links to LTP Challenges / Highways Policy Options	A Challenges						B Challenges						C Challenges					
	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel to access local shops and services	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
Policy HW6: Maintenance	▪	✓	✓	▪	▪	✓	▪	✓	▪	✓	✓	▪	▪	▪	▪	▪	✓	▪
Policy HW7: Highways Structures	▪	▪✓	▪		✓▪	✓▪		▪	▪	▪	✓▪	▪	▪✓	▪	▪	✓▪	▪	▪
Policy HW8: Resilient Highways Network	▪	✓▪	✓	▪	✓	▪	✓	▪	✓	✓▪	▪	▪	▪				▪✓	
Policy HW9: Street Lighting	▪	▪		✓▪	▪	✓▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	
Policy HW 10: Air Quality			✓		✓		✓		✓						✓	✓	✓	✓

Table 4: Links to LTP Challenges / Highways Policy Options	A Challenges						B Challenges						C Challenges					
	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel to access local shops and services	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
Policy HW 11: Noise Pollution			✓			✓												✓
Policy HW12: Reduction of Street Clutter & Signage	✓			✓			✓	✓										

6.12 Targets & Indicators

In order to monitor progress towards reaching the highways goal we will use a number of indicators. These are formed from a combination of transport and transport-related National Indicators along with locally derived transport targets. We will monitor the following targets and indicators:

6.13 2026 Targets

- Journey times on the Borough's 'A Roads' have not increased by more than 10% compared to 2008 levels:

- The Council has remained in the top quartile of highways authorities for highways maintenance on principal roads.

6.14 2020 Targets

- The Council will have achieved a 20% reduction in CO_2 emissions from transport compared to 2005 levels.

- The council will have achieved a reducing trend in the number of people killed or seriously injured compared to 2004 -2008 averages

6.15 National Indicators

- Congestion – average journey time per mile during the morning peak

- Principal roads where maintenance should be considered

- Non-principal roads where maintenance should be considered

- Per capita CO_2 emissions in the local authority area

- The number of people killed or seriously injured in traffic accidents

Section Summary

The highway network in Wokingham Borough is well developed and provides good connections from the Borough to Reading, Heathrow, London and the West. However, Wokingham Borough has high levels of car ownership and usage which has negatively impacted on carbon emissions, air quality and increased congestion. Without action the number of car trips is likely to significantly increase in the Borough due to the planned development of over 13,000 houses.

This chapter has set out a number of highways and engineering policy options that will help to improve the operational efficiency of the highway network in the Borough. These will complement the other LTP Goals which will aim to manage the demand for car borne journeys and encourage a widespread uptake of more sustainable modes of travel.

Chapter 7
Active Travel Policy Options

Goal

We want to:

"Work with partners to promote walking and cycling as a health-enhancing physical activity 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; and

■ Improved cycle parking at stations, businesses and schools"

7.1 Active Travel

Active Travel refers to an approach to travel and transport that focuses on physical activity, walking and cycling. Given that in the UK over 50% of car journeys are less than 3 miles[27], there is scope to replace car journeys with more active forms of travel.

Walking and cycling are good for boosting health and, when replacing short journeys by car, they can also reduce congestion levels and CO_2 emissions. Walking or cycling can be a quicker and lower cost alternative to the car or public transport for many short journeys and are often the easiest ways for most of us to get more physically active.

However, there are a number of barriers that prevent people walking and cycling more. They can be actual physical barriers, but they can also just be habitual or perceived barriers. Most people know that more physical activity and a healthier diet is good for them and that walking and cycling are easy ways to keep active. Despite this, simply having a car often means it becomes people's automatic choice for many short, everyday journeys.

Over the last 30 years the average distance people walk each year has fallen by one fifth, while the distance people cycle annually has declined by one quarter; and although in the last decade these distances have stabilised, they have shown no evidence of recovering to past higher levels[28]. Nearly one quarter of all trips are one mile or less, and over 40% are within two miles and so potentially suitable distances for either activity. Improving the actual and perceived safety of walking and cycling will help to increase the uptake of these activities

The Chief Medical Officer has advised that adults should aim to achieve at least 30 minutes of moderately intense activity on five days of the week (60 minutes everyday for children and young people). NHS research[29] suggests that many people are a long way from that with around one fifth of men and a third of women doing less than one session of 30 minutes physical activity per week. Building physical activity into our daily travel patterns can go a long way to improving our overall levels of health.
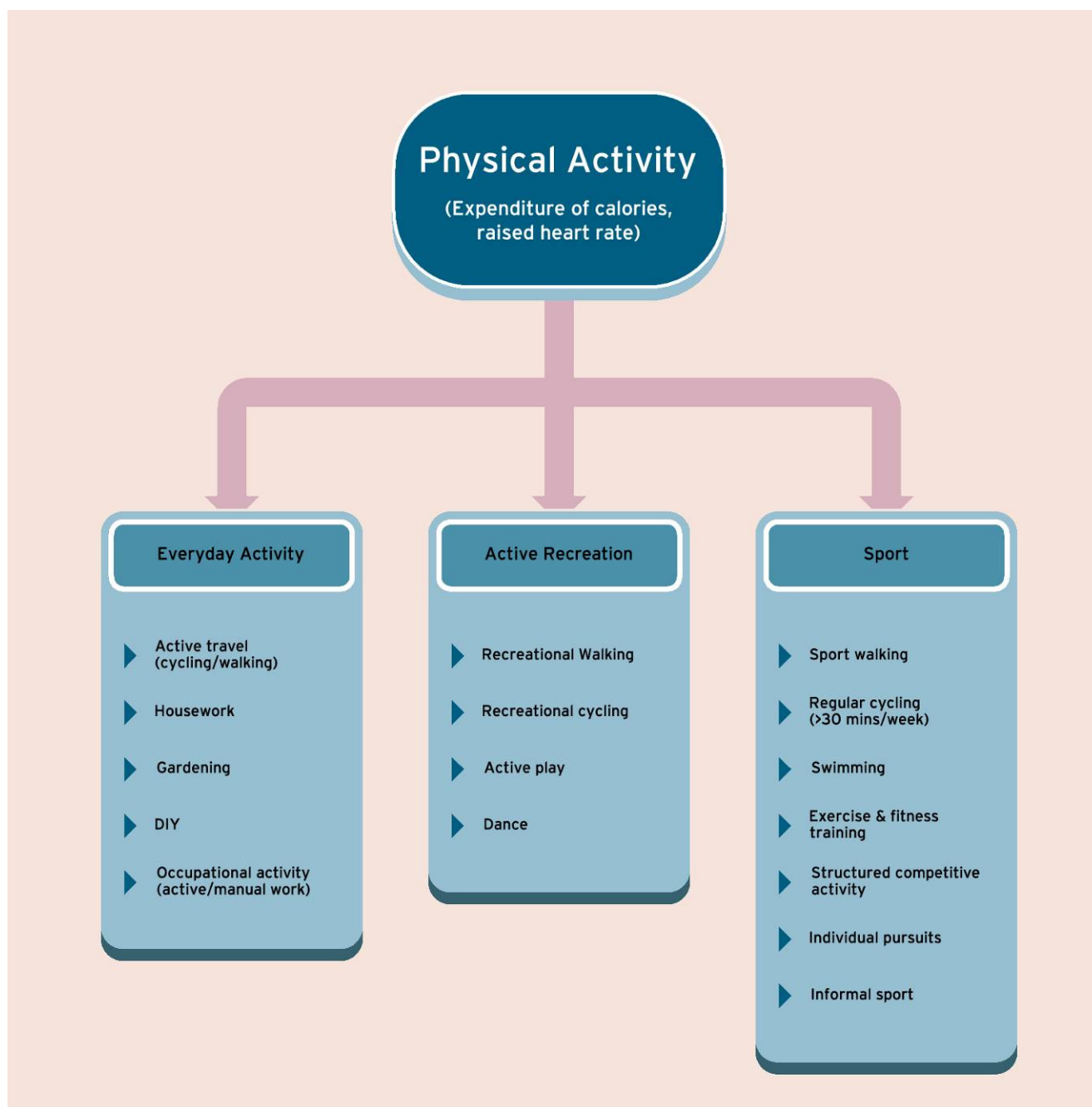
NHS research has shown that regular physical activity of moderate intensity, such as brisk walking or cycling, can bring about major health benefits as well as significant future cost savings for the NHS. Increasing levels of physical activity can contribute towards achieving reductions in coronary heart disease and obesity, hypertension, depression and anxiety. Even relatively small increases in physical activity are associated with some protection against chronic disease and are thought to improve a person's quality of life. Building active travel into our daily routines can go some way to enhancing our overall wellbeing, reducing the risk of suffering from poor health and reduce our dependence on others and the health service as we get older.

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[27] Essential Guide to Travel Planning, Department for Transport, March 2008

[28] Improving road safety for pedestrians and cyclists in Great Britain, Department for Transport, May 2009

[29] Evidence on the impact of physical activity and its relationship to health, Department of Health, April 2004

Figure 19 - Types of Physical Activity

Physical Activity
(Expenditure of calories, raised heart rate)

Everyday Activity
- Active travel (cycling/walking)
- Housework
- Gardening
- DIY
- Occupational activity (active/manual work)

Active Recreation
- Recreational Walking
- Recreational cycling
- Active play
- Dance

Sport
- Sport walking
- Regular cycling (>30 mins/week)
- Swimming
- Exercise & fitness training
- Structured competitive activity
- Individual pursuits
- Informal sport

Obesity has grown by almost 400% in the last 25 years and, on present trends, it will soon surpass smoking as the greatest cause of premature loss of life. This will entail levels of sickness that will put enormous stress on the health service and some predictions suggest that today's generation of children will be the first for over a century for whom life expectancy falls.

The NHS 'Wokingham Health Profile[30]' identifies that lifestyles in the Borough are healthier than in other areas of England. However, only one in eight adults take the recommended level of daily

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[30] Wokingham Health Profile, 2007, NHS

physical activity. In the 2008/09 academic year, 6.2% of children in reception classes who attend school in Wokingham Borough were classified as obese. At the same time 13.1% of school children in Year 6 were classified as obese.

However, rising levels of obesity are preventable, and encouraging greater levels of activity amongst children and adults will support healthier lifestyles both now and in the future.
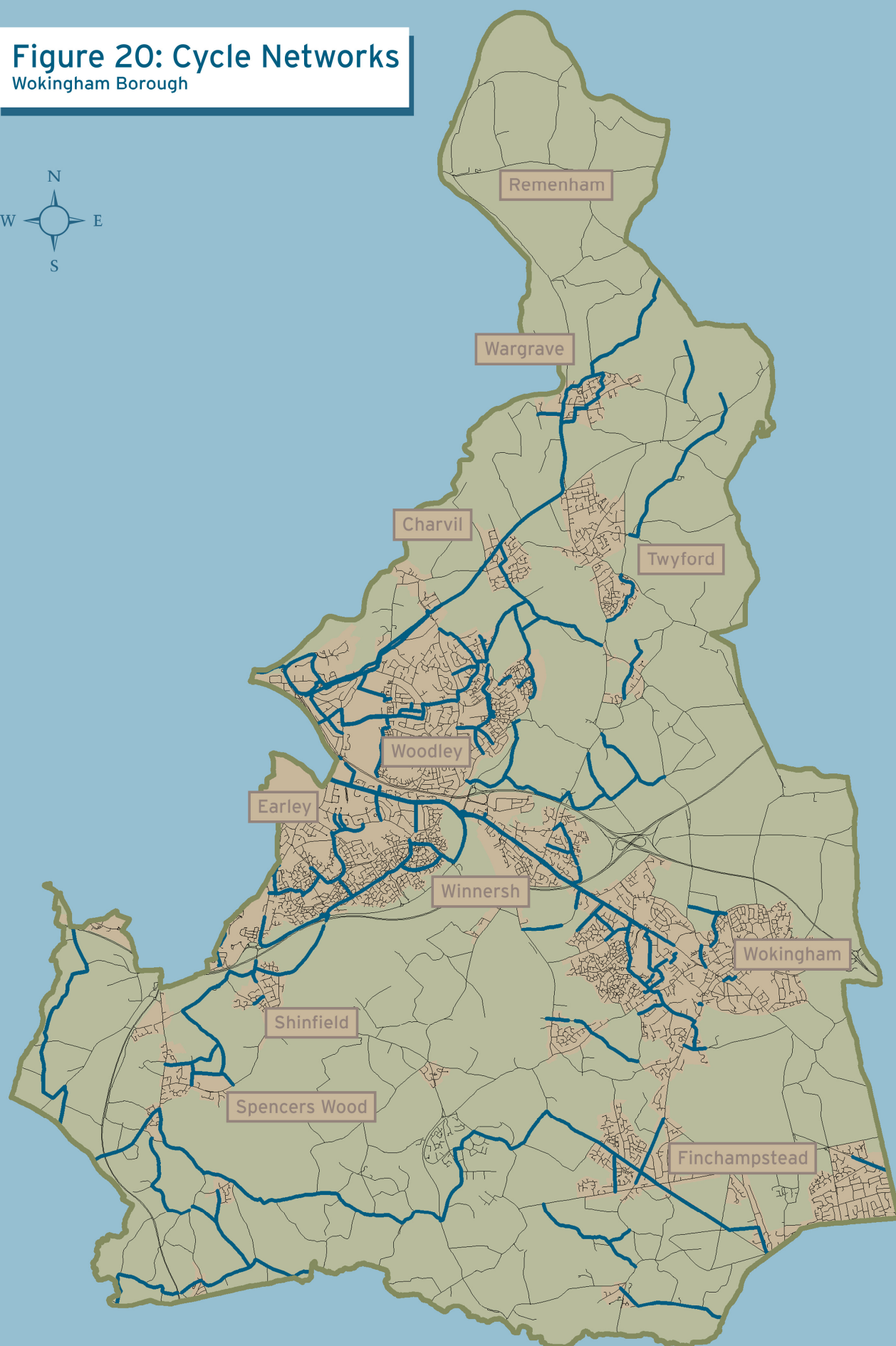
7.2   Walking and cycle network in the Borough

The existing cycle network in the Borough consists of a mixture of 'on' and 'off' carriageway facilities. National cycle route 4 runs through the heart of the Borough connecting Reading to Maidenhead, following the A4 Bath Road. Wokingham Borough has approximately 3km of on-carriageway cycleway and 40km of off-carriageway cycleway. Much of Wokingham Borough is broadly level and does not suffer from steep gradients and is therefore conducive to active travel. The current cycle network provision forms the basis for a useful network linking some of the main employment locations, such as Thames Valley Business Park and the centre of Reading. Reading and Bracknell are the only significant origin and destination points for cyclists travelling to and from Wokingham Borough for work.

Opportunities for walking are well developed in the urban areas of the Borough. Footways are generally well surfaced, lit, and connected by a range of crossing points. This is reflected by the overall numbers of children that walk to school. In the 2010 Wokingham schools census we reported that 44% of pupils walked to school, compared with one third who travel by car. The 2010 school census also indicated that 6% of pupils cycle to school however this can vary significantly depending on the school (for example 40% of pupils at Waingels College cycle to school).

Walking in more rural parts of the Borough can often be more problematic as there is a limited footway provision or the travel distances required to access a school are not conducive to walking. However the rural walking network is well documented in our Public Rights of Way Improvement Plan[31] (RoWIP).

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[31] Wokingham Borough Council's Rights of Way Improvement Plan, 2009

Figure 20: Cycle Networks
Wokingham Borough

Remenham

Wargrave

Charvil

Twyford

Woodley

Earley

Winnersh

Wokingham

Shinfield

Spencers Wood

Finchampstead

7.3   New development providing Active Travel opportunities

We have an excellent opportunity in the next 15 years to further integrate the existing walking and cycling network with new housing development planned for the Borough, thereby ensuring that active forms of travel become more commonplace and are actively promoted within new communities from the outset.

All new development in the Borough in coming years must have due regard to national planning policy (e.g. PPG13) which identifies that walking is the most important form of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres. The key aim of PPG13 is to ensure that local authorities carry out their land use policies and transport programmes in ways that help to:

- Promote more sustainable transport choices;

- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and

- Reduce the need to travel, especially by car.

Cycling offers a realistic alternative to the car for short journeys and, for longer journeys, cycling can be combined with alternative modes of transport.

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; and
☐   Employment Areas

Town Centres

The Council is committed to redeveloping and revitalising town centres. This goal combined with sustained future housing growth will create the necessary infrastructure to promote active travel in and around town centres. New well planned development will include providing services and facilities within walking and cycling distances to further encourage residents to be active. The redevelopment of Wokingham town centre will also offer the opportunity for us to develop new and improved infrastructure that will accommodate active travel journeys. Town centre plans should seek to manage the impact of congestion and create improved conditions for pedestrians and cyclists.

To further promote the benefits of cycling the Department for Transport, the Department for Health and Cycle England have encouraged the designation of a number of 'cycle towns' across England. On average the designated 'cycle towns' reported a 27% rise in the number of cycle trips as a result of the work they have carried out.

We will actively investigate the opportunity of making Wokingham and other district centres 'cycle friendly' towns. This will strongly promote cycling as a sustainable, low energy, carbon friendly method of travel that encourages people to be active and healthy. The development of cycle friendly town and centres has the potential to have a positive impact on the overall levels of cycling in Wokingham Borough and to reduce the number of trips made by car.

Transport Interchanges

Active travel can often mean travelling by more than one means of transport. Journeys are often made up of several parts, such as a walk to the bus stop, followed by a bus journey and then a further walk to the final destination. It is the Council's intention to further improve the ease and opportunity for travellers to switch between one form of transport and another. The development of transport interchanges will complement our ambitions to see town centres revitalised and support sustainable economic development and new housing.

Education

The first priority outlined in our Sustainable Communities Strategy is to make Wokingham Borough the best place in the country to grow up. To achieve this, the Council needs to create conditions that ensure children and young people stay safe and healthy. Building active travel patterns into daily life, such as travel to and from school can go a long way to helping our children and young people achieve this aim.

As part of an innovative approach to integrating walking and cycling into everyday life the Department for Health and partners have developed the Change4Life website[32]. The Change4Life website is a multimedia approach that appeals to young people and encourages them to consider all aspects of a healthy life style primarily aimed at reducing the risk of obesity. The Change4Life website includes information on how to build active travel into everyday life in an attractive way. As part of the wider drive to tackle obesity, Change4Life aims to change attitudes in order to change behaviours which mirror the majority of the corporate aims of this authority.

In order to maintain and increase the number of school pupils that are active in their travel to school, we will require all new housing to actively promote walking and cycling and develop the appropriate infrastructure. Our adopted Local Development Framework Core Strategy states that meeting the needs of young people shall include "ensuring that children of primary school age have access to a school within walking or cycling distance of their home (3-4km) along a safe route.

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[32] www.nhs.uk/change4life

Furthermore, young people aged 13-19 need to have sufficient access to positive activities and safe places to go".

As part of the development of active travel to schools, colleges and other educational facilities we will work with partners to develop school travel plans as outlined in the Smarter Choices and Demand management section (Policy SC/DM6). Measures that support the travel plan policy could include:

☐ Wider development of the cycle network, linking new and existing residential areas;

☐ Improvements to crossing points and signalised junctions on routes to schools; and

☐ Improved walking access to bus stops and stations in urban and rural areas.

Employment

Wokingham's Economic Strategy places significant emphasis on creating a place that enjoys strong economic growth and prosperity. We recognise that traffic congestion at peak travel times is simply not conducive to supporting strong economic growth and prosperity in the Borough.

As previously identified, the main external destinations for journeys to work amongst Wokingham residents are Reading and Bracknell. This would suggest that a significant number of journeys to work made within the Borough could be undertaken by walking and cycling. The 2001 census data indicated that 65% of our residents travelled to work by car, which nationally is perceived to be quite a high proportion. We will seek to address this pattern through the delivery of this LTP and the LDF Core Strategy.

Opportunities to work in partnership to develop active travel networks with our neighbouring highways authorities of Reading and Bracknell will emerge over the next 15 years. It has become increasingly important for authorities to work in partnership across journey to work areas to promote walking and cycling as a viable alternative to car travel. Journeys to work do not respect local authority boundaries and a coordinated approach to providing improvements is necessary to make sure that cycling and walking journeys can be continuous.

Policies in the Council's LDF Core Strategy, in particular CP6, actively encourage all new housing and employment development to promote active travel (walking and cycling). This requirement over a period in time will provide and enhance networks for active travel. It is intended that connecting local networks to the strategic journey to work network will be integral to further developing walking and cycling facilities.

As part of the development of employment areas we will work with partners to develop employer travel plans (as outlined in the Smarter Choices and Demand Management section under policy SC/DM2). Measures that support the travel plan policy could include:

☐ Wider development of the cycle network in partnership with neighbouring authorities, linking employment and residential areas;

☐ Improvements to crossing points, and signalised junctions on key travel routes that link to areas of employment;

☐ Improved walking and cycling access to bus stops and stations in urban and rural areas; and

☐ Partnership working with Network Rail, Train Operating Companies and bus operating companies to develop secure cycle parking at public transport interchanges.

2026 Target: At least one in five journeys to work is either on foot or by bicycle.

7.3 Recreational Active Travel

As previously mentioned, walking and cycling can be a viable alternative form of transport for short journeys. However, in Wokingham walking and cycling are commonly viewed primarily as recreational activities. Cycle surveys undertaken as part of the LTP2 monitoring process indicated that we have almost as many weekend cyclists as weekday cyclists. Additionally walking surveys suggest that walking is a popular weekend activity with residents.

2001 Census data indicates that walking and cycling are still largely a leisure activity and not a widely popular option for travelling to work, with the modal share being only 3.4% for walking and 2.2% for cycling compared with a national average of 10% and 3% respectively. To ensure that we encourage our residents to be as active as possible we will take advantage of our well developed and comprehensive Public Rights of Way (PROW) network to encourage walking as a leisure activity. The network has been developed, maintained and improved under the Rights of Way Improvement Plan (ROWIP). Wokingham's PROW network is an important element of LTP3 as it encourages healthy and sustainable pedestrian journeys and provides numerous accessibility improvements in some more rural areas of the Borough.

> **Policy AT2:   Recreation & Active travel**
>
> Improving access to public open space and country parks will help to encourage walking and cycling as a leisure activity.

The Council, in partnership with Natural England, has already developed a series of health walks across the Borough, aimed at promoting and improving health and wellbeing. The concept behind the walks is to encourage residents to walk briskly, thereby increasing cardiovascular activity. It is our aim to promote and develop walking as a viable method of travel for many journey purposes, rather than just as a purely leisure activity. We will further develop the relationship between the local Primary Care Trust and Department for Health to publicise the benefits of integrating walking into everyday life.

Studies undertaken by Cycle England[33] have made the connections between the role of leisure activates and the integration of active travel into everyday life. Cycle England has broadly concluded that the weekday cycling experience is linked to safety. Cycling England states that "People who have an enjoyable experience cycling for pleasure are more likely than those with no experience of cycling to consider using a bike as a means of transport."

It is our aim to build on those good experiences and develop them into behavioural change where possible, to encourage residents to undertake short journeys by walking or cycling as a mode of travel.

This LTP has undergone a vigorous Habitats Assessment under the Habitats Directive to ensure that measures in LTP3 will not impact Natura 2000 sites. In improving accessibility, consideration must be given to the conservation and protection of the Natura 2000 sites that are sensitive to visitor pressure. This plan will therefore not encourage travel to inappropriate areas of public open space.

7.4   Active Travel for all

One of the overarching aims of this authority is for Wokingham Borough to be a place where people are at the heart of local communities. Our Sustainable Communities Strategy aims to develop inclusive communities that support each other and empower people to be prosperous and fulfil their potential, especially those who are more vulnerable. This aim is inclusive of encouraging vulnerable people or residents with mobility, visual or hearing impairments not to be excluded from active travel opportunities.

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[33] Cycling England, Smart Measures Portfolio – Recreational Cycling

In 20 years time, 40% of England's population will be over 50. Our perceptions of what it means to be old, and the experience of being older, are going to be different from those of previous generations. People can expect not only to live a longer life but also to enjoy more of these years in health. Getting out and about is a key priority for the Older People's Forums. It also underpins other important themes, like keeping active and keeping in touch with friends and family. Without it, social isolation and dependency on other people are greatly heightened. Promoting active travel for elderly residents will improve their health and quality of life.

Policy AT3: Active Travel for all

To provide walking and cycling opportunities that are inclusive of residents with mobility, visual and hearing impairments and other disabilities.

It is important that walking infrastructure is in place to support greater levels of access between local destinations. This means looking at well used routes and identifying barriers to pedestrian movement, such as poor signage, busy roads without adequate crossing facilities, or poorly designed and located street furniture that poses an obstacle for those with mobility or visual impairments. These improvements will ensure that walking routes are continuous.

We will aim to:

☐ Improve poorly designed routes;

☐ Relocate street furniture that poses an obstacle for those with mobility or visual impairments;

☐ Provide infrastructure to suitable standards for ensuring ease of travel for those with mobility impairments;

☐ Improve facilities at stations to improve access for disabled people or people with limited mobility;

☐ Improve public transport access to recreational facilities; and

☐ Provide cycle training for adults.

As previously mentioned, Active Travel can often mean travelling by more than one type of transport and journeys are often made up of several parts. We must ensure that all parts of the journey are accessible so that one part of the journey does not prevent residents with mobility or visual impairments being able to travel.

All of our new transport infrastructure is provided to suitable standards, ensuring ease of travel for those with mobility impairments

7.5   Policies and Plans

A number of policies and plans will be used to further support and develop active travel options. Relevant strategies include:

(1)   Active Travel Policy

(2)   Rights of Way Improvements Plan

(3)   Public Transport Policy

(4)   Wokingham Borough Highways Design Guide

(5)   Road Safety Strategy

7.6   Meeting the Transport Challenges

Table 5 below shows how the active travel policy options set out in this chapter meet the LTP Challenges.

Table 5: Links to LTP Challenges

Active Travel Policy Options	A Challenges						B Challenges						C Challenges					
	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
Policy AT1 Increasing opportunities to walk and cycle		✓	✓	✓	✓	✓	✓	✓	✓			✓		✓		✓	✓	
Policy AT2 Recreation & Active Travel			✓		✓	✓	✓		✓									
Policy AT3 Active Travel for all			✓		✓	✓	✓	✓	✓			✓		✓				

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7.7   Active Travel Indicators

To monitor progress towards reaching the active travel goal we will use a number of indicators. These will be formed from a combination of transport and transport-related National Indicators that support the Sustainable Community Strategy, along with locally derived transport targets that support the performance of this plan. To monitor the success in achieving this goal we will monitor the following indicators:

7.8   2026 Targets

- At least one in five journeys to work is either on foot or by bicycle

- All of our new transport infrastructure is provided to suitable standards, ensuring ease of travel for those with mobility impairments

7.9   National Indicators

- Children travelling to school – mode of transport usually used

- Obesity in primary school age children in Reception

- Obesity in primary school age children in Year 6

- Mortality rate from all circulatory diseases at ages under 75

- Healthy life expectancy at age 65

Section summary

This section outlines the transport options the council will develop to achieve its goal of incorporating Active Travel into everyday life where-ever possible. Encouraging our residents to be active when travelling has a number of benefits that cut across the wider corporate agenda. The most important benefit in promoting active travel is the contribution that can be made to our resident's health and wellbeing. In delivering this goal we achieve subsequent transport links and benefits, such as a reduction in CO_2 emissions, improvements to air quality and an economic impact through reduced levels of congestion.

There are some risks associated with active travel, in that pedestrians and cyclists are considered to be 'vulnerable road users', as collisions with motor vehicles can often have serious results. We will work with a number of partners including, the West Berkshire Primary Care Trust and neighbouring authorities, to provide new integrated infrastructure and take a combined approach to publicising the benefits of Active Travel.

The council will develop a number of subsequent policies and plans that consider in more detail the over-arching policy options contained in this plan. The policies/plans will include specific schemes and projects that can be developed as part of the LTP implementation plan.

Public Transport Policy Options

Goal

We want to:

"Promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel. "
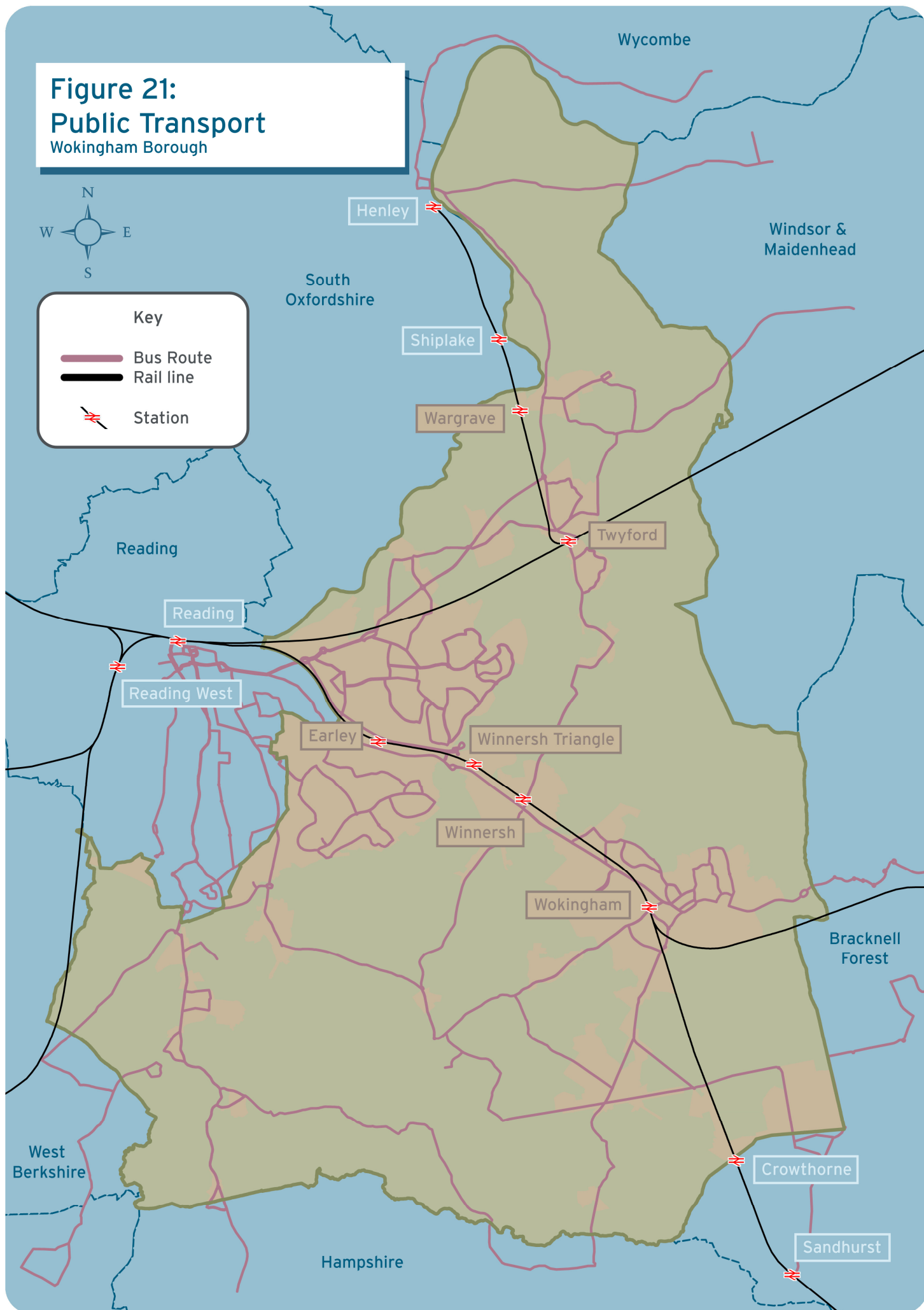
8.1   Public Transport

On average over 7.5 million journeys are made by public transport to, from and within the Wokingham Borough every year. Wokingham's public transport network comprises of six rail stations and 30 registered bus routes. Of the 30 registered bus routes almost half receive subsidies from the Council or neighbouring local authorities. Figure 21 illustrates the existing public transport network across the Borough.

The importance of attractive public transport services in helping to achieve the Council's priorities should not be understated. They provide a more environmentally sustainable alternative to travelling by private car, and are a more efficient use of the capacity on our transport network. If people can be attracted from cars to bus and rail services, the Borough will benefit from reduced traffic congestion which is essential for supporting economic growth and reducing environmental impacts.

Bus services are a vital means of transport for vulnerable and economically challenged people as they provide access to key facilities such as employment locations and health care. Better services will improve accessibility for everyone. Recent partnership working with Reading Borough Council and Reading Transport has allowed the delivery a number of branded bus services, time tables and high quality vehicles in Woodley and Earley.

The challenge for improving public transport and in particular bus services is to increase the commercial viability of the services by improving passenger numbers, reliability and reduced journey times. This is particularly challenging in rural areas of the Borough, such as Swallowfield, Riseley, Wargrave, Ruscombe and Remenham. All bus services must be affordable, available and accessible to those that would wish to use them. For those whom buses are not affordable, available and accessible, the Council will continue to investigate measures to address this.

Figure 21:
Public Transport
Wokingham Borough

Key
Bus Route
Rail line
Station

N
W E
S

Wycombe

Windsor & Maidenhead

South Oxfordshire

Henley

Shiplake

Wargrave

Twyford

Reading

Reading West

Earley

Winnersh Triangle

Winnersh

Wokingham

Bracknell Forest

West Berkshire

Crowthorne

Sandhurst

Hampshire

8.2 Increasing the use of public transport

Rail Network

The rail network is operated commercially by train operating companies. Local rail usage figures for stations within the Borough of Wokingham are set out in Table 6.

Table 6 – Number of Rail Entry and Exists from Rail Stations in Wokingham Borough (2007/8)

Station	Line	Entry / Exits per annum
Earley	Reading to Waterloo	451,123
Winnersh Triangle	Reading to Waterloo	293,276
Winnersh	Reading to Waterloo	442,180
Wokingham	Reading to Waterloo/Gatwick	2,123,265
Wargrave	Henley Branch Line	62,084
Twyford	Great Western Mainline	1,222,400
Total		4,594,328

(Office of Rail Regulation 2007/08)

For residents the rail network presents the opportunity for quicker, low carbon journeys to areas of employment, health, retail and leisure. For employers, the rail network presents an opportunity for more efficient business travel and access to a wider pool of skilled labour. The existing rail network provides direct access to Reading station, one of the busiest stations outside of London, within nine minutes of Wokingham station. From Reading station there are direct trains to London Paddington (32 minutes), Birmingham New Street (one hour 37 minutes) and Manchester (three hours 28 minutes).

Policy PT1:   Improving rail services and facilities

We will work with Network Rail and Train Operating Companies to improve rail services and station facilities.

Councils have limited powers to improve rail services, however we will work with rail operators to improve the rail network in the Borough where possible. In order to increase rail usage, two key areas for rail improvement that we will work towards are:

(1)   Supporting the electrification of existing railway lines. This will improve rail performance, reduce emissions and make rail services quieter. In particular, the electrification of the link between

Wokingham and Gatwick Airport and the Twyford-Henley branch line as part of the proposed electrification of the Great Western Mainline; and

(2)   Improving the Reading-Waterloo line. The current service to Waterloo suffers from overcrowding, poor service frequency and the journey times are excessive for a journey of around 36 miles. Peak services to London have previously been more frequent and over 10 minutes faster. As a result there is suppressed rail demand in the Borough with many residents choosing to drive to alternative stations such as FarnBorough that offer quicker journey times - this adds to pollution and congestion. We support tackling overcrowding issues through plans for longer trains and platform extensions. The Council are also keen for the London and South East Route Utilisation Strategy to address the excessive journey times from Waterloo to Reading.

Policy (PT7) also identifies the importance and need to improve access and the integration of rail and bus services.

Bus Network

Bus services are particularly important for providing local journeys between homes and employment, retail, health and leisure areas. All commercial bus services within the Borough link urban areas such as Woodley and Earley with Reading. Wokingham and Reading Borough Councils in partnership with the local bus operators have long worked in partnership to improve public transport satisfaction. This partnership must be continued and improved over the duration of this LTP to improve commercial cross-boundary bus networks. The continued viability of these services is particularly susceptible to changes in passenger numbers. It is vital that passenger numbers are maintained and boosted where possible to ensure commercial bus services remain viable and continue to operate, and that the conditions on our roads are favourable for promoting the viability of services

In rural areas of the Borough it is more challenging to provide bus services commercially. Subsidising bus services is however very costly for the Council. Financial resources are limited, therefore the Council can only subsidise services which are clearly necessary, represent value for money, and provide a social benefit that cannot be provided through any other means. For example, in the past the Council has made use of Government initiatives, such as the Rural Bus Subsidy Grant (RBSG), to subsidise bus services in the Twyford, Swallowfield and Riseley areas. In Wokingham, the Council is working with local stakeholders, such as Tesco, to provide local bus services. The Council must continue to work with partners to identify funding streams and innovative ways to subside bus services to meet local needs. We will also seek contributions towards supporting bus services from new development through Section 106 agreements.

Policy PT2: Increasing our residents use of bus services

We will work with bus operators to enhance the quality, viability and attractiveness of bus services across the Borough so that the need to provide subsidies is minimised.

Improving the quality of bus services is central to increasing the number of people using bus services and hence the ability of services to become and remain commercially viable. To do this we will:

☐ Work with bus operators to deliver more reliable and punctual bus services. Bus punctuality is considered on of the most important factors in people's decision to use public transport. On average 70% of buses have departed stops on time over the past three years. The most common cause of unreliable journey times is congestion. To reduce the effects of congestion on bus journey times, the Council will investigate measures which give buses priority over other vehicles. For example buses may be given priority through the provision of bus lanes or by extending the length of time traffic signals remain on green if buses are running late.

☐ Improve service quality at bus stops. To enhance the waiting environment the Council will consider the provision of shelters, street lighting, litter bins, seating and Real Time Passenger Information at bus stops. We will also work to ensure that buses are able to reach the bus stops to allow passengers to board and light from the vehicle - this is particularly important for those with restricted mobility, as well as those with pushchairs and heavy shopping.

☐ The Council will investigate the feasibility of further enhancing the existing Real Time Passenger Information (RTPI) system in the Borough. RTPI monitors the progress of buses on routes and if a bus is delayed information is updated to reflect the delay. RTPI can be provided in many forms, most commonly this is at the bus stop on a flag or in the shelter. Wokingham's Real Time Passenger Information Policy will set out how these improvement works will be implemented across the Borough.

Bus services are considered key for economically challenged residents who rely on the bus for access to employment and other essential facilities. Where there is a demonstrated need to provide a bus service and this cannot be done commercially, the Council will consider the provision of an alternative service by contracting an independent operator to provide a bus service. Given the restraints on Council resources this will be only considered after all other options have been discounted.

Policy PT3:   Bus Punctuality Partnerships

We will work towards establishing bus punctuality partnerships with bus operators with the aim of improving public transport in and around Wokingham Borough..

To ensure that bus service improvements are a success, partnership working between the Council and the bus operator is required. The Council will seek to establish Bus Punctuality Partnerships (BPP) where appropriate. BPP are pursued jointly by councils and bus operators to tackle issues which are causing reliability problems. BPP may include measures such as protocols on the length of time operators are given regarding road works and an onus on operators to maintain buses and review timetables regularly.

2026 Target: 90% of buses in the Borough depart on time.

8.3   Affordability

Public consultation on the challenges for LTP3 indicated that providing affordable and accessible public transport was the top priority for people in Wokingham. Public transport is most important to those who do not have access to a car, in particular the young and the elderly. For these groups public transport offers the opportunity to enhance quality of life through increased independence and improved opportunities.

The Council makes concessionary travel available to all qualifying residents, in line with national guidance. The objective of the bus pass is to support groups who may otherwise be excluded, by enhancing their quality of life and improving their independence. In this context bus services have the ability to provide cross-cutting benefits with improved access to health care, social services and the wider community.

For our younger residents, the Council aims to make Wokingham Borough the best place in the country to grow up and recognises the role of public transport in delivering this. Research[34] has indicated that transport was the single biggest issue for participation in education and employment.

Reducing congestion is a high priority for the Council. The AA Foundation indicated that major improvements to public transport could reduce school run traffic by up to 40%. All our bus operators already offer reduced child fares on a commercial basis. However, there is a need to work with bus operators to ensure that children continue to receive concessionary travel, and

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[34] The Department of Education and Employment, 1998

wherever possible, promote and enhance the attractiveness of public transport for educational travel.

With the rising cost of fuel and car travel, there is an increasing risk that additional groups will become socially excluded. With a potential reduction in car ownership levels, travel by public transport is likely to become increasingly more attractive for regular and family travel. With differing bus operators and rail operators within the Borough, ticketing is largely disjointed and requires passengers to purchase more than one ticket for most journeys. The Council will work with public transport providers to examine options for integrated ticketing. There is also a need to ensure that ticket structures are advantageous to multi-operator travel, regular travel and group travel.

Policy PT4:   Addressing the cost of travel

We will work with transport operators to promote a range of ticketing options to encourage affordable public transport.

In addressing the cost of travel the Council will ensure that the travel benefits currently available to the elderly and young are widely publicised amongst these groups. To further reduce the cost of travel to our younger residents, the Council will also work with bus operators to explore the provision of concessionary travel for 16 to 19 year olds. To ensure that travel by public transport is conducive to new travellers, regular travellers and families the Council will work with operators to promote and develop ticketing structures.

Measures such as the Plusbus scheme which provides a single ticket for bus and rail travel will be supported as well as multi-operator bus tickets. Where services are tendered and multiple bus companies operate in the surrounding area, the need to accept other operators' tickets will be a fundamental consideration. In terms of the ability to purchase tickets, "smart-ticketing" will be explored.

Policy PT5: Smart ticketing

We will investigate the opportunity for SMART ticketing across public transport enabling residents to possess a 'SMART Card' that can be used interchangeably on all forms of public transport.

Smart-ticketing allows for a single ticket to be purchased for an entire journey on a credit card style card. Significant benefits can be gained from smart-ticketing which range from an improved journey experience and reduced journey times through to reduced congestion and pollution.

The provision of Smart-ticketing across the Borough will be explored with operators as part of the Public Transport Policy Innovative technologies such as the ability to pay for tickets by using bank cards, mobile phones and via the internet will also be considered. The possibility of integrating a smart card with wider retail and leisure discounts for facilities within the Wokingham area may also be explored.

2026 Target: We have worked with partners to develop a bus and rail smart ticketing scheme that allows for better bus & rail integration.

8.4   Availability

In general, Wokingham's urban areas are well served by public transport. Table 7 illustrates that 60,045 (84%) households are within an acceptable walking (1,000m) or cycling distance (4,000m) of our rail stations. Whilst local modelling reveals 95% of the Borough's population is within 30 minutes journey time of a GP surgery by public transport.

Table 7 – Number of Households within an acceptable walking and cycling distance of Wokingham Borough rail stations

Station	Number of Households within 1000m radius	Number of Households within 4000m radius
Earley	4,556	31,490
Winnersh Triangle	2,362	35,612
Winnersh	3,440	37,148
Wokingham	5,450	24,478
Twyford	3,024	15,179
Wargrave	735	7,870
Total	18,565	60,045

Note: only includes households within Wokingham Borough.

Note: total number reflects the overall number of people within 1,000m and 4,000m of stations and discounts 'overlapping' (e.g. someone who lives within 4,000m of Wokingham and Winnersh station is only counted once)

Note: acceptable walking distance from Institute of Highways and Transportation providing journeys on foot

The availability of public transport needs to reflect the needs of a number of sectors of the Borough, this includes:

• **Business:** For businesses providing public transport links to London and international markets is crucial to their success. Given the lack of a direct link to Heathrow Airport, Thames Valley Business Park spends in excess of £100,000 on taxi bills per year. It is essential that convenient and direct access is provided to international gateways and employment centres in order for Wokingham Borough to remain economically competitive.

- **Education:** For education the set up of the public transport network is such that special school services have to be provided. To make efficient use of resources and achieve best value it is critical that the public transport network is accessible and integrated in order to meet the needs of the education agenda.

- **Rural Communities:** In our rural communities the lack of public transport increases the risk of social exclusion. Local modelling indicates that in 2005, 84% of rural households were within 800m or a 10 minute walk of at least an hourly bus service. In order to provide opportunities of independence, employment, retail, health and education to rural populations, consideration will need to be given to the availability of an hourly day time service and the provision of evening services to the entire rural population.

- **Vulnerable Groups:** The availability of public transport is considered a lifeline for vulnerable people in society such as the elderly, disabled and low income families. Without local bus services these groups of people may not have regular access to the employment, education, health care and social facilities that they need in their everyday life. Without access to a local bus service vulnerable people risk becoming socially excluded.

Policy PT6:   Availability of Services

We will work in partnership with key organisations to enhance bus service provision to health, education, leisure, retail and employment opportunities.

☐ The Council will work with operators to identify the missing links in the public transport network and promote measures to enhance the attractiveness and viability of providing them. This will include:

☐ Working with neighbouring authorities and operators to investigate, plan and deliver a network of viable services;

☐ Bus services that serve new development should be delivered in line with requirements set in the adopted Core Strategy and Infrastructure SPD.

☐ Supporting the case for improved access to international gateways, such as 'Heathrow Airtrack' and 'Crossrail'; and

☐ Working with other service areas and communities to provide public transport networks which meet health, employment, education, retail and leisure needs.

☐ The Council will work with operators to ensure timetables are conducive to school times and wherever possible account is taken of after school activities and evening courses.

Policy PT7:   Developing and promoting quality public t
ransport interchanges

We will work towards improving bus/rail integration which will attract
more of our residents to use public transport and improve the overall
quality of service.

Bus / rail interchanges should be provided in prominent positions which are convenient and
accessible to the station entrance. The Council will work with bus and rail operators to provide the
following improvements:

☐   Encourage bus operators to directly serve rail stations;

☐   Bus infrastructure in convenient and accessible locations for access to station entrances;

☐   Bus and rail timetables which are compatible to each other;

☐   Real-time public transport information in rail-stations;

☐   Promotion of joint ticketing schemes, such as PlusBus; and

☐   Promotion of integrated bus and rail travel;

The further integration of public transport will make journeys by various modes quicker, easier and
less stressful. This will create an improved public transport network which, in turn, will increase the
uptake of bus and rail travel. In improving access to stations, the Council will seek to ensure that
suitable car and cycling parking provision is available.

Policy PT8   Park and Ride.

The Council will promote the use of Park & Ride services and will support the future
introduction of new sites in the Borough where feasible.

A Park & Ride facility refers to a remotely located car parking that is linked by an attractive public
transport service to a key centre. Buses provide a frequent high quality link between the car park
and the town centre for which the Park & Ride has been established. Park & Rides can enhance the
economic viability of a town centre, reduce congestion and promote more sustainable travel. Over
the life of this plan and the development of the adopted core strategy we will work with Reading
Borough council and Bracknell Forest Councils to deliver and retain Park & Ride at the following
locations:

(1)   Near to Coppid Beach roundabout on the A329 in Wokingham

(2)   Park and Ride in the vicinity of the M4 junction 11 (Mereoak)

(3)   Relocation or retention of the Park & Ride at Winnersh

(4)   Park & Ride located in Thames Valley Park to complement the high quality express bus services or mass rapid transit along the A4 or A329 corridors into central Reading.

Policy PT9   Rural Transport

The Council will continue to seek opportunities to enhance and extend rural transport services to meet the needs of our rural communities.

To support rural communities the Council will work with operators to secure central Government grants as and when it becomes available. The Council will also investigate forging partnerships with other local stakeholders who would benefit from public transport services serving rural communities.

8.5   Accessibility

It is the Council's aim to provide a transport environment in which culture and diversity are celebrated and vulnerable people are supported. Access to public transport is crucial for people with disabilities, and their families and carers, to participate fully in community life. The 2001 Census also shows that around 10% of the Borough's population were born outside of the UK. Language can act as a barrier to travel, so it is essential that public transport is also accessible for those whom English is not their first language.

Policy PT10   Accessible Public Transport

There will be an emphasis on delivering mainstream public transport services which promote opportunities for all members of society to use.

The Council is committed to the development of a fully inclusive public transport network where the rights, needs and wishes of all disabled people are considered in any decision making process. The Disability Discrimination Act 1995[35] (DDA), set out legislation requiring public transport operators to provide vehicles which are accessible for people with disabilities. Table 8 indicates the timescales for implementing accessible vehicles. The Council has been proactive in ensuring accessible vehicles are used within the Borough, making this a requirement of all Council subsidised services. The majority of mainstream bus routes now operate low floor buses, and all supported services are required to operate vehicles with Disabled Persons Transport Access Committee (DPTAC) features and full wheelchair access.

Table 8 – Timetable for implementing bus and coach accessibility

	New Vehicles		All Vehicles
	DPTAC features	**Full wheelchair access**	**All access features**
Large single deck buses	31 Dec 2000	31 Dec 2000	31 Dec 2015
Double deck buses	31 Dec 2000	31 Dec 2000	31 Dec 2016
Small buses / coaches	31 Dec 2000	31 Dec 2004	31 Dec 2014
Large coaches	31 Dec 2000	31 Dec 2004	31 Dec 2019

Accessible transport systems include the provision of publicity, on-line journey planning services and stop information in alternative languages, fonts and formats. All printed publicity provided by the Council will be made available in alternative formats. Information posted on the Council's website can be viewed in a larger font size, viewed by the visually impaired through the use of screen reader software and translated using short-cut keys.

Problems with accessible information can also occur at bus stops as this is where people join the network. Bus stop information must be easy to read and accurate to enable people to access the network. The Council will also continue explore the use of innovative technology which addresses these needs. The most up to date guidelines for providing accessible transport will be incorporated into the Council's Bus Stop Policy for the provision of bus stop infrastructure.

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[35] The Disability Discrimination Act, 1995, Office of Public Sector Information

> ## Policy PT11 Community Transport
>
> The Council will support the use of Community Transport and the voluntary sector for vulnerable residents.

A door-to-door transport service can be the only suitable method of travel for those with mobility impairments Keep Mobile and Readi-Bus, the main community transport providers within the Borough, transported over 48,000 people in 2009. Third sector transport is crucial to meeting the specialist needs of individual members of society that would otherwise be excluded. It is therefore of utmost importance that the Council works with third sector transport providers, the education department, Berkshire West Primary Care and Trust to South Central Ambulance Trust for non emergency patient transport to deliver these services in the most cost efficient and effective way for those that use them.

To ensure that community transport is delivered as an effective service to those who operate it, as well those who use it, the Council support measures which enhance service quality. These measures will include support for approach parking provision, support for any funding opportunities and support for integrated service delivery databases. The Council will work to develop a cost-effective and environmentally efficient approach to delivering community transport services through planning routes that minimises mileage.

2026 Target: Every bus, coach and train service in the Borough have 'all access features'

8.6   Crime and Anti-social Behaviour

People are often prevented from travelling due to the perceived fear of crime or anti-social behaviour. Whilst Wokingham Borough has a relatively low crime rate, a small proportion of respondents to our LTP consultation indicated that fear of crime when travelling on the transport network is still an important challenge to address. National surveys[36] indicate that 11.5% more journeys would be made on public transport if passengers felt that it was more secure. For the most vulnerable in society it can dissuade them from travelling altogether. It is a priority for the Council to make the Borough a place where everyone feels safe when travelling on public transport.

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[36] Tackling crime on public transport, Department for Transport

The perception of crime on public transport is often influenced by the waiting environment. Nationally people often report that they fear crime or anti-social behaviour whilst waiting on a platform or at a bus stop. People also report feeling most vulnerable on their walk home from the station or bus stop, especially at night. There is therefore a need to tackle the fear of crime over the entire length of the journey.

Policy PT12   Reducing the fear of crime

We will work with partners to reduce the fear of crime and anti-social behaviour on public transport.

To reduce the fear of crime and anti-social behaviour on public transport, the Council will work with stakeholders such as the police, train operating companies, town centre managers, local businesses, schools and the general public. Measures such as the provision of littler bins, signage, increasing the presence of staff on station platforms, CCTV and an increased police presence will be investigated.

8.7   Environmental Sustainability

Nationally CO_2 emissions from public transport are relatively low compared to those emitted from private vehicles, with CO_2 emissions from buses and rail travel accounting for 2.3% and 1.7% of total CO_2 emissions from transport respectively[37]. However, there is still a need to further improve the environmental efficiency of public transport. The stop, start nature of the services means that the engine rarely runs at its most efficient. Furthermore, public transport infrastructure can be improved to be more environmentally friendly.

It is a priority for the Council to ensure Wokingham is an environmentally sustainable place to live, work and do business. Therefore it is important that the Council works with public transport operators to reduce emissions from public transport.

[37] Low Carbon Transport: A Greener Future, 2009, Department for Transport

The Council will support measures which will mitigate the impact of CO_2 emissions from public transport without negatively impinging on public transport service levels. Encouraging people to use the bus or train instead of the private car will reduce carbon emissions per person, making our existing public transport more environmentally sustainable on a vehicle-by-vehicle basis. The Council will support innovations which improve the environmental efficiency of engines. For the rail network this support would extend to electrification of the rail network as set out in Policy PT1. The Council will also investigate traffic management measures which improve the flow of buses on the highway.

The Council will aim to use resources more sustainably, by considering the feasibility of reusing existing infrastructure, such as bus shelters, before purchasing new ones. Where new infrastructure is required, the feasibility of solar powered equipment will be considered.

8.8   Policies and Plans

In this section of the LTP we have made reference to a number of policies and plans we will use to further develop our goals and explore our challenges. The policies and plans mentioned will develop the appropriate options that will contribute to the development our LTP Implementation Plan. The relevant policies/plans listed in this section are:

(1)   Public Transport Policy

(2)   Real Time Passenger Information Policy

(3)   Intelligent Transport Policy

(4)   Bus Stop Policy

8.9   Meeting the Transport Challenges

Table 9 below shows how the public transport policy options set out in this chapter meet the LTP Challenges.

Table 9: Links to LTP Challenges	A Challenges						B Challenges						C Challenges					
Public Transport Policy Options	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
Policy PT1: Improving rail services and facilities.	✓	·	✓		✓		·	·	·	✓	✓	·	·	·	✓	·	·	✓
Policy PT2: Increasing our residents use of the bus	✓	✓	✓		✓		·	✓	·	✓	✓	✓	·	·	✓	✓	·	✓
Policy PT3: Quality Bus Partnerships	✓	✓	·	·	✓	·	·	✓	·	✓	·	✓	·	·	·	·	·	·
Policy PT4: Addressing the cost of travel	✓	✓	✓	·	✓	·	·	✓	·	·	·	✓	·	·	·	·	✓	·
Policy PT5: Smart	✓	·	✓	·	✓	·	·	✓	·	·	·	·	·	·	·	·	·	·

Table 9: Links to LTP Challenges	A Challenges						B Challenges						C Challenges					
Public Transport Policy Options	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
ticketing																		
Policy PT6: Availability of Services	✓	.	✓	.	✓	.	.	✓	.	.	.	.	.	.	.	.	✓	.
Policy PT7: Developing and promoting quality bus-rail interchanges.	✓	✓	✓		✓		.	✓	.	✓	✓	✓	.	.	✓	✓	.	✓
Policy PT8 Park & Ride	✓	✓	✓		✓				.	✓	✓	✓	.	✓	✓	✓	.	✓
Policy PT9 Rural Transport	✓	.	.	.	✓	.		✓	✓	.	.	✓	.	✓	.	.	✓	.

Table 9: Links to LTP Challenges	A Challenges						B Challenges						C Challenges					
Public Transport Policy Options	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
Policy PT10: Accessible Public Transport	✓	✓	✓		✓	·	·	✓	·	·	✓	✓	·	·	·	✓	✓	·
Policy PT11: Community transport	✓	·	·	·	·	·	·	·	·	·	·	✓	·	·	·	·	✓	·
Policy PT12 Reducing the fear of crime	✓	·	·	·	✓	·	·	·	·	·	·	·	✓	·	·	·	·	·
Policy PT13 Reducing CO2 emissions	·	·	✓	·	✓		·	·	·	·	·	·	·	·	✓	✓	·	✓

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8.10 Public Transport Indicators

To monitor progress towards reaching the public transport goal we will use a number of targets and indicators:

8.11 2026 Targets

• 90% of buses in the Borough depart within five minutes of the scheduled departure time.

• Every bus, coach and train service in the Borough have 'all access features'

• We have worked with partners to develop a bus and rail smart ticketing scheme that allows for better bus & rail integration

• A fleet of low carbon buses are operating in the Borough

8.12 National Indicators

Congestion – average journey time per mile during the morning peak

Local bus and rail passenger journeys originating in the authority area

Bus services running on time

Children travelling to school – mode of transport usually used

Per capita reduction in CO_2 emissions in the LA area

Section Summary

This section highlights the importance of public transport for achieving the Council's priorities. By encouraging people to use public transport this not only has the effect of reducing congestion on our roads and freeing them up for essential business travel, but also improves the viability of our public transport networks.

Public transport is increasingly important for those who do not have access to a car, particularly the elderly and the young. To ensure that these groups are not excluded from society, public transport must be available, accessible and affordable.

The Council will work with its partners to deliver a public transport network which strives to meet the needs of the local community. Where it is not possible to meet these needs with mainstream public transport, community transport will be promoted.
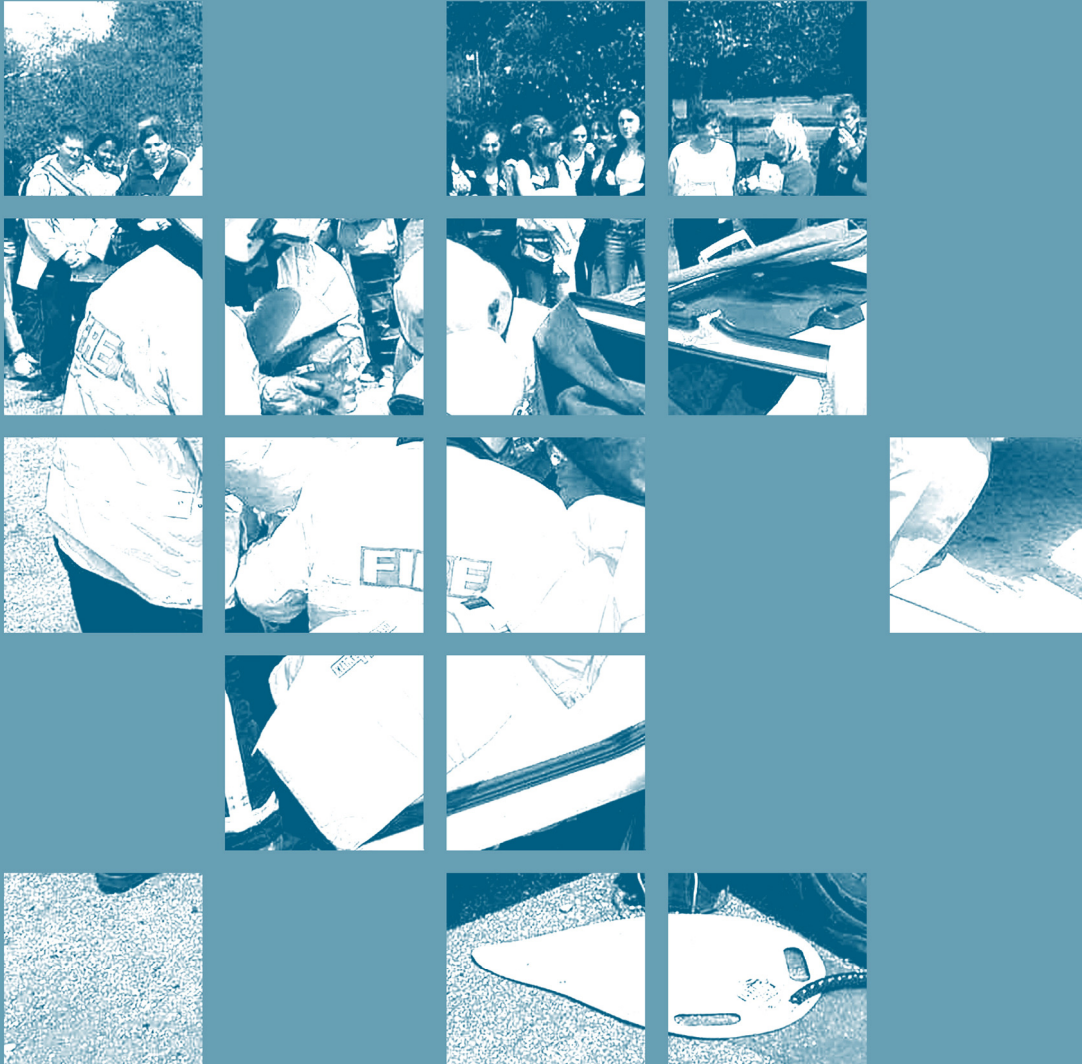
Smarter Choices & Demand Management Policy

Goal

We want to:

"Enable people who live, visit and work in the Borough to make informed, safe and sustainable travel decisions from a range of transport options."

9.1 Smarter Choices & Demand Management

Within UK national transport policy, the role of 'smarter choices' has emerged as an important element in reducing the demand for car-based transport for many journeys, and in actively promoting the use of more environmentally sustainable travel options. These will complement and support cost effective physical improvements to the transport network mentioned under the other policy option chapters.

9.2 The Department for Transport[38] identifies 'smarter choices' as:

"techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking."

In addition to promoting the use of sustainable travel alternatives through the introduction of smarter choices measures, LTP3 will also focus on actively managing the demand for car borne journeys. The combination of smarter choices and demand management restraints will play an important role in developing sustainable travel patterns across the Borough as a whole – and will support the delivery of planned development over the course of the Local Development Framework. We will develop a 'Smarter Choices Plan' which will support this section and draw together specific investment programmes, both for new developments and existing areas.

9.3 Partnership Working

Given that transport is a crosscutting theme and impacts on quality of life, health, economic prosperity and the environment, it is essential that partnership working is a core aspect of LTP3. External partners can bring in a range of new skills, funding and transparency to local decision making and are an efficient and cost-effective way of delivering services.

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[38] The Department for Transport, 2010 [Available online at www.dft.gov.uk/pgr/sustainable/smarterchoices]

> ### Policy SCDM1:   Partnership Working
>
> The Council will work with public, private and voluntary partners to deliver improvements to the Borough's transport network.

The Council will work to build upon already established partnerships and develop new ones with a range of public, private, and voluntary organisations in order to improve transport networks in the Borough. At a strategic level, this will include:

☐ Working with neighbouring authorities to develop strategic outcomes for the wider area. The Council is fully supportive of the Berkshire Strategic Transport Forum and will continue to work with neighbouring authorities to promote sustainable economic growth in Berkshire;

☐ Working and consulting with Town & Parish Councils to deliver key transport services in local areas. This will ensure that we meet the requirements of the adopted Town & Parish Charter which places responsibility on the council to work and consult with Town & Parish Councils; and

☐ Establishing a Local Strategic Partnership Subgroup for transport. This will enable the Council to work with local partners and identify opportunities for joint working, including funding, to maximise available resources for the benefit of the local community.

The Council will also work with a range of relevant partners at 'scheme level' in order to successfully deliver a number of the policy options identified within this plan (e.g. working with public transport operators to improve public transport accessibility).

9.4   Encouraging Modal Shift

As previously identified, high levels of car ownership and usage in the Borough have significant environmental, economic and health impacts. Encouraging people to use alternative and more sustainable modes of travel is therefore of the utmost importance if we are to meet the transport challenges facing Wokingham Borough as it is not feasible to deliver enough capacity for unrestrained demand by private car at peak periods.

The Stern Review identified that, in order to effectively achieve a modal shift away from the use of car, barriers which prevent people from making informed decisions about transport must be removed. Through implementing a range of smarter choice measures it will help to improve information and opportunities to our residents and businesses. This will help people to make informed travel decisions which, in turn, will help people to use more sustainable modes of travel.

Travel plans provide a package of site-specific initiatives aimed at improving the availability and choice of travel modes to and from a development. Examples of measures that might be implemented as part of a travel plan might include:

☐   Car sharing;

☐   Car parking management;

☐   Cycle parking;

☐   Showers, lockers and changing rooms;

☐   Public transport discounts; and

☐   Home-working and tele-conferencing.

A study from the Department for Transport suggests that the high intensity application of travel planning techniques can result in a peak period urban traffic reduction of over 20%. We will work with partners to deliver an intensive application of Travel Planning. This will include focusing on the following key areas.

Residential Travel Plans: We will work with developers to develop and maintain effective residential travel plans. These will adhere to the criteria set out in the DfT guidance document "Making Residential Travel Plans Work[39]" and will aim to encourage the use of sustainable modes of travel and to reduce the need for residents to travel long distances to access essential services.

Employer Travel Plans: We will work with business parks, bodies such as the chamber of commerce and employers to develop and maintain effective travel plans. These will support reductions in car-based commuting and unnecessary business journeys, and provide time and cost savings for organisations, to the benefit of individual companies and the local economy. Employer travel plans have been shown to reduce commuter car driving by between 10% and 30%, though the best ones achieve significantly more than that[40].

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[39] Making residential travel plans work, 2005, Department for Transport

[40] Smarter Choices – Changing The Way We Travel, 2004, Cairns et al

Personal Travel Planning: This is an approach that can be applied to new developments and existing communities to deliver targeted information directly to travellers to help them make informed travel choices. Within the UK, Personal Travel Planning (PTP) has been reported to reduce car driver trips by 11% and reduce the distance travelled by car by 12%[41]. No residential PTP schemes have yet been undertaken in Wokingham Borough. Under LTP3 we will undertake a pilot Personal Travel Planning initiative for a new residential development within the Borough – with a view to a more widespread application of this technique.

Station Travel Plans: Transport interchanges can have a large impact on the surrounding network. Through working with rail and bus partners we will work to deliver station travel plans which will improve access to rail and bus interchanges by all modes.

Policy SC/DM3:   Travel Plans for New Development

We will require developers to produce comprehensive and effective Travel Plans and monitor their success against an agreed set of SMART targets.

National guidance[42] requires that Travel Plans should be submitted alongside planning applications that are likely to have significant transport implications. This will help to minimise the impact of new development on the surrounding transport network. The Council will negotiate with developers on the scope and appropriate targets for Travel Plans for new development. The Council will also secure their delivery as part of the planning process.

We will consider appropriate financial penalties for new developments that fail to meet the targets agreed in their Travel Plan. This will involve implementing an effective monitoring and enforcement system and integrating the role of Travel Plans more intensely into planning obligations associated with the delivery of new development.

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[41] Making Personal Travel Planning Work, 2008, Department for Transport

[42] Planning Policy Guidance 13: Transport, 2001, Office of the Deputy Prime Minister

Policy SCDM4:   Area-wide Travel Planning

We will work with local business to deliver area-wide Travel Planning. This may include establishing Transport Management Associations as the mechanism for delivery.

Thames Valley Business Park and IQ Winnersh are the two largest business parks in the Borough. They are a fundamental part of the economic success of Wokingham Borough and employ a large number of the Borough's residents. Area-wide travel planning will enable the Council to develop a collective approach to partnership working with businesses and employment areas to manage their impact on the surrounding highway network and encourage travel to these employment areas through walking, cycling and public transport.

Area-wide travel-planning initiatives might involve the use of Transport Management Associations (TMAs). A TMA is a private, not-for-profit company that is set up to provide a comprehensive delivery mechanism for travel planning in a defined geographical area, such as a business park. This association could then be used to deliver an umbrella travel plan for the whole site; financed by collective contributions from individual employers that sign up as members.

The Transport Management Association can then be used to harness the benefits of organisations and employers working together to develop joint initiatives (such as car sharing schemes) which might not be economically viable for an individual employer. We will work with partners to identify locations with prospective clusters of employers whereby there could be significant potential and benefit from introducing a Transport Management Association.

Policy SCDM5:   Car clubs

We will investigate and support the implementation of car clubs in the Borough.

For an hourly fee, car clubs enable people or businesses to book a car when required. These offer the potential for reduced levels of household car ownership in Wokingham Borough and provide members with flexible and affordable car use, without the costs and hassles associated with car ownership. Research has shown that car club members who give up a car are likely to reduce their mileage by around 60-70%[43]. This then helps to reduce congestion and emissions from transport and improve air quality.

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[43] Making car sharing and car clubs work – a good practice guide, 2004, Department for Transport

Car clubs are often most effective in mixed developments as pool cars can be used for office workers in the day and by residents in the evenings and weekends. The Council will therefore investigate opportunities to integrate car clubs within large-scale mixed use developments. Car clubs do however require a substantial amount of start-up funding after which they should become self-financing.

9.5   School Travel

There are currently 60 local authority schools in Wokingham, attended by some 23,000 pupils. This includes 50 infant and primary, eight secondary and two special schools. The location of all local authority schools within Wokingham Borough is illustrated in Figure 22.

Research has shown that the school run accounts for around 10% of traffic in the morning peak hour (0800 – 0900). In 2010, one third of children travelled to schools in the Borough by car. Reducing this number of car-based journeys to school could significantly contribute towards reducing peak hour traffic congestion in and around schools and across the wider highway network. It is estimated that 16% of school carbon emissions stem from journeys to and from school by staff and pupils and travel on school business[44].

[44] Towards a Schools Carbon Plan , June, Department for Children, Schools and Families

Figure 22: Location of LEA schools in Wokingham Borough

KEY

- ● Primary
- ● Secondary
- ▢ Wokingham Borough

Parental anxiety about road safety is as a key barrier in enabling their children to walk or cycle to school. In 2009, 5 children were killed or seriously injured on roads in Wokingham Borough. This is around a 60% reduction since mid-1990s levels. In order to encourage walking and cycling to school, we need to continue to prevent and reduce the number of children seriously injured or killed on our roads.

Through encouraging active and healthier ways of travel, school children can actively benefit from being encouraged to adopt healthier ways of travelling to school, such as walking and cycling, which have been linked to improved concentration in class and reductions in childhood obesity. To date, the Council has worked closely with schools across the Borough in promoting sustainable travel and in developing approaches to further implement smarter choice schemes generally. We have produced a Sustainable Travel to School Strategy that promotes sustainable school travel and ensures that transport does not represent a barrier for children and young people wishing to express choice in their access to education and training opportunities.

Policy SC/DM6:   School Travel Plans

We will work with all schools in Wokingham Borough to develop and maintain effective Travel Plans that will help improve the safety and health of school children.

A high quality school travel plan puts forward a package of measures to improve safety and reduce car use, backed by a partnership involving the school, the police, Berkshire West Primary Care Trust or equivalent and the Council. Travel plans will help to inform our younger residents about carbon reduction and carbon footprints and help them to develop active and safe habits. Studies conducted by the Department for Transport have shown that, on average, school travel plans cut school run traffic by between 8% and 15% with high performing schools commonly achieving reductions of over 20%.

Measures that might be introduced as part of a School Travel Plan include:

- ☐ Cycle Storage;

- ☐ 'Walking buses' – escorted groups of children;

- ☐ 'Park and stride' – parents park at a suitable location away from the school and walk their children the rest of way;

- ☐ Car-sharing clubs; and

- ☐ Participation in School Travel Awareness Campaigns

There are currently 51 schools across Wokingham Borough that have already produced a school travel plan as of 2009, with a further eight schools reported to be actively working on the preparation of a plan. However, the Council recognises the importance of continuing to work closely with schools in the development of new plans, and their ongoing monitoring and review. The Council will work to ensure that all local authority schools have an active travel plan in place. We see this as an important element of LTP3 for delivering improvements in sustainable access to schools.

> 2026 Target: At least 60% of children in the Borough travel to school by walking and cycling

Policy SC/DM7: School Travel Awareness Campaigns

We will work with schools and other relevant stakeholders to facilitate school travel awareness campaigns.

The Council will run a number of school travel awareness campaigns that promote safe walking and cycling. These will encourage active travel to help improve the health of children in the Borough and enable them to develop road safety skills and awareness. Where possible we will seek to obtain private funding and sponsorship in order to deliver effective campaigns.

Types of School Travel Awareness Campaigns we will run include:

☐ Cycling training;

☐ Supporting the use of accreditation schemes by schools that provide children with a licence to cycle to school;

☐ The provision of School Crossing Patrollers;

☐ A 'Walk on Wednesdays' campaign for local authority schools to encourage children and young people to consider regularly walking to school at least once a week;

☐ The continued promotion of the annual 'Walk to School Week';

☐ Active First - a reward scheme for children who walk or cycle to school regularly; and

☐ Road Safety Talks and Plays.

> 2026 Target: 80% of all school children have received cycle training by Year 7.

9.6   Road Safety Education

As mentioned in Chapter 6, the Council have experienced significant success in reducing the number and severity of accidents in Wokingham Borough. Furthermore, accidents in the Borough are becoming less clustered as a result of previous success in tackling 'accident hotspots' through engineering measures. The main challenge now is to complement highway measures and improve driver behaviour so that road users travel in a safe way wherever they are. Table 10 shows the number of accidents involving key behavioural factors across the Berkshire authorities per 100,000 population (2005 – 2007). The table shows that Wokingham Borough has low rates of accidents that are speed related or involve drink-driving compared to other Berkshire authorities.

Table 10: Accidents involving key behavioural factors across the Berkshire authorities per 100,000 population (2005 – 2007).

Local Authority	Impaired by alcohol	Driver using mobile phone	Speed related	Disobeyed automated traffic signal
Wokingham	14	1	33	4
Windsor & Maidenhead	20	1	38	3
West Berkshire	17	1	39	2
Slough	22	4	41	15
Reading	19	3	28	7
Bracknell Forest	16	0	35	7

An analysis of accident statistics for Wokingham Borough identifies that there are certain groups of travellers that are particularly vulnerable road users and account for a disproportionate number of accidents. It is important that campaigns are targeted at these groups to promote safe behaviour. Table 11 below shows the annual average number of vulnerable road users that were injured in collisions from 2005 – 2007 per 100,000 population. Wokingham Borough has a similar level of vulnerable road users injured in traffic accidents compared to other authorities in Berkshire.

Table 11: Casualties per year per 100,000 population (2005 – 2007)

Local Authority	Child Casualties	Pedestrian Casualties	Pedal Cyclist Casualties	Motorbike rider/pillion casualties
Wokingham	29	24	32	30
Windsor & Maidenhead	25	35	37	38
West Berkshire	34	25	22	34
Slough	47	59	41	37
Reading	37	65	46	51
Bracknell Forest	28	23	24	29

> ## Policy SCDM8: Road Safety Awareness Campaigns
>
> The Council will continue to run and develop road safety awareness programmes. These will be targeted at vulnerable road users and groups most likely to be involved in accidents.

The Council continues to attach the highest priority to ensuring the safety of all road users and achieving ongoing casualty reductions through targeted road safety interventions and educational programmes. We will continue to deliver road safety education campaigns working with our partners and direct these at vulnerable road users and groups most likely to be involved in accidents. This will include targeting:

☐ Pedal Cyclists;

☐ Motor Cyclists;

☐ Pedestrians;

☐ Children;

☐ Older/disabled groups; and

☐ Young and pre-drivers

The Council will also continue to promote safer road use and support wider Government initiatives. This will include 'Think', drink/drug driving, seatbelt/mobile, and speeding campaigns. This will help to improve general driver behaviour and raise awareness of key road safety issues to the wider audience.

We will use a wide range of media to ensure more road users receive the information, training and guidance they need to stay safe. This will contribute to further reductions in road casualties, whilst ensuring that Council resources are spent effectively in targeting those most susceptible to being involved in accidents.

9.7 Parking

Wokingham Borough Council controls over 2,300 public off-street car parking spaces located in 26 car parks (excluding country parks and other recreation facilities) These car parks are generally located near shopping centres at Wokingham, Woodley, Twyford, Wargrave, leisure facilities or transport interchanges. On-street parking in the Borough is currently managed by Thames Valley Police. Many of the Borough's roads experience illegal parking and people parking for longer than allowed for in restricted zones. This creates problems such as congestion, safety issues, limited parking availability and can cause significant inconvenience for residents.

The location, availability and price of parking strongly influence the decision on whether people will travel to local centres such as Wokingham by car. The Council's Parking Plan outlines proposals to improve parking provision and management to meet the future needs of the Borough. This includes a framework for delivering parking, including:

☐   A review of the pricing mechanism;

☐   Enforcement of on street parking;

☐   The effective planning of disabled parking bays;

☐   Strategically managing car parking provision to tackle congestion and enhance the viability of town centres;

☐   A review of existing residents parking schemes to provide the appropriate level of parking provision on-street; and

☐   Managing the amount of vehicles travelling and parking inappropriately in key areas such as schools, residential areas and employment parks.

9.8   Managing Freight Movements

With many businesses relying on just-in-time methods, the efficient and predictable movement of goods is important in contributing towards economic growth and stability. However, freight transport is not without environmental and social costs in terms of noise, congestion, air pollution and accidents, as well as greenhouse gas emissions. Freight movement in Wokingham Borough is largely by road and there is limited capacity to transfer this to rail.

Policy SCDM10:   Freight Movements

The Council will work with partners to minimise the impact of freight movements.

We will work with partners in Wokingham Borough to manage and mitigate the impact of freight movement in town centres. This will include working towards:

☐   Creating appropriate freight routes at suitable times;

☐   Minimising noise and air pollution;

☐   Reducing emissions from freight;

☐   Introducing weight restrictions on unsuitable roads; and

☐   A review of suitable town centre access points alongside town centre redevelopment.

Because the freight industry is essentially a commercial activity, there is a strong need to develop partnerships in order to achieve positive outcomes. Following the implementation of LTP3, we will develop a Freight Policy which will identify key partners and develop a framework within which the freight industry can sustainably evolve.

9.10   Intelligent Transport Systems

As transport networks become more congested, and new highway construction recedes as a sustainable long-term solution, there is a growing need to adopt policies that manage demand and make full use of existing transport networks. Advances in information technology are now such that "Intelligent Transport Systems" (ITS) offer real possibilities for authorities to meet this challenge; by monitoring what is going on, predicting what might happen in the future and providing the means to manage transport proactively on an area-wide basis.

The White Paper 'The Future of Transport - a network for 2030[45]' highlights a commitment to encourage and enable greater adoption of technology. Specifically it identifies the development and deployment of Intelligent Transport Systems as playing an important role in supporting delivery of road safety, congestion and other policy objectives.

[45] The Future of Transport - a network for 2030, 2004, Department for Transport

Intelligent Transport Systems (ITS) refer to the application of Information and Communication Technologies (ICT) to the transport sector. The development of ITS in Wokingham Borough will assist in optimising highway capacity, reducing pollution, improving road safety, integrating transport systems, and enabling travellers to make informed travel decisions whilst making best use of existing infrastructure.

We will develop an approach to ITS that includes three main elements:

☐ **Monitor:** The network is monitored using various traffic detectors and sensors to determine traffic flows, onset of congestion and incidents.

☐ **Control:** Controls can be applied to the network to regulate traffic flows, parking and to influence driver behaviour.

☐ **Inform:** Information and advice concerning the status of the transport network can be made available to the travelling public, stakeholders and interested professional bodies.

In combination the three elements significantly aid the efficient management of a transport network and offer information to those who wish to use the network for personal mobility or for the delivery of goods. Figure 23 below details examples of ITS applications that are grouped in to Monitor, Control and Inform.

Figure 23 – Heading Intelligent Transport Systems
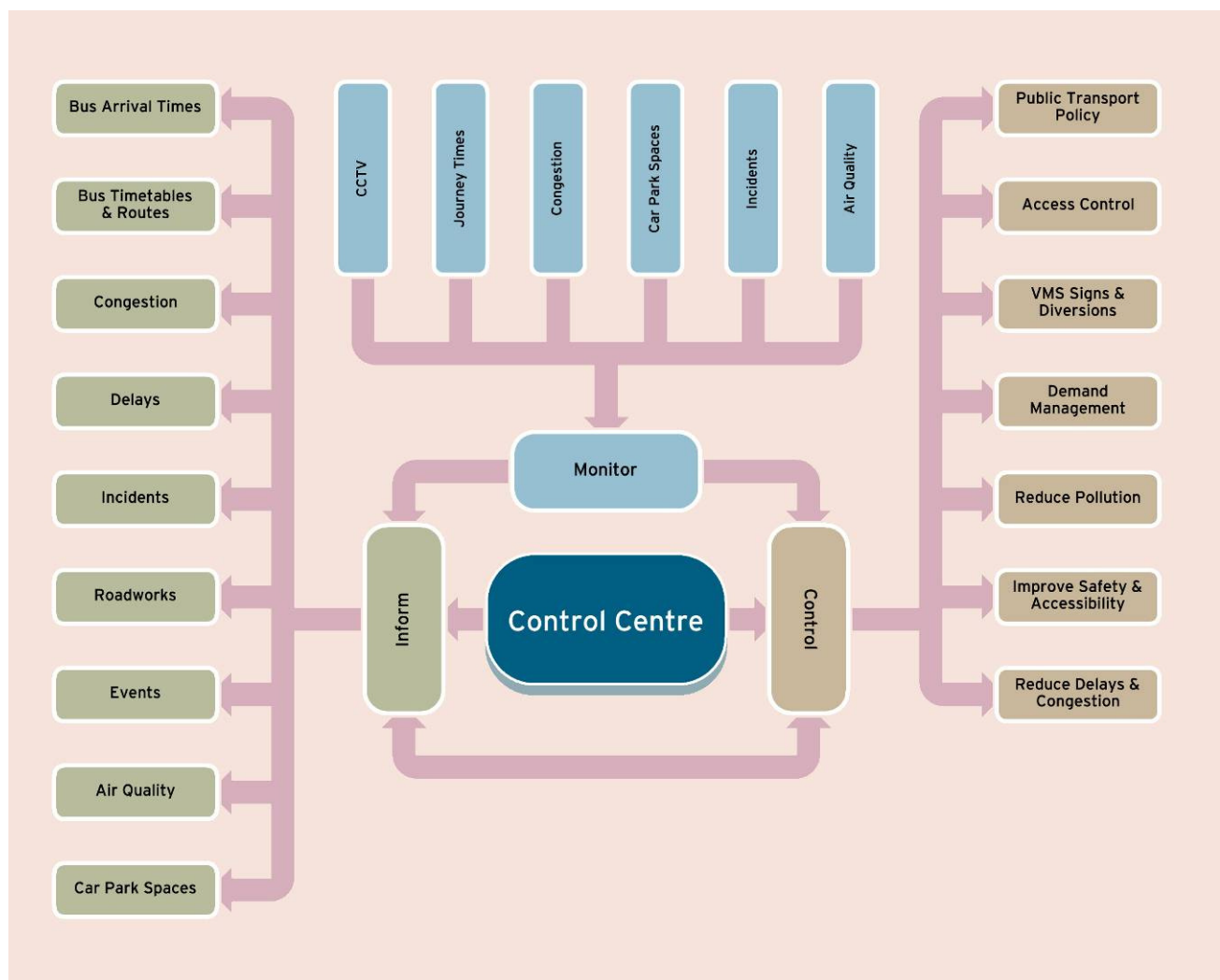
At present, there is limited deployment of ITS systems in Wokingham Borough. We will develop an ITS Policy that will provide a framework for the more intense use of ITS in the Borough. To do this there is an opportunity to utilise the pioneering infrastructure in the neighbouring authority of Reading, including the Urban Traffic Management Control System. We will also utilise the technology available to optimise traffic signals to better manage the road network for pedestrians, cyclists and public transport.

9.11 Green Technology

In 2006, around 99% of all transport in the UK currently runs on oil products, and transport accounts for three quarters of the UK's consumption of oil[46]. The world's supply of oil is becoming depleted with reports suggesting that, at current rates of use, supplies will run out in the next 20 - 40 years. This will have significant and unpredictable implications on the transport sector particularly through rising petrol and diesel prices. The use of oil also has detrimental impacts upon the environment and contributes to a significant proportion of our carbon emissions.

The Department for Transport states:

> "A sustainable future for transport requires a transformative shift to ultra low carbon… The Government is committed to assisting the decarbonisation of transport and the transition to a sustainably lower carbon vehicle fleet."

Policy SCDM12:   Low Carbon Technology

The Council will actively support and plan for the uptake of low carbon transport technology such as electric vehicles and bio-fuels.

It is important that the Borough promotes the use of low-carbon transport and is at the forefront of change as the use of alternative fuels and low carbon transport significantly increases in the future. This will help reduce carbon emissions from the Borough and help to ensure the sustainable use of resources. The Council will also work to reduce carbon emissions from transport infrastructure through the use of low carbon technology where appropriate.

We strongly support the use of 'green vehicles' and would welcome a market breakthrough of electric vehicles. In strategic co-operation with private companies the Council will strongly encourage the development of infrastructure that will support green technology (e.g. electric charging points). We will produce a policy that sets out a framework for the role-out of electric charging points. The results of this study will inform recommendations which will be taken forward into the planning process.

The Council promotes transport innovation and will continue to evaluate the future need to support the use of sustainable fuels. This will assist in making Wokingham Borough at the forefront of the UK's 'Green Economy'.

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[46] The 2006 Energy Review Regional Stakeholder Seminar: Energy RD&D and Transport, 2006, Department of Trade and Industry

Policy SCDM13:   Transport innovation

We aim to be at the forefront of transport innovation and lead the way in developing new approaches to meeting our transport challenges.

We will work with partners and neighbouring authorities to develop and encourage innovative ideas that are more effective in meeting local goals than the current methods of practice. For example, this might include the investigation of:

☐ Innovation in our service delivery that enables the public to obtain increased information on transport information in a multitude of ways;

☐ Working with retail partners to develop a method of shopping that enables customers to shop in store the 'usual way' and then have their purchases delivered to their door at a convenient time. This means shoppers can conveniently walk or cycle to do their shopping and not have to rely on using cars to transport their items;

☐ Understanding how to best monitor and improve the environmental efficiency of public transport;

☐ Reducing the need to travel through improved broadband provision and providing facilities closer to where people live; and

☐ The implications of the future rollout of a carbon trading scheme.

2026 Target: We have developed a network of electrical charging points across the Borough

9.12   Policies and Plans

We will develop a number of policies and plans that will develop and support the wider Smarter Choice and Demand Management goal. This will include:

- Smarter Choices Plan;

- Freight Policy;

- Intelligent Transport Strategy Policy;

- Parking Plan;

- Road Safety Strategy; and

- Sustainable Travel to School Strategy

9.13   Meeting the Transport Challenges

Table 12 below shows how the smarter choice and demand management transport policy options set out in this chapter meet the LTP Challenges.

Table 12: Links to LTP Challenges / Smarter Choices & Demand Policy Options	A Challenges						B Challenges						C Challenges					
	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
Policy SC/DM1 Partnership Working	✓	✓	✓	✓	✓		✓	✓	✓			✓			✓	✓	✓	✓
Policy SC/DM2: Travel Plans	✓	✓	✓		✓				✓			✓		✓		✓		
Policy SC/DM3: Travel Plans for New Development	✓	✓	✓		✓		✓		✓			✓		✓		✓		✓
Policy SC/DM4: Area-wide Travel Planning	✓	✓	✓		✓		✓		✓			✓		✓		✓		✓
Policy SC/DM5: Car clubs		✓	✓									✓		✓	✓			

Table 12: Links to LTP Challenges	A Challenges						B Challenges						C Challenges					
Smarter Choices & Demand Policy Options	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
Policy SC/DM6: School Travel Plans	✓	✓			✓			✓										
Policy SC/DM7: School Travel Awareness Campaigns	✓	✓			✓			✓					✓					
Policy SC/DM8: Road Safety Awareness Campaigns				✓	✓								✓					
Policy SC/DM9 Car Parking		✓	✓	✓						✓		✓						
Policy SC/DM10: Freight Movements		✓		✓		✓					✓	✓		✓	✓	✓		✓
Policy SC/DM11: Intelligent Transport Systems	✓	✓	✓							✓		✓	✓	✓	✓			✓

Table 12: Links to LTP Challenges	A Challenges						B Challenges						C Challenges					
Smarter Choices & Demand Policy Options	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
Policy SC/DM12: Green Technology			✓		✓				✓		✓	✓		✓	✓	✓		
Policy SC/DM13: Transport innovation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓		✓

9.14 Indicators

To monitor progress towards reaching the smarter choice and demand management goal we will use a number of indicators. These will be formed by a combination of transport and transport-related National Indicators that support the Sustainable Community Strategy, along with locally derived transport targets that support the performance of this plan. To monitor the success in achieving this goal we will monitor the following indicators:

9.15 2026 Targets

- At least 60% of children in the Borough travel to school by walking and cycling

- 80% of all school children have received cycle training by Year 7

- We have developed a network of electrical charging points across the Borough

9.16 National Indicators

- Children travelling to school – mode of travel usually used

- Journey to Work – Mode of Travel

- Obesity in primary school age children in Reception

- Obesity in primary school age children in Year 6

Chapter Summary

We will implement a number of 'Smarter Choices' & Demand Management policy options that will be used to actively promote sustainable travel and manage the overall number of car trips. This will include the use of:

☐ Travel Plans: A package of site-specific initiatives aimed at improving the availability and choice of travel modes;

☐ Awareness Campaigns: The promotion and education of safe, active and sustainable travel modes; and

☐ Innovation: The use of technology such as Intelligent Transport Systems will help us to make best use of existing infrastructure and enable travellers to make informed travel decisions.

These will complement a number of other potential options that we will investigate. The Smarter Choices and Demand Management measures set out in this chapter will help to manage future growth in the Borough and will be combined with policy options set out in chapters 6, 7, 8 and 10.

Chapter 10
Strategic Projects Policy Options

Goal

We aim to:

"Manage the demand for travel in order to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion."

10.1 Strategic Projects Goal

The Council's Core Strategy, adopted on 29th January 2010, was tested through examination in public and has been found sound. The Core Strategy sets out the long term vision and strategy for controlling development with the Borough. To support new major development in the Borough, a wide range of strategic transport projects will need to be progressed.

> ### Policy SP1: Support for Major Infrastructure
>
> The Council will actively support development of suitable major transport projects that are necessary to support the future growth and success of the Borough.

The Council is preparing to meet the challenges of accommodating an additional 13,230 new dwellings and associated mixed use development, over the next 15 years. As the Borough expands, accommodating the demand for travel will become increasingly important to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion. It is therefore essential that LTP3 supports policies within the LDF Core Strategy and focuses on accommodating the demand for travel in light of both current and emerging travel patterns and forecast levels of planned development.

The majority of the identified housing development in the Borough up until 2026 will occur at the Strategic Development Locations (SDLs). The sites that have been selected as SDLs are:

☐ South of M4 – 2500 dwellings

☐ Arborfield Garrison – 3500 dwellings

☐ North Wokingham – 1500 dwellings

☐ South Wokingham – 2500 dwellings

☐ 51,000 sq m of new employment space by 2026

Town Centre Redevelopment

The redevelopment of Wokingham Town Centre is a top priority for the Council as part of the Council's vision of improving 'vitality and viability' throughout the Borough. Transport will have a key role to play in the redevelopment as, transport not only influences how people travel to and from the town centre, but also their experience once they are there.

Additional sites for supporting the vision of improving the vitality and viability of our town centres will be identified in the Development Plan Document (DPD) "Development Management & Allocations DPD". For example the Core Strategy identifies Lower Earley district centre, Woodley town centre, and Twyford village centre as suitable for accommodating town centre uses. Transport will be a key factor in providing local accessibility for meeting the day to day needs of the local community.

LTP3 aims to support aspirations of town centre regeneration in order to support the wider corporate objectives of economic prosperity and improved quality of life within the Borough. Any plans to develop these centres will be supported within future LTP3 Implementation Plans which will be refreshed every year.

Future Transport Growth

To assist in identifying future transport issues related to future pressures, a Wokingham Transport Model has been used. This computer model assesses the impact that future development will have in the AM peak hour in 2026.

The model shows that the introduction of four major Strategic Development Locations without any mitigation in the transport network, will result in an increase in overall journey times by 22%. The model shows that delivery of infrastructure improvements set out in the Core Strategy and other transport improvements will result in significantly reduced journey times.

With network traffic growth and future development it is accepted that, without substantial infrastructure improvements, conditions will worsen. It is therefore essential to mitigate the impact that new development has on the transport network. In order to ensure this, the approach of LTP3 will directly support Core Strategy policies, in particular:

☐   CP1 – Sustainable Development

☐   CP4 – Infrastructure Requirements

☐   CP6 – Managing Travel Demand

☐   CP10 – Improvements to Strategic Transport Network

☐   CP18-21 – Delivering Sustainable Development (at Arborfield Garrison, South of M4, North Wokingham and South Wokingham SDLs)

The projects detailed in CP10, CP18, CP19, CP20 and CP21 are listed below:

- Major Strategic Highways Infrastructure Projects

- Measures to improve cross Thames travel which may include a bridge

- Wokingham Station Gateway Project including Reading Road to Wellington Road link

- Improvements to the railway bridges on the A321 Finchampstead Road, Wokingham

- Winnersh relief road

- South Wokingham relief road

- Shinfield eastern relief road

- Improvements to transport capacity along the A321 and A329 including the provision of a new route from the A329 (near the M4 over-bridge) to the vicinity of the Coppid Beech roundabout;

- The extension of Nine Mile Ride to the A327

- Twyford Eastern relief road

- Improvements to transport capacity along the A327 (to both the M3 and Reading, including Arborfield Cross Relief Road) and routes towards Bracknell (including the extension of Nine Mile Ride to the A327)

- Improvements to transport capacity along key strategic routes

---

- Major Strategic Public Transport, Walking and Cycling Infrastructure

- Re-building Wokingham station as a gateway including public transport interchange, including provision of access by foot, cycle and public transport

- Measures to improve access by non-car modes to Wokingham town centre (including the station interchange)

- Provide a Park & Ride near the Coppid Beech roundabout on the A329 in Wokingham

- Provide a Park & Ride in the vicinity of M4, Junction 11

- High quality express bus services or mass rapid transit along the A4 and A329 corridors

- High quality express bus services or mass rapid transit between Reading and Woodley town centres

- High quality express bus services between Green Park and Twyford stations via the Park & Rides in the vicinity of M4, J11 and Loddon Bridge and Winnersh Triangle Railway Station

- Measures to improve accessibility by non-car transport modes along the A321, A327,

A329, A33, B3030, B3349 and B3430 corridors especially on the routes to Bracknell, Reading, Winnersh and Wokingham

- Measures to improve access by non-car modes to Wokingham town centre (including the station interchange)

- Measures to improve accessibility by non-car transport modes along routes to the stations at Green Park and Winnersh Triangle

- Measures to maintain the operation of the network during times of flooding

- Improvements to the quality and frequency of public transport services along any part of the network

- Improvements to increase the use of bicycles, including cycle paths

- Enhancements to footpath and cycle networks to improve access to services and facilities

2026 Target: We have delivered all necessary transport infrastructure planned in our forward delivery programme.

10.2 Other Major Projects

The Council will continue to review the need for necessary new strategic transport infrastructure beyond that set out in the Core Strategy. In particular we will focus on strategic projects that strongly promote the use of sustainable travel or will improve the operational efficiency of the transport network where there are no other suitable methods.

Figure 24: Indicative Stategic Projects
Wokingham Borough

Key

- Shinfield SDL
- Arborfield SDL
- North Wokingham SDL
- South Wokingham SDL
- - - - Proposed Highway Schemes
- New Rail Station
- New Rail Bridge
- Bridge Improvement
- Rail Bridge Replacement
- Public Interchange Areas
- P&R Park & Ride
- Railway Line

N
W · E
S

Remenham

Wargrave

Charvil

Twyford

Woodley

Winnersh

Earley

Wokingham

Shinfield

Arborfield

Finchampstead

It is essential that transport networks within Wokingham Borough are not considered in isolation. Six unitary authorities cover the Berkshire area which is multi-centred with complex cross-boundary travel patterns. Partnership working with neighbouring authorities is vital for the success of individual LTPs and facilitating sustainable economic growth within the region. Local highway authorities working together will benefit in being able to deliver schemes that would not otherwise be feasible at a local level.

One way in which local highway authorities within Berkshire work together is through the Berkshire Strategic Transport Forum (BSTF). BSTF was established in 2007 to facilitate the development and delivery of strategies to address cross-boundary transport issues. Once strategies have been recommended, the forum will assist with the ongoing development and delivery of the transport solutions, overseeing the use of funding provided by the members. Where transport schemes extend beyond the boundaries of Berkshire, BSTF will act as a single voice on transport issues whether this be as a consultee, stakeholder or in order to lobby national Government and bodies. The Council will work with BSTF towards a producing a cross-boundary strategy document which will identify and prioritise schemes for delivery at a cross-boundary level

The Council is generally supportive of wider regional transport schemes which reduce the impact of traffic in Wokingham, but are keen that measures do not reduce the operational efficiency of Wokingham's transport network. Strategic schemes proposed or being built in the South East are shown in Table 13.

Table 13: Wider Regional Transport Schemes

Schemes
Heathrow Airtrack Providing rail services from Reading, Wokingham, Bracknell and Woking to Heathrow Airport
Crossrail A new rail service from Maidenhead to Shenfield (Essex) via Central London. Also serving Heathrow and London Docklands.
Access to Heathrow Includes proposals for a new rail interchange on the Great Western Mainline to serve the airport
High Speed 2 Proposed high speed rail line between London, Birmingham, Manchester and Scotland. May also serve Heathrow Airport.
Great Western Mainline Electrification
Possible implementation of sequenced M4 Hard Shoulder Running post 2015

10.3 Policies and Plans

A number of strategies will be used to further develop this section and support meeting the future needs of the Borough. These include:

- Public Transport Policy;

- Parking Policy;

- Berkshire Strategic Transport Forum Strategy;

- Intelligent Transport Systems Policy; and

- Road Safety Strategy.

Table 14 - Meeting the Transport Challenges

Strategic Projects Policy Options	A Challenges						B Challenges						C Challenges					
	Ensuring that public transport is affordable and accessible	Reducing congestion on our roads	Supporting new development	Reducing the number & severity of traffic accidents	Encouraging people to travel by bus, train, cycle or walking instead of by car	Fixing pot holes & improving the condition of roads & footways	Making our streets more pedestrian friendly	Improving transport access to schools and colleges	Improving local people's health by encouraging more active forms of travel	Making journey times more reliable	Having a transport system that copes with extreme weather conditions	Improving transport access to our main employment areas	Reducing crime & anti-social behaviour on local transport networks	Reducing the need to travel	Promoting the use of low-carbon transport, such as cleaner engine vehicles	Improving air quality	Improving transport access to healthcare facilities	Reducing the impact of noise from traffic
Policy SP1: Support for Major infrastructure		✓	✓	✓	✓		✓	✓		✓	✓	✓			✓	✓		✓
Policy SP2: Cross-boundary strategic projects	✓	✓	✓		✓			✓		✓	✓	✓		✓		✓	✓	✓

10.4 Strategic Projects Indicators

To monitor progress towards reaching this goal we will use a number of indicators. These will be formed by a combination of transport and transport-related National Indicators that support the Sustainable Community Strategy, along with locally derived transport targets that support the performance of this plan. To monitor the success in achieving this goal we will monitor the following indicators:

10.5 2026 Target

- We have delivered all necessary transport infrastructure planned in our forward delivery programme

10.6 National Indicators

- Congestion – average journey time per mile during the morning peak

- Access to services and facilities by public transport, walking and cycling

- Working age people with access to employment by public transport (and other specified modes)

- Children travelling to school – mode of transport usually used

- Per capita reduction in CO_2 emissions in the LA area

- Planning to Adapt to climate change

- Air quality – % reduction in NOx and primary PM10 emissions through local authority's estate and operations.

Section Summary

This chapter of the Local Transport Plan (LTP) outlines the requirement for new strategic transport projects and infrastructure to deliver the Councils Local Development Framework Core Strategy. The strategic transport projects identified will be funded, programmed and delivered with a range of partners over the life time of this strategy. The requirement for new transport infrastructure is being driven by the fact that there has been no significant road building in the Borough in the last 20 years, even though we have accommodated almost 11,500 new homes in that period and have one of the highest levels of car travel in England.

With further development in future years, the demand for car-based travel is likely to increase, causing further congestion problems on the strategic transport network. However the plans new housing and economic development combined with our ambitious planed to revitalise town centres require us to identify long term investment towards improving the overall quality of transport infrastructure in the Borough.

C Appraisal Criteria
11 Introduction

Section A provided the context in which this Local Transport Plan has been developed. A review of national and local policy context was presented to inform and develop the LTP Goals and Challenges of this plan. Section B identified a number of highways, active travel, public transport, 'smarter choices' and demand management, and strategic projects policy options that will be implemented to deliver the LTP Goals and meet the identified Challenges.

Section C now presents the next stage in the process, which is to appraise specific transport schemes and study options to support the LTP3 policy options outlined in Section B. Through a process of prioritisation, it is possible to ensure investment is directed at schemes and study options that represent the best value for money and can have the strongest and widest impact in supporting the LTP Goals. The outcomes from this appraisal process will directly inform the development of the LTP3 Implementation Plan (Section D).

Figure – 25 LTP Structure (3)
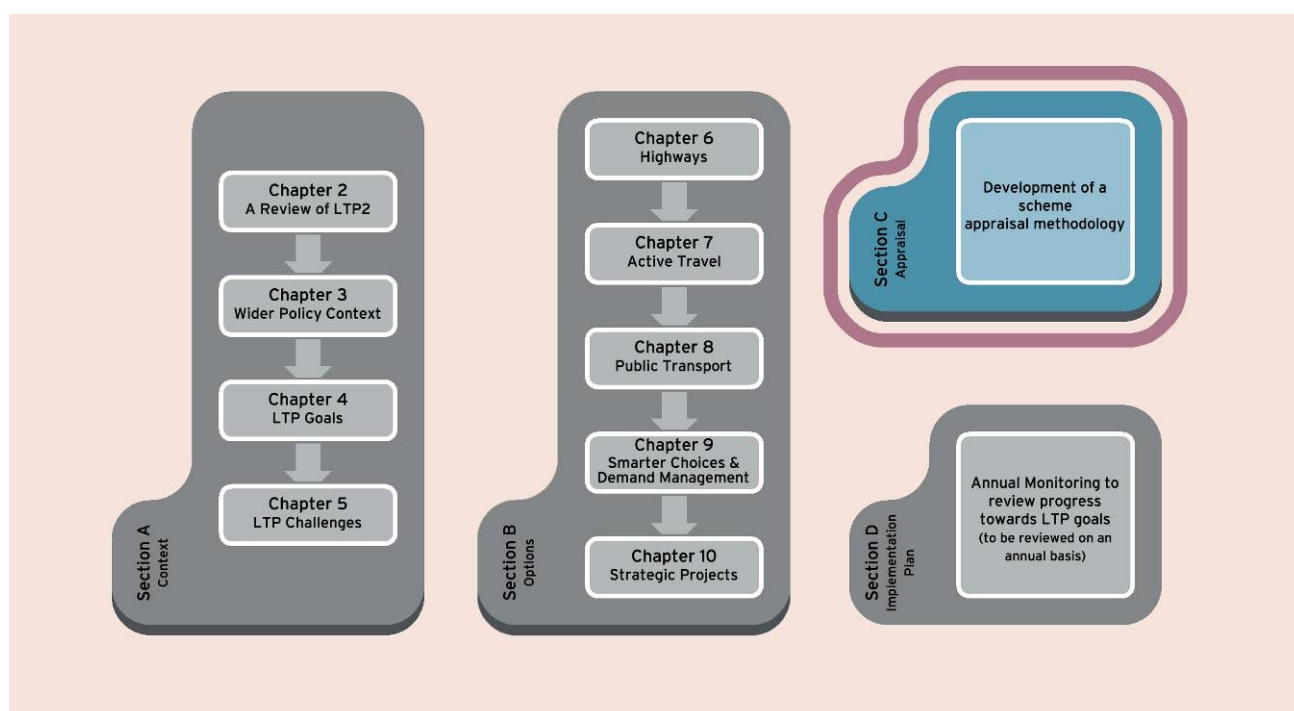
12 Appraisal Method Statement

The methodology used for appraisal ensures that wider policy goals, public consultation, deliverability, and value for money have been integrated into the decision making process. This supports an approach that recognises a wide range of factors should be considered in developing an LTP3 Implementation Plan that is robust and acts in response to current and future transport challenges.

The method statement for appraising schemes under LTP3 is summarised below in the following 'steps' and explained in greater detail in the following sections.

- Step 1 – Establish Appraisal Framework

- Step 2 – Assess Policy Options

- Step 3 – Options Generation

- Step 4 – Initial Sifting of Options

- Step 5 – Multi Criteria Assessment Framework Tool

- Step 6 – Packaging of Options

- Step 7 – Develop LTP3 Implementation Plan

Figure 26–Appraisal Steps
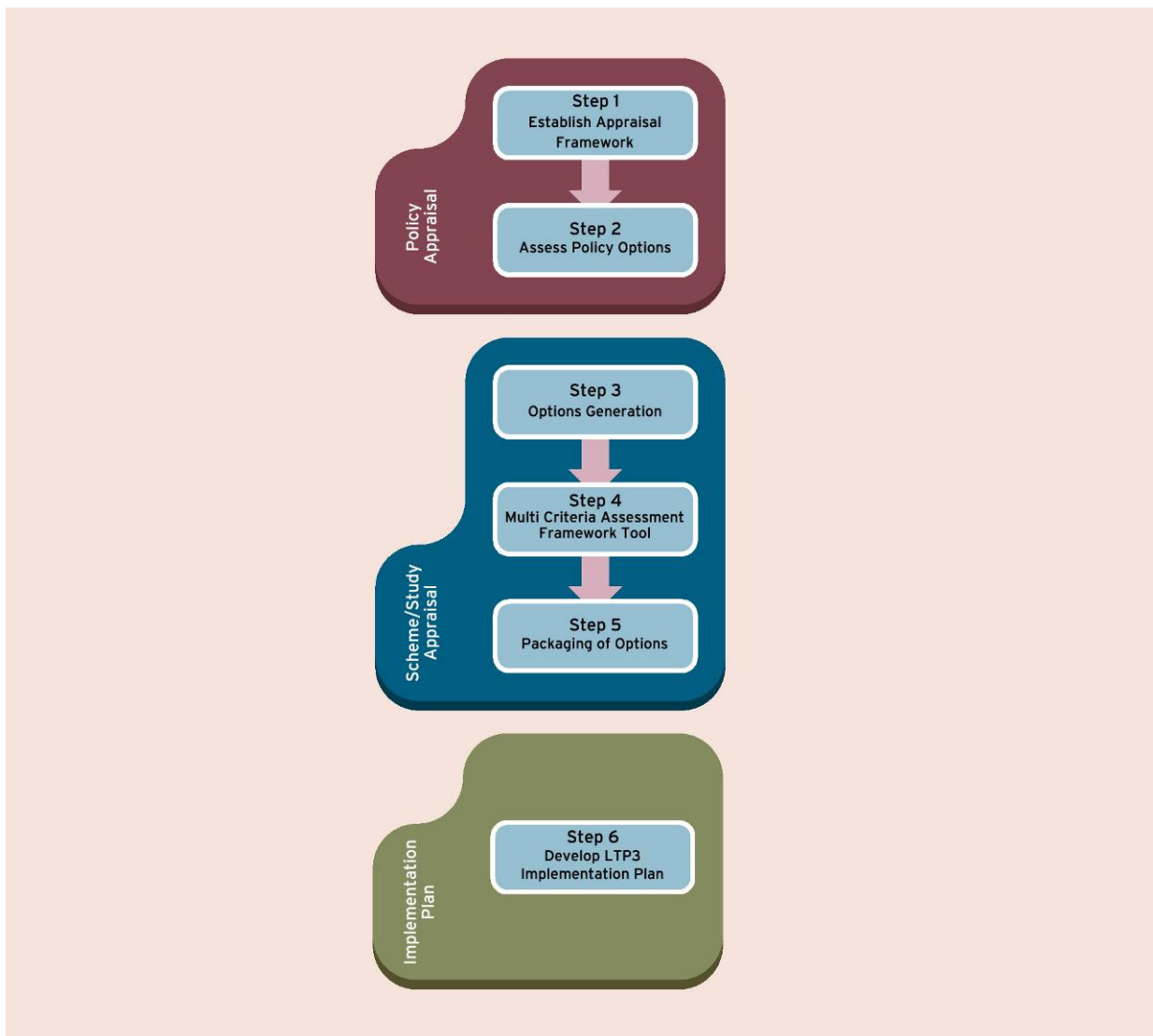
13   Step 1 – Establish Appraisal Framework

Prior to undertaking a first 'sift' of the schemes and studies identified, it is essential to establish an appraisal framework that includes the criteria against which options are appraised. The appraisal framework will use appropriate criteria that will look to maximise the overall benefits against the LTP3 Goals.

13.1   Policy Option Appraisal Framework

For Wokingham Borough's LTP3 policy options, the following appraisal criteria will be used in the appraisal and prioritisation of policy options:

- Performance against National Goals: Is the policy option in keeping with the overarching national transport policy?

- Performance against LTP3 Goals: Does the policy option directly support one or more of the LTP3 Goals identified in Section B of the LTP3 Strategy?

- Performance against LTP3 Challenges: Does the policy option directly support one or more of the LTP3 Challenges identified in Section B of the LTP3 Strategy?

- Performance against Wider Policy Objectives: Does the policy option directly support the Council's wider policy objectives?

13.2 Scheme/Study Appraisal Framework

Once the schemes and studies have been generated they will be assessed against the following criteria:

- The policy option score from which the scheme/study has been developed.

- Funding and Affordability: Is a funding source identifiable and is the scheme option affordable under this funding source?

- Deliverability: An assessment of whether or not the identified option can be delivered through the Implementation Plan and the level of risk (programme and project risks) associated with its delivery

- Value for Money: Does the scheme or study option represent sound value for money as an investment through the Local Transport Plan?

- Public Acceptability: Does the scheme or study option deliver what is wanted by the public?

The application of these criteria represents the core approach to appraisal of scheme and study options for the LTP3 Implementation Plan.

14 Step 2 – Assess Policy Options

Each of the policy options developed in the LTP3 strategy will be assessed against the LTP3 Goals, LTP3 Challenges, the national policy framework, and wider local policy objectives. This process will assist with the overall prioritisation of policy options. Schemes that score highly against policy compliance criteria will achieve a higher overall weighting under the appraisal framework. This score will then be applied as part to the individual schemes and studies that the policy option relates to.

15 Step 3 – Options Generation

As a first stage in developing the Implementation Plan for LTP3, it is necessary to establish a comprehensive list of transport-related scheme and study options that can reasonably be considered for implementation.

15.1 Transport Scheme Options

Firstly, all schemes should directly support the LTP3 Policy Options and will therefore be categorised under the following headings:

- Highways;

- Active Travel;

- Public Transport;

- Smarter Choices & Demand Management; and

- Strategic Projects

The LTP will be based on the best evidence available, and consider a wide range of options. Consultation across Council departments (e.g. Economic Development, Community Infrastructure, and Children's Services), has formed an important part of this initial process to ensure that a comprehensive list of schemes and study options is identified and that each LTP policy option is widely supported.

Existing schemes and study options have been drawn from a wide range of sources, including:

- "Historic schemes" – including those identified through LTP2 (2006-2011) and reviewed in consultation with Council Officers, Councillors, Parish & Town Councils and the General Public;

- Discussions with neighbouring local authority areas on cross-boundary opportunities;

- Schemes contained within the 'WBC Local Development Framework Infrastructure Obligations Supplementary Planning Document (2010)'; and

- Schemes contained within the 'WBC Long Term Transport Delivery Report (2009)'.

15.2 Transport Study Options

Transport studies will also form part of the Implementation Plan, and therefore will be included as part of the appraisal process. Studies are necessary to both identify and review future transport challenges in the future. Understanding when these studies should be undertaken is therefore an important part of supporting a 15 year LTP Strategy. Studies will help to establish a forward rolling programme of schemes over the 15 year period.

These studies might be required in response to accommodating planned local development, emerging road safety concerns, developing local walking and cycling networks, or managing the growth in traffic on parts of the highway network. Therefore, transport studies will form part of the initial LTP3 Implementation Plan for this purpose.

16 Step 4 - Multi Criteria Assessment Framework Tool

Having undertaken an appraisal of each policy option in terms of its impact on local and national objectives, the next stage is a more detailed process of appraisal that includes an assessment of schemes and studies and their impacts on deliverability, value for money, funding availability and public acceptability.

This provides a comprehensive appraisal system for preparing the LTP3 Implementation Plan, with schemes and studies prioritised for delivery against these important criteria. To undertake this analysis the Council has developed a 'Multi Criteria Assessment Framework Tool' (MCAF). This tool is spreadsheet-based, and can be populated with all scheme and study options presented in Step 3.

Each scheme and study option is then appraised against each of the appraisal criteria presented in Stage 1. For each criterion, the scheme or study option will be awarded a 'score'. The sum total of these scores for each criterion will then be amalgamated to provide a single overall score for that scheme or study. This will support the prioritisation of schemes and study in the LTP3 Implementation Plan.

Each criterion is also weighted to assist with the prioritisation process. For example, 'Funding' and 'Deliverability' are considered key and over-riding constraints and have therefore been assigned a high weighting in the MCAF tool. Schemes that score well against policy criterion but are nonetheless felt to be entirely unaffordable will therefore receive a lower overall priority for inclusion in the LTP3 Implementation Plan.

17 Step 5 - Packaging of Options

The MCAF tool provides analyses of the scheme and study options for LTP3 to inform the Implementation Plan. This includes a test for each option against the criteria outlined in Step 2. Scheme and studies have been appraised on an individual basis. However, the next stage is to examine any 'packaging of options' for further appraisal and to understand when they may be delivered through the Implementation Plan.

# 18 Step 6 - Develop LTP3 Implementation Plan

Having undertaken an appraisal of the scheme and study options identified for LTP3, the next step is to develop the Implementation Plan. In addition to the appraisal of options, the Implementation Plan sets out the projected budget and delivery timescales for schemes, together with detail on the targets to be achieved and the trajectories for those targets. Section D presents the LTP3 Implementation Plan for Wokingham Borough.

D   Implementation Plan

In addition to a transport strategy, local authorities are also required to submit an implementation plan. The implementation plan is informed by the LTP3 strategy and will set out a number of schemes for delivery that have been prioritised through the appraisal process set out in Section C. The Implementation Plan describes packages of measures that will be delivered; where they will be delivered; their estimated costs; how they are funded; any delivery risks; and what objectives and targets the measures will meet. The implementation plan will be reviewed on an annual basis.

The Council will also monitor and review progress towards the LTP goals on a regular basis. This will included assessing progress towards the LTP3 targets which have been locally derived and the use of National Indicators or their equivalent.

Figure 27– LTP Structure (4)
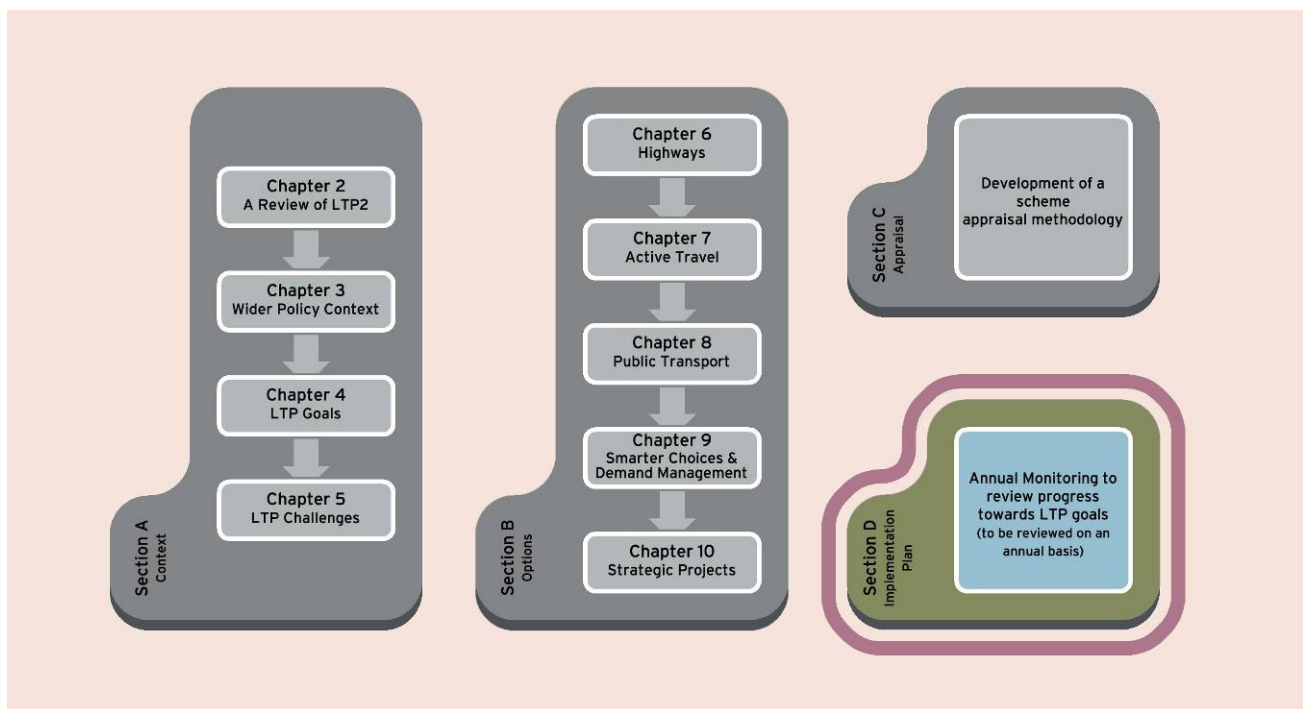
Appendix G – Car parking survey results

Shinfield Parish Council Parking Survey results October 2014

Survey completed between 25 August and 30 September 2014

Survey forms were sent to around 1500 homes in the following areas, new estates planned and built between 1999 and 2014

387 responses were received 25.8%, 112 were entered via web link and 283 received by post.

The following areas were included; Deardon Way, The Manor, Shinfield Park, Ducketts Mead, Mitford Fields, Cutbush Lane, Hilltop Gardens, Oatlands Chase, Kingfisher Grove, Skylark Way, Gloucester Avenue.

The survey form was hand delivered to most homes in these areas, respondents could return the survey via Freepost to the parish council or go on-line and complete their answers there. All returns were subsequently entered on Survey Monkey to allow for automatic analysis.

We did not ultimately record responses to the tandem parking space question.

Respondents were asked to identify their street, but not the number of their home, nor provide any other personal information.

The following were recorded

Number of bedrooms

13   1 bedroom Homes

56   2 Bedroom Homes

113   3 bedroom Homes

123   4 bedroom homes

58   5 Bedroom Homes

8   6 Bedroom Homes

1   7 bedroom Home   Total 1301 Bedrooms

This includes a mix of both affordable and open market homes as most of these developments include affordable housing to some extent.

Household Vehicle Ownership

4   No Car

124   1 vehicle

227   2 vehicles

32   3 vehicles

9   4 vehicles

4   5 vehicles

1   6 or more cars   Total vehicles 736 + 25 motorcycles

Average vehicles (including motorcycles) to bedrooms = .58 vehicles to every bedroom

384 homes owned at least one vehicle,

Parking spaces excluding Garages

26   No parking space

159   1 parking space

155   2 parking spaces

17   3 parking spaces

19   4 parking spaces

7   5 or more parking spaces

631 parking spaces for 761 vehicles, only 4 homes claimed to own no vehicles, so it follows that every home regardless of number of bedrooms needs at least one parking space

Garage Availability

96   No garage

2   Car Port

213   Single Garage

68   Double Garage

5   Triple Garage

7.81% of Double garages were double length

Used Garage to park a vehicle

Only 86 residents , or 29.9% of respondents, report parking a vehicle in their garage. This figure includes 100% of motorcycle owners (25 respondents) that were parked in garages.

201 people or 70.03% of respondents do not use their garages to park any vehicle. This is far below the assumptions made by WBC consultants in earlier surveys, where parking provision is based on 50% of residents parking in a garage.

Two main reasons were stated

Garage is not big enough for my vehicle, too narrow or not long enough

Use the garage for other purposes mainly storage of household items.

Although 7.4% of respondents stated they simply choose not to use the garage at all.

Although further analysis is required, virtually no person with a single garage used it to park a car, it would follow therefore that the addition of a single garage of a standard size is virtually a useless addition to a house other than for storage.

Street parking

154 residents responded that they regularly parked on the street of these , 84 residents 54.5% admitted they parked partially on pavements or verges due to width of roads or volume of vehicles parked on their street.

This excludes any visitor parking as this question was not asked

A further detailed analysis of this one survey area was carried out

17 responses were received from a total of 74 dwellings in this street the breakdown of responses is shown below

There were a total of 40 vehicles for 17 dwellings containing 51 bedrooms, with only 10 garages between them and 19 parking spaces, an opportunity for 29 vehicles to be parked off road.

Yet 22 vehicles were regularly parked on the road, only three residents used their garage to park a vehicle (30% of possible garages)

There were only 4 dwellings that had two off road parking spaces, yet three of these residents owning two vehicles parked one vehicle in the road, this suggests that tandem parking spaces common on this development are not used or liked.

Gloucester Avenue Parking Responses

Gloucester Avenue is a wholly residential Street built around 2005, there are 74 dwellings and responses to the survey were received from 17 dwellings 23% response

There is a mix of dwelling sizes in the responses which is typical of the mix within the street

2 x 1 Bedroom, 5 x 2 Bedroom, 5 x 3 Bedroom, 1 x 4 Bedroom, 4 x 5 Bedroom

I Bedroom dwelling responses

Respondent	1	2	Totals
No of Cars Owned	2	2	4
Garages	0	0	0
No of Off Road Parking spaces	1	1	2
Cars parked on Road	1	1	2

2 Bedroom dwelling responses

Respondent	1	2	3	4	5	
No of Cars Owned	2	1	1	2	2	8
Garages	0	1	0	0	0	1
No of Off Road Parking spaces	2	1	1	2	1	7
Cars parked on Road	1	1	1	0	1	4

3 Bedroom dwelling responses

Respondent	1	2	3	4	5	
No of Cars Owned	5	2	3	2	2	14
Garages	1	0	1	1	1	4
No of Off Road Parking spaces	0	1	1	1	1	4
Cars parked on Road	4	1	1	1	1	8

4 Bedroom dwelling responses

Respondent	1				1
No of Cars Owned	3				3
Garages	0				0
No of Off Road Parking spaces	1				1
Cars parked on Road	2				2

5 Bedroom dwelling responses

Respondent	1	2	3	4	
No of Cars Owned	2	2	5	2	11
Garages	1	2	1	1	5
No of Off Road Parking spaces	2	0	1	2	5
Cars parked on Road	1	0	4	1	6

Totals

Number of Bedrooms	51
No of Cars	40
No of Garages	10
No of Parking spaces	19
No of cars parked on the road	22

These figures suggest that that when this development was constructed using the parking standards in force at the time development plans were approved only 55% of current parking needs were covered.

Further calculations suggest that under the current MDD parking standards used by WBC only 72% of actual parking requirements would be catered for.

PARISH PLAN – DEVELOPMENT, DRAINAGE AND FLOOD-RISK

INTRODUCTION

The development of an area is a dynamic, evolutionary process that reflects the interaction between the physical attributes of the area, its relationship to surrounding regions and the needs and aspirations of the indigenous, and incoming, population. Pressures for development change with time, but the effects of past actions on the productivity, amenity and lives of persons living in the area provide valuable insights into potential impacts of further development. This section of the Plan reviews the historical development of Shinfield, the influence of its physical characteristics on the past distribution of buildings and attempts to assess the current and future risks of flooding and other problems, such as foundation settlement, implicit in the Core Strategy.

HISTORICAL PERSPECTIVE

The parish of Shinfield has a history dating back to the Doomsday Book, almost 1000 years (Jefferies, 1971). In its original form the ecclesiastical parish stretched from south Reading (Merry Maidens) to the boundary with Hampshire at Riseley. Separate ecclesiastical parishes were formed from Swallowfield (including Riseley and Farley Hill) in 1847, Grazeley in 1854 and Spencers Wood in 1907. During the early part of the 20th century civil parishes superseded ecclesiastical parishes as the basic unit of local government and Shinfield civil parish was formed from the ecclesiastical parishes of Shinfield, Spencers Wood and Grazeley.

The town of Reading has been an important crossing point for the river Thames since Norman times, particularly for goods and persons moving between the channel ports of Southampton and Portsmouth and the English Midlands. The parish of Shinfield occupies a ridge of land between the valley of the river Loddon to the east and the Kennet/Foudry Brook valley to the west and thus provided a dry, high ground route southwards from Reading towards Basingstoke, Winchester and the coast. Both river systems retain extensive floodplains (Environment Agency, 2008) and it is noted that that the Doomsday Book recorded 700 eels (Jefferies, *op cit*) as part of the annual rent for Shinfield, confirming the long term presence of extensive wetlands in the parish. The area was for many centuries predominantly rural, initially forming part of the western limit of Windsor forest. Clearance progressively changed to the aspect to agricultural, with fisheries and water meadow grazing along the valleys and arable and grazing on the higher land. Early settlement is believed to have been on the higher, better drained land around St. Mary's church, with much of the remainder of the area being non-nucleated settlements centred loosely around farmsteads.

This distribution pattern of land-use and settlement probably persisted for many hundreds of years with a population unlikely to have been greater than about 500. In 1707 Richard Piggat founded the school at School Green to provide free education to twenty boys up to

twelve years in age, consistent with a population, in at least the eastern part of the parish, of only a few hundred people. The onset of the Industrial Revolution initially led to rural depopulation but by the mid 1800's the development of the railways and increased industrial prosperity began the process of expansion of villages and smaller settlements near main market towns.

Examination of Ordnance Survey maps held by Wokingham Borough Council show that:

- in the 1870/80's settlements were present around St. Mary's church, the Vicarage, Church Farm and Manor House in Church Lane, Shinfield; at School Green and Millworth Lane; on the Basingstoke Road principally around the junction with Church Lane, Three Mile Cross, with a small number of buildings southwards at Spencers Wood, and around Mays Farm at Ryeish Green (Hyde End Lane).
- By 1900 building was proceeding southwards from Three Mile Cross to Spencers Wood and Swallowfield along the Basingstoke Road, with housing beginning to appear along Croft Road. No significant additional building was recorded in the School Green area. The population was about 1500 (Jefferies, *op cit*).
- By the outbreak of the First World War significant development was apparent in the School Green area, with housing extending from the Green to Hollow Lane/Arborfield Road, eastwards along Arborfield Road and to the north east of the junction of Hollow Lane and Aborfield Road, including the start of development along what is now Fairmead Road. A Few large properties were built at the northern end of Hollow Lane. Development down Cutbush Lane towards Shinfield Grange had begun. A significant proportion of the current houses at Ryeish Green had been built and development of houses was apparent on the south side of Church Lane opposite Shinfield Court.
- The Oatlands Road estate to the east of Hollow Lane was advanced during the 1930's, with linked development in the Hollow Lane/Cutbush Lane area opposite Lane End Farm. Spencers Wood had developed to the present (2008) distribution, with housing appearing along the western part of Hyde End Road.
- Significant post-Second World War development took place in the School Green area, with the construction of council housing in and a new school in Chestnut Crescent adjacent to School Green, infilling along Hyde End Road towards Spencers Wood and the development of housing in the Oatlands/Wheatfields Road estate to the east of Hollow lane and south of Cutbush Lane. Immediate northwards expansion was stopped in the early 1970's by the construction of the M4 motorway. As the result of these expansions the population of the parish had risen to about 3500 by the early 1970's.

The major development in the 1980's of Lower Earley on the eastern margin of the original parish led to a short term increase in population, but the area was subsequently transferred to a new Local Authority. Plans for major additional housing in Shinfield Parish were widely know and debated through the 1990's, with infilling development taking place in many parts of the area, so that by the late 1990's the population had risen to close to over 6000. Active development began in the early 2000's, principally on land

owned by the University of Reading at the Manor House/Church Farm site at Church Lane and at the Horticultural Station/Lane End Farm site on Cutbush Lane, in Shinfield and at other land behind Grazeley Road, Three Mile Cross, with a total population estimated in 2008 to be about 10 000.

PHYSICAL FACTORS INFLUENCING PAST AND FUTURE DEVELOPMENT

The topography of Shinfield is relatively subdued and does not offer significant constraints to development that could be present in an area of steep slopes and high relief. The principal physical constraint on development is identified as the interaction between the geology and hydrology of the area, because of potential flooding and foundation settlement risks.

The Parish of Shinfield is almost entirely underlain by the London Clay, which is an aquiclude. However, the ridge of higher land that runs from the Merry Maidens down the Shinfield Road and then continues past the Black Boy, St. Mary's church, Ryeish Green and along the Basingstoke Road at Spencers Wood, is capped spreads of gravel, that act as small perched aquifers above the London Clay. To the east of the ridge lies the valley of the river Loddon. The floor of the valley is covered by a broad spread of river gravels and alluvium, up to 2 kilometres wide and over five metres deep in places. To the west are gravels and alluvium associated with the smaller Foudry Brook/ Burghfield Brook systems. The valley gravels also act as local shallow aquifers. The relationships are shown in an oblique photograph of a geological relief model of the area, in Figure 1.

For geological reasons the principal risk in Shinfield is surface water flooding, from overflow of the river Loddon and possible sheet flooding from run-off from the London Clay flanks of the ridges. Groundwater in gravel spreads on the top of the ridge has a potential spring line around their periphery (such as the persistent seep in Church Lane, Shinfield, near the entrance to L'Ortolan restaurant) and as sources of intermittent flows at times of high rainfall. Road drains and ditches that pass through the feather edge of the perched aquifers may act as preferential conduits for intermittent discharges, for example down Hollow Lane and eastwards down Lower Earley Way from the Black Boy roundabout in Shinfield, and northwards down the Basingstoke Road at Spencers Wood. In the past the perched groundwater was impounded to form ponds, for example the pond at the corner of Brookers Hill and Hollow Lane, shown in old maps and photographs. The distribution of the areas of potential spring line seepages, sheet-flow problems and surface water floods are shown schematically on Figure 2.

The river Loddon and its major tributaries (Whitewater, Hart and Blackwater) rise from the Chalk aquifer between Basingstoke and Farnham and their uppermost reaches are dominated by groundwater springs and baseflow. However, the streams head northwards onto clays and sandy clay deposits on which surface run-off is dominant. The area of catchment above Shinfield is about 590 square kilometres, with an average annual rainfall of about 770mm. The mean flow at Arborfield Bridge is estimated t be about 5.90 m^3/sec (51 0000 m^3/day). The median annual flood is close to 37 m^3/sec.

The Base Flow Index (BFI) of a river is a measure of the extent which flows are controlled by groundwater discharge (baseflow), which remains relatively steady through the year, and surface run-off, which can vary rapidly in response to rain and which may contribute to flooding risk. The Loddon system includes both groundwater and surface water run-off components and it is estimated that the local base Flow Index is about 0.70. A river such as the Kennet, which is dominated by groundwater, may have a BFI of 0.90, whereas a very small stream entirely on an aquiclude may have a BFI of less than 0.20 (for example the river Pinn at Uxbridge). The implication for the flood plains of the Loddon is that although sudden flash flooding from intense surface run-off is not expected, the 30% of flow attributable to run-off increases the risk of flooding at times when groundwater resources have been recharged, with the added problem that the baseflow component may prolong the flood period beyond that which would occur were run-off a more dominant factor.

The factors presented above have been present throughout the recorded development of Shinfield. Their influence is seen in the location of many of the older settlements along the relatively dry ridges, but often in proximity to the perched aquifers from which water supplies could be obtained from shallow wells, or on terrace gravel spreads above the level of the alluvial floodplains, for example at School Green. The floodplains of the Loddon and the Foudry Brook/Kennet systems have remained throughout as sites of grazing or mixed arable/pastoral activity, with few permanent buildings.

Until the latter part of the 19th century few buildings, especially private dwellings, were constructed with substantial foundations. Slight movements in response to changing ground conditions were acceptable because few were connected to external drains and until the 20th century few were linked to utilities such as water, gas or electricity. As an example, many of the houses built in the 1930's in Oatlands Road relied on shallow wells for water supplies and were not linked to mains water until after the Second World War. Problems of foundation settlement are uncommon in areas where the foundations are onto solid rock formations or they penetrate but do not pass right through sand and gravel layers. However, foundations dug into clays are at risk. Clays may contain up to 50% by volume of water which, under prolonged drought conditions, may be reduced by evaporation with a collapse of the clay, possibly followed 're-inflation of the stratum once rainfall commences. The effects of alternate shrinking and swelling may not be evenly distributed across the footprint of a building and this can result in serious structural damage, including severing utility connections. The London Clay crops out on the flanks of the central ridge and during the past twenty years or so a number of properties on Shinfield Road to the north of the M4 have required underpinning of the foundations to combat this problem.

POTENTIAL IMPACT OF CORE STRATEGY PROPOSALS.

The Core Strategy proposes a maximum additional 2500 houses in the parish by 2026, potentially raising the population to somewhere in the region of 17 000. The principal effects of the proposal would be to build over the fields to the west of Hyde End Road,

from School Green to a point a short distance west of High Copse Farm, and extending north to the crest of the ridge between the Deardon Way estate and Ryeish Green. A 'green gap' would be maintained between that point and Croft Road, with significant infill between Croft Road and the north of Hyde End Road, on land to the east of the Basingstoke Road south of Three Mile Cross and in the triangle of land between Grazeley Road, the Swallowfield bypass and the part of Basingstoke Road approaching the Mereoak interchange. In each case the proposal is for modest development. Major development is proposed in North Shinfield, on the west facing slopes of the land to the north of Shire Hall (Foster Wheeler) and the backs of the properties on the west side of Shinfield Road.

The Core Strategy proposals will shift the character of the area significantly towards suburban, but imposed on a rural drainage infrastructure. In parts of the country, such as Shinfield, with heavy (clay) soils extensive field drainage systems were installed during the late 19th and the early part of the 20th centuries. The systems consisted of buried tile drains beneath fields, leading into perimeter ditches that discharged into local streams. The drainage systems were very successful and brought into agricultural production large areas that had previously been too wet and marshy to grow crops. It is considered probable that much of the clay land on the flanks of the Shinfield – Spencers Wood ridge was treated this way. If the drains are allowed to decay and the ditches become blocked localised flooding and boggy area may develop. Local examples include the flooding that has been apparent at Church Lane, Three Mile Cross and the frequently waterlogged fields on the north side of the Hyde End Road, between High Copse Farm and Dobbies Grovelands Garden Centre. It is noted that actions by the land owners during the summer of 2008 to clear ditches and culverts along Church Lane in the vicinity of Shinfield Court were successful and have reduced incidents of local flooding. The frailty of old ditch drainage system that have not been subject to routine clearance has recently been a matter for comments by Redwood (2008), on situations throughout the Borough, and by Hewitt (2008) in relationship to damage by vehicles in narrow lanes on flat-lying land, such as the Hyde End Lane – Ryeish Lane – Croft Road triangle at Spencers Wood.

An example of the impact of blocking a main field drain was noted at the time that L'Ortolan restaurant was first set up at the Old Vicarage in Church Lane, Shinfield during the 1970's. The previous owner had used the drainage inspection pits in the grounds for disposal of garden waste. As a result the drains ceased to work and shallow groundwater in the surface gravels built up and burst into the cellar of the house. Building in previously undeveloped areas that does not take account of, and preserve, the integrity and function of established field drain/ditch systems runs the risk of creating flood problems outside their direct curtilage. Notwithstanding recently enacted building provisions that limit the creation of non-permeable hard standing/parking in the gardens of dwellings, a direct impact of urbanisation is to increase the rate at which water runs-off. If the water enters drains they may rapidly convey the water to another point, where there may, or may not, be sufficient capacity to accept the additional flow. If the flow can't be accepted, flooding will occur. If there are no drains, or the drains become blocked the water will flood across the surface in an uncontrolled manner (local examples include Hollow Lane during heavy rain). The potential effect of climatic change on

effective rainfall has not yet been assessed. However, an apparent greater frequency of heavy storms may increase the risk of flash flooding, particularly if compounded by additional urbanisation.

The problems of foundation stability on clay soils should not be directly impacted by development, as proposed in the Core Strategy, so long as appropriate foundations are designed and installed at the detailed planning stage.

CONCLUSIONS

1. Development of Shinfield in accordance with the Core Strategy will significantly alter the character of the area from rural to suburban.
2. The provision of new housing will significantly change the natural drainage and the inherited agricultural drainage infrastructure. Changes to established drainage patterns may have deleterious impacts on both established and new properties and amenities.
   2.1. It is considered essential that a comprehensive water control/drainage strategy should be agreed at an early stage, preventing piece-meal accretion of small, uncoordinated systems, based only on fragments of the overall development.
   2.2. It is recommended that there be accurate mapping of the existing ditch and, where possible, soil drain systems throughout the parish. The University of Reading have maps of drainage within areas under their control (Frankland, 2008) but it is unknown whether similar maps (other than Ordnance Survey plans) exist for other areas.
   2.3. Responsibilities for the maintenance of drainage systems must be clarified.
   2.4. Provisions must be made for the long term monitoring and maintenance of the water control infrastructure by the responsible agents.
3. A significant part of the area proposed for development is underlain by potentially shrinking and swelling soils. Requirements for appropriate design and construction should be in place for utility reticulations and for the foundations of buildings.

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C.Young – November 2008

(zoom in to see details in figures below)

Figure 1. Oblique view photo of geological relief model. Model viewed from south to north. Shinfield Parish occupies much of the centre of the model. The northern boundary runs east-west through Whiteknights Park; southern boundary east-west through Stratfield Saye; eastern boundary north – south through Arborfield Cross and western boundary north-south through Stratfield Mortimer.

Figure 2.   Schematic map of parish, identifying potential spring lines, areas of potential foundation heave problems, zones of impeded drainage, and floodplains.

Figure 2.   Schematic map showing potential areas of: floodplain; impeded drainage; clay subsoil (foundation problems and sheetflow); spring lines; ephemeral issues.
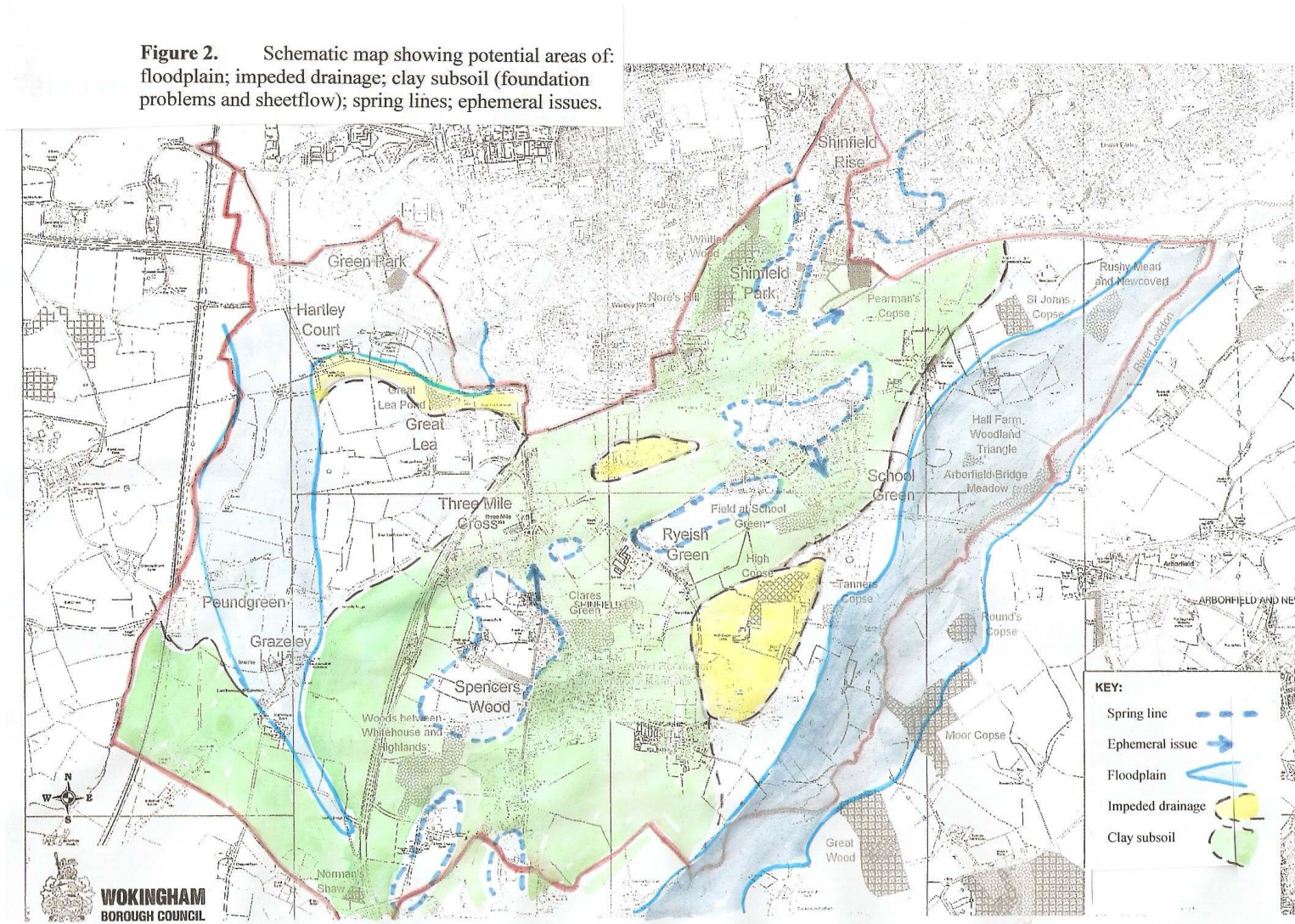
Figure 3. Schematic cross-section, identifying zones in Figure 2.
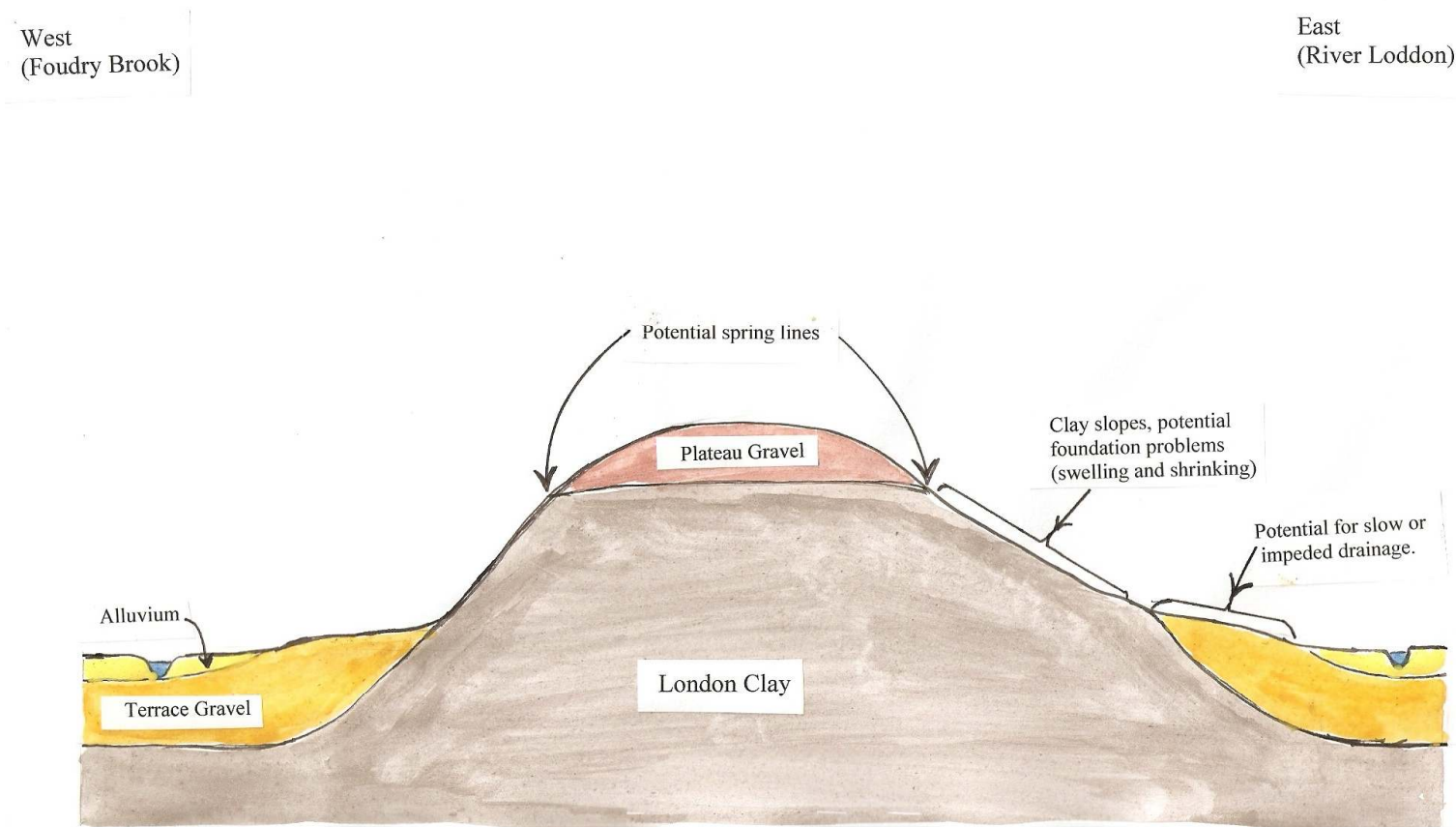
Figure 3. Schematic cross-section.

Appendix I – Comparison of parking standards in Shinfield Parish

Case study	2011 Census Average Car Availability by Output Area	Parking provided on site	Parking that _would_ be required under 2011 WBC standards	Difference between provided and 2011 standards
F/2004/0991 – Land between Basingstoke Road and Beech Hill Road, Spencers Wood (121 dwellings)	1.83 (mostly) & 1.44 (a bit) & 1.64 (small bit)	**227** (1.88 spaces / dwelling)	**310** (2.56 spaces / dwelling)	**+ 83**
RM/2002/7688 – Land at junction of Church Lane / Hollow Lane, Shinfield (85 dwellings)	1.7 (mostly) & 1.67 (a bit)	**149** (1.75 spaces / dwelling)	**232** (2.73 spaces / dwelling)	**+ 83**
RM/2005/5890 – Former Applied Research Station, Shinfield Road, Shinfield (75 dwellings)	1.49 (mostly) & 1.68 (about 4 houses)	**121** (1.61 spaces / dwelling)	**180** (2.4 spaces /dwelling)	**+59**
RM/2005/3851 – The Manor Church Lane, Shinfield (80 dwellings)	1.8	**157** (1.9 spaces / dwelling)	**199** (2.48 spaces / dwelling)	**+ 42**

Appendix J   **Environmental Issues**

Environmental issues of concern to residents, which the Parish should facilitate and encourage, often with partner organisations:-

1.Distinguish between green open spaces intended for informal community use and ecologically significant wildlife habitats, and ensure that maintenance and uses are appropriate, for example open land at School Green GR 735 677 and significant verges at Millworth Lane GR 736 676.

2.Preserve as much green open space as possible in existing and new housing developments eg as at Warren Croft (?) GR 714 659

3.Encourage the provision and full use of community orchards and allotments, e.g. as proposed for the Ridge SANG, GR 722 672.

4.Support the provision of a qualified manager with adequate resources to organise the protection and management of wildlife habitats and to develop a Shinfield Biodiversity Action Plan in accordance with the current Wokingham Borough Council Biodiversity Action Plan.

5.Encourage a strategy for the preservation and management of open water courses, including ponds and ditches, to promote wildlife needs, and also create new ponds suitable for wildlife and to minimise flood risks.

6.Work with the Environment Agency to manage the banks of the River Loddon including providing waterside habitats to alleviate flooding.

Shinfield Neighbourhood Plan – Appendix K

Project 1: Deliver a Sports Hub at the Ryeish Green Site.

A sports hub, offering facilities for both the general community and existing organised sports clubs is planned for the playing fields at Ryeish Green. The old school and parish pitches will be developed to incorporate a sports centre and major improvements to the pitches. This concept grew from a survey conducted for the parish and borough council by Ploszajski Lynch Consulting and formal agreement was reached with Wokingham Borough Council in October 2013 to proceed with the outline plan.

The Project will include:

- Development of the existing sports land around Ryeish Green.
- Provision of a sports hall & pavilions.
- Ground drainage improvements to ensure that the pitches can be used consistently through the winter months.
- Access from Hyde End lane with suitable car parking facilities to accommodate the anticipated usage.

Project 2: Deliver a new dedicated cricket ground on land at the Manor.

The 'Manor' is the area behind St Mary's Church in Shinfield. This area is proposed by the Development Consortium for sports use and will be used as location for the new home of Shinfield Cricket Club.

The Project will include:

- A twelve wicket pitch for senior play.
- A six wicket junior pitch.
- A pavilion, practice nets & car parking with access from Bookers Hill.

 Project 3: Deliver improvements to the Millworth Lane sports ground.

Improvements to Millworth Lane sports ground following relocation of cricket to the Manor site will allow Millworth Lane to be used for football all year round. Similarly, extra capacity for Shinfield Tennis Club is anticipated.

The Project will include:

- Pitches for exclusive use by junior football players.
- Extra court areas for the Shinfield Tennis Club.
- A children's playground.

- Improved car parking & a pavilion with changing facilities for both sexes.

Project 4: Deliver a new large multi- use Community building located on a site adjacent to the proposed Shinfield Village centre.

The Project construction will include:

- One or two multi use halls.
- Meeting rooms.
- An independent Police office.
- A designated youth facility.
- A cafe facility.
- Offices for both the Parish Council & WBC.

Project 5: Develop existing community halls.

The Project will include:

- Extending, modernising & improving the facilities on offer.
- Balancing provision across the parish.

Project 6: Development of a coherent village centre for Spencers Wood.

Project 7: Development of GP / medical facilities for Spencers Wood / Three Mile Cross.

Appendix L: Parish Council community objectives

Highways and transport:

1	Cycle ways on all major roads
2	Speed calming / traffic calming by schools
3	Church Lane / Grazeley Road / Basingstoke Road junction with pedestrian crossings
4	Mitford Fields entrance / Egress to the Basingstoke Road - open for car users?
5	Better signage for Beech Hill Road / Basingstoke Road pedestrian crossing
6	Improved bus services on the Basingstoke Road
7	Refurbish existing street lighting
8	Seating in refurbished / new bus shelters • To be determined by the R&A committee
9	Hyde End Road cats eyes replace missing ones
10	Better hedgerow maintenance along pavements
11	Crossing point in village centre / Oatlands Road for school users
12	Cycle route signage at J11 bridge
13	Footbridge Grazeley Road to Mereoak (safe route to school)
14	Road width improvements - Croft Road / Hyde End Road / School Green / plus footpath on both sides from Croft Rd to School Green.
15	Repairs to footpath 25. • Ray Sharp questioned whether this was Bridleway 24?
16	Repairs to ditches along Woodcote Lane
17	Improvements to Grazeley Road pond
18	Replace any stiles with kissing gates
19	Church Lane - make this one way from Church
20	Shinfield Road - covered bus stops / widen pedestrian footpath
21	Salt bins in Grazeley Road and Church Lane (Manor opening)
22	More notice boards • Spencers Wood recreation ground
23	Gateways to parish
24	30 MPH limit on parish roads leading to 20 MPH outside schools
25	Adequate parking for staff + drop off + crossing + adequate lighting at Shinfield Infant and Shinfield Junior School.
26	Pinch points for traffic calming on straight roads in the parish • Hyde End Road • Basingstoke Road
27	Signs to remind people of their speed - solar panelled
28	Ways of stopping people parking on pavements
29	People should be used a garages - not to be converted (?)
30	Adequate pavement widths • Rural sections of Hyde End Road •
31	Footpaths should be enhanced for use by wheelchairs / slopes / gradients / inclines
32	Adequate cycle ways
33	VAS portable speed camera

34	30 MPH limits - Three Mile Cross to Shinfield (Brookers Hill), Black Boy to village centre / Magpie & Parrot, Basingstoke Road Spencers Wood to Three Mile Cross.
35	Basingstoke Road North - Sign "Local traffic only" going north at B3349 roundabout (Wellington Country Park) i.e. to direct people via the A33 and ditto J11 heading south to keep people on the A33.
36	Traffic calming - Church Lane (Deardon Way post box to Six bells)
37	Hyde End Road - Pavements, cycle way and crossing points.
38	Footpath to new park and ride
39	Parking - better parking in front of Grazeley School or across the road at hall with a pedestrian crossing.
40	Parking - New parking around Frensham Green (reduced perimeter) with dragons teeth to stop parking on verges in the whole area
41	Parking - Better parking at Ryeish Pavilion and Millworth Lane for Shinfield recreation ground
42	Parking - Extra parking off road for the shops • Basingstoke Road • School Green
43	Parking - Curtail parking around Shinfield roundabout
44	Parking - defined parking for St Mary's Church
45	Bus shelter - Lay by - Three Mile Cross opposite Grazeley Road (on east side of Basingstoke Road)
46	Bus shelter - Lay by - A327 north of Black Boy
47	Footpaths - Surface footpath 11 from school green to church lane
48	Footpaths - see community plan refs 25, 26, 27, 28, 29 and 33
49	Link cycle routes to beyond the borough
50	Circular route around science park / Cutbush lane
51	Crossings - A327 at Oatlands Road
52	In general, see good suggestions in Shinfield Community Plan pp 64 - 74
53	Traffic lights- Remove on Basingstoke Road at Grazeley Road (don't exist yet!)
54	Footpath – From east of Shinfield to Arborfield Cross

Education:

1	Adult education facilities in new community centre
2	Youth facilities - Shinfield North and Shinfield school green
3	Improvements to school drop off points at Shinfield Infant School
4	Walking bus for pupils / extended drop off times for pupils
5	Better support for pre and after school care
6	Encourage out of hours community use of school facilities
7	Nursery school provision - nursery provision for 6mth plus in new village centre area
8	Nursery provision in new science park
9	U 3 A - Senior
10	Schools should be used as community assets
11	Early and late starting – extra-curricular activities
12	Multiple school level sites

13	Access to three closes primary schools to where residents live
14	Suggest secondary school should have limit of 600 pupils
15	Sharing of curriculum between 2 schools (would end specialising in certain subjects)
16	Much more encouragement of adult education in schools - co funded by parish, local businesses and course fees
17	(from above) working with local clubs, associations and village centre
18	Help establish U3A branch in Shinfield
19	Open school grounds in evenings for local residents to use as additional parkland
20	sensible parking arrangements for new schools, especially considering drop off and pick up times
21	adult parks / leisure budget to be spent on enhancing school grounds and facilities if shared (including swimming pools, Oakbank music centre and leisure centre)
22	Budget for extra preschool places (2/3 year olds)
23	Secondary Oakbank
24	Oakbank as lifelong learning hub with village centre (digital library resource and music centre)
25	Match capital funding for fibre-optic broadband for all homes in parish, not just new ones in the SDL (link to super? At Science Park, Connect in Green Park, Foster Wheeler / Met Office, see community broadband networks on rural inclusion)

Community and Leisure:

1	Dog bins / litter bins / litter picking / emptying services - more of.
2	Develop teenage facilities in SANG areas - shelters / BMX track / Jogging track with gym installations
3	Repairs to existing playgrounds
4	All weather sports facilities / gym / medical facilities / physio facilities.
5	Music facility
6	Flexible treatment rooms
7	MUGA / Adult gym in Ducketts Mead and Frensham Green
8	Playground facilities in Anson Crescent
9	Extended library use in Spencers Wood / Extended use of the space for other purposes?
10	Book sharing / exchange in new community centre
11	Public use WIFI and internet computer centre in new community centre
12	OAP facilities / coffee mornings / lunch clubs
13	Millworth Lane sports facilities and management
14	Community facilities should include the facilities at schools
15	BMX Track -e.g. Pearmans Close (COPSE?)
16	Astroturf pitches at sports hub - extensive hours to accommodate income
17	Community centre - Badminton / arts / stage / music / choral / mini library / café / tea dances / have the facility to be a multi divided space
18	IT centre for hire of desks / computers to generate an income
19	Youth centre- local club facilities
20	Physio centre / treatment rooms to be used by private practitioners

21	Satellite doctors facility 7 days a week
22	Voluntary input
23	Kitchens
24	Local groups / clubs / regular meeting rooms
25	outside table tennis
26	Expansion of tennis facilities at Millworth Lane
27	Tennis walls - singles / doubles
28	Integrate rugby and hockey into astroturf - multi functional
29	modern changing facilities for sports
30	facilities for films to be shown
31	Paint ball facility to raise funds for parish - corporate events
32	slow movement exercises for senior citizens
33	Astroturf Ryeish playing fields
34	Land drains on clay parish playing fields
35	Ryeish leisure centre (sports hub)
36	Enhance or relocate Ryeish music centre to village centre or Shinfield Players?
37	Shinfield north community hall _ bungalows / 1-bed units for elderly residents (covert houses to flats?)
38	GP drop in centre in Three Mile Cross
39	Match funding from central government to bring empty homes back into use
40	Tarmac footpaths between villages and Arborfield - bikes, wheelchairs better access
41	Walkway along River Loddon
42	Budget to fund community seating and planting in new estates, green spaces, if consortium don't provide this
43	Community plan #63 and #70 (Loddon SANG / Community woodland)
44	Shinfield Park / Anson Crescent MUGA
45	Village centre on site of RBL clubhouse + Shinfield Parish Council to control School Green car park
46	BMX tracks in sports hub / Oakbank / SANGs + skate park
47	CCTV cameras at sports hub and village centre
48	See Ian Young's report - Cycling in Shinfield Parish
49	Dog bins in parks / footways / greenways
50	Recycling (modern) at Spencers Wood, Three Mile Cross and Grazeley + community plan #s 4, 5, 6 and 9
51	Drainage - community plan #s 12, 14 and 17
52	Cinema in community centre (retractable seating in hall)
53	Grazeley Rd pond - repair duck pond, repair post and rail fence with adjoining lane.

Appendix M – Land and buildings of value to the Community

- Spencers Wood Library Building

- Green area at the junction of Church Lane and Deardon Way, Shinfield

- Green Area at the end of Holder Close next to house number 12.

- Local allotments

- Spencers Wood Recreation Ground and pavilion

- Ryeish Green pitches and pavilion

- School Green

- Deardon Field.

Appendix N

Planned developments in Shinfield Parish as of January 2015

6 Development	Number of dwellings	Location	New residents[1]
West of Shinfield	1200 plus 150 specialist housing units	Shinfield Village	3198
The Manor	126	Shinfield Village	320
Cutbush Lane	126	Shinfield Village	320
Crest Nicholson	100	Spencers Wood	254
Mitford Fields	276	Three Mile Cross	701
North and South of Croft Road	600[2]	Spencers Wood	1524
North and South of Church Lane	300[2]	Three Mile Cross	762
Land rear of 72 – 76 and 82 Oatlands Road	7	Shinfield Village	18
Sheraton House, Basingstoke Road	Conversion of office to 5 dwellings	Three Mile Cross	13
Marlborough House, Basingstoke Road	Conversion of office to 11 dwellings	Spencers Wood	28
76 – 82 Grazeley Road	8	Three Mile Cross	20
Croft Road	9	Spencers Wood	23
Total dwellings	2918	**Total residents**	8081

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[1] Based on an average of 2.54 residents per new dwelling, and 1 new resident per specialist dwelling.

[2] This is an approximate figure as planning permission has been granted for 900 homes across two sites in Spencers Wood and Three Mile Cross, north and south of Church Lane.

Applications for 5 or more dwellings, currently subject to planning consideration or appeal:

Development	Number of dwellings	Location	New residents
West of Beech Hill Road	100	Spencers Wood	254
Stanbury Gate	50	Spencers Wood	127
Lane End House	13	Shinfield Village	33
Total dwellings	163	**Total residents**	414

Road Transport Forecasts 2013

Results from the Department for Transport's National Transport Model

Executive Summary

Road Transport Forecasts 2013 presents the latest results from the Department for Transport's National Transport Model (NTM) for traffic demand, congestion and emissions in England up to 2040.

The NTM is designed to forecast long-term trends (currently 2010 to 2040 in five year intervals) rather than individual years. The NTM Road Traffic Forecasts should not be viewed as what we think will actually happen in the future, or what we want the future to look like. The forecasts are what may happen, based on:

- Our current understanding of how people make travel choices

- The expected path of key drivers of travel demand

- Assuming no change in government policy beyond that already announced.

The three key drivers for road traffic on the strategic road network are population, income and the fuel costs. Between 2010-2040 the population in England is expected to rise by 20%, GDP per capita is projected to rise by 57% and the fuel cost of driving is projected to fall by 28%.[1]

Road traffic on the SRN is forecast to return to the growth with the recovery of the economy. By 2040 road traffic is forecast to be 46% higher than in 2010, implying an increase in congestion (measured as lost time) of about 114%.

Despite this increase in traffic, CO_2 emissions are forecast to decline by around 15% from 2010 levels, reflecting fleet fuel efficiency improvements and use of bio-fuels.

The rest of the annex is structured as follows:

- Section 1 gives an overview of the nature of transport demand and discusses the key drivers of travel demand.

- Section 2 Explains why there is uncertainty involved in forecasting road traffic, what the sources are and we take these into account.

- Section 4 presents the forecasts of road traffic in England through to 2040 for a number of demand scenarios.

- Section 5 presents the forecasts of road congestion in England through to 2040.

- Section 6 presents forecasts of road transport CO2, NoX and PM10 emissions in England through to 2040.

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[1] Source: ONS 2008 Principal Projection, OBR Budget 2013 and DECC/DfT respectively.

1. Key Drivers of travel demand

What is Transport Demand?

Transport demand is derived from the amount of people and goods that society wishes to move around, given the costs and benefits of doing so. By and large, people do not demand transport for its own sake – it is a means to an end and dependent on the needs of the economy and preferences of people in society.

The consumption of transport we observe is the result of millions of individual decisions about whether, when and how to travel or transport goods. Demand is therefore not a fixed quantity – it's a result of factors that influence people's decision making and which, in aggregate, determine its size and pattern.

Why does transport demand matter?

Demand matters to economic growth, emissions and safety. It is an indication of the economic value users of transport place on it. Some of this value can be directly attributed to economic output i.e. Gross Value Added (or Gross Domestic Product). However, concentrated levels of high demand, whether in a particular place or at a particular time, can lead to high levels of congestion or over-crowding. Congestion generates economic costs to society by delaying journeys - an unreliable transport system will obstruct productive activity.

Transport demand also generates wider negative outcomes, such as climate change emissions, air quality problems, noise and accidents. Accidents have fallen over the years with CO_2 and air pollutant emissions projected to fall in the future despite rises in road traffic.

The challenges which transport strategy and policy aim to overcome are strongly influenced by current and future trends in transport demand.

How do people make transport choices?

Evidence, and calibration of transport models to observed phenomena, suggest that it is useful to think about an individual making travel choices across five dimensions:[2]

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[2] In reality, it is clear that many individual travel decisions are habitual, significantly more complex than this and almost certainly not sequential. However, analysing decisions using these five dimensions does help us explain the aggregate travel patterns observed.

- **he her o ra el enera ion fre uenc** – the individual decides whether the purpose for the journey is sufficiently worthwhile. The aggregation of all individuals' micro decisions determines the total number of trips.

- **here o ra el o des ina ion** – this choice is determined and constrained by the distribution of destinations that are worth the individual travelling to e.g. the location of jobs, schools and shops.

- **hich ode o ra el ode choice** – the individual takes into account the feasibility and costs (including time and monetary costs and other preferences) of travelling by different modes.

- **ha i e o ra el e oral choice** - the individual takes into account the feasibility and costs (including time and monetary costs and other preferences) of travelling at different times of day, particularly during peak and off-peak periods.

- **hich rou e o a e assi n en** – the individual takes into account the time and monetary cost, and other preferences, relating to the number of different feasible routes.

All other things equal, people are generally more likely to choose a lower cost mode and route to travel to their destination of choice, and the higher the costs both in time and money, the less likely someone is to choose to travel at all. However, every individual will also have other preferences – for specific modes or preferences around convenience, safety, social acceptability or other characteristics – that influence their choices.

The three key drivers of travel demand

Demand for road travel is driven by 'macro' factors, like population, demography, economic growth, money cost of driving. Demand is also driven by more 'micro' influences on individuals' decision-making such as time costs and personal circumstances and preferences. These drivers of demand are constrained by network capacities and performance limitations (which put people and businesses off transport they would otherwise have used). Figure 1 illustrates how the three key drivers of road travel demand impact road transport demand and the rest of this chapter discusses each of these key drivers in more detail.

Figure 1 The drivers relationship to road transport demand
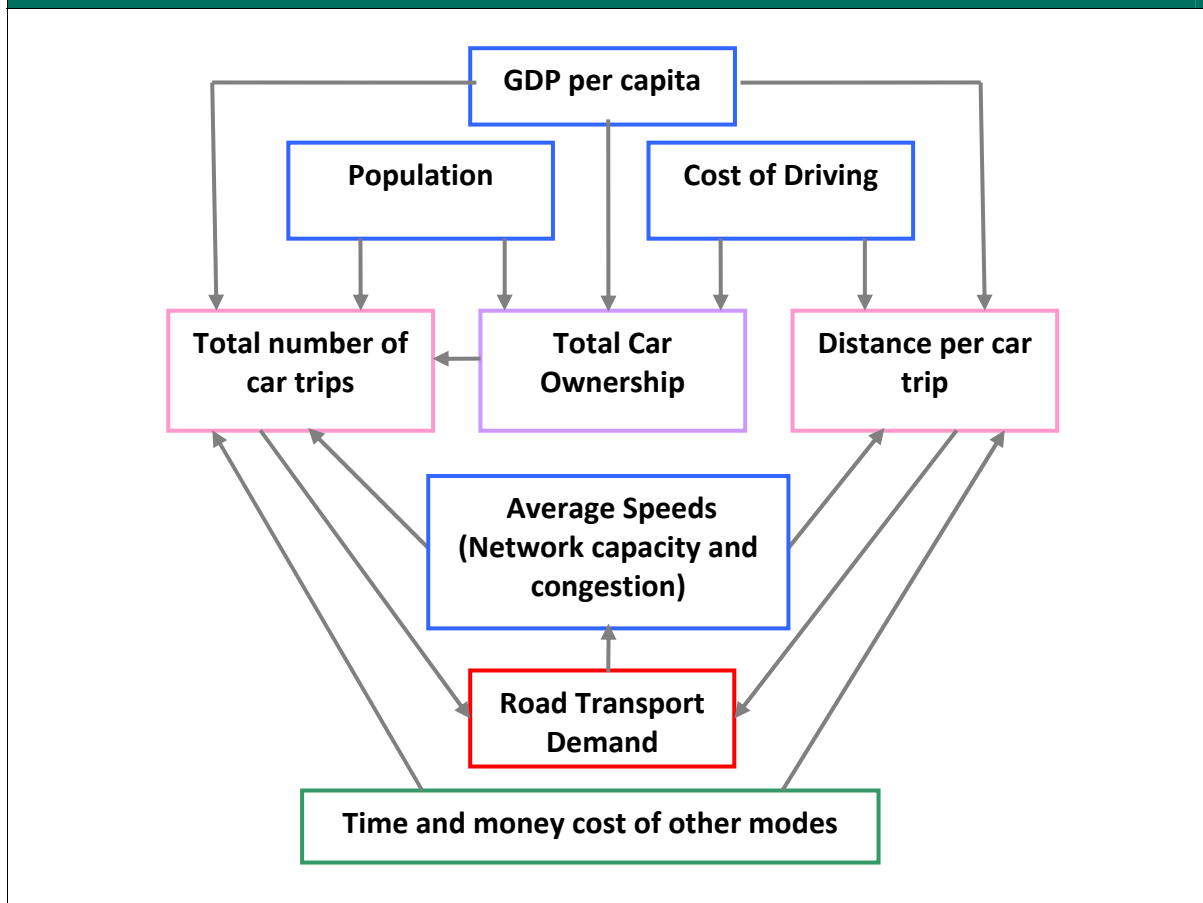
Population

If population increases then there will be more people choosing to travel for economic and personal needs and more production of goods which will also need to be transported. This will increase car ownership and the total trips.

In the forecasts for car travel demand the population in England is assumed to rise by around 20% (or 10.5 million people) from 2010 to 2040, putting substantial additional pressure on road infrastructure. The low population projection assumed a rise of 10% and the high a rise of 30%.[3] The projection population is produced by the Office of National Statistics (ONS). The modelling presented here uses the ONS 2008 Principle Population projections which are the basis of DfT's detailed population and demographic projections, NTEM 6.2, produced in 2011. In time it will be updated to a more recent set of projections. The forecasts also include a set of high and low

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3 The modelling of future trip rates and car travel demand uses the ONS 2008 Principal Population projections which are the basis of DfT's detailed population and demographic projections, NTEM 6.2, produced in 2011. For forecasts of commercial vehicle traffic growth (Light Goods and Heavy Goods vehicles) the ONS 2010 Low Migrant Variant population projection was used to be in line with the OBR's projection of economic growth. High and Low population projections are also from the ONS and are based on assumption variants of assumptions on population birth rates, life expectancy and net migration. See http://www.ons.gov.uk/ons/taxonomy/index.html?nscl=Population+Projections

road traffic demand scenarios which use the ONS 2010 high and low population projections.

The ONS have since produced a new set of 2010 population projections and based on analysis of the 2011 Census an interim set of population projections to 2021. The Office for Budget Responsibility (OBR) and the Department for Energy and Climate Change (DECC) have recently used the ONS 2010 Low Migrant Variant population projection for their forecasts of economic and energy consumption growth.

Figure 2 below plots the different population projections, highlighting the difference between the population projections used by OBR and DECC, and the one used in NTEM 6.2. The ONS 2008 Principle Population projects higher population than compared to the 2010 Low Migrant Variant, but lower than the 2010 ONS Principal Projection. Furthermore results from the 2011 Census interim projections, going up to 2021 show a higher level of population than any of the previous ONS projections. Population in the 2011 Census interim projections is projected to rise 8.6% in 2011-2021 versus 7.3% in the 2008 ONS Principle Projection used for these forecasts. Therefore, the forecasts presented may be using a lower population projection than the most recent ONS projections would suggest. Figure 2 below also includes the high and low population used for the low/high Demand forecasts presented later.

i ure   S Po ula ion ro ec ions co arison   s
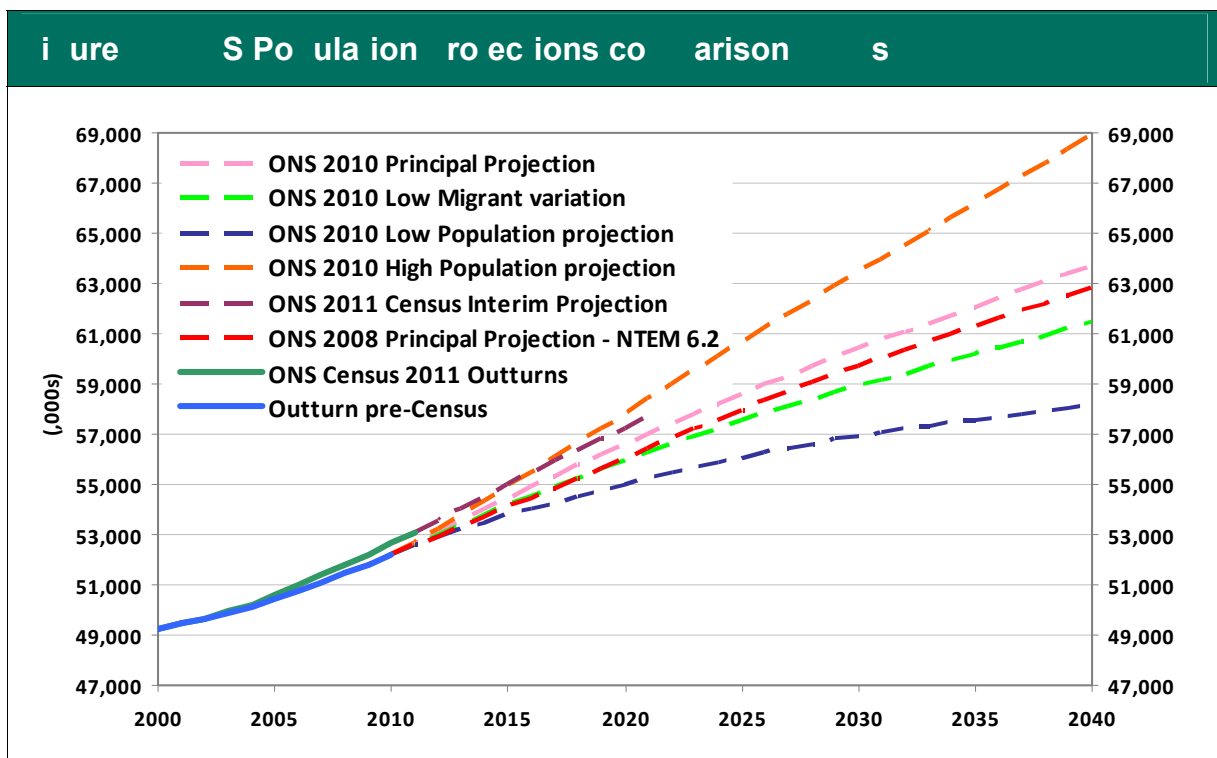
Demographics within a population can also play a significant role in transport demand, in terms of age and household size. In particular population ageing will decrease number of trips, as elder people tend to make less trips. The forecasts assume that the proportion of population that is aged 65+ rises from 16% in 2010 to 23% in 2040.

Economic Growth

Increases in GDP per capita mean individuals will have more disposable income, increasing general demand for goods and services. As people are better off they may also spend a share of their increased income on road transport through purchasing and using a car. Moreover, as economic activity increases because of higher consumption levels, road transport demand is also likely to increase in order to allow for additional production and distribution of goods and services through commercial freight vehicles. Rising GDP impacts on car traffic growth specifically through two channels:

Car Ownership

Increases in GDP per capita make car ownership more affordable, and thus increase the availability of using a car. Figure 3 shows the annual growth rate of GDP and the number of cars per capita since 1950. There is an evident link between the two, but the strength of this relationship has shown a declining trend over time. Until the 1980s car ownership per person growth rate was higher than GDP per capita, although declining through time. Since the 1980's car ownership grew at around the same rate of GDP per capita, and more recently falling below GDP per capita growth. There are no signs of a structural decoupling between GDP per capita and car ownership. A weakening of the relationship is evident over the last 60 years as the market slowly moves towards saturation. Over the last few years we have seen some stagnation due to the recent economic downturn.

Figure 3 GDP and Cars per capita annual growth rate
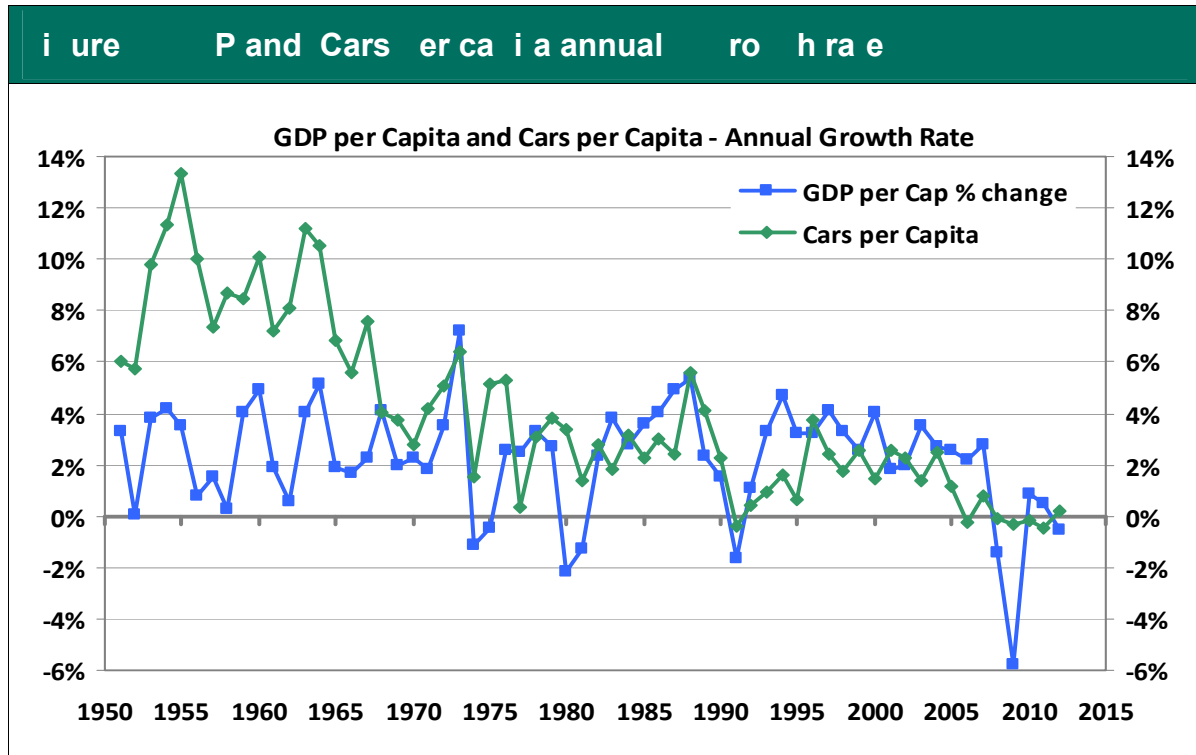
There may be a saturation point in car availability where rising incomes fail to result in demand for additional cars. However, even if some sections of the

market are nearing saturation, there currently appears to be scope for further growth amongst other, less wealthy, sections of the population. Figure 4: Household car availability by household income quintile, GB 2014 below illustrates the current relationship between income and car ownership in Great Britain. While 49% of the lowest real income quintile has no car, only 9 % of the highest income quintile has no car. In fact, over half the highest quintile group have two or more cars, while only 12% of the lowest income quintile has two or more cars.
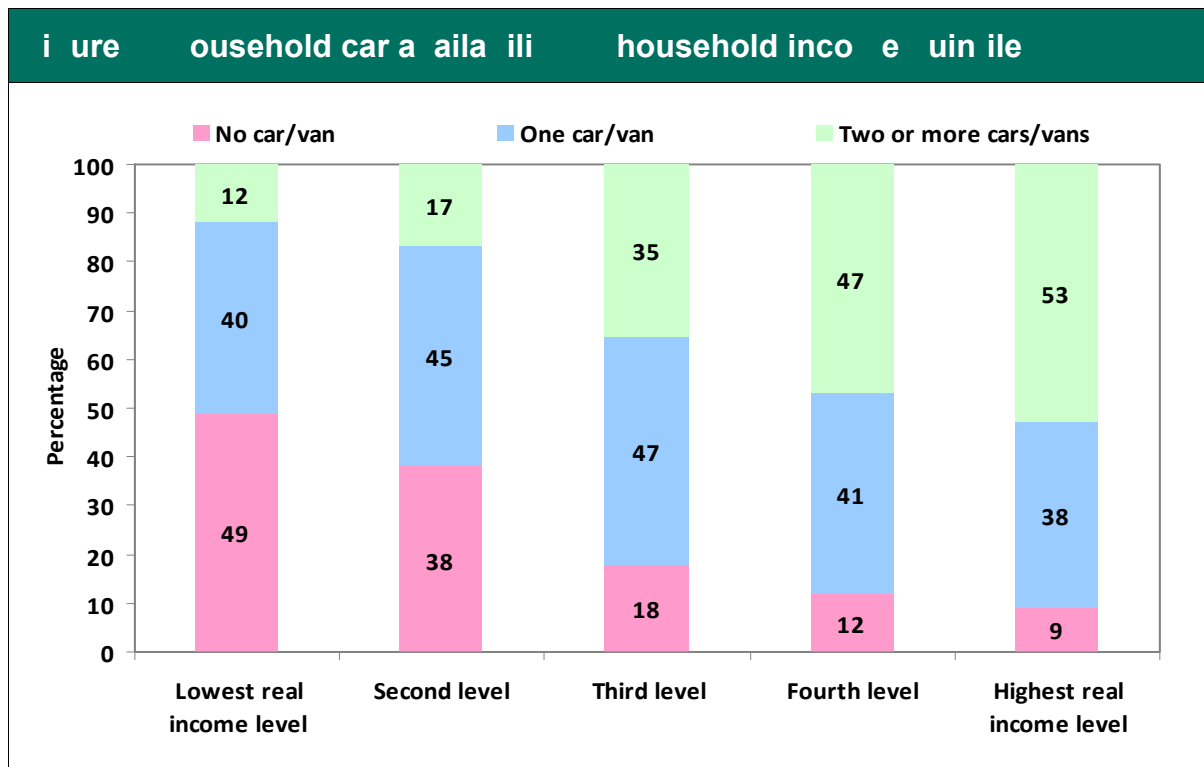
Value of Time

A rise in incomes also increases people's 'value of time' – the opportunity cost of travel becomes higher – the individual could be earning more money or enjoying more leisure time. Individuals decide how much time to spend travelling and which mode to take. A car can take you directly to a destination so may be preferable in terms of 'time cost' to a train or bus. However, if there is congestion on the road network causing car trips to take longer then this may not be the case, individuals may travel to a location closer by or not make the journey by car or at all.

Figure 5 below shows the total distance per person by mode and by household real income quintile.[5] The figure illustrates that those households with higher real incomes make more car trips, the car trips are longer and thus the overall distance travelled in cars is longer, therefore implying that a rise in incomes and car ownership can increase demand for transport.

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[4] DfT NTS - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9968/nts0703.xls
[5] Households divided into quintiles according to their gross real income. Each quintile represents 20%, or one fifth, of all households.
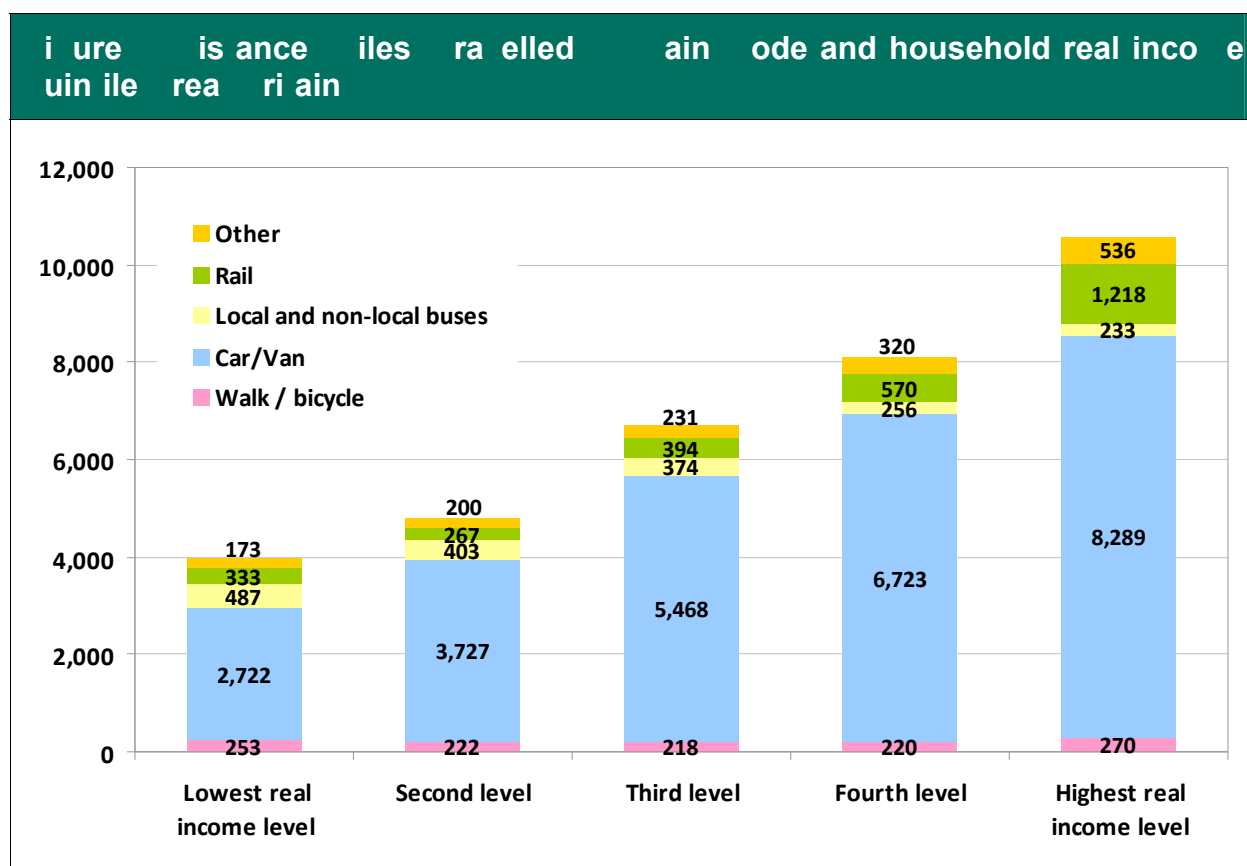
Table 1: Projected Real GDP and Real GDP per capita growth below presents the levels of GDP and GDP per capita growth assumed for each forecast year in the scenarios analysed.[6]

a le Pro ec ed eal P and eal P er ca i a ro h					
	o		Cen ral orecas		i h
Period	o al	Per Ca i a	o al	Per Ca i a	o al	Per Ca i a
	1.3%	-2.2%	5.9%	2.2%	10.4%	6.6%
	8.9%	1.9%	20.1%	12.4%	31.2%	22.8%
	19.8%	9.1%	35.3%	23.2%	51.6%	38.1%
	32.4%	17.8%	53.1%	36.3%	75.9%	56.6%
	45.3%	26.9%	72.2%	50.4%	103.0%	77.2%
	59.9%	37.1%	94.1%	66.4%	134.6%	101.1%

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[6] GDP growth rates consistent with Budget 2013 OBR Economic Outlook and June 2012 OBR Fiscal Sustainability Report long-term growth projections. Previous publications used OBR GDP based on the RPI GDP deflator. OBR has shifted to a CPI GDP Deflator methodology, which has increased real GDP by an average of 0.2% per annum, although this does not reflect any actual change in the underlying economy.

Fuel Cost of Driving: Fuel price and fuel efficiency

The money cost of driving impacts on transport demand as the higher the money cost of road transport relative to alternatives (other travel modes or activities) the lower the projected demand will be. The cost of road travel is highly dependent on the oil price, taxation on the marginal use of road transport (fuel duty and VAT) and the vehicle fuel efficiency (i.e. the miles that a vehicle can travel per litre of fuel). Falls in the cost of driving increase car ownership and distance per trip as road travel becomes cheaper.

The cost of driving includes various elements such as the costs of purchasing a vehicle, insurance, fuel costs and servicing costs. Assumptions on non-fuel operating costs are unchanged from last DfT forecasts. The assumptions regarding fuel prices and fuel economy are combined to produce car fleet average costs of driving per mile for each year.

Fuel Price

The underlying driver for changes to pump fuel prices, in the absence of changes to rates of taxation, is oil prices. Figure 6 below shows historical real road fuel prices from 1955 to 2012, highlighting the Suez crisis in the late fifties, the Oil price crisis in the mid-1970's and after 1979 which lasted until the mid-80s, and the recent oil prices spikes in 2000, 2008, and 2011/12.

Figure 6 Weighted average real road fuel Prices
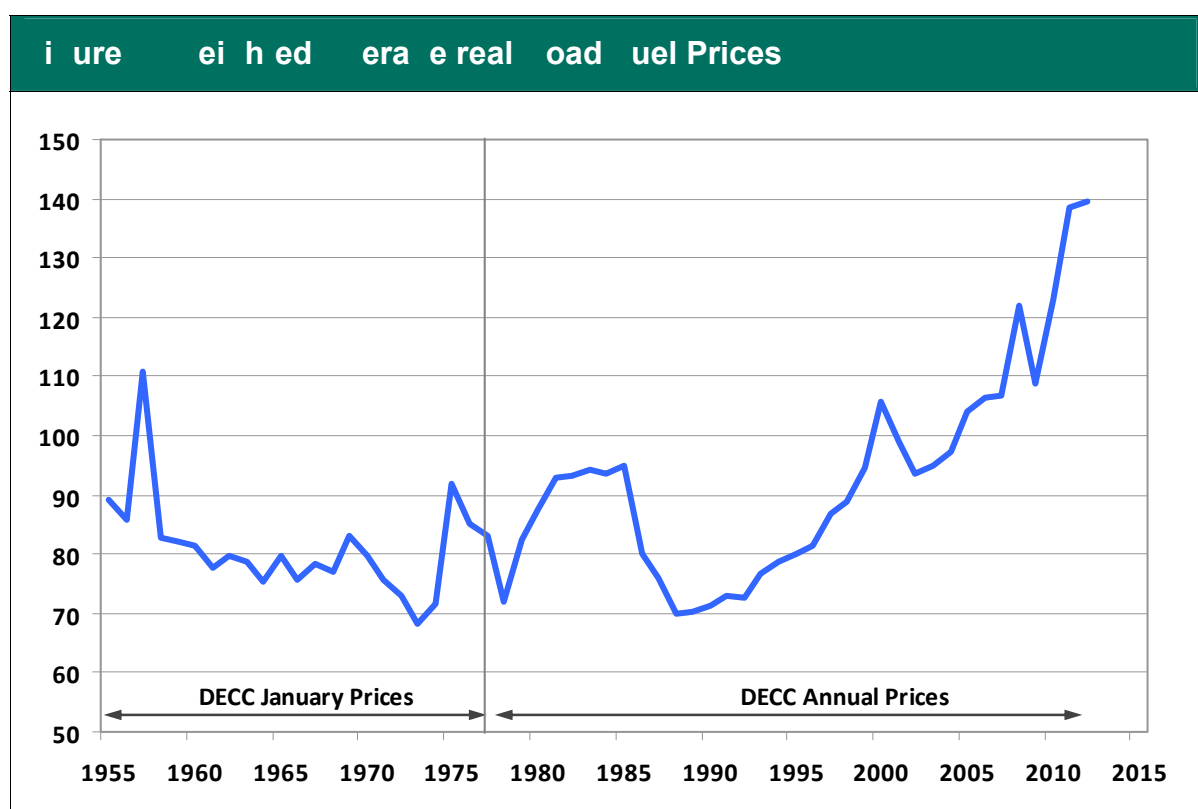
The Road Transport Forecasts 2013 are based on the latest DECC crude oil price projections, published in October 2012.[7] DECC has produced three oil price scenarios (low, central and high) to 2030, represented in Figure 7. DECC projects that oil prices will rise to $ 135 bbl by 2030 in 2012 prices. DECC's high and low scenarios project oil prices to either fall to $80bbl or rise to $190 bbl respectively. Post 2030 the prices assumed in the forecasts remain at 2030 prices levels (in real terms). Given the impossibility of forecasting the future oil price with real certainty, the range of outcomes covered is intentionally wide.

Figure 7: DECC Oil Price Projections $ per barrel
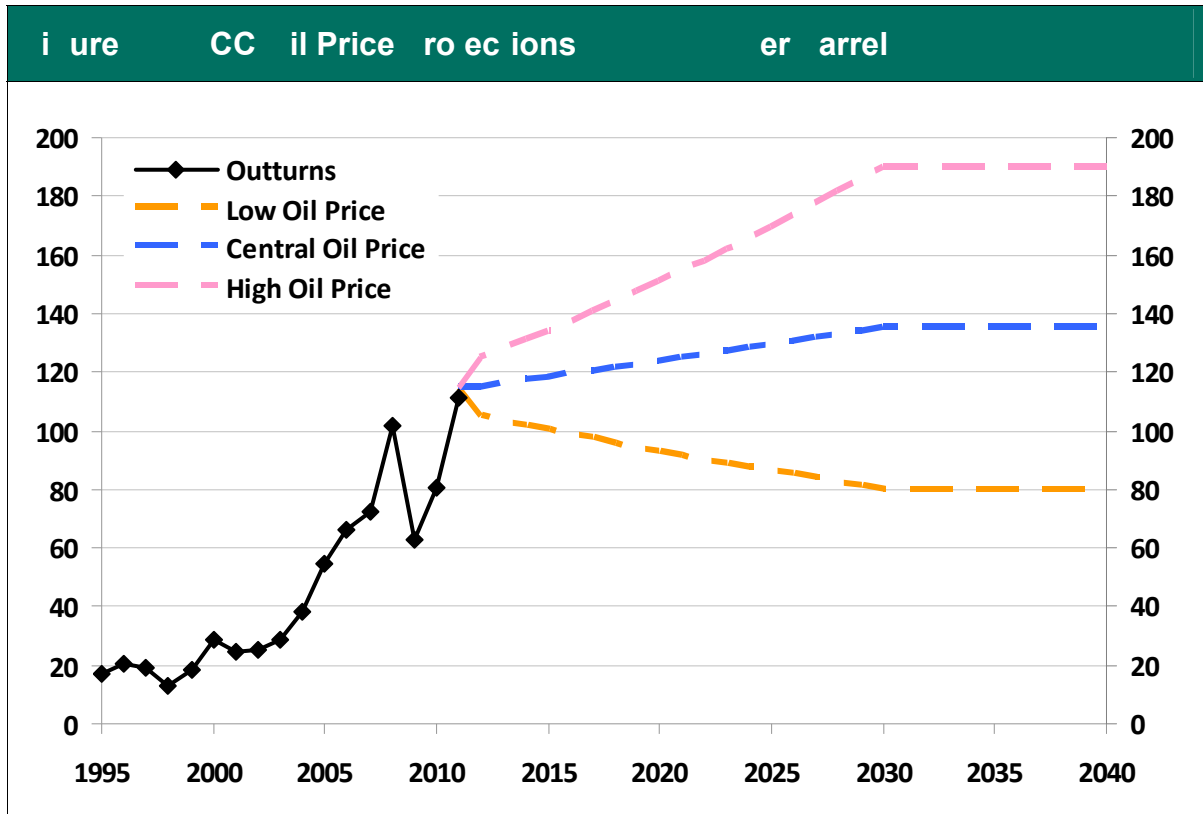
Fuel efficiency

The rate at which vehicles use fuel is a key determinate of the cost of driving, and road transport CO2 emissions. The projected impact on fuel use from fleet fuel economy improvements in cars, light vans and HGVs are set out in Table 2: Fleet fuel economy improvements in cars, light vans and HGVs (litres per mile) below.

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[7] http://www.decc.gov.uk/en/content/cms/about/ec_social_res/analytic_projs/ff_prices/ff_prices.aspx

ehicle	Polic	uel se ac
Cars	- EU car CO_2 target met in 2015 (130gCO_2/km) and 2020 (95gCO_2/km) - EU complementary measures (e.g. low rolling resistance tyres, gear shift indicators etc)	-47%
i h ans	- EU van CO_2 target met in 2017 (175gCO_2/km) and in 2020 (147gCO_2/km)	-34%
s	- Industry led action leads to 5% improvement in HGV efficiency over 5 years - Low Rolling Resistance Tyres for HGVs	-14%

This forecast includes the EU car CO2 regulation, including the mid-term target of 130 grams of CO2 per kilometre by 2015 and the long-term target of 95 grams of CO2 per kilometre by 2020. In addition to this the model also takes into account the fuel efficiency impacts of EU complementary measures such as low rolling resistance tyres, gear shift indicators, tyre pressure monitoring systems and efficient air conditioning systems.

There are currently no targets on car fuel economy in place for the period post 2020. In the absence of confirmed policy the NTM assumption is for no further improvement in new car fuel economy post 2020. Therefore these forecasts represent what would happen if no further improvements to new car fuel economy were made after 2020. Total fleet efficiency will continue to improve beyond 2020 due to new vehicles replacing old ones, refreshing the fleet with more economical vehicles. The regulatory framework is therefore projected to deliver increased car fuel efficiency long after the long term CO2 target is implemented.

When modelling fuel economy we have taken into account the biofuels energy penalty. Biofuels have lower energy content so more fuel is needed to drive the same mileage. Despite this energy penalty, car fleet fuel economy is projected to improve by 47% between 2010 and 2040

For light vans the forecasts include the EU van CO2 regulation; the mid-term target of 175 grams of CO2 per kilometre by 2017 and the long-term target of 147 grams of CO2 per kilometre by 2020. Due to this, van fleet fuel economy is projected to improve by 34% between 2010 and 2040. As with cars, given no confirmed policy on new vans post 2020, these forecasts represent what would happen if no further improvements to new van fuel economy were made after 2020.

For HGVs the forecasts include industry-led action leading to a 5% improvement in HGV efficiency over 5 years and the roll out of Low Rolling

Combining projections of fleet fuel efficiency and fuel cost determines the fuel cost of driving. From 2010 to 2040 these fuel costs of driving are projected to fall by 24% for cars and 7% for vans. For HGVs the fuel cost of driving is projected to slightly rise over time as increases in the fuel cost outweigh the improvements in fuel efficiencies. From 2010 to 2040, HGV fuel cost of driving is projected to rise by 36%.

Figure 8 shows the impact fuel efficiency improvement in cars with the three DECC Oil price projections. The fuel cost of driving is has increased in 2011 due to increase in the oil price, but from 2012 onwards fuel economy improvements begin to reduce the fuel cost of driving for cars.
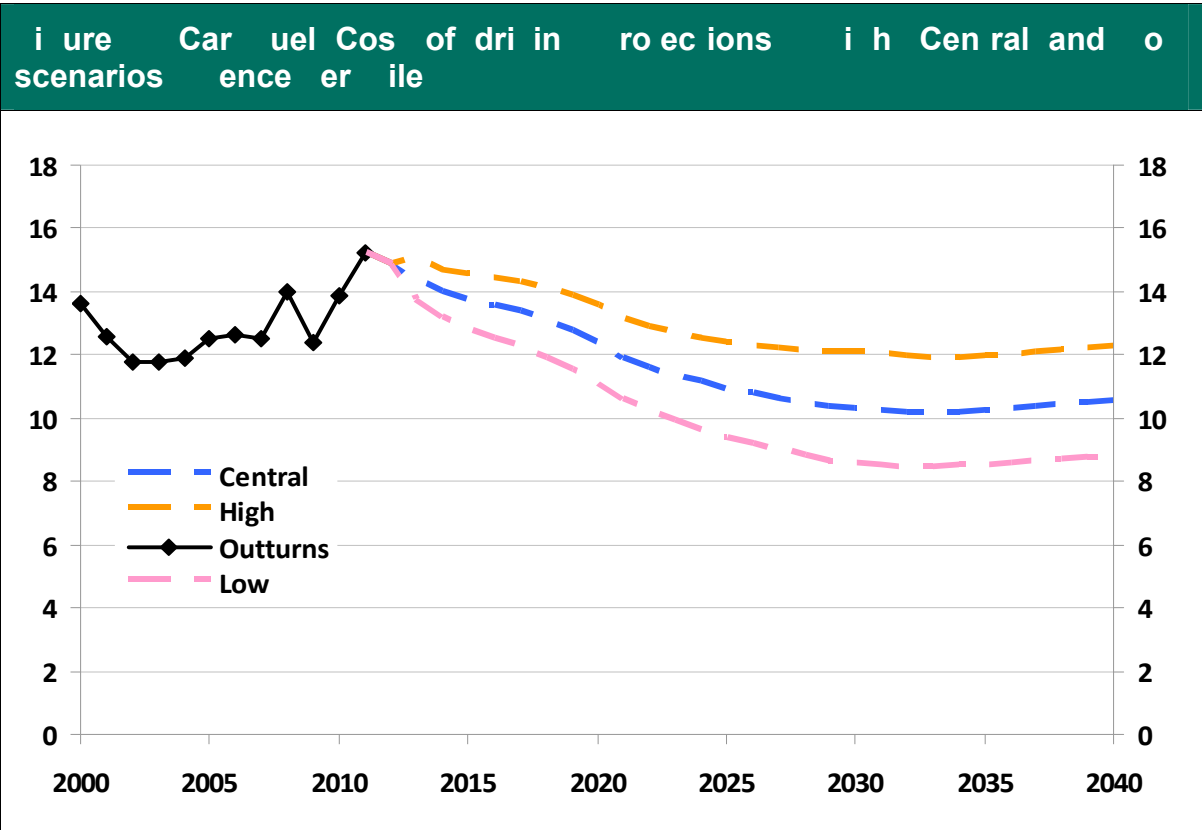
Figure 8 Car Fuel Cost of driving Projections with Central and two scenarios (Pence per mile)

Government policies are already encouraging the uptake of ultra-low emission vehicles such as electric cars, supporting the early market through upfront purchase subsidies and infrastructure provision. In line with the Department's approach, we have estimated the impact of announced and committed policies on uptake of ULEVs. The impact of ULEVs uptake on Co2, NOx and PM10 emissions are covered in Box 4 in Section 5. As detailed in the box, here it is not assumed that uptake of ULEVs impacts people's travel choices or traffic trends for these scenarios.

The changing strength of impact of Key Drivers

The impact of these 3 key drivers of travel demand is decreasing over time, mostly because of advancing degrees of maturity of the market (many more people own a car today than in the 1960s), congestion and crowding impacts, government policies on of public transport and more environmentally sustainable travel patterns, such as cycling.

This falling key driver impact is reflected in the NTM model. Although elasticities are not directly used in the NTM it is possible to derive them from model outputs. Table 3: Impact of a 1% increase in Key Driver on Car Trafficbelow illustrates implied elasticities for the central forecast. It appears that the elasticity of car traffic to GDP per capita will fall from 0.28% in 2010 to 0.19% in 2035, while cost of driving elasticity will decrease (in absolute terms) from -0.30% in 2010 to -0.17% in 2035. For a higher demand scenario we would expect that the GDP per Capita and fuel cost elasticities would fall further as demand for road transport moves further towards saturation.

a le ac of a increase in e ri er on Car raffic			
Po ula ion	0.95%	0.94%	0.92%
P er Ca i a	0.28%	0.22%	0.19%
uel Cos	-0.30%	-0.21%	-0.17%

Network Capacity and Congestion

The time cost of travel is a key driver of demand at the 'micro' level because it is unique to each individual and situation. However, the time cost of travel by road will also be influenced by some 'macro' factors that affect average speeds, such as network capacity and congestion. A rise in journey time cost of driving will lower demand for road transport.

The NTM has a representation of the road network that is updated in line with the Highway Agency road programme and agreed local road schemes. Around 400 lane miles of capacity have been added to the existing network by 2020 based on the Spending Review 2010 (SR 2010)[9], Growth Review 2014 and the announcement in May 2012 of six schemes designed to ensure the maintenance of a "pipeline" of future Highways Agency projects.[10]

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[8] Elasticities are based on changes in real GDP per capita and fuel cost of driving in real terms using an RPI based GDP deflator and thus cannot be used directly with the % changes reported in this document which use the CPI based deflator.
[9] The Investment in Highways Transport Schemes (2010) sets out the projects assumed in the modelling. http://webarchive.nationalarchives.gov.uk/20110504115831/http://www.dft.gov.uk/pgr/roads/network/strategic/highwaystransportschemes/pdf/highwaystransportschemes.pdf
[10] More information on future HA transport infrastructure schemes to upgrade the Strategic Road Network can be found here: http://www.highways.gov.uk/our-road-network/managing-our-roads/major-projects/highways-agencys-future-delivery-programmes/future-spending-reviews/

2. Uncertainty and Modelling

Nature of Uncertainty

Uncertainty is inherently part of forecasting and predicting future behaviour and trends. As traffic trends and outcomes depend on a large number of variables, economic (GDP, oil prices) and behavioural (people preferences, trends and social habits). As these drivers are not certain and could be subject shifts in trends or shocks in the future, forecasting is a highly uncertain exercise that must be interpreted as best estimates given current state of information and assumptions.

Uncertainty arises from multiple areas, highlighted in Figure 9 below.
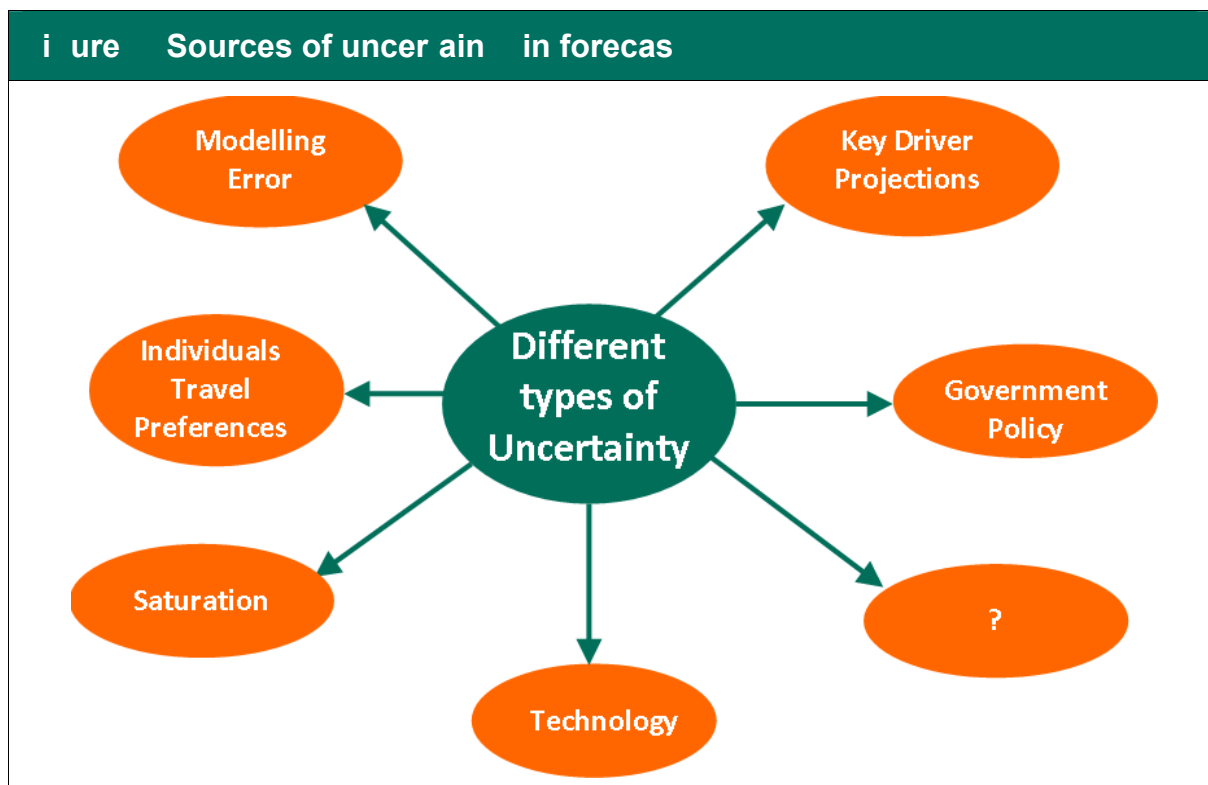
First, modelling error might impact on traffic projections, and it might not be possible to fix this, either because it would make it too complex or because it might not be possible to observe the source of these errors. Figure 10 below shows that the NTM forecast in 2010 is within 1.3% of observed traffic data. The forecast interpolation (estimated in addition to the NTM forecasts and based on changes in population, GDP and fuel costs of driving) follows observed traffic data closely between 2003-2010 and after 2010.
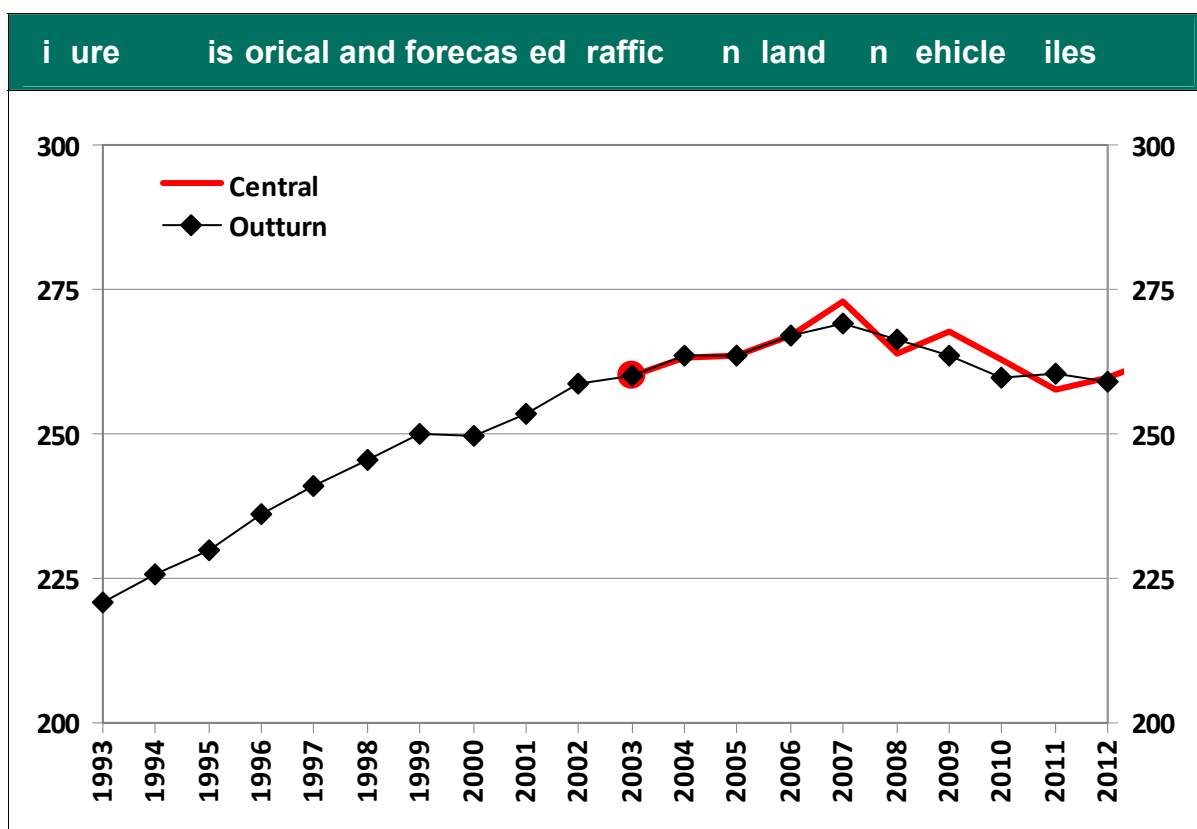
Second, as Figure 11 shows, the NTM has previously over- or under-forecasted traffic. The key macro variables driving traffic growth are uncertain themselves and DfT relies on projected estimates of these, normally produced by other government departments, as detailed in the previous chapter. This was mainly driven by inaccurate projections of key underlying macro variables, i.e. fuel prices, GDP and population growth. Figure 11: DfT Central or Mid-point Car Traffic Projections and Outturn Statistics shows past ONS projections as well as actual outturns, showing how actual future trends were over-forecast in the 60s and early 70s and generally under-forecasted afterwards.
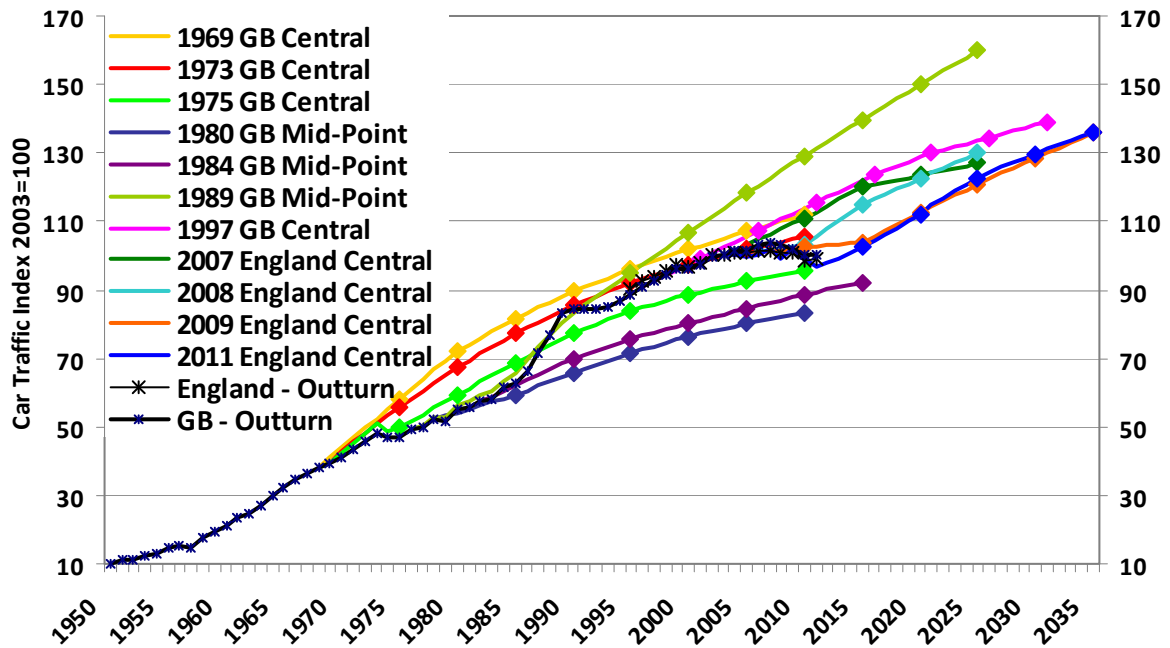
ONS UK Population Projections 1954-2010 and ONS Population Estimates ('000's)
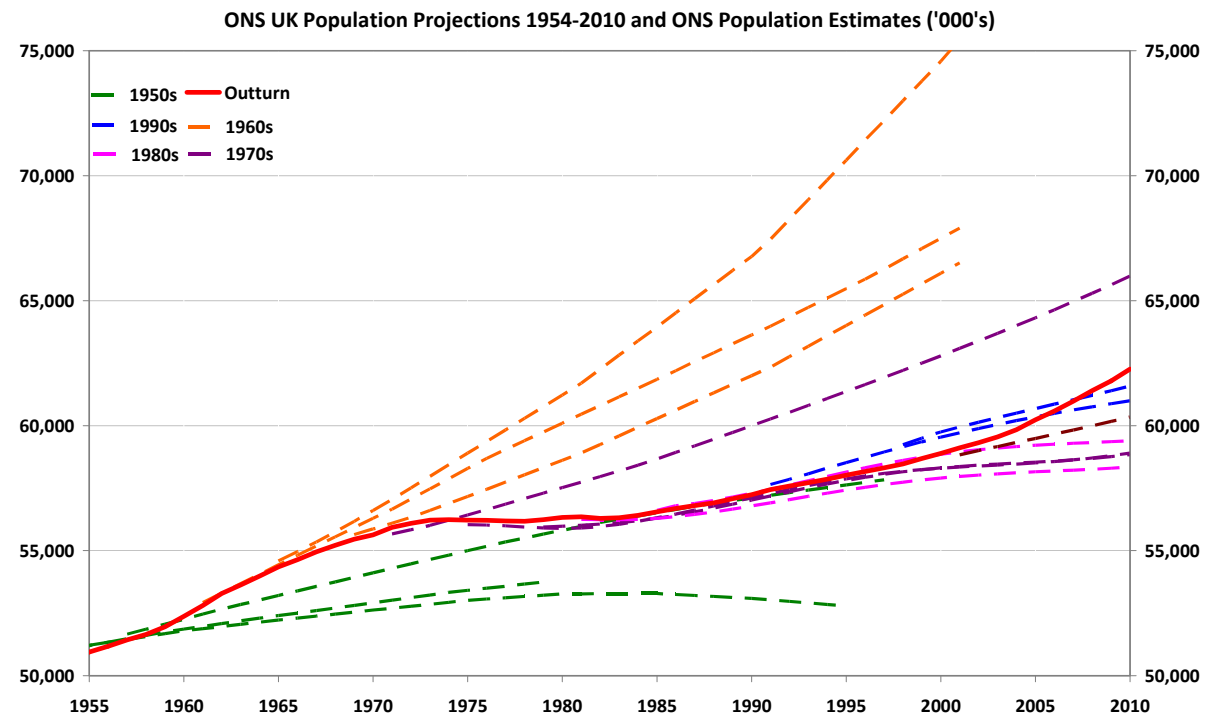
The relationship between these variables is uncertain and could vary over time. The way the strength of these relationships evolves is implicitly incorporated in the assumptions of the model. This is reflected in the discussion in the previous chapter on the varying relationship between key drivers and traffic outcome as expressed by decreasing elasticities over time.

Technology can also impact on the decision to travel and the way people travel. Development of smart phones and social network could reduce the need of people to travel for social reasons, as they rely more on virtual communication, or have substituted fancy cars as social status symbols. Self driving cars could make travel more attractive in the future as people could be able to do more activities while driving therefore being less concerned by time spent in traffic jams, etc. The impact of these technological changes on traffic may have opposite effects. For instance telecommunications may drive economic progress increasing future traffic, while others may reduce traffic, leaving the final outcome unclear.

Government policy adds to the uncertainty of traffic projections; housing policies and decisions to build major infrastructure critically affect travel patterns across the country. It is enough to think to the impact of traffic on the strategic road network of a project such as HS2 (see Box 3 in Section 3). Public transport policies, fuel efficiency regulation, cycle lanes and schemes, congestion charge, taxation of fuel and roads also have major impacts on road traffic and travel, making forecast even more uncertain.

Individual behaviour and preferences also impact on travel patterns. If in the future home working were to become more and more popular, less commuting traffic would be produced. ITC research has shown that young people tend to drive less or start driving at a later stage in their life. This is due in part to high costs of learning, general cost of driving and the cost of getting a license which impact more heavily on young people's budget. Also, families have children later and therefore there may be some stable (long-term) change in travel patterns across different sections of the population.

Challenges for Modelling

Modelling is by its very nature is an exercise of simplification of reality, to be used to explain and to predict given a set of assumptions and inputs. Its accuracy relies on the precision of its assumptions and on the degree of variability of the inputs.

Modelling using the NTM involves making choices based on past evidence on what assumptions to adopt, how and when to update them, and what inputs to employ. The forecasts of the NTM are based on calibration and studies done in the past on individual choices, and on the elasticities estimated for each of the inputs, as well as their interaction with each other and their final impact on traffic outcomes.

The NTM Road Traffic Forecasts should not be viewed as what we think will actually happen in the future, or what we want the future to look like. The forecasts are what may happen, based on:

- Our current understanding of how people make travel choices,

- The expected path of key drivers of travel demand,

- Assuming no change in government policy beyond that already announced.

Sensitivity and Scenario analysis

It is possible to recognise and examine this uncertainty by segmenting it and using sensitivity analysis to understand its impact. Sensitivity analysis gives you a range of potential alternative outcome, based on alternative assumptions or combination of assumptions.

Scenario analysis is a useful tool to limit the impact of uncertainty by forecasting in advance the potential outcome in case of extreme events. Figure 13 below shows an example of how such an approach has proved very useful. In the 2008 NTM Road Traffic Forecast an extreme case forecast scenario was included which estimated the impact of an economic recession similar to the early 1980's combined with high oil prices. As the crisis hit severely after 2007, traffic declined following a fall in GDP with sustained high oil prices, reaching a level very close to what had been anticipated by the scenario.

Road Traffic Forecasts 2013 present a central demand forecast and 6 other scenarios varying the projections of population, GDP per Capita and Oil prices. This does not mean that they include all possible actual outcomes, but they represent the range which will "most likely" include the future figure, given current assumptions and data. Extreme outcomes might occur, but, as far as we know, the probability of them to happen is, as of today, very low. The aim of these scenarios is to show how the forecasts change when the key input variables are varied and represent extreme outcomes and ranges.

DfT 2008 England Total Traffic Forecasts and Outturn Statistics (2003=100)
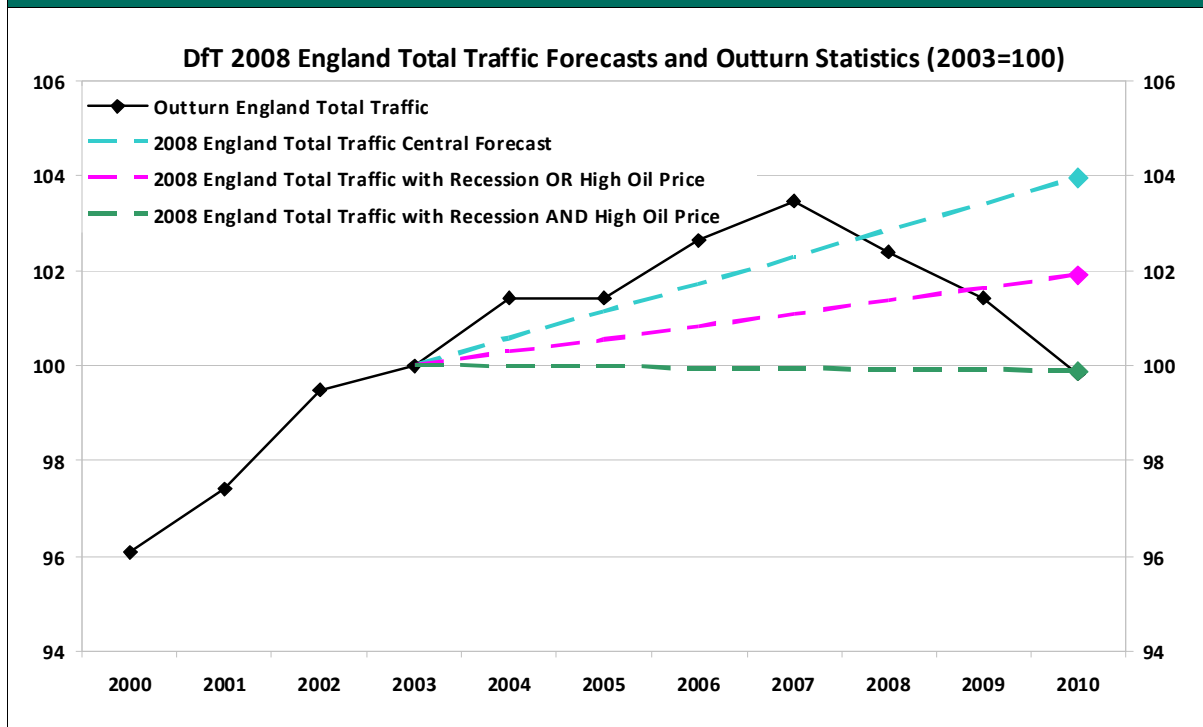
Updating the NTM

Peer review and external validation have consistently shown that the National Transport Model (NTM) provides robust results and is fit for purpose as a high level strategic model. Nevertheless, the assumptions and methodologies used by the NTM are kept under review. For example, many of the main forecasting assumptions, such as forecasts of GDP and oil prices are updated before each new forecast and the projections set out in this paper have made use of the latest available data.

The National Trip Ends Model (NTEM) is used to forecast trip ends (the number of trips generated from/to each location) and these are calculated by multiplying two elements:

- Demographic data forecasts: population by age and households, both split according to car ownership, and employment;

- Trip rates: the number of trips per person, segmented by person type. These are calculated based on observed results from household surveys. At present they are assumed to be constant through time for each person type.

Regarding demographic data, version 6.2 of the NTEM data set has now replaced NTEM 5.4 as the definitive version. This latest version has been updated with:

- Population updated using ONS 2008-based projections;

- Dwellings updated using Local Authority Annual Monitoring Reports;

- Employment forecasts updated consistent with more recent GDP forecasts from the Office of Budget Responsibility. The forecasting method has also been slightly revised. The distribution of - Employment and Workers by Region in the base year 2001 (and hence in all years), has been updated using Workforce Jobs and the Labour Force Survey;

- An update to the Car Purchasing Cost Index in the Car Ownership Model in line with more recent RPI data.[11]

At the moment Trip Rates are based on National Travel Survey (NTS) data from 1988-1996. An ongoing project will update them in line with recent NTS data and, subsequently, adapt the model in order for it to allow trip rates to vary through time.

We have included further market maturity assumptions in LGVs and separated the impact of Population and GDP per capita on LGV traffic. While population elasticity has been kept constant at a value of 1, GDP per capita elasticity from 2010 onwards has been assumed to fall to around 1 for Low Demand scenario, 0.7 for the central scenario and 0.5 for High Demand scenario. We intend to consider further evidence of market maturity for LGVs in the long run.

We are continuously upgrading and improving the NTM incorporating new features and adapting the modelling assumption to observed trends. Future NTM projects include analysis and recalibration of trip rates, the in-depth investigation of LGV market maturity assumptions, the incorporation in the fleet of Electric vehicles and London forecasts, as detailed more in depth in the boxes dedicated to each of these themes.

We aim to stay open and keep engaging with external stakeholders extensively in the future. We will collaborate with experts and professionals to make sure we communicate our vision, our NTM development programme and that these are widely recognised as appropriate.

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[11] If you wish more information about NTEM and TEMPRO please visit DfT website http://www.dft.gov.uk/tempro/

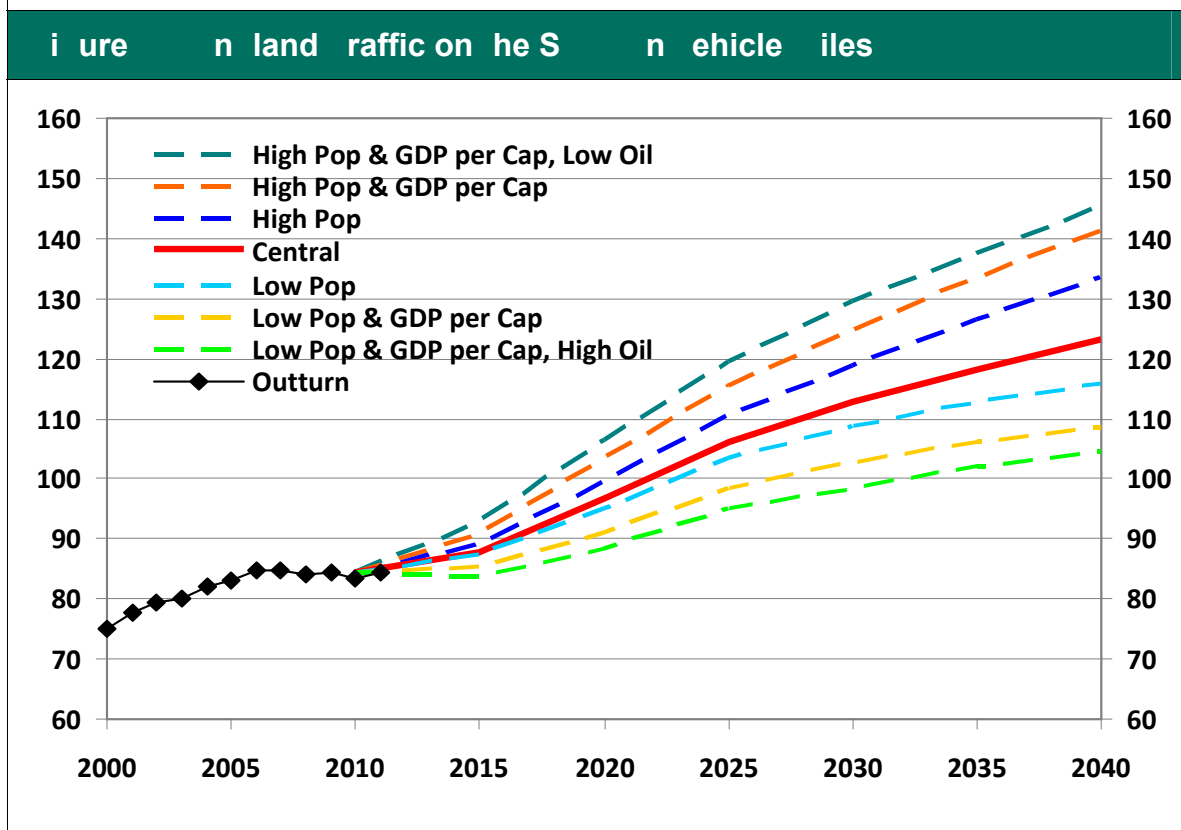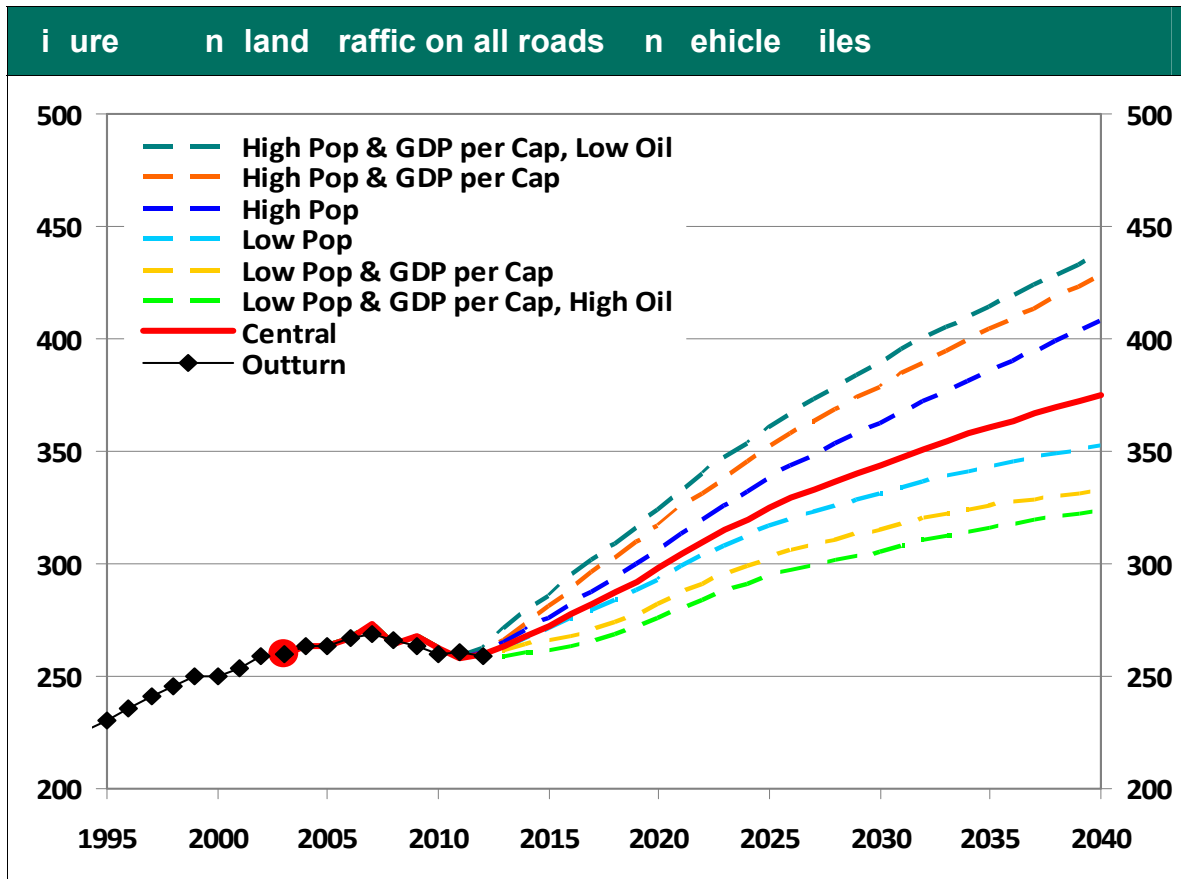# 3. Road Traffic Projections

This section presents the NTM forecasts of traffic demand growth over the period to 2040. As described in the previous section the main changes to the central demand forecast from 'Road Transport Forecasts 2011', have been to revised central projections of population, GDP, and oil prices.

Figure 14 below shows the NTM forecasts for total traffic on the all roads in England up to 2040 and Figure 15 focuses on traffic on the Strategic Road Network (SRN). Table 1 details the forecasts for total traffic on the SRN, Non-SRN and all roads in England through to 2040. The NTM starts from a base year of 2003 and projects traffic in 2010 and every 5 years to 2040.

Overall we can see that the NTM has modelled the general trend in total traffic from 2003-2010, with flat growth attributable to the economic slowdown and sustained high oil prices. The NTM projects that traffic will be sluggish up to 2015 in line with projected low GDP growth and high fuel costs. As England then moves out of the recession and rapid fuel efficiency improvements significantly decreasing the fuel cost of driving, traffic is expected to rise by 19% from 2015 to 2025. As the rate of improvements in vehicle fuel efficiencies declines after 2025 we observe a slower growth in traffic. The central forecast from 2010-2040 projects traffic to grow by 41% for Non-SRN roads, 46% for SRN and an average of 43% for all roads.

Figures 14 and 15, and Table 1 below also show the impact of sensitivities of the three key drivers discussed above, one of top of another. For example, below we can see the impact of the low population projection, then low population and low GDP per capita, then finally the forecasts if we also saw a high oil price. This combined low demand scenario assumes that all three sensitivities occur which is highly unlikely and should be seen as extreme scenario.

There are many other variables that have not been included where further scenario testing could be done. We will continue to review how we can represent uncertainty within the forecasts.

i ure n land raffic on all roads n ehicle iles

Legend:
- High Pop & GDP per Cap, Low Oil
- High Pop & GDP per Cap
- High Pop
- Low Pop
- Low Pop & GDP per Cap
- Low Pop & GDP per Cap, High Oil
- Central
- Outturn

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Legend:
- High Pop & GDP per Cap, Low Oil
- High Pop & GDP per Cap
- High Pop
- Central
- Low Pop
- Low Pop & GDP per Cap
- Low Pop & GDP per Cap, High Oil
- Outturn

	Road Type	Car	LGV	HGV	PSV	Total
Low Pop & GDP per Cap, High Oil	SRN	24.7%	45.7%	-8.9%	-0.3%	23.6%
	Non-SRN	21.0%	45.6%	-16.7%	0.7%	23.0%
	All	22.1%	45.6%	-11.8%	0.5%	23.2%
Low Pop & GDP per Cap	SRN	29.7%	50.6%	-7.2%	-0.3%	28.2%
	Non-SRN	24.0%	49.9%	-17.9%	0.7%	26.1%
	All	25.8%	50.1%	-11.1%	0.5%	26.8%
Low Pop	SRN	34.7%	70.7%	14.5%	-0.3%	37.0%
	Non-SRN	28.0%	70.0%	6.4%	0.7%	32.8%
	All	30.1%	70.2%	11.5%	0.5%	34.2%
Central	SRN	43.5%	80.0%	21.5%	-0.3%	45.6%
	Non-SRN	36.7%	79.4%	14.3%	0.7%	41.5%
	All	38.8%	79.6%	18.8%	0.5%	42.8%
High Pop	SRN	54.5%	98.6%	36.6%	-0.3%	58.0%
	Non-SRN	48.0%	98.1%	31.6%	0.7%	53.9%
	All	50.0%	98.2%	34.8%	0.5%	55.2%
High Pop & GDP per Cap	SRN	58.5%	117.4%	69.8%	-0.3%	66.9%
	Non-SRN	51.7%	117.5%	69.8%	0.7%	60.7%
	All	53.8%	117.5%	69.8%	0.5%	62.7%
High Pop & GDP per Cap, Low Oil	SRN	63.2%	125.0%	72.9%	-0.3%	71.8%
	Non-SRN	54.7%	124.8%	66.6%	0.7%	64.1%
	All	57.3%	124.9%	70.6%	0.5%	66.6%

Figure 16 below shows that, according to our forecast, miles per person will increase by 15% percent by 2040 (9% above pre-recession levels) despite an increase in GDP per capita of 66% and fuel cost decreasing by 24%. As explained in section 2, the elasticity of miles per person to key drivers is falling over time, and will keep falling into the future as the market moves further towards saturation. This increase in miles per person, however smaller than it would have been in the past, reflects the fact that people will be able to travel longer distances with their cars, as the cost per mile will decline sharply compared to ability to pay.
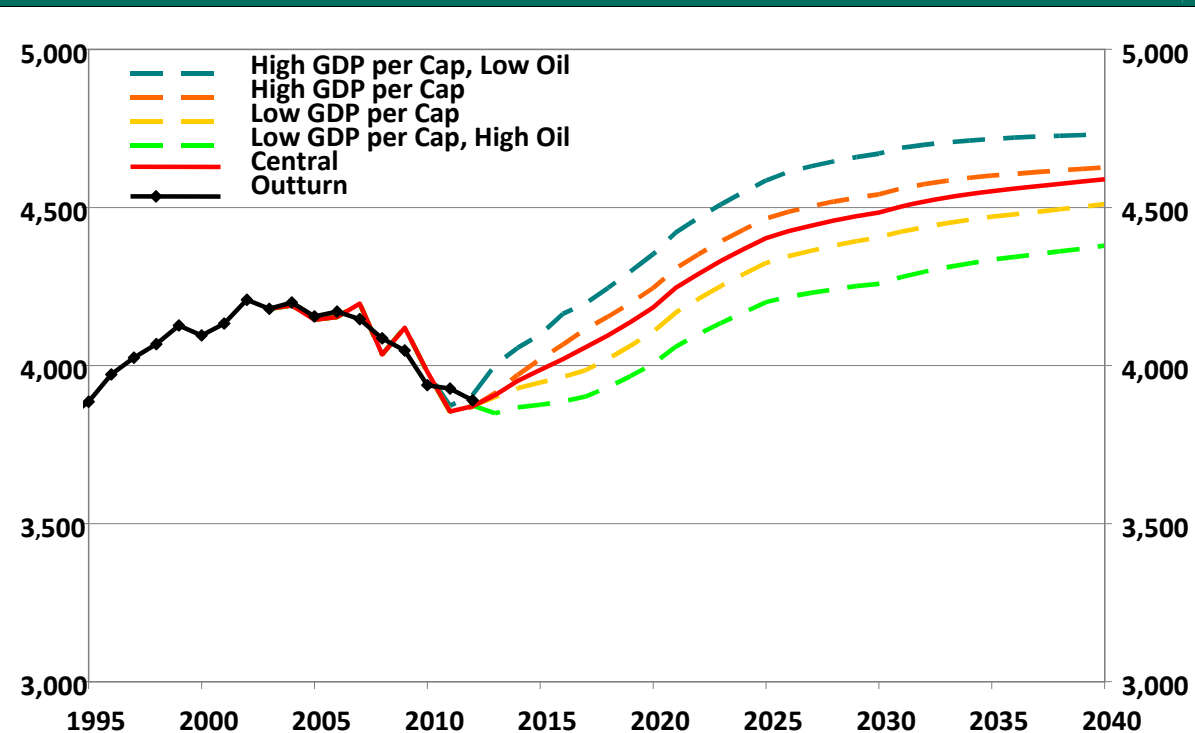
Historically, static growth or falls in car miles per person correlate with periods of high oil prices or economic contractions. This is seen during fuel rationing of 1957, spikes in the oil price and economic recessions in the 1970s, during the recession of the early 1990s and in the year 2000 when fuel prices increased by over 10%.

The trends in travel since 2000 can mainly be explained using the macroeconomic key drivers. Figure 16 shows that there was growth in car miles per person in 2001 and 2002 as fuel prices fell, but then static growth to 2007 as fuel prices rose by 13%. Since 2008 we have experienced high oil prices combined with either weak growth in GDP or a large economic contraction. This is confirmed by Figure 16 before, which shows how based on the three key drivers, the NTM correctly forecasts recent trends in car miles per person from 2003 to 2012.

The NTM central forecast projects that car demand per person will begin to grow once again as the economy recovers, averaging 1% from 2015-2025, similar to the late 1990s. After 2025 travel demand will continue to grow at a slower rate, on average 0.3% per annum over 2025-2035 and down to 0.2% per annum in 2035-2040. The projections show car travel growing but at a declining rate.

'On the Move' report commissioned by the RAC foundation published in 2012 investigated the issue of "Peak car". The report concluded that once the shift from company cars to rail has been taken into account there is evidence of continuing

strong growth in car use for the vast majority of the age groups (i.e. over 30 years old), up to the economic downturn, with the exception of London.

o ondon Scenario

Our London forecast is higher than what other institutions such as Transport for London are currently projecting. This is partially because the NTM is designed to project national traffic levels, not regional or local ones. We are aware of this discrepancy and analysis of our forecast from 2003-2010 shows that although the NTM predicts a fall in London car traffic of 1.5%, this was not as great as the actual 7.8% fall in traffic count statistics.

We believe that the reason for this short-term model error and long-run discrepancy with other forecasts is due to:

Car Ownership – the number of cars per person in London has been relatively flat over the last decade. While we have different car ownership saturation levels for different area types, including London, these may need to be re-estimated.

Public Transport - London has seen high levels of investment in public transport, capacity and quality improvement on buses and rail based public transport. London will continue to see high levels of investment in public transport with increase in capacity into the future, e.g. Cross Rail. We will need to revisit our modelling on the impact this may have on car travel.

Road capacity, car parking space cost and availability – There is evidence to suggest that In recent years London road capacity has been significantly reduced due to bus lanes, congestion charge and other road works. There is also a significant constraint and cost to parking in London which would reduce the demand to travel by car. We will need to revisit our modelling on the impact this may have on car travel.

A sensitivity scenario has been constructed for the 2020 NTM forecast that attempted to match TfL forecasts for car ownership and car traffic for the same period[12]. Using this sensitivity we were then able to evaluate the impact of that this would have on the NTM forecast for England SRN traffic growth. This scenario assumed the same level of cars per person in London in 2020 as has been seen in recent years. This meant the number of cars per person in London was reduced from 0.39 in the central case to about 0.33 cars per person in this scenario. Also, a 10% constraint to London roads capacity was applied as in recent years London road capacity has been significantly reduced due to bus lanes, congestion charge and other road works. We are investigating what London road capacity constraint should exactly be, in the meanwhile, 10% best approximates the potential impact.

As a result of this scenario sensitivity, the NTM 2020 forecast broadly matched TfL's forecast with total London car ownership fell by 16% in 2020 compared to our current NTM central forecast, with 2020 London car traffic around 9% lower than our central forecast. Overall, car traffic on the SRN in 2020 was around 1% lower than central forecast. Therefore it appears that this London car traffic over-

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[12] TfL's model (LTS), as the NTM, produce forecasts for certain years only. TfL's forecasts were interpolated for 2020, to match the NTM's 2020 data.

forecasting issue in the NTM does not significantly affect the forecasts for England SRN traffic growth.

In 2026 the new High Speed rail line between London and Birmingham will be finalised, and in 2033 the second phase, the Y network from Birmingham to Manchester and the Yorkshire, will be open to the public. This new line represents a major link connecting key urban and economic areas of the country attracting an important share of long distance passenger's trips along its trajectory.

We complement the traffic forecasts presented in this section with an assessment of the impact HS2 is projected to have on car traffic on the SRN, using the demand projections produced by HS2 Ltd.13 HS2 Ltd forecasts that around 7% of its travel demand will be shifted from road travel. In 2037 this means that around 25,000 trips per day, equivalent to 0.9% of long distance inter-zone car trips will be shifted to HS2. This 0.9% is equivalent to one year's traffic growth and highlights that the impact of HS2 does not affect the key facts and conclusion of this document.

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[13] http://www.hs2.org.uk/news-resources/publications/economic-documents

4. Road Congestion Projections

The NTM forecasts where congestion may arise by comparing traffic demand with road capacity. With constrained road space, increased road traffic means greater pressure on the network and therefore higher levels of congestion. Congestion here is measured in 'lost time' – the difference in journey time between modelled and 'free flow' speeds.

Table 2 below shows that by 2040 the central scenario projects that on the SRN lost seconds per mile will increase by 114%, whereas average speed will decrease by 8%. The proportion of all traffic travelling in highly congested condition on the SRN will significantly increase to 15% by 2040. Even in the extreme 'Low pop, GDP per Cap and High Oil' scenario a deterioration in travelling conditions is still present, with lost seconds per mile on the SRN increasing by 36% and average speed travelled falling by 2%.
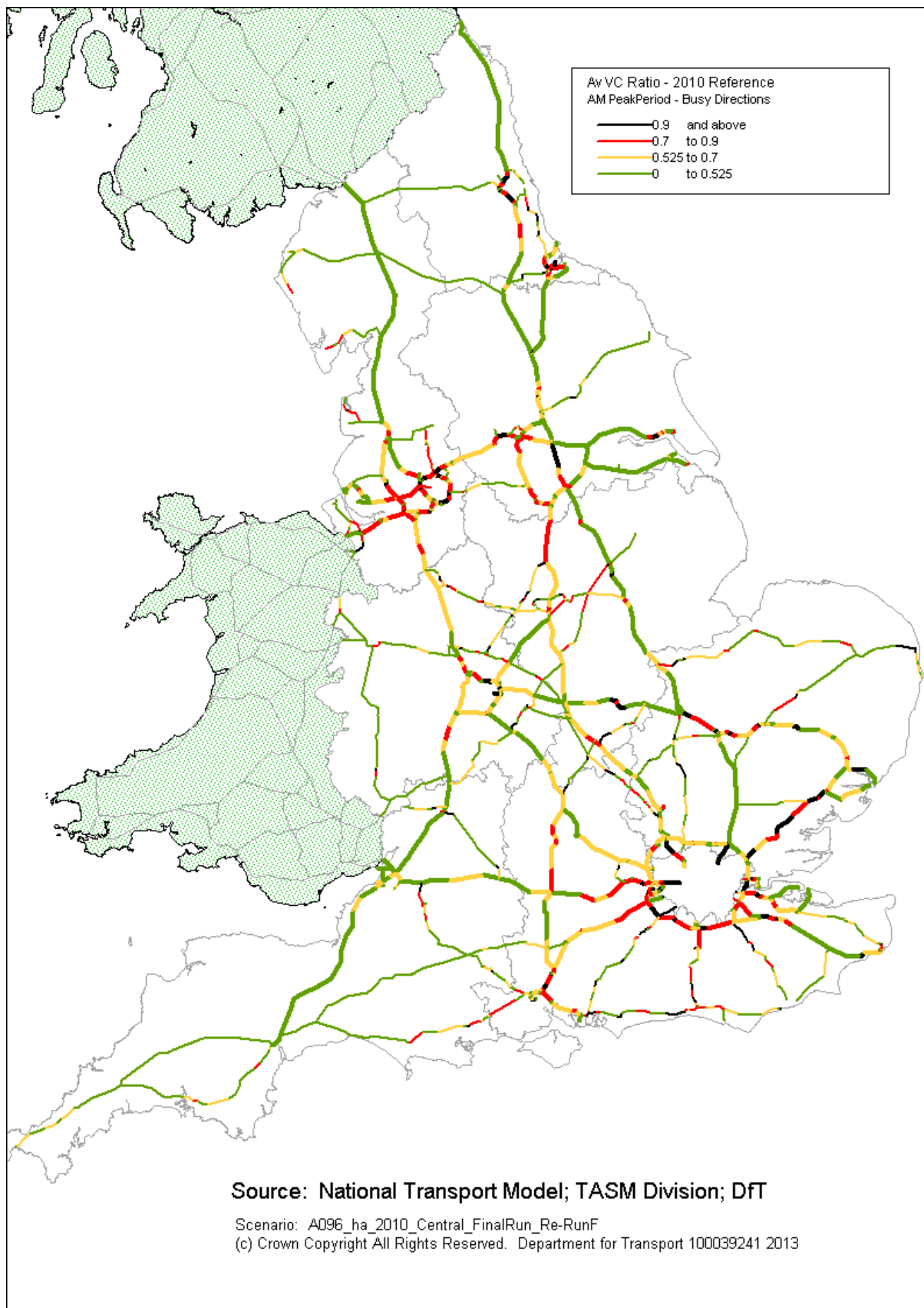
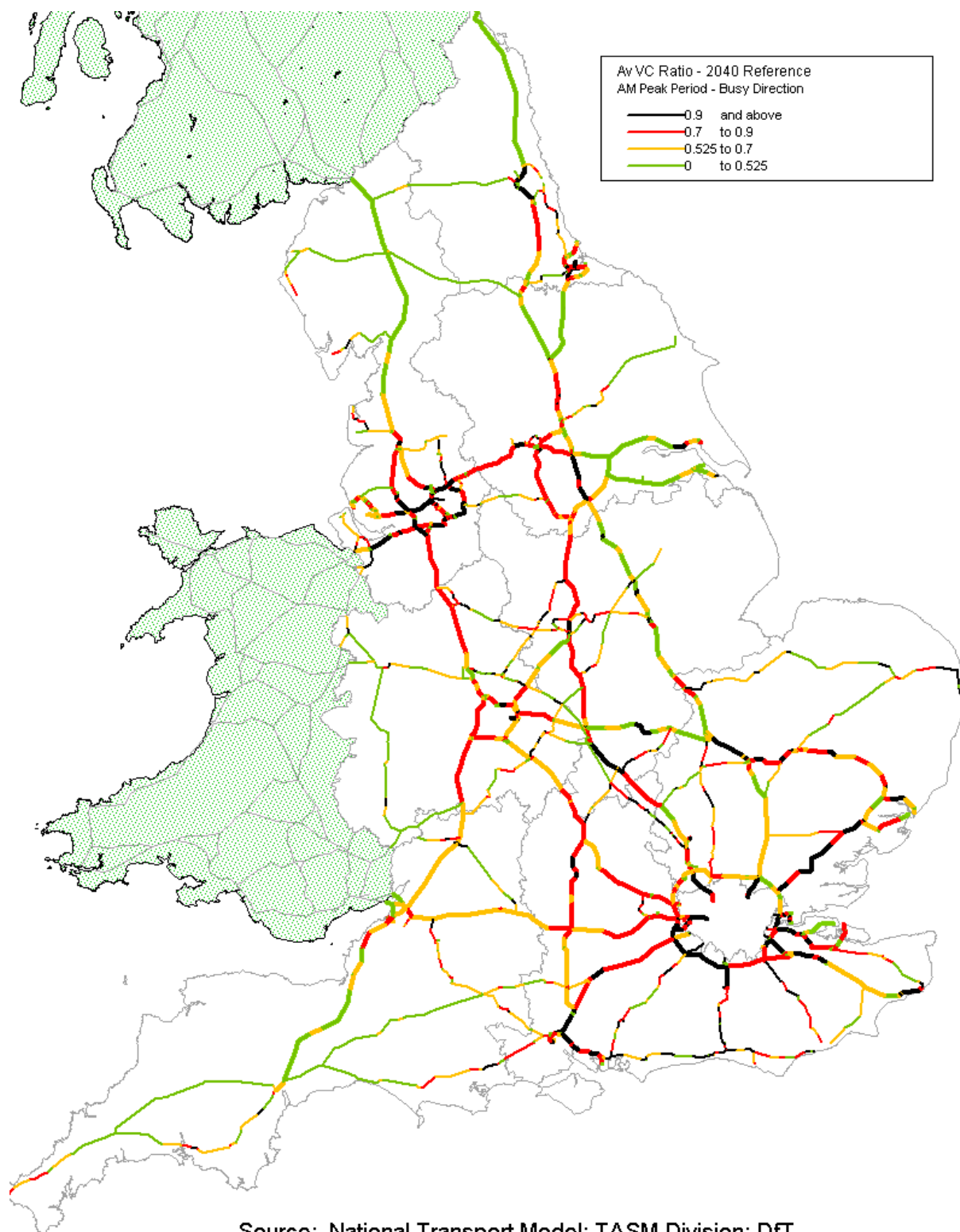| a le raffic and easures of dela n land S					
		2010-2040 % change			% of traffic in very congested conditions[14]
	Road Type	Total Traffic	Congestion (Lost Sec's/Mile)	Vehicle Speed	
Low Pop & GDP per Cap, High Oil	SRN	24%	36%	-2%	8%
	Non-SRN	23%	25%	-4%	11%
	All	23%	26%	-4%	10%
Low Pop & GDP per Cap	SRN	28%	47%	-3%	9%
	Non-SRN	26%	31%	-5%	11%
	All	27%	32%	-5%	11%
Low Pop	SRN	37%	79%	-6%	12%
	Non-SRN	33%	42%	-7%	13%
	All	34%	45%	-6%	13%
Central	SRN	46%	114%	-8%	15%
	Non-SRN	41%	56%	-9%	14%
	All	43%	61%	-9%	15%
High Pop	SRN	58%	179%	-13%	21%
	Non-SRN	54%	78%	-12%	17%
	All	55%	87%	-12%	18%
High Pop & GDP per Cap	SRN	67%	245%	-17%	27%
	Non-SRN	61%	93%	-14%	19%
	All	63%	107%	-14%	21%
High Pop & GDP per Cap, Low Oil	SRN	72%	278%	-19%	30%
	Non-SRN	64%	101%	-15%	19%
	All	67%	117%	-15%	23%

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[14] Traffic travelling in conditions above 80% theoretical capacity.

The maps below show the current modelled (2010) and forecast (2040) stress levels of traffic in the busiest direction of flow during the Monday to Friday morning peak period. The network has been banded as follows:

- Green (0 – 50% Capacity) - Roads generally operating satisfactorily with occasional peak period congestion,

- Amber (50 – 70% Capacity) -Roads generally operating satisfactorily but experiencing peak period congestion on about half the days of the year,

- Red (70 – 90% Capacity) - Experiencing regular congestion during the peak periods with congestion likely during some other time periods as well,

- Black (over 90% of capacity) - Experiencing regular severe congestion during the peak periods as well as frequent congestion during other periods throughout the week.

The maps show that from 2010 to 2040 the percentage of links with a flow under 50% (road sections shown as green) falls from 50% to below 30%. The proportion between 70 and 90% of stress levels (sections shown as red) increase from 15% to 25% and that at or over capacity (sections shown as black) goes up from 10% to 20% from 2010 to 2040. The majority of the more heavily congested links are located in areas outside or within a large metropolitan area, in particular around London and Liverpool-Manchester.

Av VC Ratio - 2010 Reference
AM PeakPeriod - Busy Directions

0.9   and above
0.7   to 0.9
0.525 to 0.7
0   to 0.525

Source: National Transport Model; TASM Division; DfT

Scenario: A096_ha_2010_Central_FinalRun_Re-RunF
(c) Crown Copyright All Rights Reserved. Department for Transport 100039241 2013

Source: National Transport Model; TASM Division; DfT

Scenario: A096_ha_2040_Central_FinalRun_RunF
(c) Crown Copyright All Rights Reserved. Department for Transport 100039241 2013

The map legend reads:

Av VC Ratio - 2040 Reference
AM Peak Period - Busy Direction

- 0.9 and above
- 0.7 to 0.9
- 0.525 to 0.7
- 0 to 0.525

5. Road Emissions Projections

The reduction of CO2, Nox and PM10 emissions is a domestic and international policy aim. The NTM allows us to forecast the impact of changing traffic demand, policy and technological advancement on these emissions. The CO2 forecasts presented below assume no further CO2 emission reducing policies for road transport beyond those announced to meet the first three carbon budgets and expectations in the uptake of Ultra Low Emission Vehicles (see box 4 below). They therefore represent what would happen if no further CO2 emission reducing policies were introduced beyond those to meet the first three carbon budgets and should not be interpreted as a statement of policy.

This document assumes improvements in car fleet fuel efficiencies due to EU car CO2 regulations for 2015 (130g CO2/km) and 2020 (95g CO2/km) plus complementary measures implemented through EU regulations, including gear shift indicator lights, low rolling resistance tyres, tyre pressure monitoring systems and fuel efficient air conditioning systems.[15]

In this forecast improvements in van fleet fuel efficiencies due to EU new van CO2 target met in 2017 (175g CO2/km) and in 2020 (147g CO2/km) were assumed.[16]

For HGVs we assume that industry led action leads to 5% improvement in HGV efficiency over 5 years in addition to improved efficiencies from the roll out of Low Rolling Resistance Tyres (LRRT) for HGVs due to EU regulation.[17]

In the present forecast it was assumed an achievement of 8% fuel share by energy by 2020, and then from 2021 the use of biofuel reverts back to the Renewable Transport Fuel Obligation level of 5% by volume. This change is for modelling purposes only and does not imply any change in policy or in government commitment to renewables.

Ultra-Low Emission Vehicles (ULEVs) are assumed to lead to a further reduction in CO2 emissions, assuming that 5.31% of car mileage is powered by mains electricity by 2030 in alignment with WebTAG guidance.

Other assumptions include the Local Sustainable Transport Fund (LSTF) reduction of urban car trips by around 2% in 2015 with decay in impact over time, and an expanded use of Low Carbon buses within London, further reducing CO2 emissions from road transport.

[15] See chapter 3 for more details on the fuel efficiency assumptions.
[16] Ibid
[17] Ibid

The government's Carbon Plan (2011) set out the likely scale of greenhouse gas (GHG) reductions necessary in transport to meet the government's goal of reducing GHGs by 80% in 2050. It concluded that almost every new car and van needs to be zero-emission at the tailpipe by 2040.

Government policies are already encouraging the uptake of ultra-low emission vehicles such as electric cars, supporting the early market through upfront purchase subsidies and infrastructure provision. Administered by the Office for Low Emission Vehicles, bringing together officials from BIS, DECC and DfT, these policies are a first step on the road to the decarbonisation of cars and vans.

We have estimated the impact of announced and committed policies on uptake of ULEVs. The technologies covered by these models include pure electric, hybrid, plug-in hybrid and fuel-cell vehicles.

We have used these estimates to adjust the total estimated emissions from the National Transport Model. We are working to develop the NTM to incorporate ULEVs so that key outputs such as CO_2 emissions and air pollutants are estimated directly by the NTM.

Figure 17: England All Roads CO_2 (mtCO2) Forecasts and Table 3 below present the outturn data and forecasts for CO_2 in England on all roads. Up to 2030 CO_2 emissions are projected to decline by 20% before starting to slowly rise again due to increasing travel demand. Without further policy intervention and improvements in fuel efficiency, this would imply a 15% reduction on 2010 levels by 2040.

Scenario ehicle	Car	LGV	HGV	PSV	Total
Low Pop & GDP per Cap, High Oil	-38.3%	-5.2%	-23.3%	-11.2%	-29.7%
Low Pop & GDP per Cap	-36.4%	-2.2%	-22.3%	-10.7%	-27.8%
Low Pop	-34.1%	11.0%	-3.0%	-9.6%	-20.5%
Central	-29.4%	17.4%	3.6%	-8.2%	-15.4%
High Pop	-23.3%	30.0%	17.7%	-6.1%	-6.8%
High Pop & GDP per Cap	-21.0%	42.7%	48.2%	-4.6%	2.6%
High Pop & GDP per Cap, Low Oil	-19.1%	47.6%	50.4%	-3.9%	5.0%

Figure: England All Roads CC C Forecasts
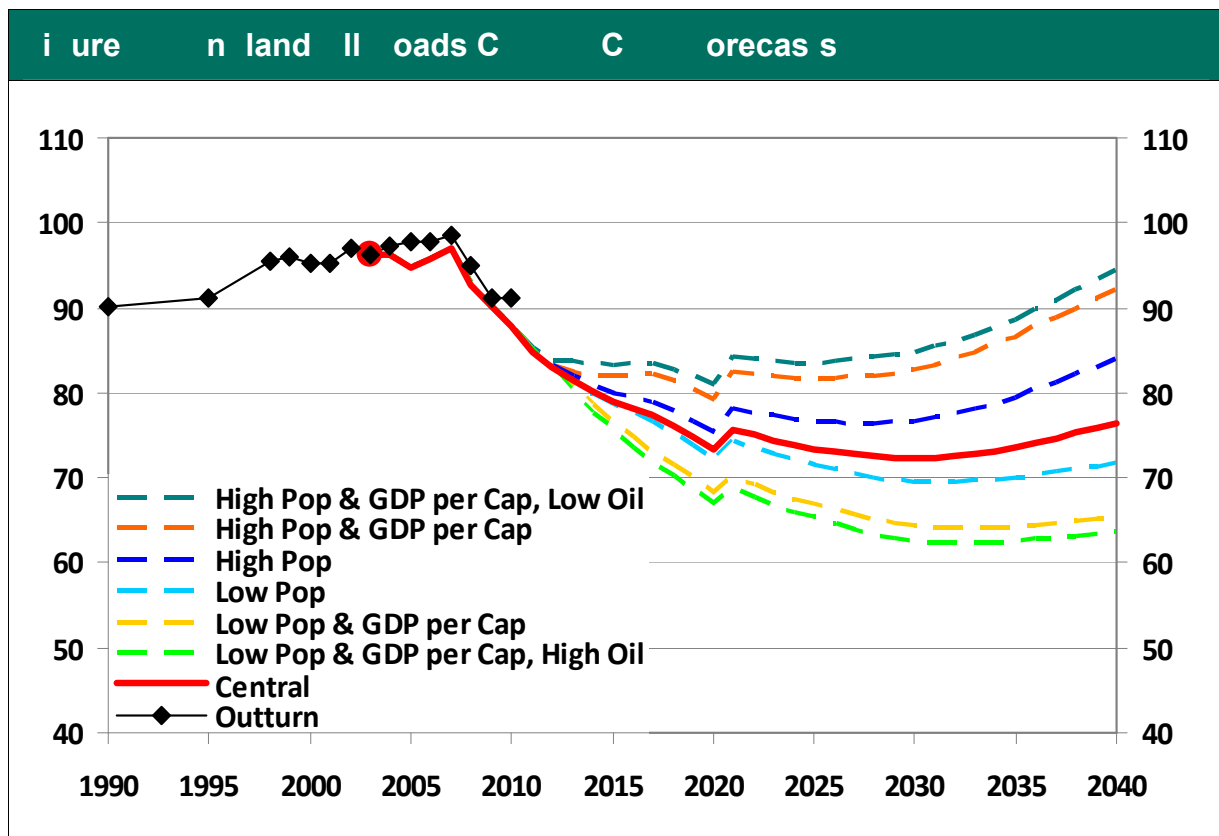
Road transport NoX and PM10 emissions from 2010-2040 are forecast to fall substantially by 62% and 93% respectively. Figures 4 and 5 below present NTM projections of NOx and PM10 emissions from road transport in England up to 2040. The NTM forecasts a continuing downward trend until 2025, in line with historical precedent and deployment of new vehicle EURO standards. After 2025, PM10 and Nox emissions are projected to plateau, at significantly lower levels than those observed in 2010.

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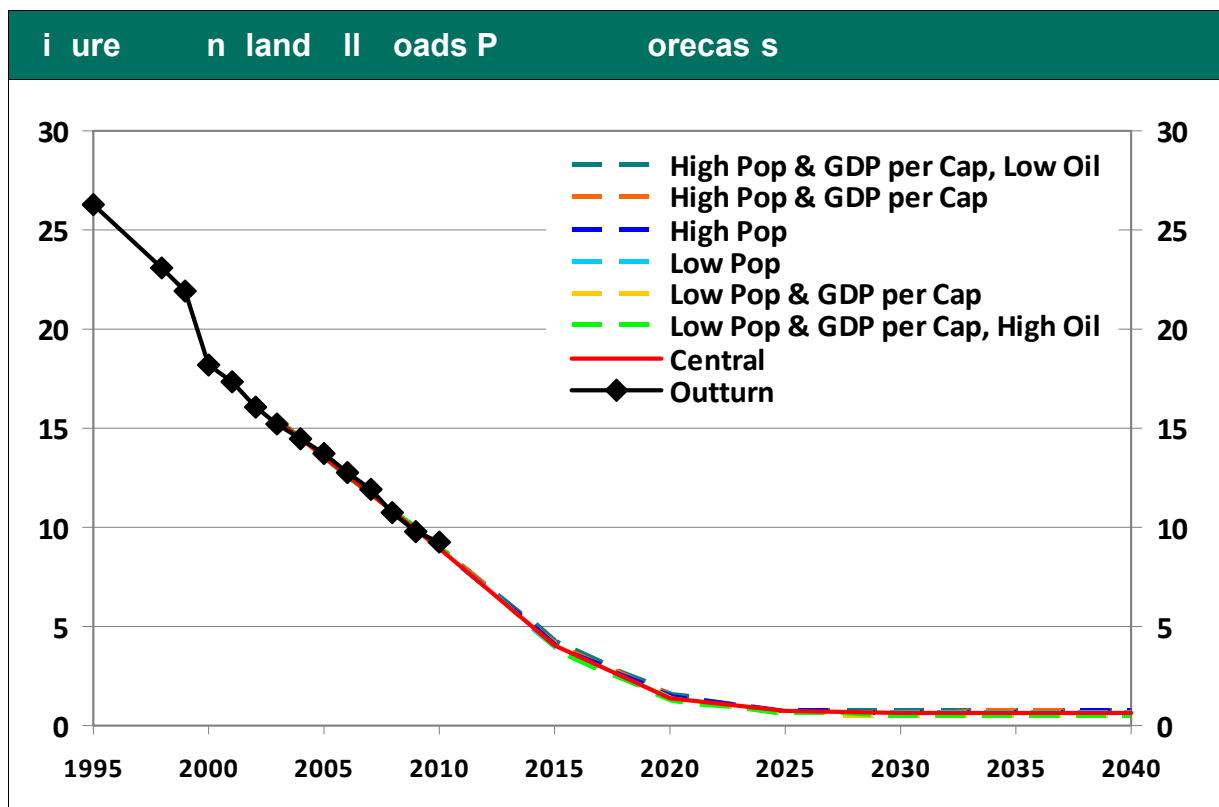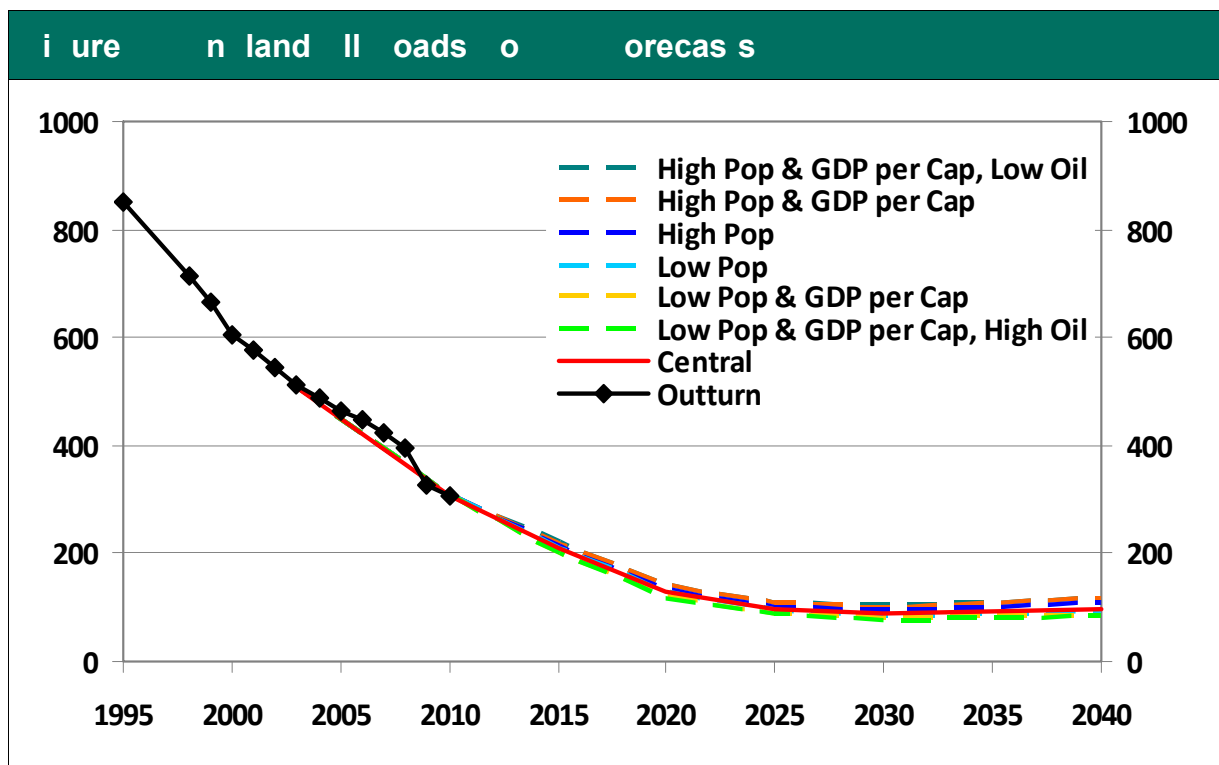
Shinfield Neighbourhood Plan

Appendix P

Email from WBC Countryside (Biodiversity) Officer

Hi Pat

 Some of the source for these buffer are best practise rather than guidance but my response is as follows.

 Hedgerows – Best practise (as established elsewhere in Wokingham) in planning terms suggests ordinarily that hedgerow buffer zones are 15m in order to allow for minimum 2-4m wide hedgerow plus 5m wide rough grassland habitat strip and 5m strip suitable allow vehicular access for maintenance.

 Veteran/near veteran trees – 15 times the stem diameter is the buffer zone/root protection zone recommended by the Ancient tree Forum in their Ancient Tree Guides No.3: Trees and development.

 Ancient Woodland – Natural England and the woodland Trust both recommend that AW have a minimum buffer zone of 15m and this policy is aimed at securing a buffer zone that is in excess of the absolute minimum (i.e. and aspirational policy)

 The management of residential gardens cannot be controlled in the future so they are not suitable for inclusion in these buffer zones.

 Cheers

 Andy Glencross

 Countryside Officer (Biodiversity)

Dinton Pastures Country Park

Davis Street

Hurst

Reading RG10 0TH

Reading Fare Zone Boundaries

Currently the boundaries of the Reading Buses Fare Zone and Plus Bus (rail ticket add-on bus ticket) area are shown below. The area marked as R1-R4 is shown on the Reading Buses Fare Zone Map. Other locations shown are the furthest distance on routes that travel close to the edge but don't leave the zone. The furthest point from Reading Station in the fare zone is the Crown Inn, Theale, West Berkshire.

The locations highlighted in Green are the southern boundaries of the fare zone in Shinfield Parish. These are only ranked as 4th and 5th furthest of 12 existing furthest points. The locations highlighted in amber represent locations in Shinfield Parish that should be included in the fare zone. School Green would rate 9th of 13 points excluding Hyde End Road in Spencer's Wood which would rank 11th and 12th of 15 respectively.

	Name	Local Authority	Distance to station km Straight line.	Current Order	Future possible order
	Shepherds Lane, Caversham	Reading BC	3.28	1	1
R3	Burghfield golf club, Burghfield	West Berkshire BC	4.0	2	2
R1	Abbey RFC Club, Emmer Green	South Oxfordshire DC	4.52	3	3
	Black Boy roundabout, Shinfield	Wokingham BC	5.17	4	4
R2	Hartley court turn Three mile Cross	Wokingham BC	5.55	5	5
	New Hill, Purley	West Berkshire BC	5.69	6	6
	Kilnsea Drive / Rushey Way east junction, Lower Early	Wokingham BC	5.79	7	7
	Long Lane	West Berkshire BC	5.92	8	8
	School Green, Shinfield	Wokingham BC	6.12		9
	Little Heath Road, Tilehurst	West Berkshire BC	6.17	9	10
	Mohawk Way	Wokingham BC	6.41	10	11
	Sainsbury's, Calcot	West Berkshire BC	6.48	11	12
	Junction of Hyde End Road and Basingstoke Road	Wokingham BC	7.07		13
	199 Hyde End Road, Spencer's Wood Furthest point on Hyde End Road.	Wokingham BC	7.32		14
R4	Crown Inn, Theale	West Berkshire BC	7.68	12	15

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Peppard Common
Rotherfield Peppard
Sonning Common
R1

Purley
Emmer Green
Caversham Heights
Sonning
Caversham
Tilehurst
Central Reading
Woodley

Southcote
Earley

R4
Theale
Calcot
R3
Lower Earley

Woolhampton
Midgham
Aldermaston Rail Station
Whitley Wood

Newbury
Thatcham
N1
Burghfield

Burghfield Common

Spencers Wood
R2

Mortimer

AWE Tadley

Swallowfield

Riseley

Ref Newbury Boundary Points
N1   Colthrop Lane

Ref Reading Boundary Points
R1   Abbey RFC
R2   Hartley Court Turn
R3   Burghfield Golf Course
R4   The Crown - Theale

A vision for

Our Villages

Ryeish Green
Spencers Wood
Three Mile Cross

Character Statement

Contents

A vision for

Our Villages

Ryeish Green
Spencers Wood
Three Mile Cross

The local author Mary Russell Mitford used 'Our Village' as the title of the books published 1824 – 1832 containing her series of articles about life in and around Three Mile Cross. We took the same title to describe the villages and countryside covered by this Character Statement.

Work on this Character Statement was led by Patricia Green and Graham Symonds.

Shinfield Parish
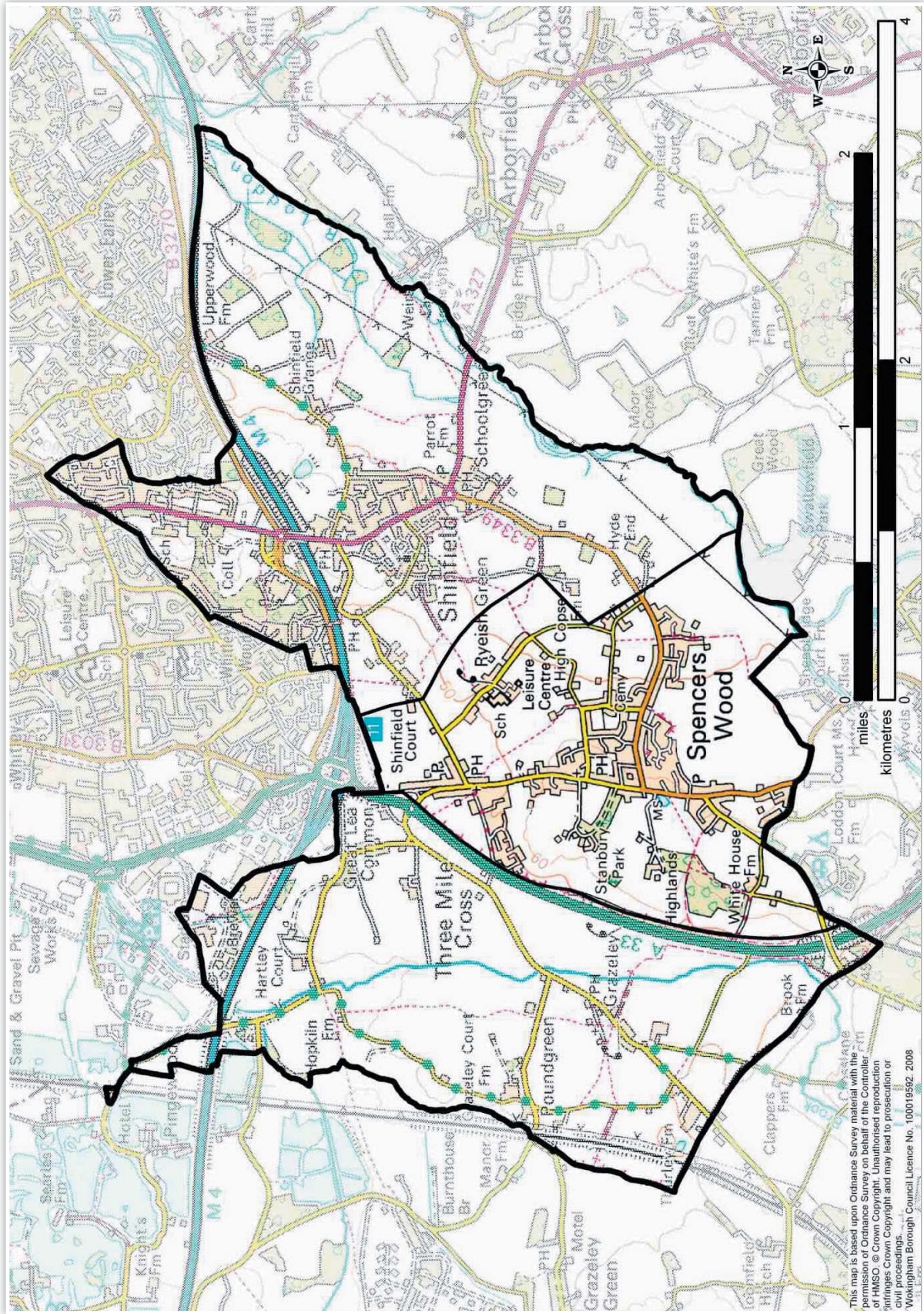
1. Introduction

Early in 2006 a group of interested residents in Ryeish Green, Spencers Wood and Three Mile Cross agreed to support work in Shinfield Parish to develop a Village Character Statement (VCS) for the local area that would identify the physical aspects of where we live – the characteristics of the setting of the communities, buildings, roads and street-scene that are considered to be distinctive, significant and important. The intention is that this Statement be followed by work to identify the social aspects of where we live – such as educational, health, environmental and community issues. These would be described in a Parish Plan which Shinfield Parish Council will use to help determine where to focus its interest and action.

This Village Character Statement is the completion of the first half of that work. The small group undertaking the work tried its best to reach all local residents and communities, through a variety of methods, to listen to views being put forward, to describe these and produce a fair, balanced view of local people's views. The Statement describes the qualities valued by residents in Ryeish Green, Spencers Wood and Three Mile Cross – termed 'Our Villages' – as they are today, describing the local characteristics of the area and defining a series of aspirations leading to specific recommendations for the design of any future development. We hope it can contribute to the growth and prosperity of Our Villages, and to maintain the high quality of the local environment.

2. Thank You

If you contributed in any way, at any point, thank you for your interest. This Statement would not have been possible without your support. We hope you recognise your views in the Statement.

3. Planning Context

Changes in the look and feel of Our Villages are brought about not only by large developments, but also by the smaller day-to-day adjustments to homes and gardens, open spaces, paths and hedges. This Village Character Statement (VCS) is intended to identify characteristic local features and set out clear statements for good practice that will be used by developers and others wishing to change or influence the physical characteristics of Our Villages, both large and small. It will also inform the statutory planning processes of the planning authority, Wokingham Borough Council, in its determination of planning applications.

Within the Wokingham District Local Plan of July 2006, Spencers Wood and Three Mile Cross are 'Category A' settlements, which means that they are designated by Wokingham BC to take more development. The fields between Three Mile Cross, Spencers Wood and Ryeish Green, and the surrounding land including fields between Our Villages and Shinfield village, are all designated as 'Green Gaps and Wedges'. However it is acknowledged that developers hold options on much of this land. Whilst some development is inevitable this should retain the semi-rural character of the villages and the countryside in scale and design.

4. The Setting of Our Villages

Our Villages: Three Mile Cross set around the Basingstoke Road which becomes a tree-lined route uphill then down through Spencers Wood. Ryeish Green is a small settlement to the east.
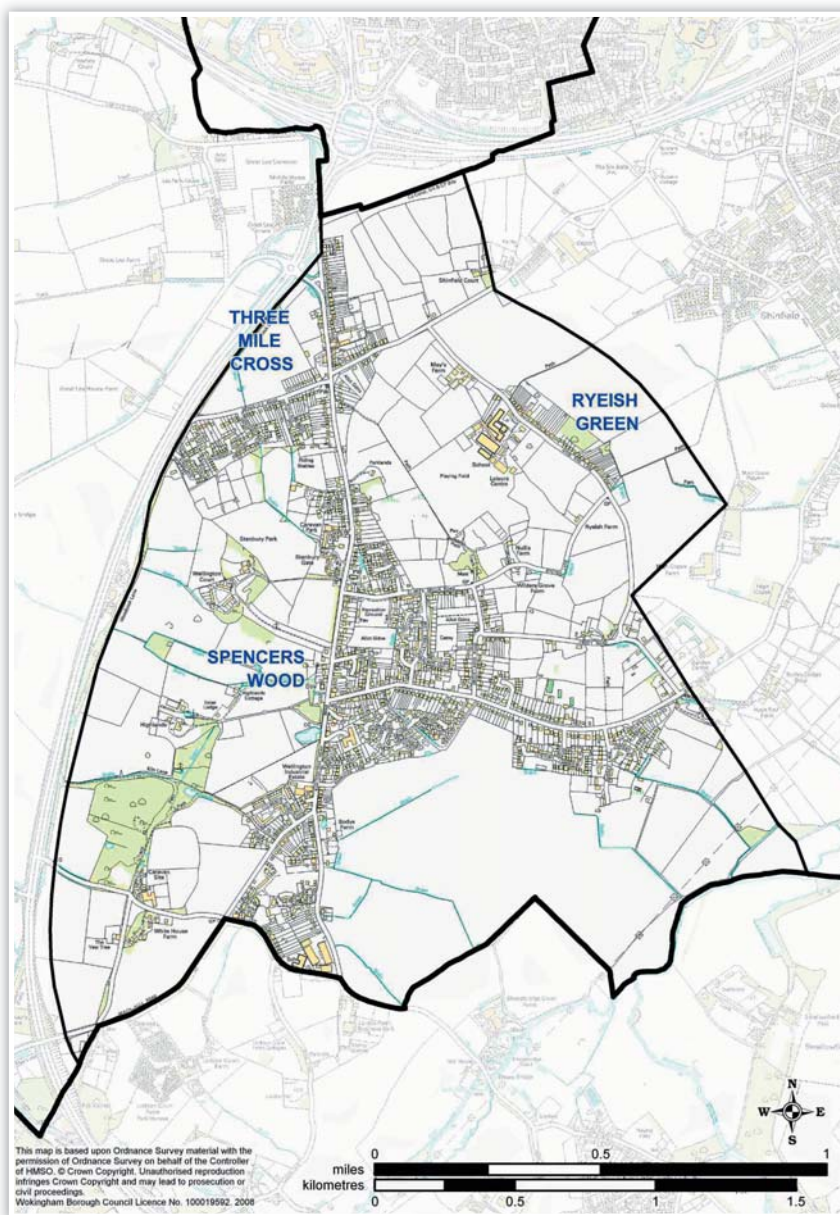
Features

Ryeish Green, Spencers Wood and Three Mile Cross form a group of individual settlements in the countryside south of Reading. Countryside and woodlands surround each of the three centres and the outlying small clusters of dwellings and farmsteads. Fields, copses and wide belts of trees lie beside all main roads and frame the villages. Views into and within Our Villages always show the close relationship of buildings and their rural landscape. The land rises to a hill almost half–way along Basingstoke Road, in Spencers Wood, so that from the crest and down to Three Mile Cross there are views towards Reading and the Chiltern Hills to the north, whereas from the hill crest southwards the outlook is through Spencers Wood and across more open country between Farley Hill, Swallowfield and Mortimer.

Our Villages and their countryside setting.

Views in Our Villages: From Spencers Wood the view north is over the M4 to Reading and the Chiltern Hills beyond; within Our Villages views of buildings and their rural landscape are closely linked.

Setting of Our Villages: Aspirations

4a The settlements should remain separated by fields and copses, and the characteristic open countryside, trees and copses should be retained beside the main roads. To maintain the individuality of Our Villages, the approach roads into the area should also be kept free from development – from the north off the M4 junction 11, from the south on the B3349 Basingstoke Road, from the east on Hyde End Road, Croft Road, Hyde End Lane, Ryeish Lane and Church Lane, and from the west at Beech Hill Road.

4b New developments should be screened by shelter belts of trees and hedgerows, and should retain fields and copses between groups of buildings so that they contribute to the patchwork village character.

4c Clear lines of sight over fields, to trees and woodland on the visual horizon, should be preserved between settlements.

Setting of Our Villages: Design Guidelines

4.1 New developments should retain the separation between settlements in line with the Council's Green Wedge and Gap Policy to preserve the semi-rural nature of Our Villages. *WBC policy WCC2*

4.2 The character and housing density of the area should be acknowledged when considering the impact of new development. The Wokingham Borough Design Guide sets out principles for development. *WBC policy WOS3*

4.3 New tree planting should be carried out within older tree belts and young trees be allowed to mature in existing hedgerows, to provide successors for the present older trees. *WBC policy WBE5*

Village Character: *Village character of trees, copses and open fields around housing and beside roads.*

5. History and Development of the Present Community

Features

Basingstoke Road was the historic route south from the Thames Valley at Reading to Odiham, Farnham, and Portsmouth. The not very fertile land was held by large estates and the mediaeval open–field system was only enclosed by hedging in the nineteenth century. The estates and farms depended on labourers and servants who lived in poor conditions on the common land or in sporadic clusters of dwellings. Ale houses and coaching inns served the travellers on the main road, and Three Mile Cross developed at the junction with the then chief route east to Shinfield parish church and on to Wokingham, and the route west to Grazeley and Mortimer.

Tradesmen and services for agriculture were attracted to Three Mile Cross. By the 1820's the community of farriers, bakers, cobblers, seamstresses and others formed a bustling village that was brilliantly depicted in the series of articles entitled 'Our Village', written over many years by the resident dramatist and author Mary Russell Mitford. The articles made Three Mile Cross so famous that American visitors would come here to look at the village and make Mary Mitford's acquaintance.

Mary Mitford wrote about the people in the village and the countryside around, and many of

Two Decades of Growth: 1890 - 1910: *St Michael's Church and the Village Hall were built in response to the earlier Chapels in Spencers Wood and at Three Mile Cross.*

7

Chapel and School Buildings: *The present Library was donated as a village School, and Lambs Lane School opened in 1908, matching the earlier all-age school built at Ryeish Green.*

her descriptions of the fields, streams and copses are valid today. In one article she wrote about Mr. Macadam surveying both Woodcock Lane (the low route) and the high route over the hill to see which of the two should be 'paved' as the major route. He decided on the high road, and this Basingstoke Road determined the pattern of development for the future, and incidentally left space for the by–pass to be built next to Woodcock Lane in the late twentieth century.

Towards the end of the nineteenth century the population increased, housing conditions for ordinary people improved, and professional men and owners of prosperous businesses in Reading sought healthy locations in the countryside for their new houses.

In the early twentieth century there was much activity and employment within Our Villages. There were orchards and market gardens, and allotments at Beech Hill Road (now built on), Basingstoke Road, Clares Green Road and Church Lane. Labourers worked on the farms, and blacksmiths, saddle makers and wheelwrights kept the horses and machinery going. Early garages maintained vehicles and a bus service supplemented the horse and cart journey to Reading.

Shops and post offices: *In the early twentieth century shops opened in Spencers Wood and Three Mile Cross that are still in use today.*

Mains services however were very slow in coming to this area. During the Second World War (1939 to 1945) evacuees were amazed to discover that there was no mains gas or electricity (cooking on wood or coal, lamps for lighting, and batteries for the radio) and mostly water had to be brought from the wells at the bottom of gardens, or the communal wells such as the ones in Three Mile Cross and on the 'common' at Spencers Wood.

Development in late C20th and early C21st Industrial estates and housing with play areas, frequently built over old orchards and market gardens.

Development continued gradually, influenced by external factors such as proximity to Reading and the 'new town' at Basingstoke, and the completion of the M4 and the Spencers Wood, Swallowfield and Riseley by-pass in the 1970's. Ryeish Green School had become a secondary/comprehensive school, Lambs Lane was the local primary school, and the Library settled into the old school building. Clubs and associations flourished and the village hall was widely used by a community where nearly everyone knew each other.

By the end of the twentieth century the pace of development quickened. Most small shops and businesses were not viable and had to close. Our Villages are under great pressure to accept more housing, and it is felt that the character of the area is also under threat especially when new housing developments bear little or no relation to the existing style and types of housing. The rural atmosphere is greatly appreciated by residents and the proximity of houses and countryside is the reason why most people choose to live here.

History and Development: Aspirations

5a The look and feel of local separate settlements should be maintained.

5b Better provision for recreation should be made.

5c Greenfield development should be used only as a last resort within the parish area.

History and Development: Design Guidelines

5.1 The separate identity of settlements should be respected. *WBC policy WCC2*

5.2 New buildings should reflect the local character and historic context. *WBC policies WBE4, WLL4*

5.3 Recreation facilities should be improved and increased in line with the growth of population. *WBC policy WR7*

6. Countryside

Features

In the nineteenth century the countryside here was extolled by Mary Russell Mitford in her classic writings. Much of the features she described can still be recognised and appreciated – it is still possible to enjoy the fields, streams, and copses of Our Villages. Local countryside is characterised by small fields surrounded with wide hedgerows and belts of trees. Old hedgerows contain many native species of shrubs and trees. Lanes and main roads are bordered by grass verges, some with ditches.

Rural quality: Hedgerows and copses encircle the groups of buildings.

Characteristic Countryside: Small fields with historic hedgerows, narrow lanes with grass verges full of wildflowers, and many ditches, even beside the main road.

Small woods and copses occur where agriculture has been difficult, such as on the steep hill slope down towards Grazeley from Spencers Wood. There are many mature trees, which will be surveyed as part of the Veteran Tree Project for Shinfield Parish.

Significant Trees: The avenue of Wellingtonias in Spencers Wood is visible for miles around.
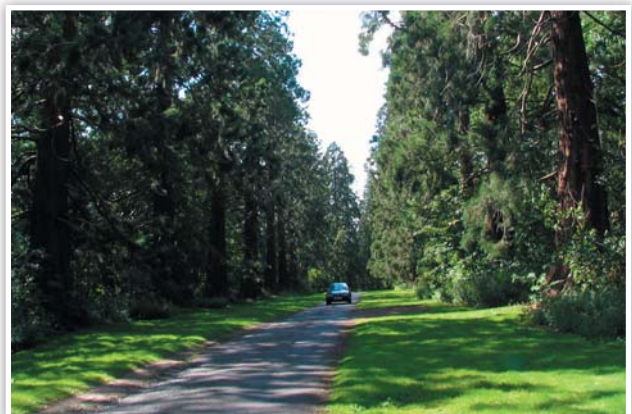
Significant Trees: Mature oaks define the main routes, beech, pines, ash, poplars and willows enclose the groups of housing. Hedgerows provide a harvest of berries from blackthorn, hawthorn, elder and bramble.

Views along the main roads throughout Our Villages are not dominated by buildings, but include mature trees and fields beside the roads, leading to countryside. On Clares Green Road, the recreation ground is a valued public open space, almost opposite the Wildlife Heritage Site (WHS), of natural grassland with notable wildflowers, where the hedge has been laid to encourage thickening up.

'The Common': On Basingstoke Road, the Spencers Wood 'Common' has been valued as a central open space for centuries.

The semi-natural unimproved grasslands in Our Villages include an area in Spencers Wood known as 'The Common', the field north of the avenue of wellingtonia trees leading to Wellington Court, and the small field at the end of Yew Tree Lane. The several ponds are also rich in wildlife, including the largest one at 'The Common' and a series where ditches widen out beside the single track lanes of Hyde End Lane, Croft Road and Ryeish Lane, particularly in the wetter months. Many ponds on the heavy clay soils around Ryeish Green may dry up in summer droughts. These habitats add to the biodiversity of Our Villages countryside.

There are many footpaths and some of the most important old routes have kept their names, such as Woodcock Lane from Three Mile Cross to Spencers Wood and continuing to Swallowfield, and Kiln Lane which led to the C19th brick kiln. Other historic paths were used by villagers walking to Shinfield Church, including a path from Swallowfield via Sussex Lane, and routes to the cross-roads at Three Mile Cross. The easy and immediate access to the countryside and the many footpaths, bridleways, lanes and by-ways are highly valued and much used by the community.

The biodiversity of Our Villages includes much animal and bird life e.g. deer and various small mammals and birds such as bats, cuckoos, woodpeckers, nuthatches and sparrowhawks. The southern part of Our Villages is within the area of the Thames Basin Heaths Special Protection Area.

Countryside: Aspirations

6a The characteristic countryside pattern of fields with wide hedgerows and belts of trees should be retained and enhanced.

6b Tree belts and lengths of hedgerow should be protected, enhanced and not broken up for access points.

6c Significant trees in the landscape should be recorded, retained and protected.

6d The 'Common' at Spencers Wood should be kept as open space and access across it and to the adjacent pond should be retained.

6e Local ponds should be recorded, protected and enhanced.

6f Unmanaged, semi–natural grassland should be recorded with its wildlife, and should be protected.

6g The varied biodiversity of Our Villages should be recorded, protected and enhanced.

6h Wildlife and ecological surveys should support all development proposals.

6i Footpaths, bridleways, lanes and by–ways access to the countryside should remain open and be well defined.

6j Access in the immediate countryside and beyond, on foot, by horse and by cycle, should be encouraged with some improved surfacing and clearer signage.

6k Existing allotments should be retained.

6l Footpaths across fields should be specifically protected when any nearby development is proposed. The footpaths should have a minimum three metre wide protected route, and if there are no trees or hedges within this zone then new hedgerows are to be planted, using locally appropriate native plants in double rows each side of the footpath zone.

6m Footpaths should be extended and signposted to link with other paths in the parish and beyond, to improve the potential for pleasant and safe recreational walking.

Countryside: Design Guidelines

6.1 The impact on habitats should be considered in development proposals. Development should seek to safeguard, enhance and create habitats. Wildlife corridors (in particular belts of trees, wide hedgerows, roadside ditch and bank systems and footpaths) should be protected and enhanced. WBC should recognise the importance of biodiversity in this area, and follow the recommendations of the 2006 Berkshire Habitat Action Plan for Towns and Villages in assessing the impact of development proposals. *WBC policies WNC6 -8*

6.2 Natural frontages including trees, grass verges, ditches and hedgerows should be retained and enhanced where possible and provided for in new developments where they reflect the character of the area. *WBC policies WOS3, WOS1, WBE4*

6.3 Tree Preservation Orders should be maintained to protect important trees and belts of trees. The Veteran Trees Project should be used to identify and protect significantly important and old trees. *WBC policy WBE5*

6.4 New woodland of native trees and hedging should be planted in association with new developments in keeping with the ecology of the area. *WBC policies WBE4 & 5*

6.5 WBC should recognise the importance of biodiversity in this area, and follow the recommendations of the 2006 Berkshire Habitat Action Plan for Towns and Villages in assessing the impact of development proposals. *WBC policy WNC6*

6.6 Wildlife corridors (in particular belts of trees, wide hedgerows, roadside ditch and bank systems and footpaths) should be protected and enhanced. *WBC policy WNC7*

6.7 Public open spaces and recreational facilities should be retained and enhanced. This may include land required for mitigation arising from the Thames Basin Heaths Special Protection Area. *WBC policy WOS3**Housing***

Ancient Footpaths and Ponds: Woodcock Lane is one of many footpaths; the pond beside Basingstoke Road was once used for cart horses to drink and is now rich in wildlife.

7. The Built Environment

Features

Housing

Housing is the major building type in the area, of a variety of ages and a variety of housing styles. Typically houses are two storeys, with pitched roofs, and generally detached or semi-detached. Terraces are rare and normally short, of no more than four properties.

Late Victorian / Edwardian Houses: Houses characteristic of the centres of Spencers Wood and Ryeish Green with the details in brickwork, special windows and eaves are special to Our Villages.

The centres of Spencers Wood and Ryeish Green are characterised by late Victorian and early Edwardian red brick buildings, some patterned with 'silver' and cream bricks, typically with sash windows, tiled roofs and decorative eaves boards. In these areas the buildings provide a unique character to the locality. Other individual properties with these characteristics are present throughout the area.

Three Mile Cross, the oldest part of Our Villages: Buildings typically of stone or brick construction, some colour washed.

Residential development in other parts of Our Villages is a variety of house styles, sizes and front gardens. Lower density development is typical. Development is characteristically along roads, not in cul-de-sacs, with hedges along the road frontage. In Three Mile Cross, the oldest part of Our Villages, stone buildings are typical, some colour washed. In the last 30 years there has been some backland development of new estates, with a single entrance on to the main road, such as the Montgomery Drive and Century Drive developments off Hyde End Road, Spencers Wood, Woodcock Close off Grazeley Road, Three Mile Cross, Clements Close off Beech Hill Road and Hunters Way and Benham Drive off Basingstoke Road, Spencers Wood. Typically these developments include a mix of housing sizes all in a 'modern' style and in a mid-brown coloured brick.

Sympathetic new local development at its best: The development in The Square in the late 1990's of a mix of semi-detached and detached houses, with matching two-tone brickwork.

Newer Housing Development: Housing generally in a mix of sizes, mostly 2 storey, in a modern brick style.

14

Industrial, commercial and retail

There are two small industrial estates dating from the 1970s and in a modern style, built with dark red bricks: Wellington and Heron Estates, both towards the south end of Spencers Wood. Also in this area, on Lambs Lane, are a builders merchant and transport company and nearby opposite White House Farm there is an agricultural sales and repair business. There is some commercial use of barns for farming related business. Three garages are sited in Three Mile Cross, and one in Spencers Wood. Much commercial development is small scale and largely in converted, or in keeping with, residential buildings. Many proprietors live above or near to their shops and businesses.

Modern public building: The only significant modern building is the Church Centre at Three Mile Cross.

Commercial development: Small scale commercial development is typical, largely in converted, or in keeping with, residential buildings.

Public buildings

Significant historic public buildings include the Library in Spencers Wood (Listed Grade II), United Reform Church Hall (now converted to flats), Lambs Lane and Ryeish Green Schools, Spencers Wood Village Hall, and the Wesleyan Chapel at Three Mile Cross. These buildings (in the case of the schools, the original buildings) are late Victorian and early Edwardian, and of red brick, often patterned with grey brick.

Farms

Non-intensive farming is a feature of the area, and characteristic buildings are the brick two-storey farmhouses with adjacent low timber barns and a selection of more modern, prefabricated outbuildings.

Built Environment: Aspirations

7a Listed buildings and their setting should be protected.

7b New housing developments need to be varied in their style and sizes, with lower densities maintained.

7c New developments should retain and enhance village feel eg mature trees, hedges and grass verges should be kept and fences should be discouraged.

7d Trees, hedges and grass verges should be used where necessary to screen and soften walls, fences, large farmland shed-type buildings and new developments.

7e Infill developments should match development in immediate local area.

7f Gated developments should be discouraged as they are not typical of this area and are an urban-style visual intrusion.

7g Relatively low hedges and walls are in keeping with existing boundary features and therefore high brick walls and tall fences should be discouraged.

7h Small commercial developments and retail opportunities should be encouraged to widen the range of local facilities and provide more local employment opportunities.

7i Any change of use should retain the character and setting of the Library, United Reform Church Hall, Wesleyan Chapel and the old parts of Lambs Lane and Ryeish Green Schools.

7j Distinctive and significant farm buildings should be retained.

7.1 New houses should in general be one or two stories high, with pitched (not flat) roofs to reflect local character. New buildings should where appropriate reflect the proportions of those nearby. If terraced, the row of houses should be short. *WBC policy WH11*

7.2 Residential development in the centre of Spencers Wood and in Ryeish Green should use red bricks, patterned where possible and appropriate. *WBC policies WOS3 and WBE1*

7.3 Works on listed buildings should have regard to national policy. *National policy PPG15*

7.4 Where backland and rear garden development is unavoidable, houses should not overlook each other. Where development is acceptable it should have regard to the character of its location and be appropriate in scale. *WBC policies WOS3 and WBE1 (The revised WBC residential design guide offers more information on this.)*

7.5 The design of buildings should be energy efficient. *National policy PPS1 and Code for sustainable homes*

7.6 Local character and historical context of buildings are to be reflected in new design.

7.7 New building design and construction must recognise the merit of local traditional materials. *WBC policies WCC1 WLL4*

7.8 The character and housing density of the surrounding area is an important factor to reflect in order to minimize the impact of new development. *WBC policy WOS3*

8. Roads, the Street-Scene and Traffic

Features

Grass verges, pavements and, frequently, ditches between the road and properties are the distinctive and characteristic local feature. As described in Section 5 they are also important for the local environment and wildlife. The Basingstoke Road is a wide, major local route. The width of the road and the current lack of pedestrian safety features make Basingstoke Road an unhelpful barrier for pedestrians needing to cross the road. Hyde End Road, in Spencers Wood, and Church Lane, in Three Mile Cross, are also significant, busy local routes, especially at 'rush hours'. All three roads are through residential areas, where roadside parking is difficult. Some pavements are too narrow and badly maintained.

Traffic v Pedestrians: Busy main roads are a barrier for pedestrians and routes to school are dangerous and polluted. Pavements may be narrow and badly maintained.

In this semi-rural area, with limited public transport, car ownership is recognized by many to be important and provides access to a variety of work, recreation and shopping opportunities not otherwise present locally. Three Mile Cross and Spencers Wood have bus connections into Reading to the north, and to Swallowfield, Riseley and onwards towards Aldershot to the south. There are buses to Ryeish Green School two times a day on school days (only), and a weekly service to Wokingham.

Bus connections: From Monday to Saturday buses serving Spencers Wood and Three Mile Cross are typically every 20-30 minutes during the working day, but normally stop running early in the evening. There is a very limited Sunday service.

Enjoyable cycling is possible in the semi-rural area. Safe cycling to schools is important. There is a cycleway on the shared pavement between Brookers Hill in Shinfield, along Church Lane to Ryeish Green School, but no other routes through the area to this, or other, schools.

In addition to cycling, enjoyable walking, jogging and horse riding are all a feature in this semi-rural area. Safety in these leisure pursuits is important. A recent national publication 'Manual for Streets' gives more priority to pedestrians.

Noise from the M4, A33 and connecting roads is an ever-present disturbance to the otherwise quiet environment.

Cycling: On quiet roads, enjoyable leisure cycling is possible.

Roads, Street-Scene and Traffic: Aspirations

8a Grass verges, footpaths and ditches between the road and properties should be retained and any future development should take account of these features.

8b There should be a 30 m.p.h. speed limit imposed throughout Our Villages. This should be supplemented by traffic calming measures and pedestrian crossing points.

8c Suggested additional crossing points on the Basingstoke Road, Spencers Wood, are in the vicinities of the bakers, library and Farriers Arms. Additionally there should be a crossing point in Beech Hill Road, approaching Spencers Wood. In Three Mile Cross there should be a crossing point between the BP Garage and the Post Office Shop.

8d Junction safety at Basingstoke Road/Beech Hill Road in Spencers Wood and Basingstoke Road/Church Lane in Three Mile Cross should be improved with restricted parking and improved sight lines.

8e Adequate and useable parking arrangements, possibly in lay–bys, should be implemented on Basingstoke Road, Hyde End Road and Church Lane, to prevent pavement parking. These schemes must not be at the expense of current pavement widths.

8f Road signs and other communication methods should be improved to reduce the growing tendency of drivers – rush hour drivers in particular – to use our narrow country lanes instead of the main connecting roads. This practice is to the detriment of local people, wildlife and the environment.

8g Pavements to Lambs Lane School are upgraded to be wide enough for comfortable and safe family use.

Pedestrian Crossings: Crossing points are required along Basingstoke Road in Three Mile Cross, and in Spencers Wood between the bus stop and the Post Office shop.

8h Pavements and footpaths on all approaches to Ryeish Green School should be prioritised for improvement. In particular need are all pavements in Three Mile Cross and the footpath from St Mary's Church, Shinfield, along the ridge to Ryeish Green.

8i Road signage should be kept to a minimum, amalgamated where possible and be placed carefully and effectively.

8j Noise pollution from the M4, A33 and connecting roads should be reduced by the use of quieter surfaces.

8k New cycleways should be built linking to main facilities, and into the cycleways into Reading and the long distance routes.

Roads, Street-Scene and Traffic: Design Guidelines

8.1 Grass verges should be protected and enhanced alongside existing roads, including both main routes and local minor roads. *WBC policy WOS3 Development Control Principles*

8.2 In the appropriate settings, grass verges and footpaths should be a feature of new developments. *WBC Policy WOS3*

8.3 In larger schemes the design of footpaths and pedestrian safety should be considered. Footpaths should be wide enough for comfortable family use – convenient for a buggy and child together side by side. *WBC policies WBE3 Accessibility and WT8 Pedestrian Routes and Footpaths*

8.4 New developments need to include space for off-street parking or safe on-street parking of cars. *National policy PPS3 includes relevant policies. WBC policy WT6*

8.5 Street lighting should be sympathetic to the semi-rural environment with use of down-lighters and softer colours to reduce glare and avoid light pollution. *The approach of Wokingham BC is to seek to use street lighting which limits light pollution.*

8.6 Utility and telephone companies should minimise the visual impact of masts. *WBC policy WIC11 and National Policy Guidance PPG8*

8.7 Improvements are needed to facilitate cycling. *WBC Policy WT9*

Appendix 1: Acknowledgments
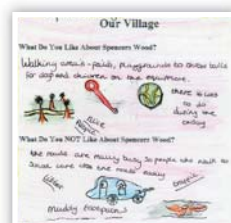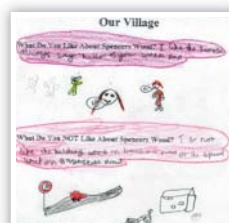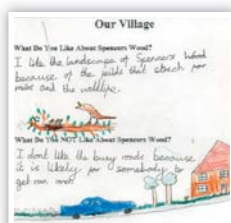
Contributors

The Village Character Statement has been drawn up with assistance and input from very many residents of Our Villages – Ryeish Green, Spencers Wood and Three Mile Cross. We are grateful for all the help and comments and we wish to thank everyone who filled in the questionnaires, comment sheets and feedback notes, as discussed under 'Consultations'.
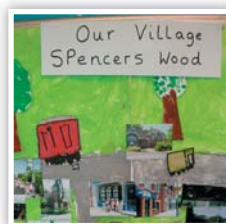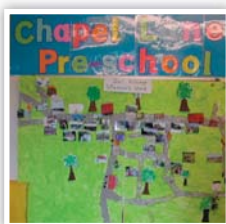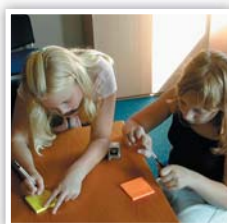
Also thanks are due especially for close involvement with the project by:

- The staff and pupils of the three schools, Ryeish Green School, Lambs Lane Primary School, and The Vine School, for taking photographs (of good and bad features), carefully assessing and listing what they liked about living here and what should be improved, and providing art and display work on the theme of the villages' character. Some of these potgraphs have been used in this document.

- The girls and Leaders of the Guides, two Brownies groups and Rainbows, for their photographic studies, discussions and comments;

- The Allotment Holders' Association for their photographs and contact works with other groups;

- The local playgroup and young children's nurseries for their art works and display materials;

- The Bowls Club at Three Mile Cross for recording their history;

- The Youth Club for general input;

- Mr Ian Clarke for advice about the farming in the area;

- Spencers Wood Library for its contribution to our displays;

- and the local church communities for assisting in publicity:

- Elaine Butler, John Marsh and Graham Symonds for other photographs.

A final thank you

To Jane Ireland, and her colleagues at Wokingham Borough Council, who have supported our work with professional advice and guidance.

Appendix 2: Report on Consultations

2006 – Initial Stage: Gathering Views

March Initial talks about the project with people in the community and headteachers of schools.

Mar/Apr/May 1500 Cards and 200 leaflets, inviting involvement and asking for people's opinions, delivered to houses and business premises. Project discussed with local shops.

March Local History Group involved.

Mar and May Articles printed in 'Junction 11' about the *Village Character Statement*

8 April Display at Spencers Wood Village Hall during the Easter Parade

April Presentations and discussions with Rainbows, 1st and 2nd Spencers Wood Brownies and the Guides; questionnaires and disposable cameras given out for children to use for the project and return for the archives.

April Presentations, displays and discussions at Lambs Lane Primary School and The Vine Christian School; questionnaires and disposable cameras given out for the children to use for the project and return for the archives.

April/May Discussions with churches in Our Villages; cards left for responses.

May Discussions with representatives of allotment holders. (There are four allotment sites in Our Villages).

6 May First Village Forum at Spencers Wood Pavilion. Discussion of issues highlighted by the postcard responses and in other meetings. Prioritisation of issues.

May/June Further discussions at Three Mile Cross and with Ryeish Green School.

June Presentation to Ryeish Green School yrs 11 and 12:–questionnaires and cameras left for pupils to use for the project and return for the archives.

Circulation of Initial Outcomes, seeking comments. Revision and redrafting of issues for further comment:

June/July Discussions with Playgroups etc. Contribution received about farming in the area.

July Article in 'Junction 11': *First Comments from Children received.*

26 August Display at Swallowfield Show (held in Spencers Wood).

Sept	Contributions received from the Library and the Bowls Club.
8 Sept	**Shinfield Fun Day display at School Green.**
23 Sept	**Second Village Forum at Spencers Wood Pavilion.** Discussion of Initial Outcomes and seeking further comments. Display of formal photographs and photographs and artwork from local schools.
12 Oct	**Display at Lambs Lane School Parents' Evening.**
Oct	Article in 'Junction 11': *Report on Second Village Forum.*

Incorporation of Comments and Preparation of Draft Village Character Statement.

2007

Feb./Mar.	Circulation of draft VCS to all consultees and subsequent incorporation of comments.
31 Mar	**Display at Easter Parade at Spencers Wood Village Hall.**
25 April	**Shinfield Parish Annual Meeting at Shinfield Village Hall.**
Mar/Apr	Business Survey.
June/July	Subsequent incorporation of comments and business survey outcomes.
Nov	Final draft.

2008

Jan	Circulation of final draft to local organisations and businesses for final opportunity to comment.

Appendix 3: Listed Buildings and Wildlife Heritage Sites

LISTED BUILDINGS

Location	Date Built	Listing
In Spencers Wood:		
• Library and 'School House'	1890	Grade II
• The Homestead, 264 Hyde End Road	early C19th	Grade II
• Fullbrooks, 202 Hyde End Road	C16th +C17, C19th	Grade II
• Hyde End Farmhouse, Hyde End Road	late C18th	Grade II
• Sussex Lodge, Hyde End Road	early C19th	Grade II
• Walnut Tree Cottage, at 9 Clares Green Rd	late C17th + C19th	Grade II
• Nullis Farmhouse, off Clares Green Road	mid C16th	Grade II
• Hill House, Basingstoke Road	early C18th + C19th	Grade II
In Three Mile Cross:		
• The Lieutenant's Cottage, Basingstoke Rd	C18th	Grade II
• The Thatch, Church Lane	late C18th	Grade II
• Wisteria Cottage, Church Lane	C18th, altered C20th	Grade II
• Highway Cottage, Basingstoke Road, formerly The George & Dragon ph.	C18th, altered C20th	Grade II
• Post Office & Newsagent, East side (former house), Basingstoke Rd	C18th, altered C19th + C20th	Grade II
• The Swan Inn, Basingstoke Road	early C16 cottage/s, altered C18th + C19th	Grade II
• The Mitford, Basingstoke Road	C18th, extended C19th	Grade II

WILDLIFE HERITAGE SITES

Fields to the north of Clares Green Road, Spencers Wood.
Woods between Highlands and White House Farm, Spencers Wood.

MARY RUSSELL MITFORD
DRAMATIST, POET, ESSAYIST
LIVED HERE 1820 - 1851
AND WROTE MOST OF HER WORKS
INCLUDING THE CLASSIC
"OUR VILLAGE"

Shinfield
Parish Council

Published April 2008

Shinfield
School Green Village
Character Statement

Table of Contents

Shinfield Parish

Introduction

The Shinfield School Green Village Character Statement is one of four parts of the Shinfield Parish Community Plan. Each of these areas has their own unique characteristics.

This Character Statement has been produced by the people of Shinfield School Green Village and is based on their identification and analysis of the local character.

Who will use this document?
- Residents and owners of existing properties who want to extend or change the use of a building or land
- Local Planning Authority
- Shinfield Parish Council planning committee
- Shinfield Parish Community Plan committee
- Prospective builders and developers.

Some development is inevitable, but the residents of Shinfield School Green Village value their environment and wish to continue to feel good about it. To this end, the Village Character Statement (VCS) will be used to ensure that the special character will be protected and enhanced when new development takes place. It will afford guidelines that must be followed before any development can be considered.

Shinfield School Green Village is within the Shinfield Parish. In the Wokingham District Local Plan, Shinfield was designated as a Category A settlement.

Category A – Those settlements that possess a range of services, facilities and public transport opportunities that would permit residents to occupy a reasonably self-contained community without the need to use a private motor car to reach those services in larger settlements. It will be within and on the edge of these settlements that the Council will seek new housing allocations. In the submission version of the Core Strategy at Policy CP9 Shinfield (South of the M4) is categorised as a modest development location.

The guidelines put forward in the VCS will link to relevant planning policies, so that the VCS becomes planning guidance in the form of a Supplementary Planning Document (SPD) to influence future changes in Shinfield School Green Village.

How the Village has Evolved

Boundaries
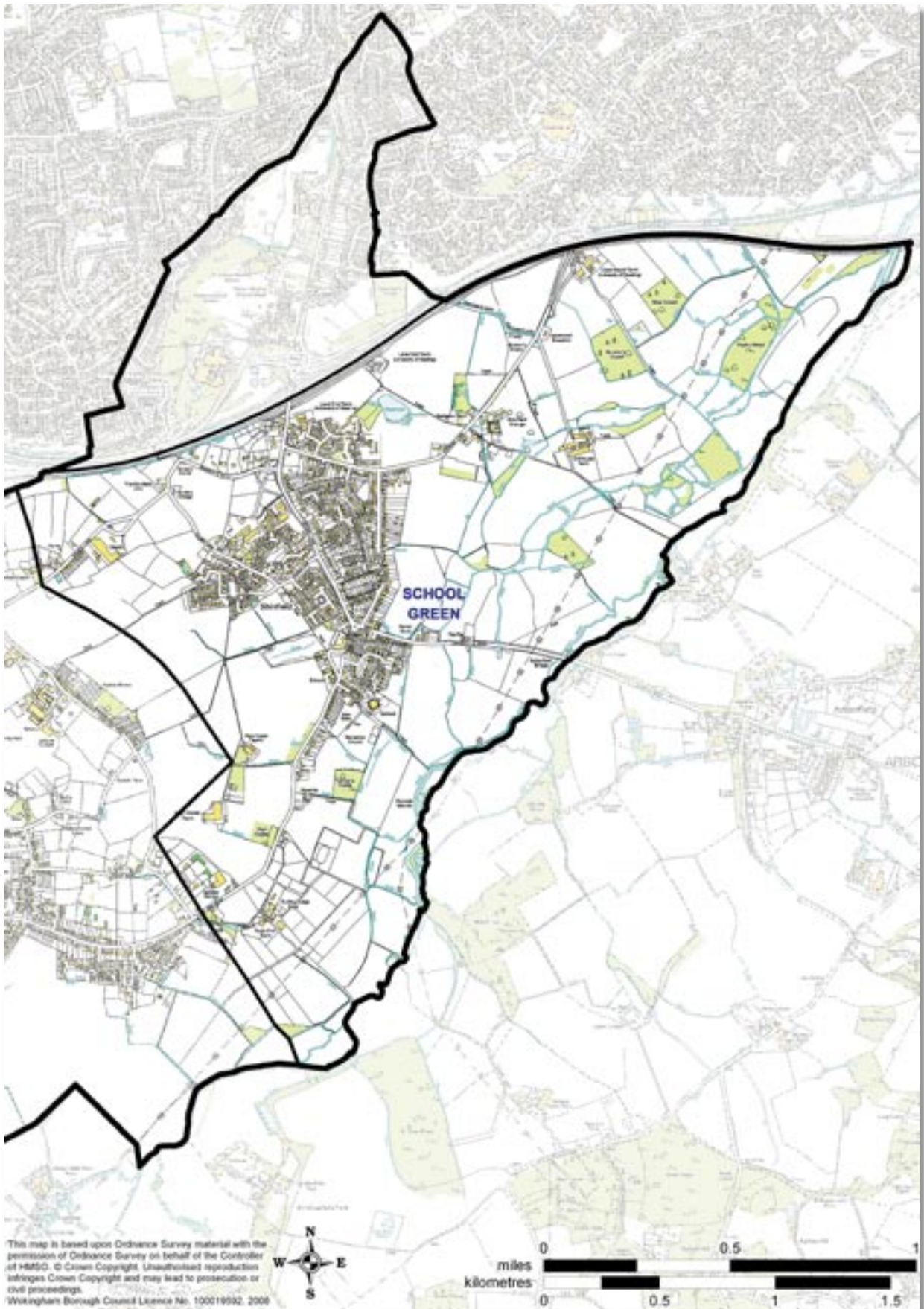
Shinfield School Green Village in its countryside setting

G Miles and H Bacon shops – early 20th century
Drawn by D Baker. © Shinfield & District Local History Society

early 21st century

The earliest known settlement at Shinfield was in Anglo-Saxon times and is recorded in the Domesday Book as "Selingefelle", meaning "fields owned by Selingas".

For much of the Middle Ages Shinfield was an appendage to Swallowfield, which was preferred as a place of residence by the lords of the manor. Shinfield, however, had good farmland with a mill and fisheries on the River Loddon and was chosen as the site for the mother church of the larger parish. St Mary's Church was founded in the late 11th century by William Fitz Osbern, to whom William the Conqueror had granted the manor of Shinfield.

There is evidence that the original settlement of the village was around the church and remained there into medieval times. School Green grew from the late Victorian period, around an old common. The buildings containing the village shops date from this time and until well into the second half of the 20th century included a baker and a butcher, and more recently a separate newsagent, in addition to the surviving general stores, post office and garage.

Building in the Oatlands Road, Fairmead Road and Wychelm Road area began in the early 20th century and included the Baptist Church. The Chestnut Crescent development was built in the 1960s.

In 1707 Richard Piggott, a local boy who had become a cutler of Westminster, founded the School (now Shinfield Infant School). The building was gradually extended by other benefactors and in 1969 the new Junior School was opened off Chestnut Crescent.

From 1921 to 1985 the village was home to the National Institute for Research in Dairying (NIRD), established in the former manor house near the church. The NIRD had close links with Reading University and together these two establishments owned and farmed much of the land in the village during this period. During recent years housing developments have taken place on some of this land in the areas of Church Lane and Cutbush Lane.

early 21st century

Corner Stores, Mrs Ford's Drapery Stores and Ford Brothers Garage – early 20th century
Drawn by D Baker. © Shinfield & District Local History Society

What Matters to the People of Shinfield School Green Village

The volunteers who have compiled this Character Statement would like to thank all the residents of Shinfield School Green Village who completed and returned the questionnaire. Our thanks also go to those of you who attended the May Day Fun Run and other events and who spared the time to give us comments and feedback on this document.

The main areas of concern expressed by villagers in the questionnaire were related to the increasing urbanisation that has taken place in Shinfield School Green Village especially during the years since the turn of the millennium.

The relentless tide of new development especially on land previously owned and used by the University of Reading, has doubled the population. Combined with the changes to the road structure our village is changing beyond recognition.

In contrast to this, the village environment provides places to ride horses, cycle and walk and to appreciate the natural world. Looking outwards from the village the beauty and serenity of the surrounding countryside is instantly apparent.

When asked, residents expressed overwhelming support to protect the green gaps and the expanses of unspoilt countryside surrounding the village. It is also these features which attract new residents to our community.

Successful mix of new development and existing rural landscape and environment

Landscaping and Wildlife

M4 motorway forms the north boundary

Cutbush Lane

School Green Village lies to the south of the M4 motorway and is divided by the busy A327 trunk road. This is one of the main arterial routes to the M4 and north to Reading and beyond. To the east the area slopes towards the River Loddon and the fields that flood regularly and gave the village, according to local residents, its name derived from "Shining Fields".

Although dissected by major roads the village lies in open farmland with old hedges and trees, woodland and copses.

There are
- Seven Wildlife Heritage Sites: Rushey Mead and New Covert, Halls Farm Woodland Triangle, Arborfield Bridge Meadow, River Loddon (part), St John's Copse and Tanners Copse.

- Two Ancient Woodlands: St John's Copse and High Copse

- One Public Open Space: Shinfield Recreation Ground

- One Neutral Grassland: School Green Field- a registered "Village Green".

Hedgerows of hawthorn, hazel, dog rose, honeysuckle and blackthorn form boundaries to lanes and fields along with old oak trees, some 70 to 150 years old, elder, ash and willows are found in the hedgerows, fields and gardens. There are currently 34 veteran trees identified in Shinfield School Green village. In the ditches there are tall iris, ferns, rushes, reeds, sedges and willow herbs.

Views of green gap and footpaths that must be retained

Veteran Trees in the WDVTS Database for Shinfield School Green

Common Name	Species	Girth(m)				
		3-4	4-5	5-6	6-7	Total
Beech	*Fagus sp.*		1			1
Hawthorn	*Crataegus monogyna*		1	1		2
Oak	*Quercus sp.*	10	4	2	3	19
Willow	*Salix sp.*	6	5		1	12
Total		**16**	**11**	**3**	**4**	**34**

Infrastructure

The effect of development on rural infrastructure needs to be given serious consideration as experience has shown that:

- Land converted to hard standing creates changes in surface drainage that causes flooding and marshy areas or water collection in roads, houses and gardens at lower levels. This aggravates existing areas prone to flooding and marshy areas have become larger and more dangerous and lakes and ponds have increased in size.

- Increased population from new buildings whether part-time commercial or permanent residential developments have an effect on the sewerage disposal system; soak-aways increase water flow to lower levels and increased usage of inadequate main drainage causes back-up.

- Where ditches are filled in or replaced with undersized pipes and culverts, surface water runs along the road or footpath. Road edges become damaged, and in winter the frozen excess water reduces road size and creates a hazard for all road users.

- When hedges are taken out:
- Wind-barriers are lost and erosion of top-soil occurs
- Rich wildlife, habitats for nesting birds and plant areas are destroyed
- Traffic speeds up

Changes in Amenities

New housing between Hollow Lane and Oatlands Road, and the development of Chestnut Crescent, including the building of the Junior School, in the mid to late 1960's enlarged the population of the School Green Village area, but retained a generally rural atmosphere. A proportion of residents worked in various capacities in the University of Reading horticultural and agricultural institutes, additional employment was provided by the shopping facilities at School Green Village which included a baker, a butcher, two general stores and a newsagent/ post office. The village also had a part-time police station. The butcher's and baker's shops did not survive the 1970's, but other than minor infill the rural aspect was not disturbed by significant development until the early part of the 21st century, even though the University institutes were closed in the 1990's.

The choice of local shopping has shrunk to a single general store/newsagent/post office, accompanied by an estate agent, bicycle shop, petrol station, hairdresser and national chain car exhaust and tyre fitter.

The area is well provided with primary educational facilities. The Infant and Nursery School in the historic heart of the village includes the Grade 2 listed 18th century school house, which has provided continuous education to the children of Shinfield for the past 300 years. The Shinfield St. Mary's C.E. Junior School in Chestnut Crescent dates from the late 1960's but shares a strong community and village ethos with the Infant School. An active pre-school play group is housed at St Mary's Church Hall, in Church Lane that provides a welcome facility especially to families on the new estates around St. Mary's.

St Mary's Church

Established places of worship, with active congregations, include the Anglican Grade 1 listed St. Mary's, in Church Lane and the Baptist Church at Fairmead Road. Recently a place of worship has been built by The Brethren at the site of the old police station in Hollow Lane.

Infants school on the Green

The area is relatively well provided with halls that may be used for public and club events Shinfield Parish Hall at School Green Village; St. Mary's Church Hall in Church Lane, Scout Hut off Hyde End Road, and the Royal British Legion and Club located at School Green.

There are two old public houses at School Green, with others at a short distance in Church Lane, Shinfield Road and on the Arborfield Road.

For at least the past 35 years medical facilities within School Green have been limited to a part-time surgery at Millworth Lane, with the nearest dental practice some 4 kilometres to the north, but a new medical centre, including dental facilities, was opened in 2008 on land released by UoR.

Medical Centre (opened 2008)

There are no sports fields provided by the Parish or Borough Councils in School Green Village, although the provision of new facilities was believed to be linked to the extensive housing development to the north of School Green Village.

Much of the undeveloped land is actively farmed and, although accessible to walkers, it is not available for other recreational purposes.

A children's play area is maintained by Shinfield Parish Council at Kendal Avenue, and play areas have been provided as part of the new Churchfields and Montague Park developments at Deardon Way and Skylark Way.

Pitches and courts are provided by a charity, the Shinfield Association, at Millworth Lane, close to School Green. The field supports active cricket, football and tennis clubs, each with expanding junior/youth sections. Action has recently been taken to restore the playing surfaces and to forge links with sports facilities at Ryeish Green so that provision of sports opportunities to the growing population in the new housing developments is not constrained by lack of playing space.

The Association also maintain the only children's play area close to School Green and is collaborating with Shinfield Parish Council to improve the play area.

The Millworth Lane recreation ground and School Green (Shinfield Parish Hall) provide the natural focus and locations for annual and occasional events such as the May Day fete and the 300 year celebrations, in 2007, for the Infant school. These events are the principal expressions of local community and any actions that threaten them or seek to alter suddenly their characters would be counter to the aspirations of a significant proportion of the people. The character of both sites is linked to their surroundings and any developments in their vicinity should be sensitive to their current settings. Allotments are an integral part of the rural character of School Green Village and those provided at Millworth Lane form an active focus for gardening activities in the area.

Allotments in Millworth Lane

Millworth Lane recreation area

Children's play areas incorporated into new residential developments

Traffic Issues

Route to School with no fixed crossing points

The village is bisected by the busy A327 with Hyde End Road and the Arborfield Roads joining in the centre of the village at the roundabout. There is one main exit to the north that is one of the main arterial crossing points for the M4. The existing vehicular "through routes" cope with the current volumes of traffic but are congested at peak times. The completion of the Blackboy roundabout and junction changes at Hollow Lane and Brookers Hill has done little to alleviate the "rush hour" congestion mornings and evenings. They have increased the number of accidents and road rage incidents.

Overspill from the A327 in peak hours creates a "rat run" through Oatlands Road and other local roads and overspill from any incidents on the A33 increases traffic volumes.

Crossing the A327 is an issue. The only controlled crossings are at the Brookers Hill/Cutbush Lane/ Hollow Lane junctions to the north of the area.

The speed limits vary between 30 and 40 mph. These are not respected by a large number of motorists and are not enforced by the Authorities. There are no traffic calming measures and no children's crossing at the Hyde End Road and Arborfield Road junction (the main route to school).

There are, due to the developments that have taken place, few country lanes. Oatlands Road is un-adopted and represents the residents' aspiration of roads of mixed character housing.

Public transport is limited to one main bus route, the Reading Buses routes from Reading do not cross the M4. For the majority of local residents and visitors to the area this does not offer a viable alternative to car ownership/usage.

New junction in Hollow Lane

Where new access to property is needed and changes are made to the road layout, clear views for all those approaching and using the road is essential. Traffic management needs to be in context with the design in order that:

- Anyone approaching or using access can have a safe haven

- Local use of amenities is assessed, enabling people to safely cross roads busy with fast moving traffic

- Crossing points for the disabled, families and safe routes to school for children

- Deliveries and visitors to commercial premises are regulated

- Appropriate speed limits are in place and enforceable

- Lane and road surfaces unsuitable for heavy vehicles can be protected and other road users e.g. pedestrians, riders and cyclists can be safe

Hyde End Road

Church Lane

Crossing the M4 to the North

Arborfield Road

Places and Buildings

Residential

Old and new Residential buildings

Shinfield School Green Village's fine old buildings include St. Mary's Church (circ. late 11th c); the Infants School (1707), sited on School Green; several farm buildings in Cutbush Lane; the Magpie and Parrot on Arborfield Road; Shinfield Court and the granary at Church Farm House.

Hand made red clay bricks and hand made clay roof tiles give a unique character to these special buildings. Some feature exposed beams, and decorative brickwork panels have also been used.

The wide variety of property styles includes detached and semi-detached houses from Victorian times with tile or slate roofs, some gabled and some hipped - sloping to each elevation of the building. However, many have now lost their original sliding sash windows. Feature brickwork is a sign of Victoriana and can also add interest to a modern building.

Development from the last century includes detached and semi-detached houses together with terraced properties, bungalows and chalet style houses. A mix of architectural features including dormer windows, deep rounded bay

windows, splayed and square bays all appear in village properties. Original porches and later additions may be gabled or lean-to. Whilst many houses in this area are constructed in red faced bricks, Shinfield has its fair share of smooth rendered houses, while some are pebble-dashed and others roughcast usually to the upper elevations.

Collectively, these features determine the character of Shinfield School Green Village. There is no one design or feature that dominates the village. It is a mixture of the old and the new "styles" and this mix should be maintained.

Barn Conversion in Cutbush Lane

New development - Cutbush Lane

School Green

Wychelm Road

New estate development (Churchfields)

Commercial Changes

School Green Village has a wide variety of commercial operations ranging from owner operators through to those employing more than 150 people. From the surveys undertaken by the VCS in conjunction with local businesses, two major factor points arose;

1. almost 98% of those employed in School Green Village do not live in the Village,

2. 98% of those travelled to work by single occupancy vehicles.

Jacobs

Further expansion of commercial operations within School Green Village should seek to employ local residents, and if this is not possible then a greater emphasis should be applied to encourage the provision of public transport to reduce the ever increasing dependency on motor vehicles.

Until the 1970's the major employment was agriculturally based, predominantly University of Reading and the National Institute for Research in Dairying (NIRD), the NIRD ceased operation in 1985. University of Reading continue to own the majority of farmland surrounding School Green Village, operating dairying, sheep and arable farming.

Shinfield Grange

The location of retail outlets remains centred on the junction of Hollow Lane/Arborfield Road/Hyde End Road. There are no large supermarkets in Shinfield School Green - the nearest two are a five and ten minute drive away.

Village Shops

Our village has five public houses, most of which have changed from being 'ale houses' to providing food and entertainment, in addition to providing a meeting point for residents, they also attract clientele from outside the area. We also play host to one of the UK's most noted restaurants, l'ortolan, housed in the former vicarage which was built in the reign of Queen Victoria.

Magpie and Parrot

The Black Boy

Six Bells (Hungry Horse)

Bell & Bottle and The Royal Oak

l'ortolan

Listed Buildings

Location	Date Built	Listing Grade
St Mary the Virgin, Church Lane	Late C12th	I
Church Farmhouse, Church Lane	Early C15th	II
Granary, Church Farmhouse, Church Lane	Late C17th	II
l'ortolan Restaurant (formerly the old vicarage), Church Lane	C1840	II
Lane End Farmhouse, Shinfield Road	C16th	II
Old House Farmhouse, Cutbush Lane	Early C17th	II
Barn, Old House Farm, Cutbush Lane	Early C19th	II
Barn, Cutbush Lane	C16th	II
Badger Farm, Cutbush Lane	C16th	II
Shinfield School, Hyde End Road	1707	II

Barn - Cutbush Lane

Infants School

Church Farm House

The Next Generation

"What our children want"

Selection of paintings from Shinfield Infants School

What we like about the Village

What we do not like

What we think would make a better place

We would like a proper crossing by our school.

We would like flowers on the roundabout.

We would like more trees for shade.

We would like more trees and flowers.

We would like more toys to play on in the park.
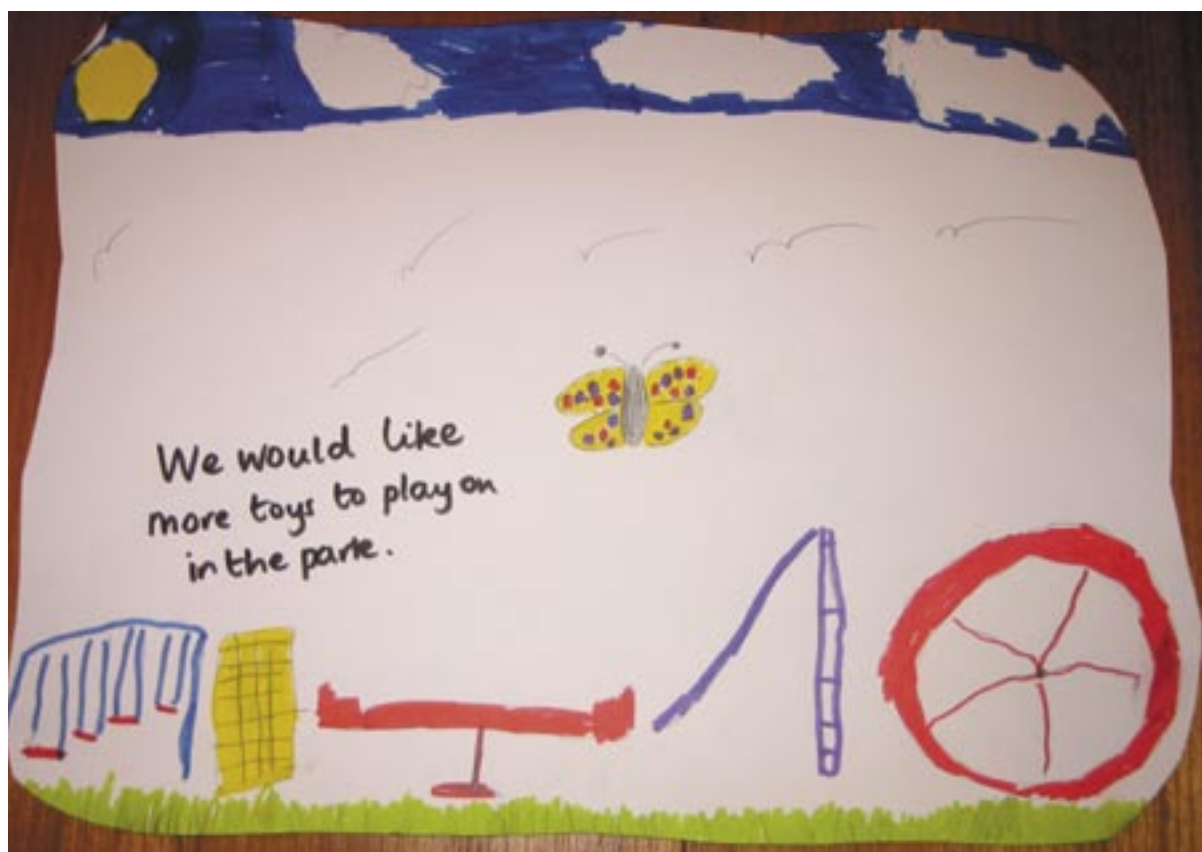
Residents' Aspirations for Shinfield School Green Village

Residents aspirations covered by Planning Policy Guidelines	Planning Guidelines
New development should have regard to the surrounding landscape, including the separation of settlements, such as School Green Village.	WCC2 WOS3
The character and housing density of the area is to be acknowledged when considering the impact of new development.	WOS3 WBC Design Guide
The look and feel of School Green Village as a separate settlement should be considered in any future development.	WCC2
New buildings should reflect the local character and history of the area. New development should blend with the character, size and main architectural styles of nearby properties.	WOS3 PPS7
The open countryside and village "feel", hedgerows and woodland/copses should be retained.	WBE5 WLL4
Woodland and lengths of hedgerow should be protected and not broken up for access points. The impact of habitats should be considered in development proposals. Development should seek to safeguard, enhance and create habitats.	WBE5 WBE4 WNC6-8 WOS3 WOS1 WBE4 PPS9
Tree preservation orders should be reviewed and maintained to protect important trees and belts of trees. Native trees and hedging should be planted in association with new developments in keeping with the ecology of the area.	WBE4 &5
School Green at the heart of our community should be protected and retained as an open space.	WR7 WOS3
The varied biodiversity of School Green Village should be recorded and protected.	Possible biodiversity action plan also possibly WNC8
The character and appearance of distinctive and significant farm buildings should be retained.	
New property should be in line with surrounding properties and settings, buildings should reflect the character and size of nearby properties. The diversity of current building heights should be respected i.e. single and 2 storey properties with pitched roofs. Terraced housing should be short in length.	WOS3
Works on listed buildings should have regard to national policy.	PPG15
The design of buildings should be energy efficient.	WOS9

Residents aspirations covered by Planning Policy Guidelines	Planning Guidelines
New building design and construction must recognise the merit of local traditional materials.	WOS3
In larger development schemes the design of footpaths and pedestrian safety should be considered.	WBE3 Accessibility WT8 Pedestrian routes and footpaths
New developments need to include space for off street parking and/or safe on street parking for cars. Consideration for the environment should be made in the choice of materials used in driveways in particular use of SUDS to aid drainage and help prevent run-off.	PPS3 WT6
There should be better provision for recreation that reflects the recent growth in the area and protection/enhancement of public open spaces. This may include land required for mitigation arising from the Thames Basin Heaths SPA.	WR7 WOS3 WR1

Residents aspirations not covered by Planning Policy Guidelines

Road signage should be kept to a minimum, amalgamated where possible and placed carefully to be effective but fit with the character of the area.

Noise and light pollution should be monitored and reduced especially on the new and any proposed junction alterations.

The use of low emission lighting should always be considered.

There should be more controlled pedestrian crossing points in the village and approaches especially on the A327.

The 30mph speed limit should be extended throughout School Green Village and enforced with traffic calming measures/devices.

The 30mph speed limit at the Cutbush Lane, Hollow Lane and Brookers Hill junctions should be enforced.

Small commercial developments and retail opportunities should be encouraged to widen the range of local facilities and provide more local employment opportunities.

Access into the immediate countryside and beyond, on foot, by horse and cycle should be encouraged and improved with clearer appropriate signage.

Green field development should only be as a last resort in Shinfield School Green Village.

Statement of Consultation

This Character statement has been compiled from the comments, suggestions, hopes and wishes of the residents of Shinfield School Green Village. The initial outline came from the responses to the questionnaire (see appendix B) distributed in May 2006. This was refined over a period of time from feedback at various local events and direct contact with local and interested business groups.

The following are extracts from the UoR response to the consultation document. The UoR is the largest landowner in the Village.

"We are grateful to be given an opportunity to comment on the document before it is finalised. I should start by saying that there is much in the draft document that the University would sympathise with and support."

"We understand, and will reflect in any developments we bring forward, residents' wishes to retain a separate identity from other communities."

David Savage
Director of Finance and Corporate Services
University of Reading
September 2008

We would like to thank all those who assisted with and commented on the character statement. Without their input this document would not have been produced.

In addition a big thank you must go to Jane Ireland, and her colleagues at Wokingham Borough Council, who have supported our work with professional advice and guidance.

The residents of Shinfield School Green-Questionnaire (900 distributed May 2006, see template at Appendix B)
Fun Day Fete
May Day 2005/2006 & 2007
School Celebrations 2007
Events on the Green
School fetes
Interested groups
Open evening in the Parish Hall (21st June 2007)
Local and National businesses (i.e. Water, Electricity, Gas etc.)
University of Reading
Shinfield Parish Council
Wokingham Borough Council

Appendix A

Shinfield School Green Village Character Statement – Notification of Amendments (August 2009)

This note serves as an amendment to those planning policies within the Shinfield School Green Character Statement that have been updated or replaced since its adoption. Subsequent notes will be issued as Wokingham Borough Council continues to progress with its Local Development Framework. New Regional or National guidance will also be included within these amendment notes.

Local Plan policies which are still valid:

- WCC2 Green Gaps and Wedges
- WBE5 Trees and New Development
- WLL4 Landscape and New Development
- WBE4 Landscape and Planting
- WNC7 The Protection, Enhancement or Creation of Wildlife Corridors
- WNC8 Creating New Habitats through Development
- WR7 Provision of Public Open Space in New Residential Development
- WBE3 Accessibility

Local Plan policies and SPGs which are no longer valid:

- Wokingham Borough Council Design Guide: Residential Design – *replaced by Design Guide SPD*
- WR1 General Principles for Recreational Development – repeats PPS7 and PPG17
- WOS9 Energy Efficiency in the Design of New Residential Development – repeats RSS policies INF4, INF5, INF8 and INF9 and SEP policies EN1-6

Local Plan policies that have been replaced by Core Strategy Policies:

- WOS3 Development Control Principles – *replaced by Core Strategy Policy CP3 General Principles for development*
- WNC6 Nature Conservation in the Wider Countryside – *replaced by Core Strategy Policy CP7 Biodiversity*
- WOS1 Sustainable Development – *replaced by Core Strategy Policy CP1 Sustainable Development*
- WT6 Parking Provision – *replaced by Core Strategy Policy CP6 Sustainable Development*
- WT8 Pedestrian Routes and Footpaths – *replaced by Core Strategy Policy CP6 Sustainable Development*

Policies that have revised numbering in the Core Strategy:

None

SHINFIELD SCHOOL GREEN VILLAGE CHARACTER STATEMENT

The Way Forward

QUESTIONNAIRE

Your chance to influence future planning policies

Why should Shinfield School Green produce a Village Character Statement (VCS)?
So you and your family can have a say about what kind of development takes place in our community.

What is the Shinfield School Green Village Character Statement?
The VCS is a document which provides clear guidance to planner/developers. It is produced by the people of Shinfield School Green and reflects our views on our surroundings.

Why should I fill in the questionnaire?
Because your views are vital.
The VCS won't stop change, but it's our best chance to affect how any new buildings fit into the village and ensure they blend in well.

ACT NOW!

And join many other villages around the UK which have already armed themselves with a Village Character Statement to combat the seemingly relentless approaches from developers.

Questionnaire
Aged 11 or over? We want to hear from **YOU**. Up to four household members can use this form (more forms available if required), or it's available on line at www.shinfieldparishvision.org.uk/index.html or www.shinfield-residents-action-group.com.

Please complete the questionnaire **NOW** and return by **21st June 2006**, at the latest, by post **in the FREEPOST envelope provided.**

OR

by hand to: Shinfield Post Office Stores, Shinfield Green

Results
It will be announced in the local press and on our web site when the preliminary results of the questionnaire and first stage of the Village Character Statement are out. They'll be displayed in the village and on our web site and this will give you a chance to talk to members of the Steering Group to add any further comments.

Further information
If you would like to know more about this project, or need more copies of the questionnaire, please visit our web site or contact either of the following Shinfield School Green Character Statement Steering Group members:

1. John Lilly   0118 988 4346
2. Colin Green   0797 346 9245

Questionnaire and other information available at http://www.shinfieldparishvision.org.uk/index.html or
www.shinfield-residents-action-group.com

Shinfield Village Character Statement Questionnaire

Please complete with a black or blue pen
(Question numbering relates to software analysis tool)

Household

(Questions 1 and 2 to be completed by one member of the household)

1   How many people over age 11 normally live in your household?

Please enter number:	

2   How many roadworthy vehicles are there in your household?

Cars/Vans etc.	Motorbikes	Bicycles

(Questions 3 to 21 can be completed by up to four members of the household)

3   Which age group do you belong to?

Person:	A	B	C	D
11-15				
16-17				
18-24				
25-44				
45-59				

Person:	A	B	C	D
60-64				
65-74				
75-84				
85				

Housing

4   What is your opinion of the current housing types in Shinfield?

Please enter code: 1=like 2=neither like/dislike 3=dislike 4=no opinion Person:	A	B	C	D
Detached				
Semi detached				
Bungalow				
Terraced				
Town house – 3 storey				
Flats – 2 storey				

5   Do you think Shinfield should accept more new homes?

Person:	A	B	C	D
Please enter code: 1=Yes 2=No 3=No opinion				

6   If Shinfield has to accept more accommodation, which type do you think would be appropriate?

Please tick more than one box per person if appropriate Person:	A	B	C	D
Detached				
Semi detached				
Bungalow				
Terraced				
A mix of housing types and characters				
Flats – 2 storeys				
Flats – 3 or more storeys				
Retirement homes				

7   Which of the following do you like about Shinfield?

Please tick more than one box per person as appropriate Person:	A	B	C	D
Victorian houses – red brick				
Edwardian houses – part brick and part rendered/tiled walls				
Roads/areas with a mix of housing types and Characters				
Bow or bay windows				
Roofs with gables				
Red tile roofs				
Grey slate or tile roofs				

Questionnaire and other information available at http://www.shinfieldparishvision.org.uk/index.html or
www.shinfield-residents-action-group.com

8   How well are the following recent developments suited to the character of Shinfield?

Please enter code: 1=Suited 2=Not suited 3=No opinion Person:	A	B	C	D
Manor				
Churchfields				
Montague Park				
Pearmans Croft				
The Nurseries				
Aragon Park				

9   Which building do you particularly like in Shinfield?

	Enter in space below
Person A	
Person B	
Person C	
Person D	

10   Which road/area do you particularly like in Shinfield?

	Enter in space below
Person A	
Person B	
Person C	
Person D	

Shops and Services

11   Which shops and services would you like to see encouraged/discouraged in the village?

Please enter code: 1=Encourage 2=Discourage 3=No opinion Person:	A	B	C	D
Small provision shops, eg butcher/baker/fishmonger/deli/greengrocer				
Specialist shops, eg books/health/hardware/electrical				
Clothes/Shoes				
Supermarkets				
Restaurants - cafes/bistros				
Restaurants – take away				
Petrol station				

12   If you shop in Shinfield, is it because:

Please tick more than one box if appropriate Person:	A	B	C	D
The local shops give good value				
You like to support the local shops				
You like the social contact				
It saves time				
It saves transport costs				
You don't have transport to go elsewhere				
You need last minute items				

Countryside and Recreation

13   Do you think any of the following landscape features in the Village should be retained/protected?

Please enter code : 1 = Yes 2 = No 3 =no opinion Person:	A	B	C	D
Trees and wooded areas				
Hedges and grass verges				
Gardens				
Open spaces				
Streams and Ponds				
Areas for walking				
Havens for wildlife				

Questionnaire and other information available at http://www.shinfieldparishvision.org.uk/index.html or
www.shinfield-residents-action-group.com

14   How important are the following recreational areas or facilities to you?

Please enter code : 1 = important 2 = moderately important 3 = unimportant 4 = no opinion					
	Person:	A	B	C	D
1	Sports fields				
2	Children's play areas				
3	School Green				
4					
5					
6					

Transport, Parking and Traffic

15   Which of the following is your main means of transport?

Please tick one box per person as appropriate Person:	A	B	C	D
Bus				
Car/motorbike				
Bicycle				
Walking				

16   How frequently do you do the following?

Please enter code: 1=Daily 2=Weekly 3= Monthly 4=Rarely 5=Never				
Person:	A	B	C	D
Use the local bus service				
Use local taxi services				
Use your car/motorbike				
Use a bicycle				
Walk to the shops				

17   What is your opinion of the public parking facilities in the Village?

Please enter code: 1=Good 2=Adequate 3=Poor 4= No opinion Person:	A	B	C	D
School Green				

18   What is your opinion of traffic flow the Village?

Please enter code: 1=Good 2=Acceptable 3=Poor 4=No opinion Person:	A	B	C	D
During rush hours				
During the day				

19 Does Shinfield need a Relief Road

Please enter code: 1=Yes 2=No 3=No opinion Person:	A	B	C	D
Relief Road with NO additional residential & commercial development				
Relief Road with additional residential & commercial development				

Employment

20   What is your opinion of the following?

Please enter code: 1=Yes 2=No 3=No opinion Person:	A	B	C	D
Would generating more employment in the village be beneficial to it?				
Should more local employment be emphasised in the future?				

Education/Health

21   What is your opinion of the following?

Please enter code: 1=Good; 2=Acceptable; 3=Poor; 4=No opinion Person:	A	B	C	D
Number of Pre-school places				
Number of Primary and secondary schools places				
Facilities for young people				
Medical Centre				

Thank you

**Please return by 21st June 2006 in the FREEPOST envelope provided
or hand in at Shinfield Post Office Stores, School Green.**

Questionnaire and other information available at http://www.shinfieldparishvision.org.uk/index.html or
www.shinfield-residents-action-group.com

Shinfield Parish
Community
Plan

Published September 2009

A vision for the …..

Grazeley Area

including Great Lea, Mereoak, Poundgreen and Hartley Court

Village Character Statement

DRAFT

March 2009

v.1.4

Contents

1.   Introduction

This is one of four Village Character Statements covering the Parish of Shinfield. It covers the part of the Parish west of the A33, including the village of Grazeley, Mereoak and the smaller settlements of Great Lea, Poundgreen and Hartley Court as well as that part of Green Park that lies within the Parish. The other Village Character Statements are 'Our Villages' – the communities of Ryeish Green, Spencers Wood and Three Mile Cross; Shinfield School Green; and Shinfield north of the motorway.

What is a Village Character Statement?
The purpose of a Village Character Statement is to identify the physical aspects of where we live – the characteristics of the setting of the communities, buildings, roads and street-scene that are considered to be distinctive, significant and important by local residents. These features are generally those that we like and are some of the reasons we choose to live here. The Statement also picks out features that could be improved. The aim is to ensure that future development and change will contribute positively to the future of the local area and protect and enhance its special value.

Once completed the Village Character Statement will form part of Wokingham Borough Council's Village Design Supplementary Planning Document. This will result in its being taken into account when future planning decisions are taken, for example on planning applications for new development. The Statement will also be used by Shinfield Parish Council to help it assess the impact of developments on the Parish and by developers and householders to help them plan developments that are sympathetic to the wishes of the community.

Each of the four Village Character Statements has been prepared by groups of local residents. The groups are independent and run by volunteers but are supported by Shinfield Parish Council and Wokingham Borough Council.

The small group undertaking the work has tried its best to reach all local residents and communities, through surveys of residents and local business. Our VCS describes the local characteristics of the area and defines a series of aspirations leading to specific recommendations for the design of any future development. We hope it can contribute to the growth and prosperity of our communities and help to maintain the high quality of the local environment.

2.   Thank you

If you contributed in any way, at any point, thank you for your interest. This Statement would not have been possible without your support. We hope you recognise your views in the Statement.

3.   Planning context

This Village Character Statement (VCS) considers matters that relate to and can be affected by the statutory planning process used by Wokingham Borough Council. One purpose of this VCS is therefore to inform the planning authority (WBC) of these characteristic features and link them with relevant planning policies, so that the VCS is incorporated into the WBC Village Design Supplementary Planning Document and can influence future changes in the area. The VCS is intended to set out clear statements for good practice that will be used by developers and others wishing to change or modify the physical characteristics of our communities.

Change is brought about not only by large developments, but also by the smaller day-to-day adjustments to homes and gardens, open spaces, paths and hedges, which alter the look and feel of the whole village. Within the Wokingham District Local Plan of July 2006, with the exception of Green Park, the part of Shinfield Parish west of the A33 has not been earmarked for major development. However, major developments have been proposed in the past and there is increasing government pressure for more house-building and developers hold options on some of this land. Proposals by developers for up to 6,000 additional houses in the area were considered at a public Examination of Wokingham Borough's Core Strategy (which itself precluded such development) in March/April 2009. Local people value their environment and landscape and are greatly concerned to retain the rural character of the villages and the local countryside.

By setting out the aspirations of the local community this VCS will be of use to:

- Statutory bodies and public authorities
- Planners, developers, builders, architects, designers and engineers.
- Local community groups.
- Householders and businesses

4.   Setting the Scene

Features [location]

<Map> This Village Character Statement covers the part of Shinfield Parish west of the A33, an area c. 1.5km from east to west and just over 4km from north to south at its maximum. It consists of flat, low-lying farmland drained by numerous streams and ditches, the largest of which is the Foudry Brook that runs north into the River Kennet to the north of the Parish.

On the eastern side, the boundary is clearly defined by the A33 and by the prominent clay ridge that rises to Three Mile Cross and Spencers Wood beyond it. To the north, west and south its boundary is formed by the Parish boundary, which is also the Wokingham Borough boundary; it is in fact the most westerly part of the Borough. However, this boundary is artificial and the flat landscape extends south and west into Swallowfield and West Berkshire respectively.

It is sparsely populated with isolated farmsteads and the hamlets of Great Lea, Poundgreen and Hartley Court and the small village of Grazeley, as well as the more recent settlements at Mereoak, all linked together by a network of narrow lanes, tracks and footpaths. While these ancient routes serve to link these settlements together, the modern roads, the dual carriageway A33 and the M4, serve only to isolate it, cutting it off both physically and psychologically from the rest of the Parish, resulting in a highly rural landscape that feels strangely remote. That part of the area to the north of the Motorway is being developed as part of Green Park, a large business park that straddles the boundaries of Wokingham, Reading and West Berkshire.

For most of those who took part in the survey it is this rural environment, the tranquil countryside and the wildlife, that is the main attraction of the area. Many also referred to the sense of community and some to the convenience of Reading and the access to the motorway network. For almost all, the thing that they liked least about the area was the noise pollution from heavy traffic, especially HGVs, and the excessive speed of traffic.

photos:-

General view of farmland with some buildings

A33/M4

wind turbine

5. History and development

The area has a long agricultural history dating back over three millennia. The earliest settlement dates back as far as the Mesolithic period and the first evidence of early agricultural settlements dates back to the prehistoric and Romano-British periods. Local place names Great Lea, Hartley and Grazeley contain the place-name element '-*leah'*, which is associated with woodland settlements in the Saxon period. Hartley derives from stag wood or clearing but the derivation of Grazeley is more problematic; one possibility is 'badger's mire clearing' or possibly just grazing land in the wood. The first mention of Grazeley in the records dates back to the Saxon period, while Hartley is mentioned in the Domesday Book.

During the medieval period the area was part of Windsor Forest, one of the great royal hunting grounds, but by the thirteenth century part of the area seems to have come into the possession of Reading Abbey as the Abbot of Reading enclosed parts of the area in the early years of that century. This early enclosure is supported by early Ordnance Survey maps which show small, irregular shaped fields in the north of the area, usually taken as an indication of early enclosure. There is also evidence for a separate manor of Diddenham Court, dating back to the thirteenth century, while the place names Lambwoodhill Common, Hartley Common and Great Lea Common bear witness to the existence of areas of common land dating back to late medieval and post-medieval period. At this time and subsequently the area would have been characterised by dispersed farmsteads, several of them now listed, and a lack of any villages: Grazeley is largely a nineteenth century development.

Evidence has been found of parkland dating back to the eighteenth and nineteenth centuries associated with local country houses at Grazeley Court Farm and Hartley Court. For a short period in the early nineteenth century Grazeley Court was owned by Mary Russell Mitford's father and her first books were written there. Her father rebuilt the house and renamed it Bertram House but was subsequently forced to sell because of gambling debts. The house has now been demolished. The Mitford family subsequently moved to Three Mile Cross, where Mary Russell Mitford wrote her most famous work, *Our Village,* published in instalments after 1824. Hartley Court was purchased by Edward VII at the turn of the last century and his mistress, Lillie Langtry, retired there.

Parliamentary enclosure took place in the first half of the nineteenth century. The growth of Grazeley can be dated to this period. The church, Holy Trinity, was built at Lambwoodhill in 1850, although in the style of the 14th century. Originally a local chapel within the ecclesiastical parish of Shinfield, it was established as a separate parish in 1854 and was extended soon after by the addition of land that had previously been part of Sulhamstead parish. The church closed in 2006.

The parochial school dates to the same period. It was built in 1861 with funds from a local charity, Merry's Educational Foundation, and originally accommodated 100 children, drawn from Spencers Wood, Shinfield and Burghfield as well as locally. It was extended in 1893 and 1913 and the capacity increased to 150; the most recent addition being a school hall opened in 2007. The charity provided clothing for poor children - ten boys and ten girls attending the school. The charity also built a cottage on the school premises for the District Nurse, who lived rent free with heating and maintenance costs being partly covered by dedicated savings left in the bank for this purpose. After years of disuse, the cottage was refurbished in 1996 for use by the school.

The first intrusion of modern, high-speed transit dates to the nineteenth century when the Great Western branch-line was built connecting Reading to Basingstoke. The line passes through the south west corner of the area, shortly before reaching its next stop at Mortimer Station. During the war a line of pillboxes was built along the Foudry Brook, part of the extensive defences against invasion that stretch out westwards along the Kennet Canal. And as noted above the period since the War has seen the construction of the M4 and A33 by-pass.

6. Countryside and ecology photos: Great lea pond & Grazeley pond

Description

The area covered by this Village Character Statement is an area of lowland clay and alluvial deposits forming part of the Thames basin. It is naturally a slow-draining wetland, drained by ditches, channels and small streams. There are also a number of ponds in the area, including Great Lea Pond (a designated Local Wildlife Site) and Grazeley Pond.

The field system that covers this flat landscape is predominantly one of large, irregular-shaped fields, although smaller fields can be found surrounding settlements and on either side of Mereoak Lane as it approaches Three Mile Cross. In places, original hedgerows still remain, in some cases punctuated by mature hedgerow oaks, while remnant lines of mature oaks mark former field boundaries.

Agriculture is the predominant land-use with mixed arable farming on better-drained land and pasture on wetter land. Sheep grazing is traditional in some parts and is reflected in local place names such as Lambwoodhill and Shepherdton Lane. Closer to Reading and the M4 the land becomes degraded and is used for paddocks and rough grazing.

There are three Local Wildlife Sites (previously called Wildlife Heritage Sites) in the area, Clay Hill and Norman's Shaw, two small blocks of ancient woodland comprising ash *(Fraxinus excelsior),* oak *(Quercus robur)* and hazel *(Corylus avellana)* and Great Lea Pond, mentioned above.

The survey demonstrated strong support for protecting the local environment with more than 90% of respondents recognising the need to protect streams, ponds and ditches, groups of trees and banks and hedges as well as local wild flowers and wildlife. Litter and fly-tipping and damage to roadside verges caused by heavy vehicles were felt to be a particular problem as was noise pollution from the M4 and A33. Approximately 60% of respondents felt there was a need for a local nature reserve to protect the local environment. The most popular site was Grazeley village green, the pond and the fields near the village hall. Other suggestions included the Foudry Brook and Woodcock Lane and Great Lea Common.

Aspirations

6 a)   The characteristic countryside with its pattern of fields divided by streams and ditches and with roadside banks topped by hedgerows should be retained.

6 b)   Significant trees in the landscape should be recorded, retained and protected.

6 c)   The varied biodiversity should be recorded, protected and enhanced.

6 d)   Local ponds should be recorded, protected and enhanced.

6 e)   Action should be taken to reduce damage to roadside verges caused by heavy vehicles and car parking.

6 f)   Action should be taken to preserve the rural night skies by implementing strict control of indiscriminate lighting.

6 g)   Action should be taken to reduce noise pollution from the M4 and A33.

6 h)   Action should be taken to limit aerobatic overflying as this is a major nuisance and pollutant in the area

6 i)   A local nature reserve should be established to protect the local environment.

6 j)   Access in the immediate countryside and beyond, on foot, by horse and by cycle, should be encouraged with some improved surfacing and clearer signage and reduction in traffic.

Recommendations for WBC Local Plan policies

6.1	Wildlife and ecological surveys should support all development proposals, to safeguard, enhance and create habitats.	Policies WNC1- 7
6.2	WBC should recognise the importance of biodiversity in this area, and follow the recommendations of the 2006 Berkshire Habitat Action Plan for Towns and Villages in assessing the impact of development proposals.	Policy WNC6
6.3	New developments should be obliged to create new wildlife habitats.	Policy WNC8
6.4	The habitat protection offered by the Thames Basin Heaths Special Protection Area in the extreme south-east of the area should be enforced.	Policy ?
6.5	Natural frontages including trees, grass verges, ditches and hedgerows should be retained where possible and provided in new developments.	Policies WOS3, WH11, WOS1,WBE4
6.6	Tree Preservation Orders should be maintained to protect important trees and belts of trees.	Policy WBE5
6.7	The Veteran Trees Survey should be used to identify and protect significantly important and old trees.	Policy ?
6.8	Native trees and hedging should be planted in association with new developments in keeping with the ecology of the area.	PolicyWBE4 & 5
6.9	Wildlife corridors (in particular belts of trees, wide hedgerows, roadside ditch and bank systems and footpaths) should be protected and enhanced.	Policy WNC7
6.10	Footpaths, bridleways, lanes and by-ways that provide access to the countryside should remain open, be well maintained and well defined.	Policy ?
6.11	Existing allotments should be retained.	Policy WR25
6.12	Public open spaces and recreational facilities should be retained and enhanced.	Policy WOS3

7. The Built Environment

Description

The area is characterised by small, nucleated settlements that have grown up around farmsteads. There are however a number of isolated cottages, or pairs of cottages, such as Ostlers and Lea Cottage on Kybes Lane or Hawthorne Cottages off Pump Lane. The farms vary considerably in size and date. The majority are constructed of red brick. Roofs may be slate or clay-tiled with larger farms such as Hartley Court Farm and Diddenham Manor having double roofs.

Houses, originally agricultural workers cottages, were usually set some little way off from the farm itself. Many of them date from the end of the nineteenth century or the beginning of the twentieth and are typically semi-detached, built in red brick patterned with cream or black bricks, characteristic of Reading and the surrounding area, with sash windows and slate or clay-tiled roofs. As there has been less subsequent development, this pattern is easiest to identify at Poundgreen and Hartley Court but can also be seen in Great Lea and Grazeley, although it is obscured by later, in-fill development. More recently a small number of cottages have been extended where space allows. In the mid 1990s a major development comprising 2500 homes was proposed but this was rejected in favour of dispersed development following a public inquiry.

In Great Lea four farms can be identified: to the south, Great Lea Farm, on Great Lea itself, Great Lea Dairy Farm, Great Lea House Farm (the remnants of which remain and appear on most maps) and to the north, Bridgewater Farm, now also disappeared. The earliest cottages are at the corner of Great Lea and Hartley Court Road and on Hartley Court Road, along with the former Plough Public House, with a further two pairs and the village stores in Mereoak. Subsequently in-fill development has occurred along Hartley Court Road and south along Great Lea. In the post-War period two residential caravan sites, Mereoak Orchard and Mereoak Park, a site for the semi-retired and fully-retired, were developed. These, with the nearby housing in Mereoak Lane, represent the greatest concentration of homes in the area. The construction of the A33 by-pass affected Great Lea more than any other part of the Parish. Mereoak Lane and Hartley Court Road became cul-de-sacs and were cut off from each other and from Three Mile Cross, whilst local facilities have since closed.

In Grazeley village, the earliest housing development consisted of scattered cottages and farmsteads, with some large country houses. In 1850 the church and parsonage were built, followed in 1861 by the village school Subsequent development occurred along the road between Diddenham Manor Farm (now Diddenham Court and Grazeley Manor) and the school, and then on the south-east side of the road with further infill on Bloomfieldhatch Lane. The houses north-west of the road comprise eight semi-detached houses in red brick (Diddenham Cottages) while the houses on the other side of the road are more varied. Further semi-detached and detached housing was built in the red brick with cream patterning characteristic of the area, and constructed on the north-west side of Lambwood Hill west of Lambwoodhill Farm in the early twentieth century. Some infilling has occurred since then. photos: Diddenham Cottages; Hopkiln Farm; examples of red and cream/red and black brickwork and tile hanging

The survey demonstrated that the community is divided about the need for more housing. Whilst half want no more housing development, the other half recognise a need for more housing in the area to meet the needs of under-provided sections of the community, including social housing and sheltered housing or nursing homes for the elderly. In response to the question *'What sort of housing development would be acceptable?'* while just under half the respondents felt that no further development was acceptable, a slightly larger proportion felt that some development was acceptable – the most popular types being small scale developments of fewer than 10 houses and the

conversion of redundant buildings. The survey found that the most popular housing types were older, pre-Victorian houses and the red brick Victorian houses, although Edwardian brick-and-tiled houses were also popular. There was also support for a mix of housing types rather than a monoculture of any one type. Gables were the best-liked architectural detail.

Public buildings and facilities
The area has never been heavily provided with public buildings and facilities because of the low levels of population, and increased mobility has led to further losses. The closure of the public house and shop at Great Lea has already been noted, more recently the church and village pub in Grazeley have closed leaving only the village hall and the school, which is successful in attracting children from Spencers Wood and Three Mile Cross as well as more local children. Responses to the survey showed that over 60% of respondents felt that the pub was an important local facility and just under 50% felt that the church was important. The survey also identified a lack of safe play areas for children and a demand for the provision of local recycling facilities.

Industrial and Commercial

The Grazeley and Great Lea area west of the A33 contains a significantly higher level of business presence per head of resident population than the rest of parish. As well as encompassing some 40% of Green Park, one of the largest commercial complexes in Europe, it is home to a host of smaller businesses largely occupying now redundant farm buildings. With the steady decline in the agricultural sector, many of the farmyards that are scattered throughout the area have become the base for a variety of small industrial and commercial units.

There are several industrial estates in Grazeley, located on old farm sites. These are at Gravelly Bridge Farm to the north of the village and Thurley Farm to the south-west of the village; whilst two other farms support industrial activity at Lambwood Hill Farm and Russett House Farm, both situated on Lambwood Hill. A new commercial office development at Diddenham Manor Farm (now Diddenham Court) is small scale and in keeping with the village unlike the earlier developments. Although small scale, collectively these sites represent a significant element of the built environment.

North of the motorway lies one of the largest commercial business parks in Europe at Green Park, where there is also a restaurant and nursery as well as a gym to service the office-workers. When those employed in agriculture and in the units south of the motorway are also taken into account the number employed in the area far outweighs the number of residents. Green Park is also the location of what is now the most identifiable landmark in the area, the new wind turbine which can be seen from a considerable distance.

The main attraction for this location to both large and small businesses has been the rurality and proximity to a thriving part of the affluent Thames Valley/Western Corridor, plus ready access to transport links to that market place. The M4 motorway and nearby Junction 11 provides access to a natural travel corridor, with the main rail-link to London from Reading being close at hand, and the prime international airport at Heathrow being within a half-an-hour journey.

26% of local businesses in the Grazeley VCS area completed and returned the circulated business questionnaire (see appendix for detailed responses). A wide variety of corporate activity is evident, but with a predominance in the professional and business services sector. Employees do not generally live in the local area and mainly travel to work by car. The countryside location coupled with proximity to the motorway was seen as the prime attraction, although the balancing drawback was traffic congestion at Junction 11 and the lack of a local shop in the area.

The survey found that whilst only a minority of respondents were strongly in favour of further commercial or industrial development south of the Motorway, the need for increased employment opportunities was recognised and, with reservations, a majority favoured small business developments, and a slightly smaller proportion, small industrial workshops or farmyard conversions for office-use.

The Future

The majority of businesses demonstrated a stability of trading activity and saw little prospect of significant change in the near future, although this was before the current economic downturn. Much will depend on the outcome of proposals to site up to 6,000 new homes in the Grazeley and Great Lea area, with a variety of options currently before the planners. Were such proposals to transpire, support facilities could well materialise, including the local shop so craved by local businesses.

Aspirations

7 a)   Listed buildings and their setting should be protected.

7 b)   Distinctive and significant farm buildings should be retained.

7 c)   Any new development should be small scale, maintaining the distinctive settlement pattern of small nucleated settlements. Features such as mature trees, hedges and grass verges should be kept.

7 d)   Relatively low hedges and walls are in keeping with existing boundary features and therefore high brick walls and tall fences should be discouraged.

7 e)   New housing developments need to be varied in their style but should reflect the style of existing buildings; lower densities should be maintained.

7 f)   Gated developments should be discouraged as they are not typical of this area and are an urban-style visual intrusion.

7 g)   Provision should be made for safe play areas for children.

7 h)   Recycling facilities should be provided locally.

7 i)   Small business developments, small industrial workshops or farmyard conversions for office-use to provide increased employment opportunities should be encouraged.

Recommendations for WBC Local Plan policies

7.1	New houses should be one or two storeys high, with pitched (not flat) roofs. If terraced, the row of houses should be short.	
7.2	Residential development should use red bricks, patterned where possible and appropriate.	WBC policies WOS3 and WBE1. Existing residential design guide SPG
7.3	Works on listed buildings should have regard to national policy.	National policy PPG15

7.4	Backland and rear garden development should be discouraged. Where it is unavoidable, houses should not overlook each other. Where development is acceptable it should have regard to the character of its location and be appropriate in scale. Reference should be made to the WBC Residential Design Guide.	WBC policies WOS3 and WBE1
7.5	The design of buildings should be energy efficient.	WBC policy WOS9 National policy PPS1 Code for sustainable homes
7.6	Local character and historical context of buildings are to be reflected in new design.	WBC policy WBE4
7.7	New building design and construction must recognise the merit of local traditional materials.	WBC policies WCC1 WCC7 WLL4
7.8	The character and housing density of the surrounding area is an important factor to consider in order to minimize the impact of new development.	WBC policy WOS3
7.9	New buildings need to reflect the proportions of those nearby.	WBC policy WH11

8.   Roads, the street-scene and traffic

Features

Excepting the M4 and the A33, there are no main or secondary roads in the area. The principal local through-route is the Three Mile Cross-Mortimer road, passing through Grazeley with turnings to Pingewood via Hartley Court, and Burghfield via Poundgreen.

The extensive improvements to Junction 11 and the Mereoak roundabout, which began in mid-2008, should be completed by summer 2010. The third phase of this development could involve the construction of a major park-and-ride facility at Mereoak, which would as a result become a significant transport node likely to attract journeys from outside the area. These improvements also include the construction of a much-needed cycle route. At the present time there are cycle routes leading to Junction 11 from the north but no routes round the Junction or approaching from the south, although this crossing is regularly used by young people attending Ryeish Green School as well as cyclists commuting to work in Reading. Grazeley lies on the National Cycle Route 23 between Reading and Basingstoke, and constitutes part of the Round Berkshire Cycle Route, although it is incomplete here.

Public transport is inadequate, with just one infrequent bus service through Grazeley (No.154, twice a week); with the only fixed bus stop being on the A33 adjacent to Mereoak Park. However development plans for Green Park include the construction of a railway station, also likely to attract additional journeys from outside the area – as does Mortimer Station. As a result of the lack of public transport, residents are dependent on cars and levels of car ownership are high.
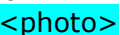
Approximately 90% of respondents identified traffic as the greatest problem facing the area. In Grazeley the principal concern is the speed of the traffic through the village and drivers' disregard for speed restrictions. In Great Lea and Hartley Court concerns focus on the large number of HGVs from the gravel workings which access J11 via Kybes Lane and Hartley Court Road from 4.30 a.m.- 6.00 p.m. on weekdays. The survey identified three junctions as requiring improvement: Kybes Lane/ Grazeley Green Road; Kybes Lane/ Hartley Court Road and Hartley Court Road/Great Lea, all of which are situated on 'blind-corners'. In addition, Mereoak suffers from congestion during rush hour and from parking by Madejski Stadium spectators, as a result of its inadequate parking facilities.

Within the settlements, houses, large and small, tend to be set back from the road on reasonably large sites with hedges separating them from the road. However, relatively few have garages so that cars are usually parked in front of houses. In response to the survey a number of residents identified the lack of pavements as a problem. In Grazeley there are pavements on both sides of the road in the central area, but this does not extend as far as the village hall on the north side and there is no footway along Lambwood Hill-Bloomfieldhatch Lane. As a result residents are discouraged from walking into the village because of the excessive speed of vehicles. There are also pavements in Great Lea on Hartley Court Road and Mereoak but none in the smaller settlements.

There is a network of footpaths and bridleways and enjoyable cycling and horse-riding are possible in this rural area, although some of the bridleways are poorly maintained and byeways abused by motorcyclists and drivers of 4x4s. However, the speed and volume of vehicles discourage cycling and horse-riding, walking or running on the roads.

Aspirations

8 a)   Roadside verges should be retained and protected from traffic damage.

8 b) Speed restrictions should be enforced and, if necessary, traffic calming measures introduced to reduce the speed of the traffic generally and particularly through Grazeley village.

8 c) Restrictions should be placed on the movement of heavy lorries on Kybes Lane, Great Lea and Hartley Court Road.

8 d) Improvement should be made to the junctions of Kybes Lane/ Grazeley Green Road; Kybes Lane/ Hartley Court Road and Hartley Court Road/Great Lea to improve safety for all road-users.

8 e) Road signs and other communication methods should be improved to reduce the growing tendency of drivers - rush hour drivers in particular – to use our narrow country lanes instead of the main connecting roads. This practice is to the detriment of local people, wildlife and the environment.

8 f) Match-day parking restrictions should be introduced in Mereoak.

8 g) Pavements in Grazeley should be extended on the north side of Bloomfieldhatch Lane to the junction with Church Lane and along Lambwood Hill-Bloomfieldhatch Lane.

8 h) Pavements along Great Lea itself should be extended to the junction with Hartley Court Road.

8 i) Road signage should be kept to a minimum, amalgamated where possible and be placed carefully and effectively <photo>

Recommendations for WBC Local Plan policies:

8.1	Grass verges should be protected and enhanced alongside existing roads, including both main routes and local minor roads.	WBC policies WOS3 Development Control Principles and WBE1 Design and new development
8.2	In the appropriate settings, grass verges and footpaths should be a feature of new developments.	
8.3	Improvements are needed to pedestrian safety throughout the area. Footpaths should be wide enough for comfortable family use – convenient for a buggy and child together side by side.	WBC policies WBE3 Accessibility and WT8 Pedestrian Routes and Footpaths
8.4	New developments need to include space for a realistic number of cars.	PPS3 includes relevant policies WBC policy WT5 (New residential development and conversion of agricultural buildings) considers the impact of traffic through the Parish. WBC policy WOS7

| 8.5 | Street lighting should be sympathetic to the semi-rural environment with use of down-lighters and softer colours to reduce glare and avoid light pollution.

Bright white halogen security lights on residential and commercial buildings should be discouraged. | The approach of Wokingham BC is to seek to use street lighting which limits light pollution. |
|---|---|---|
| 8.6 | Utility and telephone companies should minimise the visual impact of masts. | WBC policies WIC11 and WIC12 |
| 8.7 | Noise pollution from the M4, A33 and connecting roads should be reduced by the use of quieter surfaces. | Policy ?? |
| 8.8 | Improvements are needed to facilitate cycling on main routes. New cycle ways should be built linking to main facilities, and into the cycle ways into Reading and the long distance routes. | Policy ?? |

Appendix 1: Acknowledgments

Contributors

A final thank you

To Jane Ireland, and her colleagues at Wokingham Borough Council, who have supported our work with professional advice and guidance.

Appendix 2: Report on Consultations

Residents Survey

Business Survey

Timetable of consultations

Appendix 3: Listed Buildings and Conservation Areas

photo strip of listed buildings (need to check wrt Hartley court) along the top (as in Our Villages VCS, but named)

LISTED BUILDINGS

Location	date built	listing grade
Great Lea Common		
Hartley Court, Hartley Court Road	Early C16th	Grade II (Star)
The Old Farmhouse, Hartley Court Road	Late C17th	Grade II
Hopkiln Farmhouse, Kybes Lane	C16th and C17th	Grade II
Great Lea Farmhouse, Great Lea	Early C17th	Grade II
Grazeley		
The Elms, Lambwood Hill	c1840	Grade II
(Former) The Wheatsheaf Inn, Lambwood Hill Common	C17th & early C19th	Grade II
(Former) Holy Trinity Church, Lambwood Hill Common	1850	Grade II
Poundgreen		
Poundgreen Farmhouse	Early C16th	Grade II

CONSERVATION AREAS

Local Wildlife Sites

Clay Hill *(Ancient Semi-Natural Woodland)*

Norman's Shaw *(Ancient Semi-Natural Woodland)*

Great Lea Pond

photo strip along bottom - of LWS, named

photos for front and rear covers

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School Green
Shinfield
Reading
BERKSHIRE
RG2 9EH

Our Ref: 586003

1 7 DEC 2014

Dear Cllr Hughes

Shinfield Neighbourhood Plan Visit: Thursday 27 November

I am writing to thank you and your colleagues for hosting my visit to Shinfield last month. It is always helpful for me to visit neighbourhood planning areas and get an understanding of the real issues they face.

It was great to get a sense of how you are thinking in such detail about how to shape development in your area. I appreciate the pressures your area must face, in particular those you emphasise in your letter of 1 December. By getting actively involved in local development, you really are helping to ensure a good outcome for local people while meeting the needs of the wider area.

Once a neighbourhood plan has been passed at referendum and brought into force, it becomes part of the development plan. Planning applications are decided in accordance with the development plan for the area, unless material considerations indicate otherwise. Also, an emerging neighbourhood plan may be a material consideration. It is for the decision-taker to determine what weight to give to it. Factors to consider would include the stage of preparation of the plan and the extent to which there are unresolved objections to relevant policies.

The cumulative impact of development, alongside the need for infrastructure to support development, can also be material considerations in deciding whether development is appropriate. Again, it would be for the decision-taker in each case to give weight to different considerations when making a decision. We expect local authorities to work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.

I would be grateful if you could pass on my personal thanks to your colleagues who attended. It was good to see such a large turn-out and that so many people are involved in your

neighbourhood plan. I wish you all good luck in publishing and consulting on your draft plan next year. Please do keep us updated with your progress.

Best wishes

Stephen Williams

STEPHEN WILLIAMS MP

Draft Determination Statement on the need for a Strategic Environmental Assessment SEA of the Shinfield Parish Neighbourhood Development Plan

Introduction

1.1 Under "The Environmental Assessment of Plans and Programmes Regulations 2004"[1] (the SEA Regulations), Councils must, where appropriate, carry out a Strategic Environmental Assessment (SEA) of any land-use plan or programme 'which sets the framework for future development consent of projects'.

1.2 However, there are exceptions to this requirement for plans 'which determine the use of a small area at local level' or which only propose 'minor modifications to a plan', if it is determined that the plan is unlikely to have significant environmental effects.

1.3 The National Planning Policy Framework (NPPF), paragraph 167, advises that assessments should be proportionate, and should not repeat policy assessments that have already taken place.

1.4 The first part of the SEA process is to screen the relevant plan or programme to test whether a SEA is required. The Council has a duty to consult with specified environmental organisations (Natural England, English Heritage and the Environment Agency) when determining the need for SEA.

1.5 This report constitutes the draft determination statement as to the need for a full SEA under Regulation 9(3) of the SEA Regulations. The report sets out the SEA screening process of the Shinfield Parish Neighbourhood Development Plan (NDP) along with the reasoning behind its provisional determination that a SEA is not required. The Council is consulting upon this provisional view as detailed in section 5 of this statement.

Shinfield Parish Neighbourhood Development Plan

2.1 Shinfield Parish Council is preparing a Neighbourhood Development Plan which will be submitted to the Borough Council to undertake an Examination of the document to ensure it meets the basic conditions set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied by Section 38A of the Planning and Compulsory Purchase Act 2004. The Neighbourhood Development Plan will amplify the policies within Wokingham Borough Council's Core Strategy (adopted 29 January 2010) and Managing Development Delivery (MDD) Local Plan (adopted 21 February 2014) with regard to the parish of Shinfield.

2.2 The Shinfield Parish Neighbourhood Development Plan will contain policies to support development in the parish that will assist in

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[1] Available at: http://www.legislation.gov.uk/uksi/2004/1633/contents/made.

delivering the vision for the Neighbourhood Development Plan, '*People working together, respecting our local history, building a vibrant community now and for the future.*'

2.3   The plan's three objectives are:

1.   *To endeavour to ensure the new developments enhance the character of existing settlements.*
2.   *To develop a vibrant and prosperous neighbourhood by encouraging the development that supports a good range of housing, schools, shops and services that meet the needs of local people and protects the quality of the local environment.*
3.   *To provide new and diverse leisure and recreational activities in order to promote healthy and crime free lifestyles for everyone.*

2.3   The plan contains policies regarding general design principles for new housing development, sustainability, location of development, accessibility and highway safety, parking, trees and hedgerows, biodiversity, flooding, assets of community value, and commercial development.

2.4   The plan does not allocate any sites for housing or other land uses not already allocated in the adopted Development Plan.

S ra e ic n iron en al ssess en
3.1   Under the SEA Regulations, local authorities must, where appropriate, carry out a SEA of land-use and spatial plans.

3.2   Regulation 5 (2) of the Regulations describes that an environmental assessment should be undertaken for a plan or programme which -
(a) is prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, and
(b) sets the framework for future development consent of projects listed in Annex I or II to Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment, as amended by Council Directive 97/11/EC.

3.3   The Neighbourhood Development Plan falls under criterion (a) of Regulation 5(2), being a plan prepared for town and country planning or land use. However, for a plan or programme to be deemed relevant under SEA Regulation 5(2) it must also be consistent with sub-paragraph (b).

3.4   In respect of sub-paragraph (b) the NDP will supplement existing policy within the Core Strategy and MDD, providing further guidance on development in Shinfield Parish. The Neighbourhood Development Plan is unlikely to relate to any of the uses listed under Annex I or II of EC Directive 85/337/EEC as amended by Directive 97/11/EC.

3.5   Additionally, Regulations 5(3) indicates that an SEA could be required
        where:
> *"The description is a plan or programme which, in view of the*
> *likely effect on sites, has been determined to require an*
> *assessment pursuant to Article 6 or 7 of the Habitats Directive."*

        With respect of this, it is recognised that the approach in the Council's
        Core Strategy and MDD to delivering additional dwellings in Shinfield
        Parish required an assessment pursuant to Article 6 of the Habitats
        Directive. This was due to the likely significant effects from such
        development upon the Thames Basin Heaths Special Protection Area
        (the SPA). However, since the Shinfield Neighbourhood Development
        Plan does not allocate any sites not already allocated by the Borough
        Council's Core Strategy or the MDD, it is not considered that the NPD
        will itself require an assessment under the Habitats Directive (pursuant
        to The Conservation of Species and Habitats Regulations 2012). It is
        recognised that all applications for residential development in Shinfield
        Parish would in any event need to be assessed for whether they
        require an assessment under Article 6 of the Habitats Directive. Where
        a proposed residential development was considered to generate likely
        significant effects upon the SPA, these would need to be addressed
        before the authority could apply the approach in the NDP.

3.6   Further to the above, Regulation 5(6) of the SEA Regulations indicates
        that an environmental assessment need not be carried out –
        (a) for a plan or programme of the description set out in paragraph (2)
            or (3) which determines the use of a small area at local level; or
        (b) for a minor modification to a plan or programme of the description
            set out in either of those paragraphs,
        unless it has been determined under regulation 9(1) that the plan,
        programme or modification, as the case may be, is likely to have
        significant environmental effects, or it is the subject of a direction under
        Regulation 10(3).

3.7   Since the NDP must be in general conformity with the strategic policies
        contained in the Core Strategy and the MDD[2], and because the NDP
        only applies to the Neighbourhood Area, it is therefore considered to
        fall under criterion (a) of Regulation 5(6). It is only therefore if it is
        considered 'likely' that the Neighbourhood Development Plan will have
        significant environmental effects that a full SEA is required.

3.8   The regulations advise that the likelihood of any significant
        environmental effects should be determined by a screening process,
        which should use a specified set of criteria (set out in Schedule 1 to the
        Regulations). The results of this process must be summarised in an
        SEA screening statement, which must be publicly available.

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[2] Para 8 (1) (a) (2) of Schedule 4B to the Town and Country Planning Act 1990 (inserted by
the Localism Act 2011)

S   Screenin of he Shinfield Parish   ei h ourhood   e elo   en Plan

4.1   The screening process set out in Regulation 9 of and Schedule 1 to the SEA Regulations includes two sets of characteristics for determining the likely significance of effects on the environment as follows:

• The characteristics of the Shinfield Parish Neighbourhood Development Plan; and

• The characteristics of the effects and of the area likely to be affected.

4.2   Under each characteristic are a number of criteria with which to assess the Neighbourhood Development Plan against. These criteria are individually assessed for the NPD in Table 1 below.

a le ssess en of li el si nificance of effec s on he en iron en		
Cri eria	Details	Likely Significant effect?
The characteristics of plans and programmes, having regard, in particular, to—		
(a)the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	The Shinfield Parish NDP would, if adopted, form part of the Statutory Development Plan and as such does contribute to the framework for future development consent of projects. However, the Plan sits within the wider framework set by the National Planning Policy Framework, the Council's adopted Core Strategy and MDD Local Plan and the projects which this Plan sets a framework for are local in nature and have limited resource implications.	No
(b)the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;	The Shinfield Parish Neighbourhood Development Plan will be in conformity with the National Planning Policy Framework. The policies within the document will conform to the Council's strategic policies and complement the adopted Core Strategy and MDD. The Plan is unlikely to influence other Plans or Programmes within the Statutory Development Plan.	No
(c)the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	The Shinfield Parish Neighbourhood Development Plan contains policies that ensure development is suitable for Shinfield Parish and seeks to conserve the environmental features as they currently exist. These policies will be in conformity with national and local policies as required by the basic conditions. Development would also be subject to the policies in the Core Strategy and the MDD and therefore all environmental considerations would be covered by policy.	No
(d)environmental problems relevant to the plan or programme; and	The Shinfield Parish Neighbourhood Development Plan contains the following environmental features: • Protection of settlement separation, ensuring respect for local landscape quality, ensuring that natural views and vistas are maintained wherever possible;	No

a le ssess en of li el si nificance of effec s on he en iron en		
Cri eria	Details	Likely Significant effect?
	• Promotion of sustainable development; • Protection of trees and hedgerows of significant quality; • Encouragement for protecting and enhancing biodiversity; and • Inclusion of measure to lessen the risk of flooding These policies will supplement policies CP1, CP3, CP7, CP8, and CP11 of the Core Strategy together with polices CC02, CC03, CC04, CC09, CC10, TB01, TB02, TB21, TB22, and TB23 of the MDD and is not being prepared in order to tackle a particular environmental problem.	
(e)the relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	The Shinfield Parish Neighbourhood Development Plan is not relevant to the implementation of EC legislation on the environment.	No
Characteristics of the effects and of the area likely to be affected, having regard, in particular, to—		
(a)the probability, duration, frequency and reversibility of the effects;	The Shinfield Parish Neighbourhood Development Plan supplements policy within the adopted Core Strategy and the MDD, providing further guidance on the requirements for development in Shinfield parish. Since the NDP does not allocate specific sites within the parish, it is extremely unlikely that its implementation will generate significant environmental effects. This is because any sites where a planning application is submitted to which the NDP is then applied will only be acceptable to the authority where environmental effects do not arise. Therefore, the approach within the NDP does not affect how the authority would consider applications with respect of these issues.	No

a le ssess en of li el si nificance of effec s on he en iron en		
Cri eria	Details	Likely Significant effect?
(b)the cumulative nature of the effects;	As noted above, the Shinfield Parish Neighbourhood Development Plan would not in itself result in new activities with any significant environmental effects. Therefore, it is extremely unlikely that any cumulative impacts will arise. Where they are likely to arise, the Council through determining planning applications will ensure such issues are appropriately considered and addressed. Whilst cumulative issues could arise from for example the delivery of housing in proximity to the SPA, these would need to be addressed through the approach in the Core Strategy and MDD rather than the NDP. Therefore the approach within the Neighbourhood Development Plan does not affect how the authority would consider applications with respect of these issues.	No
(c)the transboundary nature of the effects;	As noted above, the Shinfield Parish NDP would not in itself result in new activities with any significant environmental effects. Therefore, it is extremely unlikely that any transboundary impacts will arise. Where they are likely to arise, the Council through determining planning applications will ensure such issues are appropriately considered and addressed. The approach within the NDP does not affect how the authority would consider applications with respect of these issues.	No
(d)the risks to human health or the environment (for example, due to accidents);	The policies in the NDP are not considered to lead to increased risks to human health or the environment. The approach within the NDP does not affect how the authority would consider applications with respect of these issues.	No

(e)the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	The Neighbourhood Development Plan provides refinements and enhancements to policies in the Core Strategy and MDD for Shinfield Parish but will not change the focus of the policy approach of the Core Strategy and is therefore not considered to have any significant impacts in this regard. The approach within the Neighbourhood Development Plan does not affect how the authority would consider applications with respect of these issues.	No
(f)the value and vulnerability of the area likely to be affected due to— (i)special natural characteristics or cultural heritage; (ii)exceeded environmental quality standards or limit values; or (iii)intensive land-use; and	Since the Neighbourhood Development Plan amplifies the approach of the Core Strategy, it is not considered to significantly affect any of these matters directly. Where applications are submitted which could affect these matters, the Council through determining planning applications will ensure such issues are appropriately considered and addressed. The approach within the Neighbourhood Development Plan does not affect how the authority would consider applications with respect of these issues.	No
(g)the effects on areas or landscapes which have a recognised national, Community or international protection status.	The only areas of recognised national importance for environmental matters in the Borough are the designated Sites of Special Scientific Interest. In addition, the southern part of the borough lies within areas where development could adversely affect the SPA designated pursuant to the Birds Directive. Where applications are submitted which could affect these sites, the Council through determining planning applications will ensure such issues are appropriately considered and addressed. The approach within the NDP does not affect how the authority would consider applications with respect of these issues.	No

Consul a ion i h S a u or   odies

5.1 The Council has a duty to consult with specified environmental organisations (Natural England, English Heritage and the Environment Agency) when determining the need for SEA and, in situations where an SEA is not deemed to be required, it also has a duty to prepare a statement of its reasons for this determination. An SEA Screening Statement was sent to the following organisations:

- The Historic Buildings and Monuments Commission for England (English Heritage);
- Natural England; and
- The Environment Agency.

5.2 This notification was sent by the Council on 11th May 2015[3] with a request for any comments on the Draft SEA Determination Statement to be returned by 15th June 2015. The Council on the same day made available a copy of its reasoning for why a Strategic Environmental Assessment was not required at the planning reception of its Shute End offices[4]. A copy of the notice and draft determination was also made available on the Council's website.

Pro isional Conclusion

6.1 The Shinfield Parish Neighbourhood Development Plan will amplify the policies within Wokingham Borough Council's Adopted Core Strategy and Managing Development Delivery Local Plan with respect of the parish of Shinfield. The draft Screening of the document has led to the provisional conclusion that it is not likely that the Plan will have any significant environmental impacts and, therefore, that a SEA is not required. The draft Screening also indicates that the Plan is unlikely to have a significant effect upon Special Areas of Conservation or Special Protection Areas and therefore a Habitat Regulations Assessment is likewise unlikely to be required (either on its own or as part of the SEA). This provisional conclusion will be verified through a consultation with the bodies identified in section 5 above.

he raf S a e en of e er ina ion

7.1 It is provisionally considered that a Strategic Environmental Assessment is NOT required for the Shinfield Parish Neighbourhood Development Plan for the reasons set out in Section 4 above.

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[3] Pursuant to Regulation 11(1) of the SEA Regulations
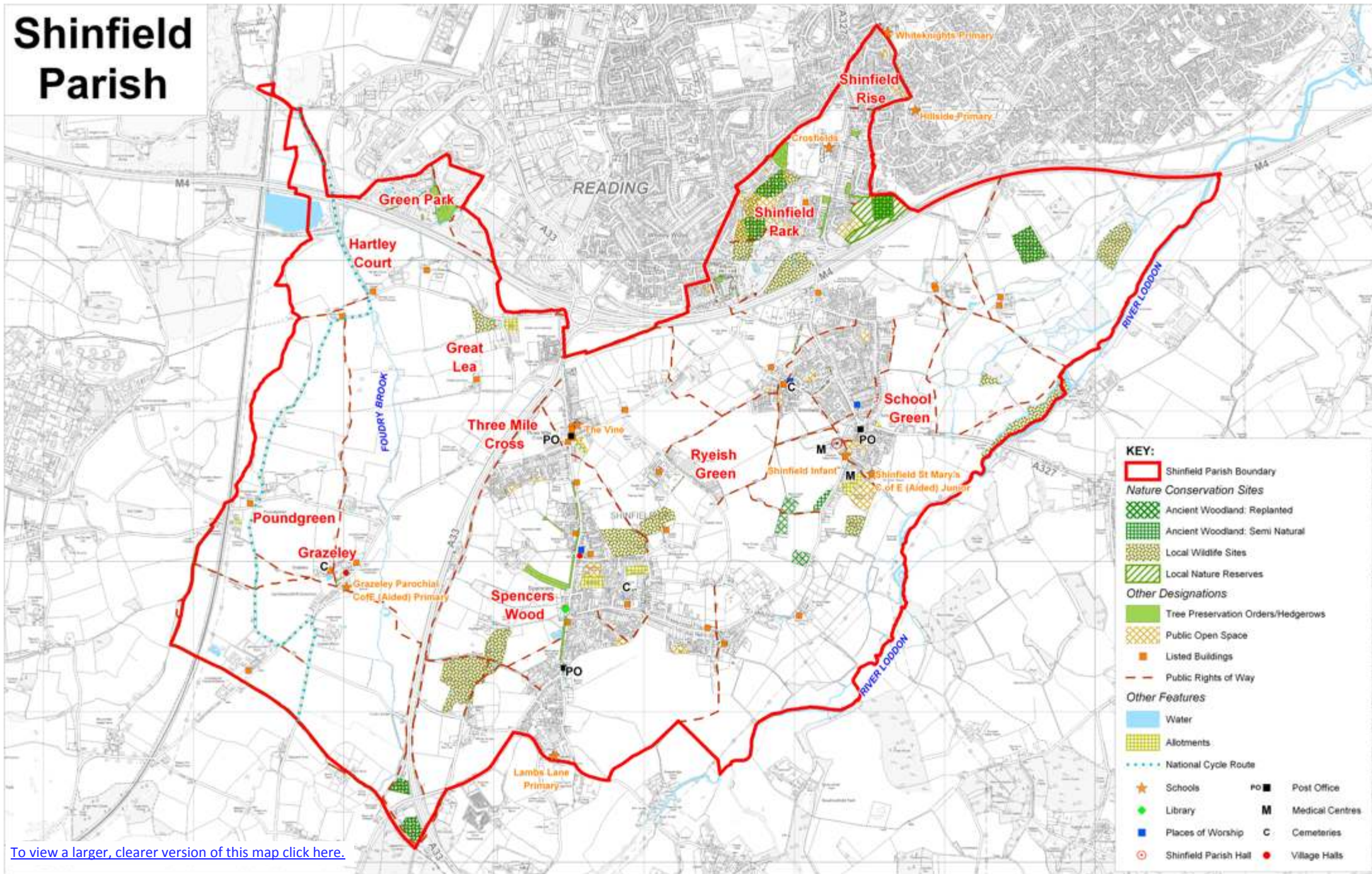[4] Pursuant to Regulation 11(2)(a) of the SEA Regulations.

Shinfield Parish
Community Plan
2011–2021

Contents

Shinfield Parish

READING

Whiteknights Primary

Shinfield Rise

Hillside Primary

Crosfields

Green Park

Shinfield Park

Hartley Court

M4

FOUNDRY BROOK

Great Lea

RIVER LODDON

School Green

C

Three Mile Cross

PO   The Vine

Ryeish Green

M   PO

Shinfield Infant

M   Shinfield St Mary's C of E (Aided) Junior

A327

SHINFIELD

Poundgreen

Grazeley

C

Grazeley Parochial CofE (Aided) Primary

Spencers Wood

C

PO

RIVER LODDON

Lambs Lane Primary

A33

KEY:

Shinfield Parish Boundary

Nature Conservation Sites

Ancient Woodland: Replanted

Ancient Woodland: Semi Natural

Local Wildlife Sites

Local Nature Reserves

Other Designations:

Tree Preservation Orders/Hedgerows

Public Open Space

Listed Buildings

Public Rights of Way

Other Features

Water

Allotments

National Cycle Route

Schools   PO   Post Office

Library   M   Medical Centres

Places of Worship   C   Cemeteries

Shinfield Parish Hall   Village Halls

WOKINGHAM BOROUGH COUNCIL

| Kilometres | 0 | 0.5 | 1 | 2 | 3 |
| Miles | 0 | 0.5 | 1 | 2 |

(Scale: 1 : 27,000)

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2011

1. Foreword

What is a Community Plan?

As the name implies, a Community Plan[1] is a plan drawn up by local people setting out their vision for how they want their community to develop over the next 10 years. Generally a Community Plan describes the social, economic and environmental qualities that characterise the community and identifies what needs to be done to improve it. These needs are set out in an Action Plan which helps local people to shape and influence their own destinies.

This Plan has been produced by groups of committed local residents and is based on a series of consultations with other residents and local businesses and community organisations. Each group worked on a different aspect of the Plan, supported by the part-time project officer and the different parts of the Plan have all been brought together by an editing group[2].

The Plan is truly the views of local people – not central government or the Borough Council or the Parish Council. However, local government is expected to take it into account when considering the future development of the area.

Why Shinfield Parish?

Shinfield Parish is made up of a number of villages and settlements, each with its own identity and local community – Shinfield Rise, Shinfield Park and parts of Lower Earley and Green Park north of the M4; Shinfield village to the south of the M4; Three Mile Cross, Ryeish Green and Spencers Wood, collectively 'Our Villages'; and Grazeley with Great Lea, Mereoak, Poundgreen and Hartley Court, west of the A33.

It's a very varied Parish: north of the M4, largely urbanised, at least at first sight, (in fact it contains significant areas of ancient woodland); south of the M4, ancient villages that have seen extensive development in the last thirty years – and which face even more development in the next twenty – but which are still surrounded by ancient field systems and, west of the A33, small rural settlements.

Each of these communities has a separate identity and local concerns, and yet the research undertaken for this Plan has demonstrated that local people living and working in the Parish also share many issues and concerns, especially those arising from proposed future development and traffic.

These issues and concerns are set out over the following pages, starting with a more detailed **Introduction** to the Parish, covering a *Description* of the geography, the *History of Shinfield* and *Shinfield Today,* and the proposed future development of the Parish. Next, in **Shinfield Tomorrow**, the concerns which local people have identified during consultations are set out starting with a series of *strategic priorities*. This is followed by a more detailed examination of issues, drawn together under five general headings: **The Environment, Education and Childcare, The Economy, Social and Community Development** and finally **Transport and Access**. Based on these findings the Plan concludes with an **Action Plan**: a series of proposals for the future development of the Parish and its local communities, proposals that reflect the concerns and priorities of local people.

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[1] Sometimes referred to as a Parish Plan.

[2] Many of the same group of residents have also been involved in preparing Village Character Statements which describe the physical characteristics of the Parish and set out policies to guide future development. For more information about how all these plans were developed see Appendix.

What Happens Next?

It is anticipated that the Community Plan will be adopted by the Parish Council and will become the basis for the Council's future development plans. However, the Action Plan involves a very wide range of partners in addition to the Parish Council and to ensure their continued involvement in the Plan, it is proposed that a new organisation, the Shinfield Parish Community Partnership, should be established to co-ordinate the implementation of the Plan and to oversee the progress of the Action Plan.

The Partnership will comprise representatives of all the social and community organisations in the Parish, including the Parish Council, the Borough Council and local schools. It will meet two or three times a year to monitor progress and to adapt and modify the Community Plan as circumstances change and individual actions are completed. In the long term the Community Partnership is also likely to be responsible for overseeing the production of a new Plan as the present Plan becomes out of date.
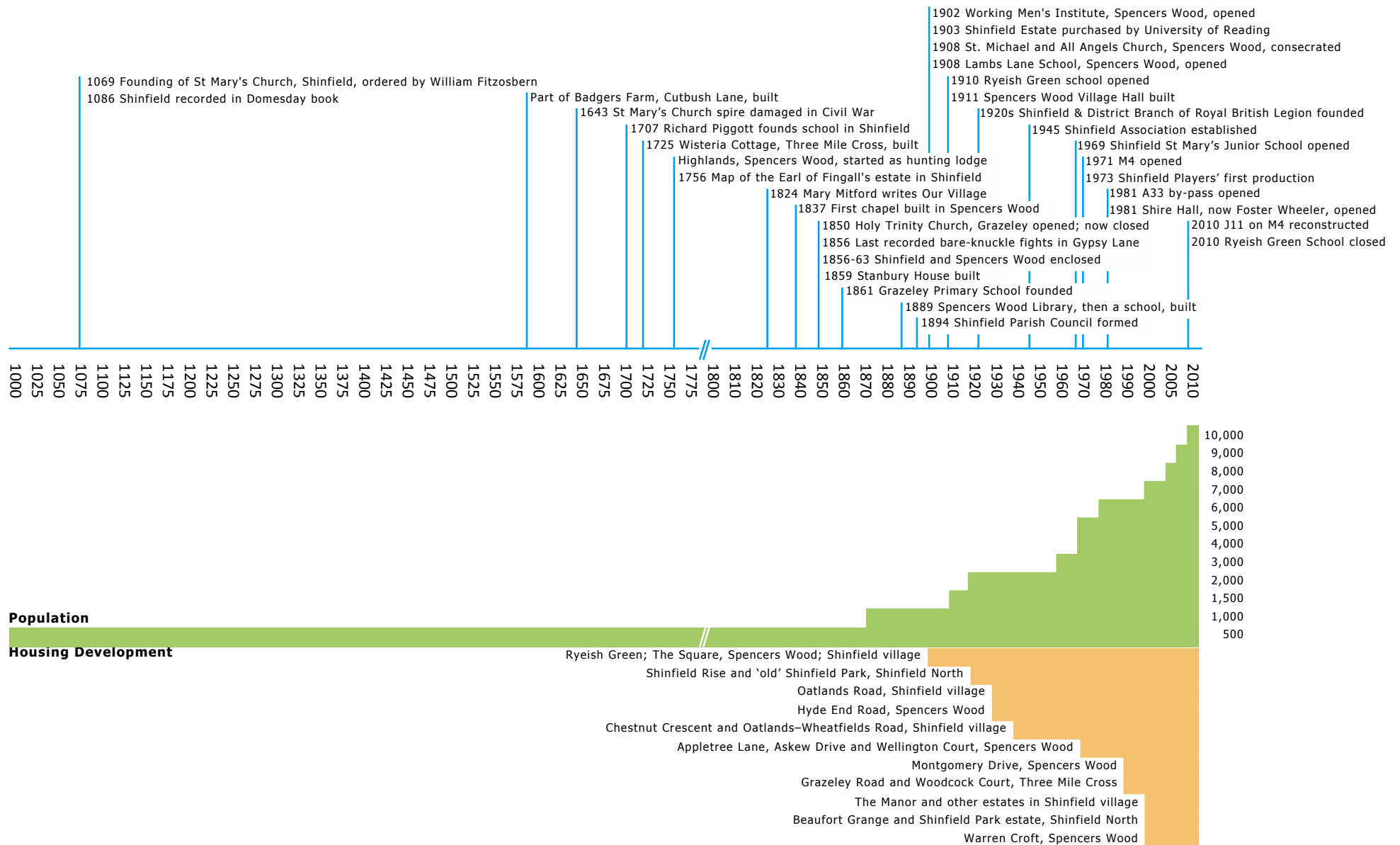
When it comes to taking forward individual Actions set out in the Action Plan, in almost all cases it is anticipated that Actions will be taken forward by a partnership variously comprising committed individuals, local voluntary groups and statutory bodies such as the Parish and Borough Councils. For each action, the Action Plan identifies a Lead Partner. As the name implies, this partner will take the lead in carrying forward the action concerned. The way the designated Lead Partner will undertake this role is likely to vary from one action to the next. However, it is anticipated that in most cases they will bring together the various partners involved and facilitate the formation of a consensus on how an action is to be taken forward. This may require the development of a project plan and agreement over the roles of various partners and, if funding is required, working together to secure the necessary resources.

The River Loddon, and the pleasant countryside through which it flows, characterise the south of the Parish.

2. Shinfield Parish: Timeline, Population and Housing Development

1069 Founding of St Mary's Church, Shinfield, ordered by William Fitzosbern
1086 Shinfield recorded in Domesday book

Part of Badgers Farm, Cutbush Lane, built
1643 St Mary's Church spire damaged in Civil War
1707 Richard Piggott founds school in Shinfield
1725 Wisteria Cottage, Three Mile Cross, built
Highlands, Spencers Wood, started as hunting lodge
1756 Map of the Earl of Fingall's estate in Shinfield
1824 Mary Mitford writes Our Village
1837 First chapel built in Spencers Wood
1850 Holy Trinity Church, Grazeley opened; now closed
1856 Last recorded bare-knuckle fights in Gypsy Lane
1856-63 Shinfield and Spencers Wood enclosed
1859 Stanbury House built
1861 Grazeley Primary School founded
1889 Spencers Wood Library, then a school, built
1894 Shinfield Parish Council formed

1902 Working Men's Institute, Spencers Wood, opened
1903 Shinfield Estate purchased by University of Reading
1908 St. Michael and All Angels Church, Spencers Wood, consecrated
1908 Lambs Lane School, Spencers Wood, opened
1910 Ryeish Green school opened
1911 Spencers Wood Village Hall built
1920s Shinfield & District Branch of Royal British Legion founded
1945 Shinfield Association established
1969 Shinfield St Mary's Junior School opened
1971 M4 opened
1973 Shinfield Players' first production
1981 A33 by-pass opened
1981 Shire Hall, now Foster Wheeler, opened
2010 J11 on M4 reconstructed
2010 Ryeish Green School closed

1000 1025 1050 1075 1100 1125 1150 1175 1200 1225 1250 1275 1300 1325 1350 1375 1400 1425 1450 1475 1500 1525 1550 1575 1600 1625 1650 1675 1700 1725 1750 1775 1800 1810 1820 1830 1840 1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2005 2010

Population

10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,500
1,000
500

Housing Development

Ryeish Green; The Square, Spencers Wood; Shinfield village
Shinfield Rise and 'old' Shinfield Park, Shinfield North
Oatlands Road, Shinfield village
Hyde End Road, Spencers Wood
Chestnut Crescent and Oatlands–Wheatfields Road, Shinfield village
Appletree Lane, Askew Drive and Wellington Court, Spencers Wood
Montgomery Drive, Spencers Wood
Grazeley Road and Woodcock Court, Three Mile Cross
The Manor and other estates in Shinfield village
Beaufort Grange and Shinfield Park estate, Shinfield North
Warren Croft, Spencers Wood

3. Introduction

Harvesting crops on some of the good quality arable land found in the Parish.

Description

Shinfield Parish lies immediately south of the town of Reading and is the western-most parish in the Borough of Wokingham. The Parish is divided by two major roads, the M4 running east–west in the north, and the A33 running approximately north–south and linking Reading to Basingstoke. In addition, the A327 runs northwest to southeast, linking Reading to Aldershot. To the south east the boundary is formed by the River Loddon.

The Parish comprises three distinct landscape types. The westernmost is an area of lowland clay, drained by numerous streams and ditches which run into the Foudry Brook, which in turn runs into the River Kennet. It is characterised by hedge banks and sunken lanes with mature oaks that stand out above the flat landscape. This is a mixed agricultural landscape, with both arable and pasture land which in the past was extensively used for sheep-grazing. Even today

it is highly rural, characterised by low-density, dispersed settlements of scattered farmsteads and hamlets. To the east this landscape is largely bounded by the A33 but includes an area north of the M4 west of Whitley Wood, including Green Park Business Park, which is now largely built over.

Settlements and scattered farmsteads in a largely agricultural setting.

Ryeish Green and Three Mile Cross and help to retain their separate identities.

The Loddon River valley which forms the third landscape type is largely undeveloped. The landscape is agricultural, a mix of larger arable fields on the better-drained land and small wet meadows beside the river. The Domesday Book records 700 eels as part of the annual rent for Shinfield, confirming the long-term presence of extensive wetlands in the Parish.

Cows in Clares Green Field Local Wildlife Site behind Askew Drive, Spencers Wood.

Above this lowland rises a ridge of higher land that separates the lowland clay from the Loddon River valley. From the west the ridge still retains its wooded character. There are other relict woodland belts and copses but the ridge is predominantly covered in undulating pasture divided into a patchwork of moderate-sized fields by hedgerows and mature hedgerow oaks. Consultation has shown that these wedges of countryside are of great significance to local people, especially because they separate the four villages of Shinfield village, Spencers Wood,

Looking across the fields from Basingstoke Road towards Hyde End Road, Spencers Wood.

The attractive River Loddon has good water quality and plentiful fish stock.

The water meadows along the river flood most winters after heavy rain – the reason for the lack of development.

History of Shinfield Parish

The Parish of Shinfield has a long history stretching back to the Domesday Book; almost 1000 years. The ecclesiastical parish originally stretched from south Reading (next to the Maidens public house) to the boundary with Hampshire at Riseley. During the late nineteenth century civil parishes superseded ecclesiastical parishes as the basic unit of local government and Shinfield civil parish was formed from the ecclesiastical parishes of Shinfield, Spencers Wood and Grazeley in 1894.

The town of Reading has been an important crossing point on the River Kennet since Norman times, particularly for goods and people moving between the Channel ports of Southampton and Portsmouth and the Midlands. The ridge of higher ground running from north to south through the Parish provided a dry route from Reading to Basingstoke, Winchester and the coast, between the flood plain of the River Loddon and the low ground drained by the Foudry Brook.

The area was for many centuries predominantly rural. Initially forming part of the western limit of Windsor Forest, clearance progressively changed the forest to an agricultural landscape, with fisheries and water meadows along the valleys and arable farming and grazing on the higher land. Early settlement is believed to have been on the higher, better-drained land around

Grazeley Primary School was originally built in the mid-nineteenth century.

Wisteria Cottage, a Grade II listed building, is one of the oldest houses in Three Mile Cross. It was built in the eighteenth century; altered and extended in the twentieth century.

St Mary's Church with much of the remainder of the area being non-nucleated settlements centred loosely around farmsteads.

This pattern of land use and settlement probably persisted for many hundreds of years with a population unlikely to have been greater than about 500. In 1707 Richard Piggott founded the school at School Green to provide free education for twenty boys up to twelve years of age, consistent with a population, in at least the eastern part of the Parish, of only a few hundred people. The onset of the Industrial Revolution initially led to rural depopulation but by the mid-1800s the development of the railways and increased industrial prosperity began the process of expansion of villages and smaller settlements near market towns like Reading that has continued to the present day.

The development of the individual villages can be traced from old Ordnance Survey maps. Grazeley first began to be developed in the mid-nineteenth century with the building of the parish church and subsequently the school. In Shinfield village by the 1870s and 1880s settlement was focused around St Mary's Church, the Vicarage, Church Farm and Manor House in Church Lane, and around School Green and Millworth Lane. In Three Mile Cross, settlement was principally focused around the junction of the Basingstoke Road and Church Lane with a small number of buildings to the south at Spencers Wood and around Mays Farm at Ryeish Green.

The turn of the twentieth century witnessed further development in Ryeish Green, including the opening of the school, and more extensive development in Spencers Wood focused around the chapel, St Michael and All Angels' Church (hereafter referred to as St Michael's) and the Library, and extending south down Basingstoke Road to Lambs Lane School, also built at this time. Housing also began to be built along Croft Road. The population of the Parish was then about 1500.

Shinfield village developed in the late nineteenth century.   *Shinfield Infants School was originally founded in 1707.*

By the outbreak of the First World War significant development was apparent in the Shinfield village area, with housing extending from School Green to Hollow Lane and the Arborfield Road, including the start of development along what is now Fairmead Road. Development down Cutbush Lane towards Shinfield Grange had begun. A significant proportion of the current houses had been built at Ryeish Green and on the south side of Church Lane opposite Shinfield Court.

Early 20th century development in Spencers Wood included both St Michael's Church (above) and the Library (left), originally a school.

There was further development between the Wars, including Shinfield Rise and 'old' Shinfield Park. In Shinfield village, the Oatlands Road estate to the east of Hollow Lane was advanced during the 1930s while in Spencers Wood housing was appearing along the western part of Hyde End Road.

Significant post-Second World War development took place in Shinfield village with the construction of council housing and a new school in Chestnut Crescent, and the development of housing in the Oatlands–Wheatfields Road estate to the east of Hollow Lane and south of Cutbush Lane. Immediate northward expansion was stopped in the early 1970s by the construction of the M4 motorway. Since then development has continued with further infilling along Hyde End Road towards Spencers Wood. As the result of these expansions the population of the Parish had risen to about 6,000 by the early 1970s.

Ryeish Green (above) was largely developed early in the 20th century.

Significant numbers of houses have been built throughout the Parish in the second half of the 20th Century. Development is shown in Shinfield north of the M4 and off the Grazeley Road in Three Mile Cross (below right).

Shinfield Parish Today

House building has continued in recent years including in Shinfield Park and in Spencers Wood.

During the 1990s a number of plans were put forward for major development in the Parish. This finally lead to the adoption by the (then) Wokingham District Council of proposals for a major development west of the A33 in Grazeley. These proposals were rejected by a Public Inquiry resulting in a revised plan to disperse the 2,500 houses across the district, of which around 1,000 were built in Shinfield Parish.

Since 2000, there has been extensive development south of the M4 and east of the A33, principally on land owned by the University of Reading: at the Manor and Churchfields sites off Church Lane (440 houses), at the Horticultural Station and Lane End Farm site on Cutbush Lane (164 houses) in Shinfield village,

and on backland behind Grazeley Road (158 houses), Three Mile Cross. In Spencers Wood development has taken place at Warren Croft, off Basingstoke Road and Beech Hill Road (121 houses). North of the M4 development has taken place at Shinfield Park (310 houses) and Beaufort Grange (75 houses).

As a result, the population has continued to grow: in 1991 it was over 7,000 and at the last census, in 2001, it stood at 8,136 and, following further development since 2000, the total population is now (2011) estimated to be about 10,000.

Although the current recession has (temporarily) reduced the scale of housing development,

permission has already been granted for a further 700 houses at three major sites in Three Mile Cross and Spencers Wood.

Early in 2010 following an examination in public, Wokingham Borough Council adopted its Core Strategy, setting out its development plans for the period up to 2026. This identifies an area south of the M4, including Shinfield village, Ryeish Green, Three Mile Cross and Spencers Wood as a Strategic Development Location (SDL). The area will be the location for major development, including a further 1,800 houses (in addition to 700 already approved or identified), two new primary schools, a local commercial centre and extensive infrastructure development to cater for the estimated 6,250 extra residents.

The Core Strategy also provides for the development of a Science Park within the Parish at a site on Cutbush Lane (to the east of the Black Boy pub)[3]. While this would provide some further highly skilled employment in the Parish, it is anticipated that most of these jobs will be sourced from outside the Parish, attracting more commuters to the area. North of the motorway, part of the Green Park Business Park lies within Shinfield Parish. Despite the recession, Green Park is expected to continue growing throughout the period covered by this plan, and it is feared this may increase through traffic in the Parish.

Finally, there is the recently rebuilt and enlarged Junction 11 of the M4, including the proposed construction of Park-and-Ride facilities at Mereoak. Reaction to the proposed Park-and-Ride has been mixed. If built, the Park-and-Ride will not only provide a 1,500–1,600 car-parking facility but also a major strategic, commercial transport hub and interchange for the south of England. Coach traffic and lorry parking currently at Calcot off M4 Junction 12 will be transferred to Mereoak to facilitate connections via the motorway network, Reading Station (with plans for a substantial upgrade) and the expanded Heathrow, 25 miles to the east. While some

Village store in Three Mile Cross.

regard this as an opportunity to improve local transport with new links to the national transport network, others are concerned that the Park-and-Ride will only attract more traffic into the Parish with little direct benefit for local residents – especially when readily accessible Park-and-Ride facilities already exist at the Madejski Stadium, one mile to the north of Junction 11.

Since the 1980s there has been a reduction in local facilities with the closure of both butchers and small supermarkets in Spencers Wood, a butchers/village store in Great Lea and a small village shop in Ryeish Green. In 2008 the Borough Council decided to close the local secondary school despite extensive opposition. Although there are shops in Three Mile Cross, Spencers Wood and Shinfield village, most residents look to the local centre at Lower Earley or to Reading for shopping and most services, while in Shinfield North there is another local centre just inside the Reading border. There are doctors' surgeries in Shinfield village,

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[3] The Borough Council has recently approved an outline planning application for the first phase of the science park.

Village store in Spencers Wood.

Swallowfield, South Reading (Whitley Wood) and Lower Earley.

Because of the proximity of Reading, and accidents of geography and communications, the villages have retained their separate identities so that the Parish as a whole does not share a common identity. In the north, residents are cut off by the M4 and naturally look towards Reading while to the west of the A33 residents are as likely to look further west towards Mortimer and Burghfield in West Berkshire and residents of Spencers Wood are as likely to use facilities in Swallowfield and Riseley as those in Shinfield village.

The new health centre in Shinfield village provides general practitioner, talking therapy, dental, pharmacy and other services to meet needs in the local community.

4. Shinfield Parish Tomorrow

It is the rapid development of the Parish over the past twenty years and further development planned for the next seventeen years that sets the context for this Plan. The consultation undertaken in preparing the Plan has shown that most of the concerns raised by local residents relate to the impact of the development that has already taken place and the proposed new development on the communities that make up the Parish.

Strategic Priorities

Influencing Development

Most local residents would prefer to see no further development but since Wokingham's Core Strategy[4] has been adopted and approval for further development has been given, realistically this is not achievable. It is therefore all the more important that any future development is controlled and sympathetic to the concerns of local people if successful thriving communities are to be achieved.

Where development does take place priorities for local residents include:

- Maintaining the identity of individual communities through retension of existing gaps and wedges;
- Protecting and enhancing the built and natural environment;
- Ensuring that housing development is accompanied by improvements to infrastructure and local employment opportunities.

Managing Traffic

With the rapid growth of housing has come congestion, and residents fear that despite any proposed schemes to reduce traffic the situation will only deteriorate further. The recent reconstruction of Junction 11 appears to have improved rush-hour congestion but there is concern that it may not be possible to adapt the existing road network to take increased volumes of traffic generated by new residents and commuters without destroying the character of the communities. It is also feared that the proposed Park-and-Ride at Mereoak may only increase traffic levels across the Parish.

In order to reduce traffic congestion and reliance on the car, residents support:

- Modifying the existing network to improve traffic flow and reduce speeds;
- Improving public and community transport;
- Acting to encourage children and their parents to walk and cycle to school;
- Improving the network of cycleways and all-weather footpaths.

Developing a stronger sense of community

Consultation has shown that many residents feel that the local villages lack a sense of community. This is felt by new and longer-term residents alike. The comments of long-term residents suggest that the sense of community has declined as more housing has been built, although it is worth noting that similar views were expressed in the 1998 Community Appraisals undertaken by the Community Council for Berkshire.

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[4]   Wokingham Borough Council (2010) Adopted Wokingham Borough Core Strategy
      http://www.wokingham.gov.uk/planningcontrol/planning/planningpolicies/local-development-framework/new-ldf-core-strategy/?locale=en or (http://tiny.cc/xt37y)

Good primary education provides the foundation for later success at secondary age and on into further education, higher education, training and work.

Many of the actions proposed above will help to sustain and develop a sense of community: maintaining the separate identity of individual settlements; encouraging families to walk to school which will incidentally provide opportunities for relationships to develop, as will improved community facilities and provision of community transport. In addition there is a requirement for a community building in Shinfield Rise.

Education

Through the closure of Ryeish Green School, Wokingham Borough Council alienated a significant proportion of the community. As a result, young people will be forced to travel further and one of the facilities that helped to bring together the local communities is in danger of being lost. However, there are a number of actions that can be taken that will help to contribute to a greater sense of community:

- Ensuring that there are adequate places for early years and primary education to meet the growing population;

- Nominating the nearest secondary school with Wokingham Borough as the designated school for all young people of secondary age in the Parish;
- Retaining facilities at Ryeish Green for community use;
- Offering an appropriate and beneficial range of opportunities for young people before and after school and at weekends, either in school or in the local community;
- Encouraging the development of further lifelong learning opportunities;
- Supporting the provision of localised drop-in centres for short hobby-type courses.

Economonic and Environmental Sustainability

Finally, public consultations confirmed the aspiration that proposals and actions should be sustainable. Most residents like living in Shinfield and want to ensure that the distribution of resources and opportunities in the future is equitable and in proportion to the needs of the Parish. To this end the following principles should be applied when considering any proposals for future development in the Parish:

- Ensuring that economic sustainability is taken into account when new development of any kind is proposed in the Parish;
- Ensuring that any facilities provided are appropriate only for the needs either of the villages south of the M4 or the suburban part of Shinfield to the north.

A Community Plan is not a static document. As the Plan has been revised and prepared for publication many of the proposals it contains have been taken forward.

Three of the most important proposals that will underpin the development of community have already been implemented:

- Establishing a local community volunteers group;
- Establishing a community transport scheme;
- Supporting an initiative by St Michael's Church, Spencers Wood, to create a meeting place for adults in the form of Caf'Active, a community café within the church.

Even though less than a year old, the Shinfield Parish Volunteer Group already has a string of successes to its credit including the establishment of a community transport scheme. Other achievements include open days for local groups and societies to promote themselves and their activities, a programme of parish walks and the establishment of a footpath group.

With the achievement of these objectives and the adoption of the Core Strategy new opportunities have emerged and there is one proposal that would contribute to the achievement of all, or almost all, the strategic priorities: the creation of a community woodland in the area between Ryeish Green and the new Churchfields estate opposite Shinfield Church. Woodland here as part of a single-entity SANG[5] would help to maintain the separate identity of settlements, creating a true visual barrier between the proposed new housing west of

Shinfield village and Ryeish Green, a distance which developers propose should be little more than 100 metres wide. It would benefit local biodiversity, provide a natural green corridor between settlements and meet the requirements of a SANG, by providing a place for people to walk and enjoy the countryside close to their homes.

A community project on this scale would help to bring together the whole community, established residents and new, and would provide a new environment in which young people's voluntary groups, such as scouts and guides, could contribute to their community and develop new skills. Finally, it would provide the opportunity for one or both of the new primary schools to be built locally to develop a distinctive new character as a forest school, offering greater educational choice to local families and providing young people with the opportunity to grow up to be more aware of their natural environment and develop self-motivation, empathy, independence, good social communication skills and a positive mental attitude, self-esteem and confidence, all qualities for which such schools are well known.

The fields between Shinfield village and Ryeish Green in winter.

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[5] Suitable Alternative Natural Greenspaces (SANGs) are areas of existing open space that have been identified for enhancement so that they can be made more accessible and attractive to visitors. The hope is that providing alternative areas for the general public to use for outdoor recreation will help lessen the impact on the Thames Basin Heaths as new households can use the SANG instead of the protected heathland.
http://www.wokingham.gov.uk/planningcontrol/planning/planningpolicies/thamesbasinheathsspa/sang/ or (http://tiny.cc/aj799) downloaded 22nd November 2010

5. The Environment

Overview

The natural environment, as much as the built environment, is viewed as an integral part of the setting for life in Shinfield. The Parish is appreciated as a pleasant place in which to live. Its physical characteristics and policies to guide future development are discussed in the Village Character Statements[6].

This Plan looks at four aspects of the environment across the whole Parish, bearing in mind the present stage of development and the pressures for future change. *Street Scene* concentrates on places where people gather, for instance near schools, shops and offices, and outlines their good and bad qualities and the opportunities for improvement. The section on *Drainage and Flood Risk* outlines the challenges and conflicts that large-scale development can bring, and highlights the propensity to flooding caused by

The villages are set in rural surroundings. Roads are lined with trees and hedgerows as in Spencers Wood.

the geology of the area. The section on *Ecology and Habitats* describes the significance of the natural environment and emphasises the need for conservation and management of these habitats. Finally, *Public Rights of Way* explores how the extensive network of tracks and footpaths offers opportunities for exercise and social interaction.

Some of the varied plants that grow in the established hedgerows.

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6   Village character statements for Shinfield School Green, Our Villages (covering Spencers Wood, Three Mile Cross and Ryeish Green) and the Grazeley Area, including Great Lea, Mereoak, Poundgreen and Hartley Court, can be downloaded from the Shinfield Parish Council website www.shinfieldparish.gov.uk

The sustainability of both the present situation and future proposals has been considered carefully with an emphasis on what is pleasant and advantageous to life in the Parish, what may realistically be achieved in terms of input from people, and taking into account physical, legal and financial practicalities. Flooding creates some problems for existing properties and for movement around the Parish. Maintenance of the local drainage systems is essential, and it is important that permeable surfaces are used in car parks, in play areas, and on driveways. Energy efficiency is being improved in houses and offices and any larger-scale new developments should be expected to use local heat and power generation as far as are practicable. The use of local facilities and the need to improve the appearance and condition of the small shopping areas and places where people like to congregate are highlighted in the section on the street scene. The small-scale developments of shops, offices and other facilities are currently proportionate to the size of the communities that make up Shinfield Parish. It is feared that the large-scale development proposed in the Core Strategy will not be proportionate and will overwhelm the existing communities to the detriment of the countryside. The countryside surroundings of the different communities are important to the residents, and are appreciated by them. The enjoyment of the countryside, wildlife and provision of public rights of way are significant for everyone.

Street Scene

Background

Street furniture does not always enhance the environment. This litter bin is in Three Mile Cross.

The villages of Shinfield Parish have developed as individual communities separated by green fields and by major roads. The characteristics of the built environments are described in the Village Character Statements. There is a pleasant mix of mainly traditional building types and uses, with a number of historic and other interesting buildings. The street scene is typically that of low- to medium-density housing with some commercial buildings on a street pattern that was not built for modern traffic. For the most part shops and office buildings are set amongst houses, sometimes grouped loosely in a central area as at School Green and Three Mile Cross, or scattered alongside the main roads as in

Spencers Wood. There are however a number of small industrial parks on the outskirts of villages or set within farms, and the large Green Park business development in the north-west corner of the Parish. Except at Shinfield village, the provision for parking is inadequate and some roadside pavements are in a very poor condition, especially on the approaches to Lambs Lane Primary School. There is a lack of attractive features such as paved areas with trees, lighting and seating; and the views along main roads are blighted by overhead telecommunications and electricity wires.

Parish roads are used by a variety of vehicles.

Housing is set beside hedgerows and open fields.

Green spaces in new developments retain a village feel.

The Future

All the villages are keen to keep their unique 'village' feel and new development should reflect this. Several of the industrial sites have empty units, making the area look neglected. These should be upgraded if necessary and occupied before new units are built. There are many opportunities to improve the quality of the local areas around small shops and commercial buildings, and any new developments should link with, and enhance, these locations.

Street Scene: Aspirations

E1. To reduce the visual pollution caused by road signage and overhead wires.

E2. To reduce light pollution, particularly poorly designed, non-directional lighting.

E3. To protect and enhance the setting of buildings of historic and cultural interest (churches, the Library, schools etc).

E4. To provide recycling facilities in all larger communities.

E5. To plant appropriate trees in suitable locations across the Parish taking advantage of the Borough Council's tree planting scheme

Overhead wires detract from the view along the Basingstoke Road in Spencers Wood.

and ensure that they are subsequently properly maintained.

Street Scene: Key Actions

Wokingham Borough Council

Policy and Strategic Issues

- Ensure that the green spaces in between the individual villages are retained to preserve the character of each *(in accordance with the appropriate Local Development Framework [LDF] policies)*;

- Ensure that all new properties meet or exceed the latest government energy-efficiency requirements *(in accordance with building regulations and LDF).*

Service Issues

- Provide recycling facilities in Spencers Wood, Three Mile Cross and Grazeley;

- Install distinctive pedestrian paved areas at key locations such as outside the parade of shops in School Green;

- Work with local residents to identify black spots where overhead wiring is unsightly and press for its removal whenever an opportunity arises;

- Plant appropriate trees in each settlement across the Parish.

Green gaps between settlements are essential to maintain the individual character of these settlements. They are also important for wildlife.

Shinfield Parish Council

- Establish gateways into the Parish at main access points in consultation with the Borough Council;

- Ensure seating is provided in places where the public congregate such as bus stops, parks and recreation grounds;

- Replace other worn or damaged street furniture and provide ongoing maintenance.

Shinfield Parish Volunteer Group

- Assist with regular clearing of litter from roadside verges and ditches;

- Support the annual litter pick organised by Wokingham Borough Council.

Drainage and Flood Risk

Background

As described above, a low ridge separates the flood plains of the River Loddon and the River Kennet/Foudry Brook system. After heavy rain, run-off from the ridge, which is composed of impermeable London Clay, makes the low-lying areas naturally prone to flooding. During the nineteenth and twentieth centuries the hillsides south of the M4 were drained as part of agricultural improvements, relying on effective sub-surface and surface drains to remove water safely to the main rivers, thus minimising flood risks to built-up areas. However, more recent development has begun to affect the earlier drainage system increasing the likelihood of flooding, and in most years there are short periods when flooding affects properties and movement around the Parish.

The Future

The construction of a further 2,500 homes as proposed by Wokingham Borough Council could significantly alter the natural drainage system and the inherited agricultural drainage system. The proposed new homes must not themselves be at a risk of flooding, nor must they increase the flood risk to existing homes, businesses and amenities. Developers will need to control high rates of surface water run-off and prevent soil instability during periods of heavy rainfall through 'Sustainable Drainage Systems (SuDS)' such as permeable paving, green roofs and attenuation ponds.

Drainage and Flood Risk: Aspirations

E6. To ensure that development does not increase the risk of flooding, waterlogged ground and instability of foundations.

E7. To ensure that a co-ordinated and sustainable water control and drainage strategy is agreed, preventing any increased rate of run-off from hard surfaces and paving.

E8. To prevent small-scale piecemeal development overloading existing drainage systems.

E9. To ensure that appropriate design and construction criteria are applied to buildings and infrastructure constructed in areas prone to soil instability (shrinking/ swelling soils).

Flooding occurs regularly across the Parish – here on high ground in Hyde End Lane.

Flooding is frequent on low ground along Church Lane between Three Mile Cross and Brookers Hill.

Drainage and Flood Risk: Key Actions

Wokingham Borough Council

Policy and Strategic Issues

- Co-ordinate the maintenance and long-term monitoring of old and new drainage systems and ensure that provisions are in place so that they are properly managed. (Planning Policy Statement 25).

Service Issues

- Exercise planning control powers to ensure that proposed development does not increase the risk of flooding;

- Exercise powers as Lead Local Flood Authority (LLFA) to ensure watercourses are properly maintained to minimise the risk of flooding from natural drainage and surface water.

Shinfield Parish Volunteer Group

- Monitor the state of ditches and maintain a database recording their condition, informing Wokingham Borough Council as appropriate;

- Assist riparian owners with cutting back growth of vegetation in roadside ditches at the end of summer each year so that the flow of water is not blocked.

Ditches need to be cleared thoroughly each autumn.

Ecology and Habitats

Background

Pleasant countryside of fields, trees and woodlands forms the larger part of Shinfield Parish. This landscape surrounds the scattered settlements south of the M4, and where there is more dense development north of the motorway, there are still open spaces and important woodlands. The mix of open country with woodlands and hedgerows is a vital characteristic of the Parish and is the key visual setting for residents.

Characteristic small lanes wander between the settlements

Remnants of semi-ancient woodland are important elements of the landscape.

Dense hedgerows (above and below), often with trees and set with banks and ditches, form corridors for wildlife.

Semi-ancient woods and copses persist at road junctions, on wetland in valleys, on higher water-logged ground and on steeper hillsides. The trees are mostly oak, with ash, field maple, sycamore, holly and hawthorn. Wildlife includes foxes and deer, small mammals and field and woodland birds. Dense hedgerows often with banks and ditches form corridors for wildlife, linking woodlands with ponds and streams. The River Loddon and other watercourses and their wetland habitats have a high nature-conservation value. Ponds occur on farmland, at the sides of roads and on former brickfields.

The large pond at Grazeley.

Consultation identified a range of significant habitats, including important trees and groups and lines of trees, the small copses, the wide hedgerows and ponds that not only had special meaning for residents but which also contribute vitally to the ecology and wildlife corridors of the area. These elements are widespread across the Parish and are important in the landscape setting of the communities as well as for wildlife.

The Future

Significant views, landscape and habitats require protection as housing and other development proceeds. Meanwhile it is important to recognise, investigate and record special habitats across the Parish, particularly the poorly managed ponds, small streams and ditches, and the copses and semi-natural grasslands. Management plans should be drawn up for these areas, and plans that already exist for the designated sites should be implemented and monitored. Gardens and corners of sites such as allotments and cemeteries are recognised as potential habitats for wildlife, providing links in natural corridors to be developed across the Parish.

Parts of allotments are used for children's plots, and corners are managed as small wildlife reserves.

Part of the Parish falls within the provisions of the Thames Basin Heaths Planning Zone. This requires that any future development is accompanied by the creation of Suitable Alternative Natural Greenspace (SANG) to alleviate pressure on nesting sites for ground-nesting birds within the heathland itself.

Ecology and Habitats: Aspirations

E10. To preserve the open countryside that separates the settlements and helps maintain their individual identities.

E11. To protect and enhance the diverse ecological habitats of the Parish.

E12. To establish wildlife corridors to increase the ecological value of the habitats.

E13. To minimise the impact of future developments on the natural environment and provide new equivalent habitat areas when any significant habitats are destroyed or harmed by development.

E14. To ensure that any new development makes provision for space for wildlife habitats over and above any land left as SANGs, since such land is nominally intended for dog walkers, and is not appropriate for wildlife habitats.

E15. To promote opportunities for incorporating beneficial biodiversity features

Several fields are semi-improved, unmanaged grassland where flowering plants attract many insects. This field in Spencers Wood is crossed by Footpath 23, but has now been designated for house building (PSH53 reserve building site).

as part of good design and ensure that species such as birds and bats are protected from the adverse effects of development through planning conditions or obligations. (PPS9)

Ecology and Habitats: Key Actions

Wokingham Borough Council

Policy and Strategic Issues

- Consult on the creation of a community woodland in the area between Ryeish Green and the Churchfields estate opposite Shinfield Church and other new Local Wildlife Sites or local nature reserves as part of the development of the SDL.

Shinfield Parish Council

- Promote and publicise Shinfield's wildlife heritage.

Shinfield Parish Volunteer Group

- List and publicise local environmental organisations and their particular interests;

- Participate in the management of habitats and the development of other wildlife-friendly areas;

- Undertake further detailed surveys of the local ecology and record sites of wildlife interest;

- Draw up habitat management plans for sites of value to the community.

Shinfield Parish Community Partnership

- Monitor the progress of existing habitat management plans for local wildlife sites.

Public Rights of Way

The Parish has a good network of footpaths that are well used for recreational purposes.

Background

There is an extensive network of over 40 footpaths and other types of public rights of way in the Parish, the condition of which varies. These rights of way, as distinct from the roadside pavements, play an important dual role, allowing pedestrians and others to get about between the settlements and providing access for recreational purposes to the local countryside. A group of volunteers has been established to assess the condition of the paths, promote their use and to support actions to ensure that they are maintained and, if possible, extended in key locations.

Popular monthly walks are held at various locations across the Parish.

The maintenance and upkeep of footpaths should be ongoing, with the provision of timber walkways and removal of any dumped material wherever necessary.

The Future

The availability of accessible, well-maintained public rights of way supports the general aims of the Community Plan, allowing residents and others to access and enjoy the countryside and lead healthy lifestyles. It is important to grasp the opportunity provided by the SDL, not only to maintain the existing network but to improve and develop it, introducing new routes that contribute to these aims whilst minimising the impact on the environment.

Rights of way need to be maintained in an appropriate manner that takes account of their location and primary use. Within the central area of the Parish between Ryeish Green, Spencers Wood and Shinfield village, and within settlements, the emphasis should be on accessibility, replacing stiles with kissing gates or similar, and improving surfaces with scalpings to facilitate their use in times of poor weather and by people with disabilities and pushchair users. Elsewhere the emphasis should be on maintaining and enhancing rights of way to protect their rural character and preventing abuse.

Public Rights of Way: Aspirations

E16. To maintain the existing network of public rights of way ensuring that they are kept in good condition and not abused.

E17. To identify and develop additional routes which can be used for the purpose of recreation or access.

E18. To encourage the use of rights of way by:
   a. holding regular walks within or near to the Parish;
   b. ensuring that signposting and map boards are clearly visible;
   c. liaising with local landowners and other organisations on issues relating to use or access.

Well-constructed kissing gates should replace awkward stiles.

To encourage greater use of footpaths, six map boards have recently been erected throughout the Parish.

Public Rights of Way: Key Actions

Wokingham Borough Council

Policy and Strategic Issues

- Negotiate with landowners to establish a public right of way along the length of the River Loddon from the Mill House on the Basingstoke Road to the Arborfield Road (A327) crossing near Parrot Farm;

- Extend the path on the east of Shinfield Recreation Ground (Footpath 15) to the River Loddon;

- Establish a bridleway from Shinfield to Arborfield Cross, avoiding the need to walk either in the road or on grass verges;

- Create a new footpath in Shinfield North to provide a circular route through Nores Hill Wood across the Shinfield Road and via existing footpaths to Pearmans Copse;

- Require the enhancement of existing rights of way in Rushy Mead, including the construction of a route alongside the River Loddon, as a condition of any planning permission that may be granted for the proposed construction of wind turbines in Rushy Mead.

Service Issues

- Notify landowners to maintain, reinstate or repair footpaths as required;

- Impose restrictions on use of byways to discourage their abuse by motor-cycles, quad bikes and other motorised vehicles;

- Ensure that all new footpath routes are a minimum of three metres wide to allow for verges at each side for wildlife;

- Replace stiles on footpaths with kissing gates and improve the adjacent footing within the central area of the Parish (between Ryeish Green, Spencers Wood and Shinfield village) and within settlements, for example at the entrance to Footpath 23 on the Basingstoke Road opposite Spring Gardens.

Shinfield Parish Council

- Establish a set of footpath noticeboards at strategic points in the Parish. **(Achieved)**

Shinfield Parish Volunteer Group

- Undertake clearance of routes to enhance access to public rights of way;

- Monitor the condition of footpaths, informing Wokingham Borough Council when maintenance or repairs are required so that they can take appropriate actions with landowners.

6. Education and Childcare

Overview

Education is an essential shaper of any society and to ensure the sustainability of local communities provision should be made to meet the needs of current and new residents. The quality and relative ease of accessibility to early years, primary and secondary education should be given a high priority. Extended educational activities and services for school-aged children and their families should be provided in response to local needs.

The pattern of local education provision has remained much the same in the years through to 2010, with the only changes being growth in early years provision, as a result of Government policy, and growth in the sizes of local primary schools to accommodate the increasing numbers of new residents. However in the summer of 2010 there was a significant change when the local secondary school, Ryeish Green School, closed.

Children learning at Grazeley Primary School (above) and at Shinfield Infants School (top right).

The level of interest and concern regarding the unpopular decision to close this school is indicative of the importance the community places on their children's education and the other leisure and local service opportunities available on the site.

To help to bring about a culture of lifelong learning, access to accredited training or the local provision of short non-vocational courses could be made available to adults of all ages at times convenient for them.

Background

The Parish is well served by nursery, pre-schools and primary phase schools for children up to age 11. Educational outcomes at the end of primary education (key stage 2) are broadly similar across the Parish.

Although Ryeish Green School was, until recently, the designated secondary school for most of the Parish, children from the Parish have traditionally attended a variety of secondary schools. The closure of the school means that all children have to travel outside the Parish for secondary education, and to a wider range of schools. The absence of an accessible secondary school in the Parish jeopardises the success of efforts to make the present fragmented communities within the Parish more cohesive and generates additional journeys by students travelling to schools outside the Parish. At the time of writing, a proposal for a new secondary free school to meet needs in the West of Wokingham is being developed.

Educational outcomes for 14-year-olds (key stage 3) are broadly similar across the Parish, but performance at GCSE (age 16) varies, with lower outcomes for young people living in Shinfield North, and higher outcomes for young people in the community around Spencers Wood.

The Red Kite Children's Centre provides services to families with children aged 0 to 5.

Shinfield St Mary's Junior School.

Lambs Lane Primary School, Spencers Wood

The Ryeish Green School site is a good education campus, located in the middle of the Parish, and with great potential for a variety of educational, social and community uses. It is centrally located for current housing, for already-planned development and for the proposed Strategic Development Location (SDL). It is essential that these facilities are retained for community use.

Opportunities for learning as an adult are available both in the Parish and just outside but the range of activities could be wider and available at more varied times. Following the recent loss of University of Reading Continuing Education Department, provision is offered in the Reading area by Oxford University Extramural Department and the Workers' Educational Association (WEA).

a. Early years and childcare

There are three early years education providers in the Parish: the nursery class at Shinfield Infant and Nursery School, the Chapel Lane Pre-School in Spencers Wood and Crosfields School in Shinfield North. There are two day nurseries, both in Spencers Wood, as well as a variety of other providers in surrounding villages. The Red Kite Children's Centre, adjacent to Shinfield St Mary's Junior School, provides advice, information and support to families with children under five in response to local needs.

Shinfield St Mary's Junior School provides a breakfast club and both Shinfield St Mary's Junior School and Lambs Lane Primary School offer after school childcare for children up to the age of 11. Shinfield St Mary's Junior School currently offers a holiday club for children up to the age of 11, and Lambs Lane Primary School a holiday club for ages 5 to 13. At the time of writing there were twelve registered childminders in the Parish, with at least one in each of the significant settlements. However, childminder provision is subject to frequent change and, because of their limited facilities, childminders often have few vacancies and their childcare offer may not be open to children of all ages or needs.

b. Primary Education

Currently there are four infant, junior and primary schools in the Parish[7]. Some of these schools have increased their rolls substantially since the 1980s and all serve the community well, although their standards and reputations vary from school to school as their Ofsted reports illustrate. However, the designated schools for some children in the Parish are in neighbouring areas[8]. There are also two private schools in the Parish, taking pupils from both within and outside the Parish[9].

c. Secondary Education

With the closure of Ryeish Green School in August 2010, the designated schools for students from the Parish are now Bulmershe School in Woodley and Emmbrook School in Wokingham. These are both farther away than Maiden Erlegh School, in Earley. Some parents in the parish have always opted to send their children to non-designated schools outside the Borough, including The Willink in Burghfield to the west, Yateley in Hampshire to the south, schools in Reading and privately run schools.

If the proposal for a new local secondary school is successful, the opportunity will be presented for children to once again attend a local school with a consequential benefit to social cohesion in the Parish.

It is unfortunate that our young people's secondary education is split between so many schools, thus minimising the opportunities to bond and socialise as a single group around a common community school, before they move further afield to higher education, skills training or work.

Shinfield Infant and Nursery School (top) and Grazeley Parochial Primary School (middle and bottom).

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[7] Grazeley Parochial C.E. Aided Primary School (currently admitting 15 pupils per year), Lambs Lane Community Primary School (30 pupils), Shinfield Infant and Nursery School (60 pupils) and Shinfield St Mary's C.E. Aided Junior School (63 pupils).

[8] Whiteknights Community Primary School serves the community in Shinfield Rise; Hillside Primary serves the Parish community that forms part of Lower Earley.

[9] Crosfields School in Shinfield for children between the ages of 4 and 13 and The Vine Christian School, a very small independent school in Three Mile Cross, caters for children between the ages of 5 and 13.

d. Lifelong Learning[10]

Within the Parish, the Library is the only publicly funded resource for informal lifelong learning and is greatly valued by local residents. In addition to the support provided to early years and school-age children, it provides reference and information resources as well as computer access for adults. In addition, recreational lifelong learning opportunities are provided by a limited range of local clubs and associations, some of which meet during the day.

Many varied resources are available in the Library

There are also opportunities for more formal study outside the Parish's boundaries in Reading, Burghfield, Earley and beyond. There are currently no opportunities for accredited learning in the Parish. While the need for short courses has not been overwhelmingly demonstrated, there are clear indications from consultation feedback that further local provision, more varied in time and topics, would be welcome. Study around digital photography, computing, gardening, family safety, art and natural history would be well received during afternoons, early evenings or at times convenient to parents with school-aged children. Day courses could be linked to a childcare facility.

The Future

The growth in new housing has attracted younger couples and families with young children. As a result there is already a need for increased early years provision and it is anticipated that these pressures will soon extend to primary schools. With further housing development planned there is every expectation that this trend will continue. This is recognised in the Borough Council's Core Strategy and the development proposals for the SDL include provision for two new primary schools.

All schools are now expected to provide various services and opportunities to meet the wider needs of local children, their parents and the community, often outside the times of the traditional school day. These may include access to childcare; a more varied range of before-school, after-school and homework activities for children of all ages; various types of support for parents; and access to specialists and professionals, for those children who need extra support. Schools are also intended to be a community resource if there is a need for their buildings or facilities to be used by the community. Opportunities should therefore be available to provide or facilitate services locally to meet local needs.

The long journeys our young people will have to travel to their secondary schools, including the need to catch specified school buses, have a definite negative impact on accessibility of the schools' extended services. Activities such as gifted and talented clubs, homework clubs, sports, arts and craft activities are normally scheduled before and after the school day. This has implications both for school transport and the possible need to make alternative provision within the Parish. One way of addressing social needs is through youth provision – a youth club

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[10] Note that all consultations took place before the announcement of the closing of the University's Continuing Education Department

meets in Spencers Wood and consultation indicates that provision is needed in Shinfield village and Shinfield North (see below, page 45).

With the loss of both our local secondary school and University of Reading continuing education provision, there is a need for a Community Education Forum comprising local primary schools and other providers, community organisations such as churches, and committed volunteers to co-ordinate provision locally and to campaign for improvements. This group would be the counterpart of the Shinfield Parish Volunteer Group working to co-ordinate provision for all ages from young people to the more elderly residents as well as helping to organise support and training for those wanting to return to work, perhaps after raising young families.

Education and Childcare: Aspirations

a. Early years and childcare

ED1. There should be sufficient, accessible and high quality provision of nursery and pre-school places available locally to meet the growing need.

ED2. There should be sufficient, affordable childcare conveniently available locally to meet the needs of local families.

ED3. The Red Kite Children's Centre should act as a focus for the effective co-ordination of children's services in the Parish, consulting with parents and community groups to ensure that services are well suited to the needs of local children and families.

b. Primary Education

ED4. There should be sufficient places in infant, junior and primary schools in the Parish to allow for parental choice and meet the needs and aspirations of families.

ED5. The community should support schools in their attempts to further raise standards across all aspects (and therefore reduce the pressure for children to attend schools outside the Parish).

ED6. The current primary schools should be enhanced and expanded before any new primary provision is built.

ED7. A range of extended opportunities, well suited to the needs of children, families and the community, should be available.

c. Secondary Education

ED8. Provision should be made for a secondary school within the Parish. Until this aspiration is realised, all parts of the Parish should be served by the same designated school, which should be the closest one in Wokingham Borough, currently Maiden Erlegh School.

ED9. A range of extended opportunities, well suited to the needs of children, families and the community, should be available.

ED10. Youth provision should be well suited to local needs to encourage attendance, so helping to build a sense of community in young people.

d. Lifelong Learning

ED11. The development of further lifelong learning opportunities should be encouraged.

ED12. The provision of localised drop-in centres for short hobby-type courses should be supported, especially in relation to Caf'Active in Spencers Wood and the proposed Community Hall in Shinfield Rise (see below, page 43).

Education and Childcare: Key Actions

Spencers Wood Local History Group using research facilities that existed at Ryeish Green School

a. General

Shinfield Parish Council:

- Establish a Community Education Forum to co-ordinate and work for improvements in provision locally.

b. Early Years and Childcare

Red Kite Children's Centre:

- Work with early years providers to ensure that appropriate local information, advice and assistance is provided.

c. Primary Education

Extended Services Neighbourhood Partnership Board:

- Work in partnership with primary phase schools to ensure the most beneficial range of childcare support and activities is available.

d. Secondary Education

Community Education Forum:

- Work in partnership with Wokingham Borough Council, parents, young people and local businesses to improve secondary education provision for the Parish;

- Work in partnership with secondary schools to ensure the most appropriate and beneficial range of extended services opportunities is available, either in school or in the local community.

e. Lifelong Learning

Community Education Forum:

- Work with Wokingham Borough Council and the local community to further investigate the need for lifelong learning opportunities, and the consequent strengthening and development of local provision;

- Work in partnership with the Library, local churches, associations and other bodies to explore the possibility of local bases for lifelong learning;

- Support, or facilitate access to support for, local clubs and associations that wish to develop their offer to local people;

- Explore the possibility of establishing a University of the Third Age (U3A) group in the Parish;

- Liaise with local groups regarding the provision of short hobby-type courses;

- Compile a register of people who would be interested in participating in such courses.

7. The Economy

Overview

Until recently there have been few dramatic changes in the local economy in the Parish. In the later decades of the 20th Century there was a gradual decline of local shopping facilities and a number of small industrial units were built. However, in recent years the pace of change has quickened with the development of Green Park in the north of the Parish, development of the local transport infrastructure and the improvements to the M4 Junction. The pace of change will accelerate with the proposed SDL. In addition to increasing the number of houses in the Parish by more than 60%[11], there are plans for light industrial and scientific sites and an integrated transport scheme including a Park and Ride at Mereoak.

Foster Wheeler's European headquarters are in the Parish at Shinfield Park.

Major international companies are based at Green Park, a new office development in the north of the Parish.

While there are some 200 small businesses, some medium size and a few larger employers in the Parish, the majority of residents work outside the area, facilitated by a network of road and nearby rail links. Unemployment is not markedly evident in Shinfield Parish. From consultation returns it would appear that the small businesses in the Parish like being based here for various reasons, and are satisfied with their level of trade. The growing housing developments within and adjacent to our Parish are likely to create additional opportunities, and needs, for employment − full-time, part-time and home-based.

Background

Shinfield Parish has excellent road links with easy access to the M4 motorway, the University of Reading, the Royal Berkshire Hospital, Reading town centre, nearby supermarkets and southwards towards Aldershot, Fleet and Basingstoke. However, these advantages are diminished by peak-hour congestion.

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[11] Wokingham Borough Core Strategy estimates the number of dwellings as 4,036 in 2008 and 6,536 in 2026.

Left: Pulleyn Transport has a large fleet and occupies a 1.6 hectare site near Three Mile Cross.

Right: smaller industrial units in Spencers Wood.

There are large, medium and small employers in the Parish and some local people take advantage of the employment opportunities offered. There is some evidence that a small, but increasing, number of people work from home. Their number is not known, but anecdotally may be significant in overall terms. However many residents have, or seek, work outside the Parish in nearby towns, villages or further afield.

The single biggest employer in the Parish is Foster Wheeler, a major chemical engineering company at Shinfield Park. Many of the other large employers in the Parish are located in Green Park, almost 40% of which lies within Shinfield Parish, and which houses offices for significant international businesses such as Cisco Systems. While these businesses do employ local people, most employees come from outside the Parish. Likewise, there are several large employers just outside the Parish that employ Shinfield residents.

There are a number of haulage and vehicle-based businesses, the largest being Pulleyn Transport. The Wellington and Heron industrial estates in Spencers Wood have small, modern industrial units. There are currently a number of vacancies on these estates. There is a range of smaller office-based and light industrial employers throughout the Parish. As might be expected in a semi-rural area, agriculture and related land uses still dominate between the main settlements.

There is a variety of local services, crafts, shops, restaurants, hotels, pubs, garages and so on throughout the Parish. These provide useful local services and largely employ local people.

There is a good variety of local services throughout the Parish (here and top of next page). They are an important part of village life.

However, many of these businesses depend on passing trade or attracting people from outside the Parish to make them viable and thus remain available to local residents.

Shinfield Rise and Shinfield village are less advantaged in terms of the proportion of young people not staying on in education and training post-16 years of age (between 40 and 50%), the proportion of adults having no or low-level qualifications (around 40%), and in terms of income. The areas of the Parish to the west and the parts of the Parish closest to Lower Earley are more advantaged and, on average, people living in these areas have higher incomes.

At the time of writing, the current economic downturn is having an effect on both local employers and the opportunities they can offer. Jacobs Engineering, the international construction and professional services company, recently vacated its premises in School Green, reducing employment opportunities in the Parish. This situation is likely to be further aggravated by cutbacks in public services affecting both employment opportunities and services locally.

Some of the local pubs. All serve food.

Post offices in Spencers Wood and Three Mile Cross. There is also a post office in School Green. These are greatly valued by local people, who would not want to see them closed.

The Future

Between 2001 and 2008 a total of 1,151 houses were completed in the Parish[12] and a further 2,500 are proposed as part of the Core Strategy. Other proposed developments include:

- Business uses on University land adjacent to the A327 in Shinfield;
- A Science and Innovation Park on land owned by the University between the M4 motorway and Cutbush Lane;
- The designation of Hyde End Farm as a possible Preferred Area site for mineral extraction by the Borough Council;

Rural development of small office units in Grazeley.

- The nomination of an area east of Shinfield village as a possible Preferred Area site for mineral extraction;
- A number of road improvements that are discussed in the Transport and Access section below.

As the building of the proposed 2,500 extra houses goes ahead, some more local employment will be desirable. Employment must be balanced with development. Vacant premises should be filled, and support and encouragement should be provided to local businesses. Redundant farm buildings should be utilised for commercial purposes before new builds. The proposed Science Park would provide some employment, although it is anticipated that most higher-level job appointments will be filled from outside the Parish. Proposed plans for the SDL include the

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[12] Wokingham Borough Council Core Strategy.

provision of new retail outlets. There is no local demand for a large supermarket and provision should be sufficient to meet the needs of the local community only. There is strong support for maintaining the existing post offices in the Parish. The Parish Council should therefore work with post offices to ensure their future sustainability.

The Economy: Aspirations

The following priorities are based on discussions with local residents and businesses and are also consistent with emerging priorities from the Berkshire Economic Strategy Board and Wokingham Borough Council.

EC13. The vitality and economic sustainability of the Parish should be improved while maintaining its rural character.

EC14. Advantage should be taken of opportunities to develop the skills of the local workforce to meet the future needs of local businesses.

EC15. A partnership approach should be adopted to deliver a strong, diverse economy in Shinfield Parish. It is essential that the Parish Council forges and maintains strong links with the Borough Council, other agencies, businesses and other partners.

EC16. Existing Library, local shops and post offices should be retained and sufficient, accessible local shops, post offices and other services provided to meet local needs.

EC17. Parking facilities near local shops, post offices and businesses should be improved to promote trade and therefore the sustainability of services provided.

The Economy: Key Actions

Wokingham Borough Council

Policy and Strategic Issues

- Prioritise the occupancy of the empty business units and the conversion of redundant farm buildings for commercial purposes before granting permission for new builds in order to achieve greater sustainability as well as a more prosperous appearance. *(In line with LPF CP1, CP6 and CP11)*

Shinfield Parish Council

- Adopt as one of its stated Aims, and support, the development of the local economy, so that this aim is reflected in its various decisions and comments on local issues;

- Consider whether it has a role to play in leading a partnership approach to support the delivery of a strong, diverse economy in Shinfield. If so, develop these themes and agree a more detailed action plan;

- Consider its role in understanding local skills, how skill gaps might be filled and develop an action plan to address identified issues;

- Work to ensure there is no reduction in post office services locally.

Shinfield Parish Volunteer Group

- Establish contact with local small businesses and home-workers and establish whether any additional support is required.

8. Social and Community Development

Overview

The rapid pace of development has put great pressure on the social fabric and institutions of the Parish and these pressures will continue with further development. A healthy, thriving community is based on three interlinked foundations. Once these are fully established, then individuals have an opportunity to find personal fulfilment.

First, a community needs to have an identity of its own. Without an identity, a community is only a very loose collection of people and dwellings. Newcomers need to be able to recognise and identify an existing community and must feel able to become part of it, if they wish to do so. The first section of this chapter therefore deals with *Identity and Integration*.

Secondly, the basic needs of the people living in a community must be met. Hence the physical care of all people must be provided for, and a healthy lifestyle be promoted in a safe and pleasant environment. The second section of this chapter examines *Healthy and Secure Lifestyle.* (Other aspects of lifestyle such as education and employment are discussed in other chapters of this document.)

Thirdly, the need to belong, self-esteem, aspirations and motivation must also be addressed so that people can truly thrive in the environment where they live. The third section, *Community Well-Being*, considers what is required to ensure that people feel part of a caring and supportive community to which they can positively contribute and in which they can develop their own feelings of self-worth.

Identity and Integration

Background

The separate Village Character Statements illustrate the separation of Shinfield Parish's settlements. The diversity of the communities that this separation creates is a strong and valued characteristic of the Parish. The ever growing urban sprawl of Reading is seen as a threat and there is a strong will to resist becoming part of 'Greater Reading'.

Shinfield Parish has long suffered from the threats of new housing development and anticipated major change. As a result of recent development, the community has seen a 25% increase in population since 2001. Integration and community cohesion are assisted by the generally good facilities providing informal, low-cost meeting places, except in Shinfield North, but the recent rapid expansion has placed new pressures on community organisations and facilities.

There are several community halls in the southern part of the Parish including Spencers Wood Village Hall (top), Spencers Wood Pavilion (above) and the Parish Hall in Shinfield (left).

Information about the Parish, its services and those of local commerce, voluntary groups and clubs is provided through the Parish noticeboards, the Parish Council website, and the Loddon Reach magazine (now distributed throughout the Parish). However, more could be done to support clubs and groups to make full use of these facilities and to promote their activities and widen their membership.

Access by public transport to local facilities across the Parish and beyond is restricted and so there is great reliance on car journeys, and people without cars can feel trapped at home. This is discussed further in the chapter on Transport and Access.

Information is provided on the Parish noticeboards, on the Parish Council's website and in Loddon Reach magazine.

The Future

As a result of proposed development up to 2026, the population may increase by approximately 50% again. The integration of so many new families will place even greater strains on social structures and community cohesion. To preserve the identity of each settlement, careful location of the new homes and the retention of green gaps between communities is strongly urged.

There is no community building at all in Shinfield North. There is a strong local need here with requirements made clear by residents, and the support of the Parish Council has already been pledged. However, through lack of action on the part of the Borough Council, one opportunity to redress this need has been lost.

In Spencers Wood the lack of a meeting place for adults, which was emphasised during the consultation process, has been met by the opening of Caf'Active at St Michael's Church.

This community café and meeting place is open for elderly people, young mothers and their children and the wider community throughout the week as well as for people attending church services. The transport scheme run by the Shinfield Parish Volunteer Group and a computer club are centred here. Caf'Active could provide after-school clubs, careers counselling, help with redundancy (Next Step) and other needs. Potential also exists for expanding the use of Spencers Wood Pavilion.

The balance of housing types is not meeting requirements in Shinfield Rise. Many family dwellings in public ownership are occupied by elderly people who would prefer single accommodation or bungalow-style properties but do not wish to leave the estate. The provision of additional single dwellings here would release much-needed three- and four-bedroom homes.

Healthy and Secure Lifestyle

Background

The residents of the Parish generally enjoy a good level of health which reflects in part the mostly good housing and employment prospects, and healthy lifestyles. Historically the Parish has been served by the medical practice in the adjacent parish of Swallowfield, with its outlier consulting room in Shinfield village. In 2008 the increase in population led to the establishment of a new medical practice at the newly built health centre in Shinfield village which also includes a pharmacy and a dental service. Mothers with young children and elderly people in particular have requested some more accessible medical provision in Three Mile Cross, with a linked pharmacy service.

Services to support health, diet and well-being, for example chiropody or exercise classes, are available locally. There are numerous opportunities within the Parish and nearby for

keeping fit by following indoor and outdoor sport, leisure and recreational activities. Other ways in which people keep active include participating in the parish walks, joining sports clubs and by having allotments, and there is a range of outdoor gym equipment at Spencers Wood recreation ground.

The range of shops and other services spread throughout the Parish means that most people can walk to a post office or general store. However, the focus of facilities along the main roads means that people living west of the A33 do not have local shops or pubs.

The new health centre in Shinfield village provides a range of services

Outdoor gym equipment has recently been installed in Spencers Wood Recreation Ground by the Parish Council.

The British Legion supports events throughout the Parish.

Clubs and groups meet in Spencers Wood Library, including a book club, children's club and storytime. The Library also has a comprehensive local information display and a computer for after-school use. There is also a wide range of clubs and groups such as scouts and guides groups, the Women's Institute, the British Legion and sports clubs. There are also

amateur dramatics groups in Shinfield North and in Swallowfield. Venues for society and club meetings, and for indoor leisure and recreation, are available in village and church halls in the separate communities as well as the Parish Hall at School Green. A youth club meets in the Pavilion at Spencers Wood but there is a need for youth clubs in Shinfield village and Shinfield North. The success of such ventures relies heavily on the commitment of adults to oversee activities for young people and there is a constant demand for volunteers.

Village and church halls and churches are able to host a variety of activities.

There are limited public facilities for sport and recreation in the Parish – a situation made worse by the recent decision by Wokingham Borough Council to close the indoor sports and leisure facilities at Ryeish Green. The nearest facilities are now at the major Loddon Valley Leisure Centre, including swimming pools, just outside the Parish in Lower Earley. Although facilities at Spencers Wood Recreation Ground have been improved, there is scope for improvement at others and there are few places outdoors that are particularly appealing for adults to sit and converse. There are several small playgrounds for young children, some of which are being upgraded, but there is a shortage of play spaces and equipment for older children. There are playing fields at Millworth Lane in Shinfield and at the Ryeish Green School site, as well as pitches attached to local schools. It is intended to retain the pitches and the existing sports pavilion at Ryeish Green, but these are in need of further improvement. There are also tennis clubs in Shinfield and just outside the Parish in Riseley.

There are a wide variety of churches, including Shinfield Baptist Church, St Mary's Church of England, Shinfield, and St Michael and All Angels Church of England, Spencers Wood.

The Future

The planned growth in population will necessitate increased provision for leisure and recreation as well as the development of new and existing clubs and community organisations. The two Anglican and the other churches already play a significant role in the villages and recognise that there is an opportunity to do more to reach out to the community as a whole to promote community well-being (see below). For example they could assist in setting up some of the volunteer groups to complement other existing activities by volunteers. One such effort could be supporting the Adopt a Garden scheme whereby people on the allotments waiting list use part, or all, of the garden of another resident who does not want to garden themselves.

The existing plans for the SDL include two neighbourhood centres in Shinfield village which are intended to act as community hubs providing community, health, recreation and education facilities, as well as schools and local retail provision. In the west of the SDL the buildings of the former Ryeish Green School and Leisure Centre could be used not only for village residents but for the Parish as a whole.

As well as improvement to the pitches at the Ryeish Green School site there is a requirement for a cricket pitch and further tennis courts. These facilities could be concentrated at the Ryeish Green School site, and should include an all weather multi-use games area (MUGA). The existing sports pavilion should be enlarged and upgraded, providing facilities to act as a social club as well as offering adequate parking to accommodate both home and visiting clubs.

There are several small playgrounds for children of all ages, including in Shinfield village, Spencers Wood and Three Mile Cross.

Fishing rights along some lengths of banks of the River Loddon could perhaps be assigned for public fishing after negotiations with landowners, provided that this was properly managed and did not result in the degradation of vegetation and structure of the banks.

It is imperative that the necessary infrastructure of amenities and green space is well thought out and forms part of the agreed plans. Developers should be held accountable for providing them at a very early stage of the site works. Strong planning and accountability would help to ensure community benefits from future developments.

Healthy and Secure Lifestyle: Aspirations

SC5. Enable all Parish residents to live in a safe and healthy environment, with a varied choice of enjoyable, safe and healthy activities for their spare time.

SC6. Provide elderly and disabled residents with access to the services they require and assist them to lead full and happy lives.

SC7. Retain and enhance community facilities on the site of the former Ryeish Green School as a focal point for the communities south of the M4, with particular provision for youth.

SC8. Provide more playgrounds with better provision for older children, activity items and all-weather areas for ball games and so on.

SC9. Develop or support developments of small parks or green spaces with a pleasant outlook and well-designed seating areas.

SC10. Provide sufficient allotments to meet demand as communities grow.

Healthy and Secure Lifestyle: Key Actions

Wokingham Borough Council

Policy and Strategic Issues

- Retain and enhance community facilities on the Ryeish Green School site *(in accordance with the LDF / Core Strategy)*;

- Improve existing sports facilities at the Ryeish Green School site to include an all-weather pitch, a cricket square, and a larger pavilion *(in accordance with the LDF / Core Strategy)*;

- Provide more indoor and outdoor sport and recreational facilities including places for young people to meet *(as part of the strategy for sport and leisure facilities and open spaces currently under development)*;

- Create new pleasant green areas for people to sit and converse *(as part of the strategy for sport and leisure facilities and open spaces currently under development)*;

- Plan for additional allotments associated with all major housing developments *(as part of development approval process in accordance with the appropriate LDF policies)*.

Berkshire West PCT/Local Medical Practices

- Provide outreach medical services in Three Mile Cross.

Shinfield Parish Community Partnership

- Negotiate with landowners to provide public fishing spaces on the banks of the River Loddon.

More pleasant green areas for people to sit and converse could be created.

Community Well-Being

Background

The well-being of the community is best achieved if all members – whatever their age, race, gender or creed – have the opportunity for personal fulfilment and creativity. A community that acts together, grows together. It is for these reasons that people's mental, emotional and cultural well-being should be nurtured so that everyone can feel part of a caring and supportive community to which they can contribute. Extending and encouraging the growth of existing groups, societies, clubs and voluntary organisations, and making the best use of existing buildings will ensure sustainability and limit costs.

People have the opportunity to become involved with organisations such as amateur theatre, church and school choirs, and the carnivals and fetes held each year in Spencers Wood and on School Green. These events deserve greater promotion, support and participation.

Joining a choir, such as the one in St Michael's Church, Spencers Wood, is one opportunity for fulfilment and enjoyment.

Spencers Wood Carnival in September has quickly become established as a popular event.

The Future

Volunteers can have a major role in developing community spirit. Most initiatives gain momentum quickly if just a small group can be energised to get started and keep a programme up and running. One outcome of community involvement in producing this Plan has been the decision to establish a local community volunteers scheme that can help match volunteers to identified needs. Finding these people, and giving them the encouragement and support that they need and recognising their achievement, is one way the Parish Council can assist the community.

Community Well-Being: Aspirations

SC11. Establish a cultural and artistic festival across the Parish to promote and celebrate the cultural life of the community and the contribution of local clubs, groups, societies and associations.

SC12. Encourage social interaction among local residents, particularly those with restricted transport or income (e.g. elderly, disabled, young mothers, young people).

SC13. Promote a sense of community and social responsibility among children and young people.

SC14. Establish a culture of volunteering and celebrate the contribution that volunteers make to the community.

Community Well-Being: Key Actions

Shinfield Parish Council

- Promote and facilitate the recruitment and training of volunteers to further assist with the running of activities.

Shinfield Parish Volunteer Group

- Form a Friends group of volunteers to visit and befriend people in need;

- Organise an annual festival and associated activities to promote and celebrate the cultural life of the community and promote local clubs, groups, societies and associations;

- Promote the development and use of the proposed community woodland to foster community engagement, social responsibility and healthy lifestyles.

Shinfield Parish Community Partnership

- Contact groups and organisers to discover what help they need to grow and widen their membership;

- Support local clubs, groups and associations to develop and promote their services and activities;

- Support local youth clubs to encourage young people to participate in challenging and enjoyable educational and cultural activities.

One of the volunteer drivers from the Shinfield Voluntary Car Service with a client.

9. Transport and Access

Overview

Consultation demonstrated that transport – and especially traffic and parking – are major concerns for local residents in all parts of the Parish. The effects are felt on the quality of life, on the ability to access different facilities around the Parish and on community cohesion.

Levels of car ownership are amongst the highest in the country, and the through routes (the M4 in the north, the A33 linking Reading to Basingstoke, and the A327, linking Reading to Aldershot) with the two routes (the B3270 and B3349) which run east–west across the Parish, offer good communications for drivers but are subject to congestion during peak periods.

Much of Shinfield Parish is characterised by small settlements in rural settings, with busy through roads and narrow lanes. The M4 Junction 11 on the boundary with Reading Borough is the major traffic hub in the area. The B3270 and B3349 act as feeders to the villages of the Parish linking them to the main through routes, but the M4 and the parallel B3270 effectively separate Shinfield North from the rest of the Parish, and similarly the A33 dual carriageway separates Grazeley and Great Lea from the major part of the Parish to the east.

Public transport varies greatly across the Parish. Those living north of the M4 benefit from good bus services. East of the A33 levels of service were reduced in 2009 and improvements are required if increased use of public transport is to be encouraged. Services to communities west of the A33 are very restricted. A network of footpaths and a limited number of cycle routes provide alternative means of transport and access both within and through the Parish.

The responses to consultations emphasised the need to reduce traffic congestion and to improve pedestrian access. The section on *Highways and Parking* focuses on the amount of congestion on the main routes, which has implications for air quality, noise, and pedestrian safety, and the impact of parking, often seen as an impediment to the full use of village facilities and activities. The rest of the sections in this chapter – *Public and Community Transport, Cycle Routes* and *Footways* – have a dual focus on reducing congestion and improving community cohesion and healthy lifestyles, and there is special consideration of *Routes to School*.

Proposed future development within the Parish will require careful consideration of transport and access to ensure that development is sustainable – that it has sufficient capacity while minimising environmental impact. It should ensure that alternatives to private vehicles are encouraged through improvement to public

Despite recent road improvements there is still congestion, especially at peak periods. These pictures show the Black Boy roundabout at such a time.

transport, cycle routes and footpaths. However, it should also acknowledge the reliance of many residents on private transport and therefore a continued need for appropriate highway and parking infrastructure.

Highways and Parking

Background

The principal issues relate to congestion, especially at peak periods. This is mainly caused by through traffic but is also affected by local traffic within the Parish, especially that associated with school transport (see below). Contributing factors are the existing road network, particularly the B3349 and A327, which are inadequate for current levels of traffic, and the high levels of car ownership and inadequacies of public transport (see below). Some narrow lanes are used as rat runs at peak times. The introduction of a one-way system along Hyde End Lane and Ryeish Lane to the north of Hyde End Road has reduced the number of vehicles using this route and makes these roads much more pleasant and safer to walk along. Outside peak periods speed of traffic is an issue, especially on the rural roads through the communities west of the A33.

A consequence of congestion is air and noise pollution. Away from the main roads the air quality south of the M4 seems satisfactory. However, recordings on the A327 and on Whitley Wood Lane, both in Shinfield North, show levels of pollution well above targets quoted by Wokingham Borough Council. There are no available figures for Spencers Wood and Three Mile Cross or beside the motorway junction. Small aircraft performing aerobatics are another cause of noise pollution.

Parking is a cause for concern. Four main issues were identified:

• Parking for local shops and amenities;
• Match-day parking for the Madejski Stadium;
• Parking provision in estates;
• Parking on pavements and its effects on pedestrians and drivers of disabled vehicles.

There is a public car park on the edge of the Green at School Green and off-road parking along the Basingstoke Road in Spencers Wood. Elsewhere, busy through roads and narrow lanes mean that parking on pavements and grass verges can be a major problem, especially around local shops and other amenities. This is even more pronounced when there are special occasions in the villages and on match days at the Madejski Stadium, when cars are parked along the roadsides in Three Mile Cross and Great Lea.

Even in new housing developments high levels of car ownership mean that parking provision (which is laid down by the Borough Council in accordance with planning guidance) is inadequate and parked cars encroach on open spaces and can dominate the appearance of areas. When cars park on pavements it is often difficult for pedestrians with pushchairs, people in wheelchairs or with sight impairment, and drivers of disabled vehicles to get past, forcing them into the road.

The Future

Despite concerns that the reconfiguration of Junction 11 might result in even heavier traffic on the approach roads through the Parish, it has, so far, reduced peak-hour congestion. However, concern still remains that the planned SDL and the major Park-and-Ride facility on the A33 at Mereoak may undo the benefits obtained. Other major schemes that will affect roads and traffic that are currently planned in and near to the Parish include:

- Construction of Eastern Relief Road (ERR) and bridge over M4;
- Improvements to the A327 and A33 and routes to the station at Winnersh Triangle and the planned station at Green Park;
- Measures to improve accessibility by non-car transport, including a new route connecting Shinfield to Spencers Wood and the Mereoak Park-and-Ride.

While generally supporting the development of an improved public transport network and new public rights of way, there is strong community objection to the proposed construction of a 'public transport only' route across the area originally set aside for the SANG and proposed for the site of a community woodland in the Community Plan. While a bridleway or footpaths would enhance such provision, the construction of a roadway is entirely inappropriate and would detract from the achievement of the objectives of a SANG and would potentially open up green fields for future development. There are also concerns that although the planned relief road may ease traffic on the current A327, it will increase congestion at the Black Boy roundabout, where it is proposed that it would rejoin the existing route.

It is important that the network of narrow lanes and the two cross-routes are retained if the individual character and identities of the villages are to be sustained. The improvements to the A33 and Junction 11 (already completed) and the planned Eastern Relief Road will help to reduce pressure from new developments, but given high levels of car ownership, may not be sufficient to avoid increased congestion. Should the proposed Arborfield SDL proceed, the proposed new cross-route south of the Parish to the A33 will be important to avoid more traffic from outside the Parish using the existing cross-routes.

The improved management of parking could also make a significant contribution to reducing congestion. It is important that the new development should include, as part of the integral planning process, provision for good and imaginative off-road parking schemes.

With a few modifications it is possible to segregate most through traffic from local traffic.

Highways and Parking: Aspirations

TA1. To reduce excessive speeding and 'rat running'.

TA2. To ensure that new main roads have a minimum number of stopping points in order to reduce noise and air pollution.

TA3. To improve the flow of traffic through the villages with junctions and pedestrian crossing lights and lay-bys at bus stops.

TA4. To use 'silent' road surfaces in residential areas, as well as on through roads.

TA5. To allow for increased off-road parking in all future developments.

TA6. To make provision for adequate parking at local shops, churches and other amenities.

TA7. To improve safety by restricting parking at junctions and pedestrian crossings.

Highways and Parking: Key Actions

Wokingham Borough Council

Service Issues

- Monitor the progress of existing developments to ensure that they are completed in accordance with the planning conditions;

- Reduce speed limits throughout the Parish in line with Government guidance;

- Retain the one-way system north of Hyde End Road at the end of the trial period **(Achieved)**;

- Provide frequent public transport from all parts of the Parish to the proposed Mereoak Park-and-Ride facility, if it goes ahead, and mitigate the effects of any increased journeys through the Parish to the facility;

- Curtail parking around the road junction at School Green;

- Provide additional car parking for local shops throughout the Parish;

- Create a bus lay-by parking area on Basingstoke Road opposite Warings Bakery;

- Improve parking facilities at Millworth Lane for Shinfield Recreation Ground;

- Provide clearly defined parking places for St Mary's Church, Shinfield;

- Promote (with Reading Borough Council) the provision of adequate parking places for the proposed improved shopping centre at Shinfield Rise. **(Achieved)**.

Shinfield Parish Volunteer Group

- Organise a campaign in conjunction with Thames Valley Police to discourage parking on pavements.

Public and Community Transport

Background

There is no rail service within the Parish. There is, however, a station on the Basingstoke–Reading branch line in Mortimer, which is well used by local commuters. A new station is planned on the same line north of the M4 beyond the Parish boundary, serving the Green Park Business Park and the Madejski Football Stadium complex.

Bus services are tabulated below. Services west of the A33 are very restricted; otherwise the main services are generally reasonable but some routes could be improved by extending the times at which they operate.

Improved bus shelters with seating, detailed timetables and raised paving for access are being installed across the Parish.

Bus	Route	Desirable improvements
6	Reading to Shinfield Park	
9	Reading to Shinfield Rise, Shinfield Park	
20, 21	Reading to Lower Earley	
72	Reading to Three Mile Cross, Spencers Wood, Swallowfield and Aldershot. Improved service was introduced from July 2009	Run early bus on Saturday mornings for those working
82	Reading to Three Mile Cross, Spencers Wood (then) Yateley and Farnborough	
82A	Reading to Spencers Wood (a small number of services continue to Riseley). Withdrawn from July 2009, apart from Thursday, Friday and Saturday evenings and Sunday services	Run buses later into the evening from Mondays to Wednesdays and Sundays
112	Reading to Spencers Wood via Shinfield North and School Green. Withdrawn from July 2009	Reinstate service and provide services in afternoons and evenings
144	Reading to Wokingham via Shinfield and Arborfield	
145	Three Mile Cross, Spencers Wood to Wokingham (including Tesco) and Winnersh (Sainsbury's). Tuesdays only, one journey each way	Increase frequency
154	Reading to Stratfield Saye via Beech Hill, Loddon Court Farm and Grazeley (Thursdays and Saturdays only)	Increase frequency

The lack of services for residents of Grazeley, Poundgreen and Hartley Court means that they are almost entirely dependent on private transport (or taxis). The withdrawal of the service between Spencers Wood and School Green further affects access to local facilities within the Parish. The limitations of bus services outside school and working hours affects those without cars or those unable to drive, especially disabled and young people wanting to take part in leisure activities at any distance, or to travel to Reading and beyond. They are generally forced to rely on parents and friends to use cars, or to take taxis, which increases congestion and carbon output.

Some services are provided for people who find it difficult to get out and about, both by volunteers and by official bodies. Volunteers for example take elderly people to and from Spring Gardens sheltered housing for lunch and other special occasions and Swallowfield Medical Practice organises transport to hospital. The Library runs a Home Library Service that relies on volunteers to help people to get the books of their choice. 'Readibus' provides a limited service for people who cannot travel on ordinary buses and it will take people by prior arrangement to and from Reading or to local centres, such as a surgery or the Asda shopping complex. A similar service is operated by 'Keep Mobile',

a Wokingham-based charity. Such provision has been significantly improved by the establishment of a community transport scheme by the Shinfield Parish Volunteer Group in response to the publication of the draft Community Plan.

The Future

The draft Community Plan has influenced the plans for the SDL,[13] resulting in a strong commitment to sustainability and recognition of the importance of improved public transport, if there is not to be a significant increase in congestion. The proposed Mereoak Park-and-Ride and the new station at Green Park have the potential to significantly improve the public transport network and the draft planning guidance also recognises the importance of good public transport links to both facilities from all parts of the Parish if the Borough Council's aspirations are to be realised. This should include provision for those using Class 3 road vehicles (e.g. mobility scooters) and provision of other mobility aids for those that need them.

Public and Community Transport: Aspirations

TA8. To provide a more comprehensive bus service by extending the operating times of some services.

TA9. To provide an affordable shuttle bus service linking communities and providing access to facilities.

TA10. To integrate bus services with rail services and the proposed Mereoak Park-and-Ride, if this goes ahead.

TA11. To ensure that safety, security and access (camber, ramps, dropped kerbs, path width) for wheelchairs etc is fully considered in existing and future development schemes.

Public and Community Transport: Key Actions

Wokingham Borough Council:

Policy and Strategic Issues

- Impose improvements to public transport provision as part of proposed development south of M4 and ensure these are enforced *(in accordance with the appropriate LPF policy CP20);*

- Negotiate extension of operating times with bus operating companies.

Shinfield Parish Volunteer Group:

- Establish a volunteer driver scheme linking communities and providing access to facilities *(Achieved)*;

- Establish and maintain a list of people who would use the above scheme. *(Achieved)*.

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13 Wokingham Borough Council, South of the M4 Strategic Development Location: supplementary planning document (draft for consultation) October 2010
http://www.wokingham.gov.uk/planningcontrol/planning/consultations/(or http://tiny.cc/vhvxs)

Cycle Routes

Background

The encouragement of cycling is seen as an important contribution to reducing traffic and improving health and lifestyles. However, provision for cyclists is currently poor: National Cycle Route 23, between Reading and Basingstoke, passes through Green Park and Grazeley while a short section of the 'round Berkshire' cycle route passes through the southern part of Spencers Wood. Only one route links the communities within the Parish (a shared footpath/cycleway linking Ryeish Green to Shinfield village and Shinfield Park). With the exception of the reconstructed Junction 11, no routes linking to the national cycle network or to existing routes into Reading, which in a number of cases start at the Parish boundary.

Wokingham Borough Council's Cycling Strategy 2007 is currently under review and so far there has been little or no investment in the Parish. With the mix of main routes and minor narrow roads and lanes used by an ever-increasing number of motor vehicles there are serious safety issues which deter cyclists and potential cyclists.

At present a further disincentive for cyclists is the lack of provision for cycles to be left securely at shops, leisure facilities, etc.

Cycling should be encouraged for leisure and as a means of transport to and from school and work.

The Future

The Borough Council's Core Strategy and the proposals of individual developers all include increased provision for cyclists on proposed new estates. However, by itself this is insufficient. Cycle routes throughout the Parish need to be improved and there needs to be more encouragement for people to use cycles and leave cars at home especially as the population and traffic congestion increase.

For this to happen, it is necessary to have more than just cycle tracks alongside existing roads. The tracks must be separated from road traffic, and be attractive, welcoming and, above all, safe. They need to meet the needs of different groups of cycle users – commuters and school pupils, as well as leisure cyclists and casual riders.

Cycle Routes: Aspirations

TA12. To provide a network of safe and attractive cycle routes that encourage leisure use.

TA13. To provide quick and more direct routes for commuters and other users.

TA14. To provide safe cycle routes to schools and safe-cycle training to encourage children to cycle to school.

TA15. To ensure provision for new cycle routes and connections to existing routes as part of the planning conditions for residential and commercial development.

TA16. To link existing and new cycle routes not just within the Parish and Wokingham Borough but also to surrounding authorities and the national cycle network.

Cycle Routes: Key Actions

Wokingham Borough Council

Service Issues

- Implement the cycle routes proposed in the Wokingham Cycling Strategy 2007;
- Widen shared paths for improved safety of cyclists and pedestrians;
- Link cycle routes with those beyond the Borough.

Wokingham Borough Council, Shinfield Parish Council, Employers

- Provide places for cycles to be left securely.

Shinfield Parish Volunteer Group

- Organise a campaign to encourage cycling to include:
  - Establishing a local cycling club, possibly in association with a local cycle shop;
  - Organising a programme of Sunday cycle rides;
  - Encouraging employers to provide showers/changing facilities and to join the 'Tax-free bike for work' campaign;
  - Offering basic cycle maintenance classes etc., possibly in association with a local cycle shop;
  - Encouraging schools to offer cycling proficiency training for pupils (and parents).

Footways

Note: The term 'footways' is used here to define pedestrian paths. These may be (i) at the side of roads ('pavements'), (ii) tarmac paths away from roads and (iii) paths or tracks, including public rights of way, that may not at present be surfaced but which perform a significant role in the provision of daily access from home to schools, work, shops etc.

Footways would be more heavily used but are considered unsafe because of inadequate lighting, overhanging vegetation or just being too narrow.

Background

During consultations a number of difficulties have been identified which discourage use of footways in most parts of the Parish, including:

- Footways that would be more heavily used but which are considered unsafe for a range of reasons;
- Use of pavements by cyclists due to inadequate provision of cycle routes;
- Insufficient pedestrian crossings especially on routes to schools and at shopping areas;
- Parking on pavements and double parking around schools, especially Whiteknights School, are particular problems.

The Future

Requirement CP6 of the Borough Council's Core Strategy recognises the need to enhance facilities for pedestrians as part of improvements to the existing infrastructure network. As with provision for cyclists, restricting improvements to new developments will not of itself encourage people to walk more. A holistic view needs to be adopted requiring developers to improve existing facilities in order to have a major impact on people's habits. The network should be planned on the 'wish routes' principle: the route that people would take if they could.

Footways: Aspirations

TA17. To improve the condition of pavements and ensure that footways are maintained in good condition.

TA18. To install all-weather surfaces on unsurfaced footpaths (public rights of way) that perform a significant role in daily access from home to school, work and shops etc.

TA19. To separate footways from road traffic to make them attractive, welcoming and safe.

TA20. To ensure that the network of footways is reviewed with regard to access to shops, schools and other facilities.

Footways: Key Actions

Wokingham Borough Council

Service Issues

- Improve pavements on all approaches to Lambs Lane School;

- Install all-weather surfacing on public rights of way serving as routes to school, work and shops;

- Provide crossings on Hollow Lane;

- Establish a walking and cycling route to Grazeley School, including a footbridge over the A33 linking with the proposed Park-and-Ride facility, if constructed;

- Ensure that new developments include adequate provision for pedestrian routes and that this is enforced;

- Surface Footpath 11 from School Green to Church Lane to enhance its use for residents in the new housing to the north of School Green.

Routes to School

Background

The Parish suffers from a great deal of through traffic, including traffic using Junction 11 of the M4 motorway. The amount of traffic is greatly increased by cars carrying children to and from school in the mornings and afternoons during term times. This increases air pollution and the parking causes nuisance to both residents and other vehicle users. Reducing school traffic is seen as an important objective and has the added benefit of encouraging healthier lifestyles and promoting community engagement.

There are seven schools in the area as well as nurseries and play groups, and approximately fifty per cent of the children are transported by car. Some children travel considerable distances, but many live near enough to their schools to walk.

The Future

Increased population as a result of development, including two new primary schools, is likely to increase school traffic. This situation will be further exacerbated by the additional journeys generated by students travelling to secondary schools outside the Parish. Many children of the Parish could walk or cycle to Ryeish Green School, but are very unlikely to walk or cycle to Emmbrook or Bulmershe schools.

One of the main aims of this Community Plan is to encourage walking and cycling to school, both of which would benefit healthy living as well as reducing congestion and pollution.

Routes to School: Key Actions

Schools

- Regularly revise school travel plans to take account of development;

- Draw up plans to encourage parents and pupils to travel to school by walking, or to share lifts when travelling by car, or to use dedicated bus services.

Wokingham Borough Council

Service Issues

- Define and provide safe and secure walking routes to schools;

- Provide improved bus services for schools, including services that allow secondary age students to attend before-school and after-school activities.

Shinfield Parish Volunteer Group

- Organise a campaign to encourage parents and children to walk or cycle to school.

Routes to School: Aspirations

TA21. Parents of children too young to travel to school by themselves should be encouraged to walk or cycle with their children to school where feasible and to share car journeys where not.

TA22. Children old enough to travel to school by themselves should be encouraged to walk or cycle.

TA22. All schools should have defined drop-off and collect points within their premises, i.e. off the public roads.

TA23. The number of local authority school bus services for secondary school children in the Parish should be increased with special provision to allow them to participate in before- and after-school activities.

10. Action Plan

The various actions identified in the previous five chapters have been brought together in a single list, highlighting the organisation designated to lead their implementation and identifying other key partners. A target date for each action has already been or will be identified to try to ensure that progress is made towards achieving targets within a reasonable timescale. A second list arranged by the lead partner will be made available on the Parish Plans section of the website (www.shinfieldparish.gov.uk) for ease of reference. To co-ordinate and oversee the implementation of the Action Plan, a Community Partnership is to be established, comprising representatives of all the lead organisations as well as other key local organisations and employers. It is anticipated that the Community Partnership will meet three or four times a year to monitor progress and to agree further action if required. It may also act as the lead partner on certain actions.

Section Coding

Green	The Environment
Blue	Education and Childcare
Peach	The Economy
Lavender	Social and Community Development
Yellow	Transport and Access

The Environment

Action	Lead Partner	Other Partners	Target Date
1. Ensure that the green spaces in between the individual villages are retained to preserve the character of each	Wokingham Borough Council	Shinfield Parish Council, developers	On-going
2. Ensure that all new properties meet or exceed the latest government energy-efficiency requirements	Wokingham Borough Council	Developers	On-going
3. Provide recycling facilities in Spencers Wood, Three Mile Cross and Grazeley	Wokingham Borough Council	Shinfield Parish Council	2012
4. Install distinctive pedestrian paved areas at key locations such as outside the parade of shops in School Green	Wokingham Borough Council	Shinfield Parish Council	2016
5. Work with local residents to identify 'black spots' where overhead wiring is unsightly and press for its removal whenever an opportunity arises	Wokingham Borough Council	Shinfield Parish Volunteer Group	2012
6. Plant appropriate trees in each settlement across the Parish	Wokingham Borough Council	Shinfield Parish Council, Shinfield Parish Volunteer Group	On-going
7. Establish Gateways into the Parish at main access points	Shinfield Parish Council	Wokingham Borough Council	2016
8. Ensure seating is provided in places where the public congregate such as bus stops, parks and recreation grounds	Shinfield Parish Council		2016
9. Replace other worn or damaged street furniture and provide on-going maintenance	Shinfield Parish Council		On-going
10. Assist with regular clearing of litter from roadside verge ditches	Shinfield Parish Volunteer Group	Shinfield Parish Council	On-going
11. Support the annual litter pick	Shinfield Parish Volunteer Group	Wokingham Borough Council	Annual

Action	Lead Partner	Other Partners	Target Date
12. Co-ordinate the maintenance and long-term monitoring of old and new drainage systems and ensure that provisions are in place so that they are properly managed	Wokingham Borough Council		On-going
13. Exercise planning control powers to ensure that proposed development does not increase the risk of flooding	Wokingham Borough Council		On-going
14. Ensure watercourses are properly maintained to minimise the risk of flooding from natural drainage and surface water	Wokingham Borough Council	Environment Agency, landowners	On-going
15. Exercise planning control powers to ensure that proposed development does not increase the risk of flooding	Wokingham Borough Council	Thames Water, landowners	On-going
16. Monitor the state of ditches and maintain a database recording their condition	Shinfield Parish Volunteer Group	Wokingham Borough Council	On-going
17. Assist riparian owners with cutting back growth of vegetation in roadside ditches at the end of summer each year so that the flow of water is not blocked	Shinfield Parish Volunteer Group	Landowners	Annual
18. Consult on the creation of a community woodland in the area between Ryeish Green and the Churchfields estate opposite Shinfield Church and other new Local Wildlife Sites or local nature reserves as part of the development of the SDL	Wokingham Borough Council		2011
19. Promote and publicise Shinfield's wildlife heritage	Shinfield Parish Council	Shinfield Parish Volunteer Group	2011/ on-going
20. List and publicise local environmental organisations and their particular interests	Shinfield Parish Volunteer Group	Shinfield Parish Council	2011/ on-going

Action	Lead Partner	Other Partners	Target Date
21. Participate in the management of habitats and the development of other wildlife-friendly areas	Shinfield Parish Volunteer Group	Wokingham Borough Council, Shinfield Parish Council, landowners, allotment holders' organisations	On-going
22. Undertake further detailed surveys of the local ecology and record sites of wildlife interest	Shinfield Parish Volunteer Group	Wokingham Borough Council	On-going
23. Draw up habitat management plans for sites of value to the community	Shinfield Parish Volunteer Group	Wokingham Borough Council	2012
24. Monitor the progress of existing habitat management plans for Local Wildlife Sites	Shinfield Parish Community Partnership	Shinfield Parish Volunteer Group, Wokingham Borough Council	On-going
25. Negotiate with landowners to establish a public right of way along the length of the River Loddon from the Mill House on the Basingstoke Road to the Arborfield Road (A327) crossing near Parrot Farm	Wokingham Borough Council	Landowners, developers	2021
26. Negotiate to extend the path on the east of Shinfield Recreation Ground (Footpath 15) to the River Loddon	Wokingham Borough Council	Landowners, developers	2021
27. Negotiate to establish a bridleway from Shinfield to Arborfield Cross, avoiding the need to walk either in the road or on grass verges	Wokingham Borough Council	Landowners, developers	2021
28. Create a new footpath in Shinfield North to provide a circular route through Nores Hill Wood across the Shinfield Road and via existing footpaths to Pearmans Copse	Wokingham Borough Council	Landowners, developers	2021

Action	Lead Partner	Other Partners	Target Date
29. Require the enhancement of existing rights of way in Rushy Mead, including the construction of a route alongside the River Loddon, as a condition of any planning permission that may be granted for the proposed construction of wind turbines in Rushy Mead	Wokingham Borough Council	Landowners, developers	To be agreed in planning condition
30. Notify landowners to maintain, re-instate or repair footpaths as required	Wokingham Borough Council	Landowners	On-going
31. Impose restrictions on use of byways to discourage their abuse by motor-cycles, quad bikes and other motorised vehicles	Wokingham Borough Council		2012
32. Ensure that all new footpath routes are a minimum of three metres wide to allow for verges at each side for wildlife	Wokingham Borough Council	Landowners, developers	On-going
33. Replace stiles on footpaths with kissing gates and improve the adjacent footing within the central area of the Parish (between Ryeish Green, Spencers Wood and Shinfield village) and within settlements	Wokingham Borough Council	Shinfield Parish Volunteer Group	2013
34. Establish a set of footpath noticeboards at strategic points in the Parish	Shinfield Parish Council	Shinfield Parish Volunteer Group	Achieved
35. Undertake clearance of routes to enhance access to public rights of way	Shinfield Parish Volunteer Group	Wokingham Borough Council, landowners	On-going
36. Monitor the condition of footpaths informing Wokingham Borough Council when maintenance or repairs are required so that they can take appropriate actions with landowners	Shinfield Parish Volunteer Group	Wokingham Borough Council	On-going

Education and Childcare

Action	Lead Partner	Other Partners	Target Date
37. Establish a Community Education Forum to co-ordinate and to work for improvements in provision locally	Shinfield Parish Council	Wokingham Borough Council, local schools, Shinfield Parish Community Partnership, Shinfield Parish Volunteer Group, Red Kite Children's Centre	2011
38. Work to ensure that appropriate local information, advice and assistance is provided	Red Kite Children's Centre	Early years providers	On-going
39. Work to ensure the most beneficial range of childcare support and activities is available	Extended Services Neighbourhood Partnership Board	Local primary schools	On-going
40. Work to improve secondary education provision for the Parish	Community Education Forum	Wokingham Borough Council, parents, young people and local businesses	2016
41. Work to ensure the most appropriate and beneficial range of extended services opportunities is available, either in school or in the local community	Community Education Forum	Secondary schools	2012/ on-going
42. Further investigate the need for lifelong learning opportunities, and the consequent strengthening and development of local provision	Community Education Forum	Wokingham Borough Council and the local community	2012
43. Explore the possibility of local bases for lifelong learning	Community Education Forum	Local churches, associations and other bodies	2012
44. Support, or facilitate access to support for, local clubs and associations that wish to develop their offer to local people	Community Education Forum	Local clubs and associations, Shinfield Parish Council	2012

Action	Lead Partner	Other Partners	Target Date
45. Explore the possibility of establishing a University of the Third Age (U3A) group in the Parish	Community Education Forum	Reading U3A, Wokingham U3A	2012
46. Liaise with local groups regarding the provision of short hobby-type courses	Community Education Forum	Local groups	2012
47. Compile a register of people who would be interested in participating in such courses	Community Education Forum	Shinfield Parish Volunteer Group, local churches	2012

The Economy

Action	Lead Partner	Other Partners	Target Date
48. Prioritise the occupancy of the empty business units and the conversion of redundant farm buildings for commercial purposes before granting permission for new builds	Wokingham Borough Council	Developers, landowners	On-going
49. Adopt as one of its stated Aims and Duties the support and development of the local economy	Shinfield Parish Council		2011
50. Consider whether it has a role to play in leading a partnership approach to support the delivery of a strong, diverse economy in Shinfield. If so, develop these themes and agree a more detailed action plan	Shinfield Parish Council	Wokingham Borough Council, local businesses	2011
51. Consider its role in understanding local skills, how skill gaps might be filled and develop an action plan to address identified issues	Shinfield Parish Council	Local businesses and education and training providers	2011
52. Work to ensure there is no reduction in post office services locally	Shinfield Parish Council	Post Office owners/postmasters	On-going
53. Establish contact with local small businesses and home-workers and establish whether any additional support is required	Shinfield Parish Volunteer Group		2012

Social and Community Development

Action	Lead Partner	Other Partners	Target Date
54. Provide a new community hall in Shinfield Rise	Wokingham Borough Council		2021
55. Provide suitable accommodation for elderly residents in Shinfield Rise	Wokingham Borough Council		2021
56. Construct a café/meeting place in St Michael's Church, Spencers Wood	Diocese of Oxford/ parochial church councils		Achieved
57. Extend distribution of Loddon Reach to cover the whole of the Parish	Diocese of Oxford/ parochial church councils	Shinfield Parish Council, Shinfield Parish Volunteer Group	Achieved
58. Promote the full use of existing community buildings to help ensure their future	Shinfield Parish Council	Management groups, Shinfield Parish Volunteer Group	2011/ on-going
59. Further improve communications with residents including promoting awareness of bus routes and timetables, facilities, events and the activities of local groups and clubs	Shinfield Parish Council	Shinfield Parish Volunteer Group	2011
60. Retain and enhance community facilities on the Ryeish Green School site	Wokingham Borough Council	Shinfield Parish Council	2011/ on-going
61. Improve existing sports facilities at the Ryeish Green School site to include an all-weather pitch, a cricket square, and a larger pavilion	Wokingham Borough Council	Shinfield Parish Council	2011
62. Provide more indoor and outdoor sport and recreational facilities including places for young people to meet	Wokingham Borough Council		2011
63. Create new pleasant green areas for people to sit and converse	Wokingham Borough Council	Shinfield Parish Council, Shinfield Parish Community Partnership, Shinfield Parish Volunteer Group	On-going

Action	Lead Partner	Other Partners	Target Date
64. Plan for additional allotments associated with all major housing developments as part of development approval process in accordance with the appropriate LDF policies	Wokingham Borough Council	Shinfield Parish Council	To be agreed in planning condition
65. Provide outreach medical services in Three Mile Cross	Berkshire West PCT/ local medical practices		
66. Negotiate with landowners to provide public fishing spaces on the banks of the River Loddon	Shinfield Parish Community Partnership	Landowners, developers	2016
67. Promote and facilitate the recruitment and training of volunteers to further assist the running of activities	Shinfield Parish Council	Shinfield Parish Volunteer Group, youth organisations	2012
68. Form a Friends group of volunteers to visit and befriend people in need	Shinfield Parish Volunteer Group	Shinfield Parish Council, local churches	2012
69. Organise an annual festival and associated activities to promote and celebrate the cultural life of the community and promote local clubs, groups, societies and associations	Shinfield Parish Volunteer Group	Local clubs, groups, societies and associations, Shinfield Parish Council, Shinfield Parish Community Partnership	2016
70. Promote the development and use of the proposed community woodland to foster community engagement and social responsibility and healthy lifestyles	Shinfield Parish Volunteer Group	Shinfield Parish Council	When established
71. Contact groups and organisers to discover what help they need to grow and widen their membership	Shinfield Parish Community Partnership	Shinfield Parish Volunteer Group	2012
72. Support local clubs, groups and associations to develop and promote their services and activities	Shinfield Parish Community Partnership	Shinfield Parish Council	2012
73. Support local youth clubs to encourage young people to participate in challenging and enjoyable educational and cultural activities	Shinfield Parish Community Partnership	Shinfield Parish Council, Shinfield Parish Volunteer Group	2012/ on-going

Transport and Access

Action	Lead Partner	Other Partners	Target Date
74. Monitor the progress of existing developments to ensure that they are completed in accordance with the planning conditions	Wokingham Borough Council	Shinfield Parish Council	On-going
75. Reduce speed limits throughout the Parish in line with Government guidance	Wokingham Borough Council		2013
76. Retain the one-way system north of Hyde End Road at the end of the trial period	Wokingham Borough Council		Achieved
77. Provide frequent public transport from all parts of the Parish to the proposed Mereoak Park-and-Ride facility and mitigate the effects of any increased journeys through the Parish to the facility	Wokingham Borough Council		if it goes ahead
78. Curtail parking around the road junction at School Green	Wokingham Borough Council		2016
79. Provide additional car parking for local shops throughout the Parish	Wokingham Borough Council		2016
80. Create a bus lay-by parking area on Basingstoke Road opposite Warings Bakery	Wokingham Borough Council		2016
81. Improve parking facilities at Millworth Lane for Shinfield Recreation Ground	Wokingham Borough Council		2016
82. Provide clearly defined parking places for St Mary's Church, Shinfield	Wokingham Borough Council		2016
83. Promote the provision of adequate parking places for the proposed improved shopping centre at Shinfield Rise	Wokingham Borough Council	Reading Borough Council	Achieved
84. Organise a campaign to discourage parking on pavements	Shinfield Parish Volunteer Group	Neighbourhood Action Group (NAG), Thames Valley Police	2012
85. Impose improvements to public transport provision as part of proposed development south of M4 and ensure these are enforced in accordance with the appropriate LPF policy CP20	Wokingham Borough Council	Shinfield Parish Council, developers	To be agreed in planning condition

Action	Lead Partner	Other Partners	Target Date
86. Negotiate extension of operating times with bus operating companies	Wokingham Borough Council	Bus companies	2013
87. Establish a volunteer driver scheme linking communities and providing access to facilities	Shinfield Parish Volunteer Group		Achieved
88. Establish and maintain a list of people who would use the above scheme	Shinfield Parish Volunteer Group		Achieved
89. Implement the cycle routes proposed in the Wokingham Cycling Strategy 2007	Wokingham Borough Council		2016
90. Widen shared paths for improved safety of cyclists and pedestrians	Wokingham Borough Council		2016
91. Link cycle routes with those beyond the Borough	Wokingham Borough Council		2016
92. Provide places for cycles to be left securely	Shinfield Parish Council	Wokingham Borough Council, schools, employers	2013
93. Organise a campaign to encourage cycling	Shinfield Parish Volunteer Group	Local cycle shops, schools	2012
94. Improve pavements on all approaches to Lambs Lane School	Wokingham Borough Council		2013
95. Install all-weather surfacing on public rights of way serving as routes to school, work and shops	Wokingham Borough Council	Shinfield Parish Council Shinfield Parish Volunteer Group	2013
96. Provide crossings on Hollow Lane	Wokingham Borough Council		2013
97. Establish a walking and cycling route to Grazeley School, including a footbridge over the A33 linking with the proposed Park-and-Ride facility	Wokingham Borough Council	Grazeley Parochial Primary School	2013/ if constructed
98. Ensure that new developments include adequate provision for pedestrian routes and that these are enforced	Wokingham Borough Council	Developers	On-going

Action	Lead Partner	Other Partners	Target Date
98. Surface Footpath 11 from School Green to Church Lane to enhance its use for residents in the new housing to the north of School Green.	Wokingham Borough Council	Shinfield Parish Council, landowners	2012
99. Regularly revise school travel plans to take account of development	Local schools	Wokingham Borough Council	On-going
100. Draw up plans to encourage parents and pupils to travel to schools by walking, or to share lifts when travelling by car, or to use dedicated bus services	Local schools	PTAs, Shinfield Parish Volunteer Group	2013
101. Define and provide safe and secure walking routes to schools	Wokingham Borough Council	Local schools	2013
102. Provide improved bus services for schools, including services that allow secondary age students to attend before-school and after-school activities	Wokingham Borough Council	Local schools	2013
103. Organise a campaign to encourage parents and children to walk or cycle to school	Shinfield Parish Volunteer Group	Local schools; Wokingham Borough Council	2012

Appendix: How the Plan was Developed

It is Government policy that local communities should have more control over their own lives. Parish or Community Plans are seen as one way in which this can be achieved and parish councils are encouraged to facilitate the process as part of the scheme for Quality Parish Councils, which is intended to improve both the effectiveness of parish councils and the quality of life of local residents.

The government department responsible for the initiative is Defra[14] but responsibility for providing advice and support is delegated to the Rural Community Action Network; in Berkshire this is the Community Council for Berkshire (CCB). Shinfield Parish Council is keen to achieve Quality Council Status and therefore decided to support the parish planning process locally.

In December 2005 a steering group was set up to co-ordinate this work. Although sponsored by the Parish Council, and including some members of the Council, the steering group was, from the beginning, independent of the Parish Council with an independent chairperson and membership drawn from interested individuals and organisations in the Parish as well as a representative from the Community Council for Berkshire.

At its first meeting, faced with the pressures for further development, the Steering Group decided that the first priority was the production of Village Character Statements, a form of planning guidance for developers and local authorities, setting out the views of local people on the type of development that they wish to see. So far,

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[14] The Department for the Environment, Farming and Rural Affairs.

emerged from the groups set up in the spring. This included the establishment of a group of footpath volunteers and the start of bi-monthly parish walks. This process continued with the establishment of the Shinfield Parish Volunteer Group during early summer 2009.

Throughout this period consultations have taken place with local communities – sometimes at events specially organised by the Steering Group and at other times as part of other events such as village fetes and carnivals. Every month there has been a report on progress in the parish magazines and more information was made available through our website. They all brought in more comments and suggestions from local residents – and new volunteers. A full list of consultations undertaken is included on page 78.

Village Character Statements have been produced for School Green and for Spencers Wood, Ryeish Green and Three Mile Cross (collectively 'Our Villages' after the book by Mary Mitford) and a draft Village Character Statement for the Grazeley area.

Having completed the first two Village Character Statements, the Steering Group turned to the task of producing the Community Plan itself. As this had always been the intention, consultation undertaken when working on the Village Character Statements had also gathered information for the Community Plan and much evidence was already available[15]. Based on this evidence, four working groups were established to focus on the four key areas of community concern: the Environment, Education and the Economy, Social and Community and Transport and Access.

The groups were set up during the spring and autumn of 2008 from people who had already expressed an interest in these subjects during the consultation. The work became more intense so that those groups established in the autumn only had three or four months in which to carry out their work before the first drafts of their reports were produced. At the same time work began on some of the recommendations that had

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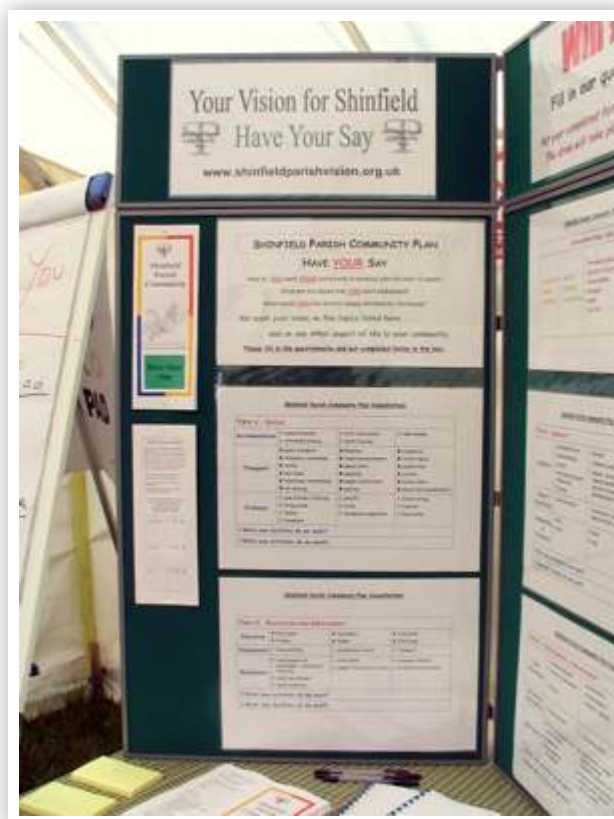
[15] This and all the other evidence gathered through consultation, as well as the Healthcheck and various working papers produced by the Working Groups that make up the Evidence Base for the Community Plan will be made available on the Parish Plan area of Shinfield Parish Council's website.

Another important part of the parish planning process was the completion of the Market Town Healthcheck. Although there is no way in which Shinfield could be described as a market town, the population of the Parish is larger than towns like Hungerford and as a result, the Parish is eligible to apply for project funding which could be used to part-fund one of the major projects in the Action Plan, such as the provision of community facilities in Shinfield North or at St. Michael's in Spencers Wood. With this incentive the Steering Group decided to complete the Healthcheck, which has subsequently proved useful in giving shape to our plan.

Throughout this process Shinfield Parish Council has given generous support including funding the post of a part-time project officer. Grants have also been received from Wokingham Borough Council for the publication of the Village Character Statements and from the Community Council for Berkshire.

Public Consultations

Date	Place/Event
March 2006–Sept 2009	Consultations for Our Villages, Shinfield School Green and the Grazeley Area VCSs (detailed in VCSs)
9th June 2007	Special public launch event at St Barnabas Hall (for Shinfield North)
26th–27th August 2007	Display, questionnaires, competitions and consultation at Swallowfield Show
15th September 2007	Display and consultation at Spencers Wood Carnival
17th October 2007	Display and consultation at Shinfield Infant School parents evening
October and November 2007	Questionnaire/competition – delivery to houses in Shinfield North
1st December 2007	Display, questionnaire, competition and consultation at Whiteknights School Christmas Fair
18th December 2007	Prize draw competition
29th March 2008	Display and consultation at Spencers Wood Easter Parade
12th April 2008	Environment Day – six walks around the Parish followed by lunch and displays and consultations in the Parish Hall
30th April 2008	Display and short report at Annual Parish Meeting
5th May 2008	Display and consultation at May Day Fair and Fun Run, School Green
24th–25th August 2008	Display and consultation at Swallowfield Show, Spencers Wood
13th September 2008	Display and consultation at Spencers Wood Carnival
13th–14th December 2008	Display and consultation at Shinfield Winter Carnival, School Green
26th March 2009	Final feedback display and consultation in the Parish Hall, School Green
28th March 2009	Final feedback display and consultation at Three Mile Cross
9th March 2009	Final feedback display and consultation at Shinfield Rise Residents Association meeting
23rd April 2009	Display and short report at Annual Parish Meeting
2010	Consultation with interested parties regarding key actions.

In addition, presentations were made to and consultations held with the following groups:

Chapel Lane Pre-School	Shinfield Rangers Football Club
Cricket Club	Shinfield Rise Residents' Association
Guides and Brownies	Shinfield Tennis Club
Jacobs	Spencers Wood Allotment Group
Nortons	Spencers Wood Baby and Toddler Group
Pound Green Women's Institute	Spencers Wood Badminton Club
Riseley and Swallowfield Women's Institute	Spencers Wood Football Club
Ryeish Green School	Spencers Wood Local History Group
Scouts and Cubs	Spencers Wood Youth Club
Senior Citizens' Club	Spring Gardens Home
Shinfield Allotment Holders and Gardeners Association	St Mary's Mothers Union
	St Michael and All Angels Church, Spencers Wood
Shinfield and District Local History Society	
Shinfield Association	Various local shops and businesses

Acknowledgements

Shinfield Parish Community Plan
2011 – 2021

Published July 2011

Planning Policy compliance

In developing policies for the Shinfield Parish Neighbourhood Plan it is necessary to take account of existing national and local policies (those adopted by Wokingham Borough Council). Our plan may add to these national and local policies them to make them more robust or to deal with specific local issues.

The following policy documents have been reviewed as part of the development of the policies in this plan.

<u>European Union planning documents:</u>
EU legislation on Sustainable Urban Drainage Systems (SUDS) and current pending UK law
<u>National planning documents:</u>
The National Planning Policy Framework 2012
<u>Wokingham Borough Council Planning documents:</u>
Core Strategy 2010- Local Development Framework

Managing Development Delivery Local Plan 2014

Borough Design Guide 2012

South of the M4 – Strategic Development Location Supplementary Planning Document 2011

Biodiversity Action Plan for Wokingham District 2003-2013 (currently being updated)

Local Transport Plan 2011-2026

Parking Standards Study Report (Adopted 2012)

Bus Stop Policy (Adopted 2012)

Affordable Housing Supplementary Planning Document 2013

<u>Shinfield Parish advisory documents:</u>
Community Plan 2011

Shinfield School Green Village Character Statement 2009

Ryeish Green, Spencers Wood and Three Mile Cross Village Character Statement 2009

Shinfield Neighbourhood Plan

Appendix Y – Listed buildings within Shinfield Parish

In Spencers Wood:

Building	Dating from	Grading
Library and School House	1890	II
'The Homestead', 264 Hyde End Road	C16th + C17th and C19th	II
'Fullbrooks', 202 Hyde End Road	C16th + C17th and C19th	II
Hyde End Farmhouse, Hyde End Road	Early C19th	II
'Sussex Lodge', Hyde End Road	Early C19th	II
'Walnut Tree Cottage', 9 Clares Green Road	Late C17th and C19th	II
Nullis Farmhouse, off Clares Green Road	Mid C16th	II
Hill House, Basingstoke Road	Early C18th and C19th	II

In Three Mile Cross:

Building	Dating from	Grading
'The Lieutenant's Cottage', Basingstoke Road	C18th	II
'The Thatch', Church lane	Late C18th	II
'Wisteria Cottage', Church Lane	C18th, altered C20th	II
'Highway Cottage', Basingstoke Road (formerly 'The George and Dragon' PH)	C18th, altered C20th	II
Post Office and Newsagent, Basingstoke Road (formerly a house)	C18th, altered C19th and C20th	II
The Swann Inn, Basingstoke Road	Early C16th cottage/s, altered C18th and C19th	II
The Mitford, Basingstoke Road	C18th, extended C19th	II

Great Lea Common

Building	Dating from	Grading
Hartley Court, Hartley Court Road	Early C16th	II*
The Old Farmhouse, Hartley Court Road	Late C17th	II
Hopkiln Farmhouse, Kybes Lane	C16th and C17th	II
Great Lea Farmhouse, Great Lea	Early C17th	II

Grazeley

Building	Dating from	Grading
'The Elms', Lambwood Hill	C1840	II
(Former) Wheatsheaf Inn, Lambwood Hill Common	C17th and early C19th	II
(Former) Holy Trinity Church, Lambwood Hill Common	1850	II

Poundgreen

Building	Dating from	Grading
Poundgreen Farmhouse	Early C16th	II

Shinfield Village

Building	Dating from	Grading
St Mary's Church, Shinfield	Late C12th, rebuilt C14th, altered and extended C15th, tower added C17th	I
Shinfield Infant and Nursery School	1707, extended C19th and altered C20th	II
Church Farmhouse, Church lane, Shinfield	Early C15th, rebuilt late C16th and altered C20th	II
Granary building in the garden of Church Farmhouse, Church Lane, Shinfield	Late C17th	II
L'Ortolan Restaurant, Church Lane, Shinfield	C1840	II
Cutbush, Cutbush Lane, Shinfield	C16th, altered C17th and early C20th	II
Barn Adjoining Cutbush, Cutbush Lane	C16th, altered early C20th	II
Oldhouse Farmhouse, Off Cutbush Lane, Shinfield	Early C17th, rebuilt C18th, altered C19th and C20th	II
Barn near Oldhouse Farmhouse, Shinfield	Early C19th	II
Lane End Farmhouse, Shinfield Road	C16th, altered and extended C18th, C19th and C20th	II

Shinfield North

Building	Dating from	Grading
Lodge to Meteorological Office, Perigee, Shinfield	Late C18th, extended C19th, altered C20th	II

PARKING DEMAND CALCULATION SHEET

WOKINGHAM BOROUGH COUNCIL

RM/2005/3851 - Tha Manor, Chuch Lane, Shinfield (Gloucester Avenue)

Search your development location area by postcode

| RG2 9GA |

enter postcode with no spaces (e.g. RG40 1BN as RG401BN) and click on "find postcode"

[Find Postcode]

Select your development location from a map

[Access Map]

click "access map" and click on where your development is located

Development location

| Urban |

[Reset Sheet]

Total number of properties	80
Total allocated spaces	117
Total unallocated spaces	82
Total Parking	199
Actual Provided	157

Development composition

Property type	Tenure	no. habitable rooms	no. allocated spaces per property, excluding garages	Total number of properties	Total number of garages for property type	unallocated spaces (including visitor parking and 50% for garages)	allocated spaces (including 50% garages)
House or flat (choose from drop down list)	Owned or rented/shared (choose from drop down list)	1 to 4+ (choose from drop down list)	0-2				
Choose from drop down lists				Enter below			
Flat	shared/rental	4	1	6	0	3	6
House	shared/rental	4	1	4	0	2	4
House	shared/rental	4	2	1	0	0	2
House	shared/rental	6	1	1	0	1	1
House	shared/rental	6	2	3	0	1	6
House	shared/rental	2	1	6	0	2	6
House	owned	4	0	2	2	3	1
House	owned	4	1	14	0	8	14
House	owned	6	1	5	0	5	5
House	owned	6	1	16	16	22	24
House	owned	8	1	11	11	20	16.5
House	owned	8	2	2	0	1	4
House	owned	8	2	9	18	14	27