ABLEY LETCHFORD PARTNERSHIP
Consulting Engineers

TECHNICAL NOTE

Project Title:	**South Wokingham Strategic Development Location Phase 2B**
Project No/ Document Reference:	**A398-TN005B**
Date:	**30 July 2024**
Author:	**Stephen Millns**

Condition 45 – Pedestrian and Cycle Strategy

1. Introduction

1.1. Abley Letchford Partnership (ALP) has been requested by Miller Homes and Kier Venture Ltd to provide this Technical Note in support of development within Phase 2B of the South Wokingham Strategic Development Location (SDL).

1.2. The site lies to the southeast of Wokingham. Montague Park lies to the northeast, with the railway line running across the northern boundary. Easthampstead Road bisects the middle of the Site with Holme Green to the south. The Site forms Phase 2B of the SDL.

1.3. This Technical Note is presented in order to discharge Condition 45 under planning application reference 191068.

2. Pedestrian and Cycle Strategy

2.1. Condition 45 requires that:

"Reserved matters shall provide for an interconnected network for routes for pedestrians and cyclists based on the principles established by the Design and Access Statement, the Design Code pursuant to condition 4, where relevant the Design Brief pursuant to condition 5 and a Pedestrian and Cycle Strategy that has first been submitted to and approved in writing by the Local Planning Authority."

3. Sustainable Travel Principles

Overview

3.1. The location of Phase 2 of the SDL is adjacent to the built up area of Wokingham and close to the town centre and public transport routes. These are positive active travel (walking and cycling) characteristics and, when coupled with a Site Wide Masterplan that has been developed with the aim of creating safe, direct, convenient and interesting routes, will allow users of all ages and abilities to move safely and conveniently between all points of the development and surrounding facilities.

3.2. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. With specific reference to transport, Paragraph 116 states that development should.

- *'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use';*
- *'address the needs of people with disabilities and reduced mobility in relation to all modes of transport'; and*
- *'create plans that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.'*

3.3. Wokingham Borough Local Development Framework, Adopted Core Strategy 2010, set out specific planning policy requirements associated with the South Wokingham SDL, which encapsulates Phase 2b.

3.4. Paragraph 4 of Policy CP21 that deals with the SWSDL Supplementary Planning Document (SPD) states that there should be measures to maintain separation from other settlements including Binfield/Bracknell, Crowthorne/Pinewood and Finchampstead North. These are generally located to the east and the south. Paragraph 5 states that measures should protect and enhance pedestrian access to the Countryside from the town centre. Paragraph 8 seeks measures to improve accessibility for non-car modes along the A321 Finchampstead Road and A329 London Road corridors. Paragraph 9 seeks measures to improve access by non-car modes to Wokingham Town Centre.

3.5. Page 35 of the SWSDL document establishes the principle of 'Walkable Neighbourhoods' and identifies the principle of a centre in the SWSDL, which is to be the focal point of community activity. Figure 4.2 of the SDP, replicated **Figure 1**, illustrates a neighbourhood centre and a surrounding 800 metre walkable distance. This has been reflected in the Phase 2 local centre, which is positioned in the in the same approximate location.

Figure 1: South Wokingham SDL Figure 4.2 – Walkable Neighbourhoods

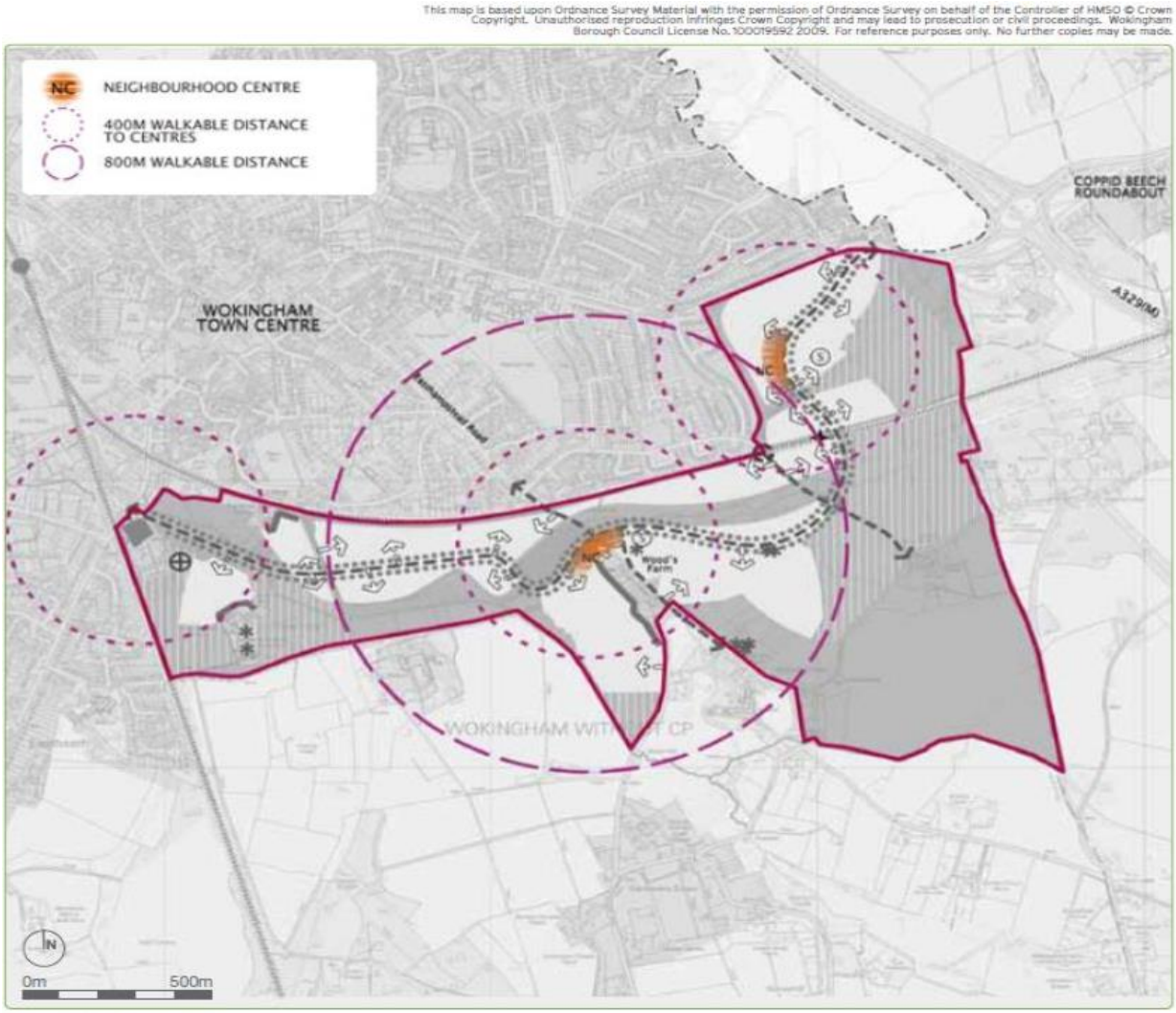


Figure 4.2: Walkable Neighbourhoods

3.6. Page 58 of the SWSDL document provides a Transport and Movement Diagram at Figure 4.6, which has helped to shape the evolution of the Walking and Cycling Strategy for Phase 2. Page 60 confirms at paragraph 5a(iii) that Easthampstead Road should continue to carry traffic and that the Waterloo Crossing could be downgraded. These objectives are reflected in the approved proposals and other planning applications made by the Council. The SWDR will create a break in Easthampstead Road, however, the road will continue to serve properties to the south. The separate northern section will continue to serve through traffic to the north via a junction with the distributor road. The Waterloo crossing will be closed to all traffic.

Sustainable Travel Objective

3.7. The pedestrian and cycle strategy have been influenced by guidance contained within the SWSDL as well as "Manual or Streets 1 & 2", which sets out the need to apply a hierarchy to the design process, with pedestrians followed by cyclists at the top. It also recognises the importance of the community function of streets as spaces for social interaction; and promoting an inclusive environment that recognises the needs of people of all ages and abilities.

3.8. The pedestrian and cycle strategy has also been influenced by WBC, Living Streets guidance, which reaffirms its support for the design principles set out Manual for Streets and encourages developers to apply these in the design process

3.9. As part of the Site Wide Masterplan, the overarching transport strategy is built upon providing travel choice through a range of sustainable travel options. To deliver this objective, the pedestrian and cycle strategy has been developed to encourage active travel through a combination of high quality shared foot/cycleways, separate footways and a series of interlinked footpaths.

4. Overview of Strategy

4.1. The pedestrian and cycle strategy measures will seek to provide sustainable accessibility as part of Phase 2B of the SDL are proposed:

- Provision of dedicated pedestrian/cycle route parallel with the SWDR, linking Finchampstead Road in the West with William Heelas Way and the A329 London Road in the east (as part of WBC highway proposals);
- Providing safe pedestrian/cycle route to the Easthampstead Road level crossing (as part of WBC highway proposals for the SWDR/ Easthampstead Road;
- Safe pedestrian and cycle connectivity along the existing stretch of Waterloo Road;
- Maintaining and enhancing the existing Public Right of Way between Waterloo Road and Easthampstead Road;
- Downgrade the existing Easthampstead Road alignment (between the railway crossing and Heathlands Road junction) to reflect the fact it will not serve through traffic and to provide improved pedestrian and cycle facilities;
- The existing internal PROW facilities will be retained and via S106 contributions will be resurfaced where necessary;
- A permeable, legible and low speed internal highway network to promote safe, direct and convenient walking and cycling routes, connecting with key destinations including the Primary

School, Local Centre, SANG and the WBC proposed Sports Hub and also the bus stops on the SWDR; and

- Appropriate signage and crossing points of roads through the development, including safe access over the SWDR.

5. Connectivity

5.1. Providing good connectivity and choice of routes are instrumental creating a sustainable development that encourages walking and cycling. The benefits of this can help to reduce car trips within and from the development as well as providing health and wellbeing benefits to residents, whilst also creating a development that is sensitive to the environment.

5.2. The Phase 2B SDL Design Code encompasses a site wide pedestrian and cycle strategy. This is supported by a 'Pedestrian and Cycle Movement Plan', which illustrates the proposed footpaths, footway and cycleways throughout the masterplan and is contained at **Appendix 1**.

5.3. The following Section provides greater detail associated with these routes and networks and how this will link the wider network beyond the development, including key destinations.

South Wokingham Distributor Road

5.4. The South Wokingham Distributor Road (SWDR) is an east-west sustainable multimodal transport corridor being delivered by WBC, which is a key strategic road that runs through the centre of the development. The aim of the SWDR is to facilitate access for up to 2,500 new homes and minimise the impact of the increase in traffic on nearby residential roads. It will also provide some traffic relief through the historic town centre of Wokingham.

5.5. The route includes 3m parallel footway/cycleways on both side of the carriageway and several pedestrian refuse crossings along the length of the development to aid safer crossing between the north and south sides of the development.

5.6. When complete, the SWDR will provide an off-road cycle route and footway connection between Finchampstead Road in the west and the A329 London Road and William Heelas Way to the east. At present, the route is partially constructed and already provides connection to the Montague Park residential development to the east with supporting amenities, including the Floreat Montague Park Primary School.

5.7. In additional to east-west pedestrian and cycle connectivity, the SWDR will provide connection to Easthampstead Road, which runs north-south through the development. This will provide a direct route north to Wokingham Town Centre on foot or by cycle of approximately 1km and an on-carriageway cycle route to Crowthorne, which is approximately 4km to the south.

5.8. The Pedestrian and Cycle Movement Plan in **Appendix 1** also highlights the location of several bus stops along the SWDR and additional bus stop provision on a Secondary Street within the east of the development. An example of how the bus stop waiting areas and footway/cycleway could look within the development is shown in **Image 1**.

Image 1: Example of Bus Stop and Shared Footway/Cycleway

5.9. Good pedestrian connections to these bus stops are important to encourage future public transport use internally and externally, therefore, several footpath connections have been created from the residential plots to the SWDR, in conjunction with Secondary Street connections, to maximise permeability and minimise walking distances to the bus stop locations.

5.10. Within the centre of the development, the new Primary School and District Centre will contain direct pedestrian and cycle access via the SWDR to encourage sustainable active travel and minimise internal trips by car.

South Wokingham Distributor Road Internal Link Road

5.11. The SWDR Internal Link Road is being delivered by WBC and will provide an off-road cycle route and footway connection between the SWDR to the north and Finchampstead Road to the south. Like the SWDR this will be in the form of a 3m parallel footway/cycleway on both side of the carriageway.

5.12. Pedestrian and cycle connectivity to the SWDR Internal Link Road will be via a combination of the Secondary Streets and Tertiary Streets as well as informal 2m footpaths, which are designed to maximum permeability in the southeast of the development.

Secondary Street with Bus Route - R10-14 Link Road

5.13. The R10-14 Link Road is a Secondary Street located within the east of the development, connecting Waterloo Road with a point further east on Waterloo Road. The link road includes a 3m footway/ cycleway on the northern side of the Street and a 2m footway on the southern side, offset by a 3m wide planted verge. A section of the R10-R14 Link road extracted from the Site Wide Masterplan is illustrated in **Figure 2**.

Figure 2: Secondary Street with Bus Route

5.14. This provides good levels of pedestrian and cycle connectivity to the proposed residential plots, SWDR and beyond towards Bracknell to the east. It's design follows the principles of the Illustrative Masterplan and Design and Access Statement submitted with the Phase 2B hybrid planning application. This link road is currently supported by a Full Planning Application, which was submitted in April 2024 (planning application reference 240892).

5.15. As part of the proposals, Waterloo Road, to the south of the link road, will be stopped up and the western section retained as a pedestrian and cycle only corridor. The eastern section of Waterloo Road

will accommodate a limited number of vehicular trips to allow access to existing properties, therefore offering an alternative lightly trafficked parallel route for pedestrians and cycles to the south of the R10-R14 Link Road. Accordingly, the proposed layout includes a 3.5m wide link to the pedestrian and cycle corridor along Waterloo Road as well as a short section of 3m shared use footway / cycleway alongside the link road in this location.

Wider Secondary Street Network

5.16. Parcel R11 is located in the southeast of the development and is served by a Secondary Street that provides access to the R10-R14 Link Road to the east and SWDR Internal Link Road to the northwest. A section of the R11 Secondary Street has been extracted from the Site Wide Masterplan and is illustrated in **Figure 3**.

Figure 3: Secondary Street

5.17. This will contain a 2m footway on the northern side of the street, offset by a 2m wide planted verge and a 2m footway on the southern sides of the street. The carriageway will accommodate cycle movements with its alignment carefully designed without straight sections of

carriageway to help achieve the maximum target vehicle speed of 20 mph. example of how the Secondary Street could look within the development is shown in **Image 2**.

Image 2: Example of Secondary Street

Tertiary Street

5.18. The Tertiary Streets network will connect each residential plot with the SWDR, with the exception of Plots R10 and R11, which connect to the R10-R14 Link Road and SWDR Internal Link Road. A section of a Tertiary Street has been extracted from the Site Wide Masterplan and is illustrated in **Figure 4**.

Figure 4: Tertiary Street

5.19. The Tertiary Streets are supported with 2m footways on both sides of the Street, unless a side is against open space, and will have a minimum carriageway width of 5m, which will accommodate on-carriageway cycle movement. These principles are based on the design principals set out in the original Illustrative Masterplan and Design and Access Statement that supported the Phase 2B hybrid planning application.

5.20. To support the design principles above and encourage cycle activity the Tertiary Streets have been designed with tighter corner radii and junctions at frequent spaces to reduce vehicle speeds.

Shared Surface streets/ Shared Surface Lanes

5.21. A network of Shared Surface Streets and Shared Surface Lanes 4.8m in width, reducing to 4.1m, where they serve 10 dwellings or less extend through the development. These streets contain reduced design speeds and distinct surface finishes to raise awareness to vehicle drivers that they are entering a different environment where they could encounter cyclists and pedestrian movement. A section of a

Shared Surface Street and section of a Shared Surface Lane have been extracted from the Site Wide Masterplan and are illustrated in **Figure 5** and **Figure 6**.

Figure 5: Shared Surface Street

Figure 65: Shared Surface Lane

5.22. An example of how a shared street could look within the development is shown in **Image 3**.

Image 3: Example of Shared Surface Street

Informal Footpaths

5.23. A 2m wide informal footpath network has been developed to provide a series of vehicle free, landscaped routes throughout the development to maximise health and increase wellbeing amongst residents. An example of how the footpath network could look within the development is shown in **Image 4**.

Image4: Example of Informal Footpaths

5.24. This network has been designed to minimise the need to cross carriageways within the development, thereby increasing their attractiveness as quiet and safer routes for journeys on foot.

5.25. Together with key junctions on the SWDR and SWDR Internal Link Road, the information footpath network provides pedestrian access to destinations within the development including the play areas, allotments and the SANG and, along with the Primary School and District Centre, will be supported by a series of wayfinding throughout the development.

Existing Public Rights of Way

5.26. There are three Public Rights of Way (PRoW) surrounding and within the development, which can be seen in **Appendix 1**. As set out in the TA that supported the original application, there are no proposal to make specific changes to the routes in connection with Phase 2 SDL.

5.27. Wokingham Without Footpath 5 is a short existing footpath that extends between Waterloo Road and Easthampstead Road. This route has been retained within the masterplan and will form a key route to the play area to the north of Plot R11. As part of the Phase 2 SDL S106 there is a requirement provide permissive use of the route for cyclists.

5.28. Wokingham Without Footpath 10 runs along the western boundary of the development from Gipsy Lane the north, via a footbridge over the railway and south, ultimately to the B3430 Nine Mile Ride. The masterplan has been designed to provide three informal footpath connections to this PRoW to provide enhanced access to nature and an alternative access north towards the centre of Wokingham. As part of the Phase 2 SDL S106 there is a requirement provide permissive use of the route for cyclists. Condition 46 also requires that the route is upgraded to 3m wide with a 'flexipave' or equivalent surface.

5.29. Wokingham Without Bridleway Open to All Traffic (BOAT) 30 is located to the south of the Plot 11 boundary. The masterplan will create two new informal footpath connections from the development to provide enhanced access to nature and active travel on foot and cycle.

5.30. The Rights of Way Improvement Plan (RoWIP) (2020) contains aspirations to formalise the permissive east-west route along the existing Ludgrove access, between Easthampstead Road and Luckley Road, as a restricted byway or bridleway. This is outside the application site, but Ludgrove School have indicated they are amenable to an agreement to dedicate the eastern section of the route, to facilitate access from the eastern part of the SDL to the SANG. From that point westward, paths within Holme Park and Phase 3 SANGs would connect to the PRoW in the western SDL, largely fulfilling the WBC Rights of Way Improvement Plan (RoWIP) (2020) aspiration for an east-west route. To achieve this function the path will be 3m wide with a 'flexipave' or equivalent surface.

Off Site Pedestrian and Cycling Measures

5.31. Following a pedestrian and cycle audit of the area surrounding the development that supported the original planning application, a series of off-site works were proposed and agreed with WBC.

5.32. **Table 1** summarises these agreed pedestrian and cycle measures that will be implemented as part of Phase 2. This includes measures brought forward directly by the Applicants (in conjunction with the Persimmon Homes application where appropriate), but also other measures brought forward through CIL, through highway authority maintenance regimes were considered appropriate and through other local development schemes. A drawing of the potential improvements is included at **Appendix 2**.

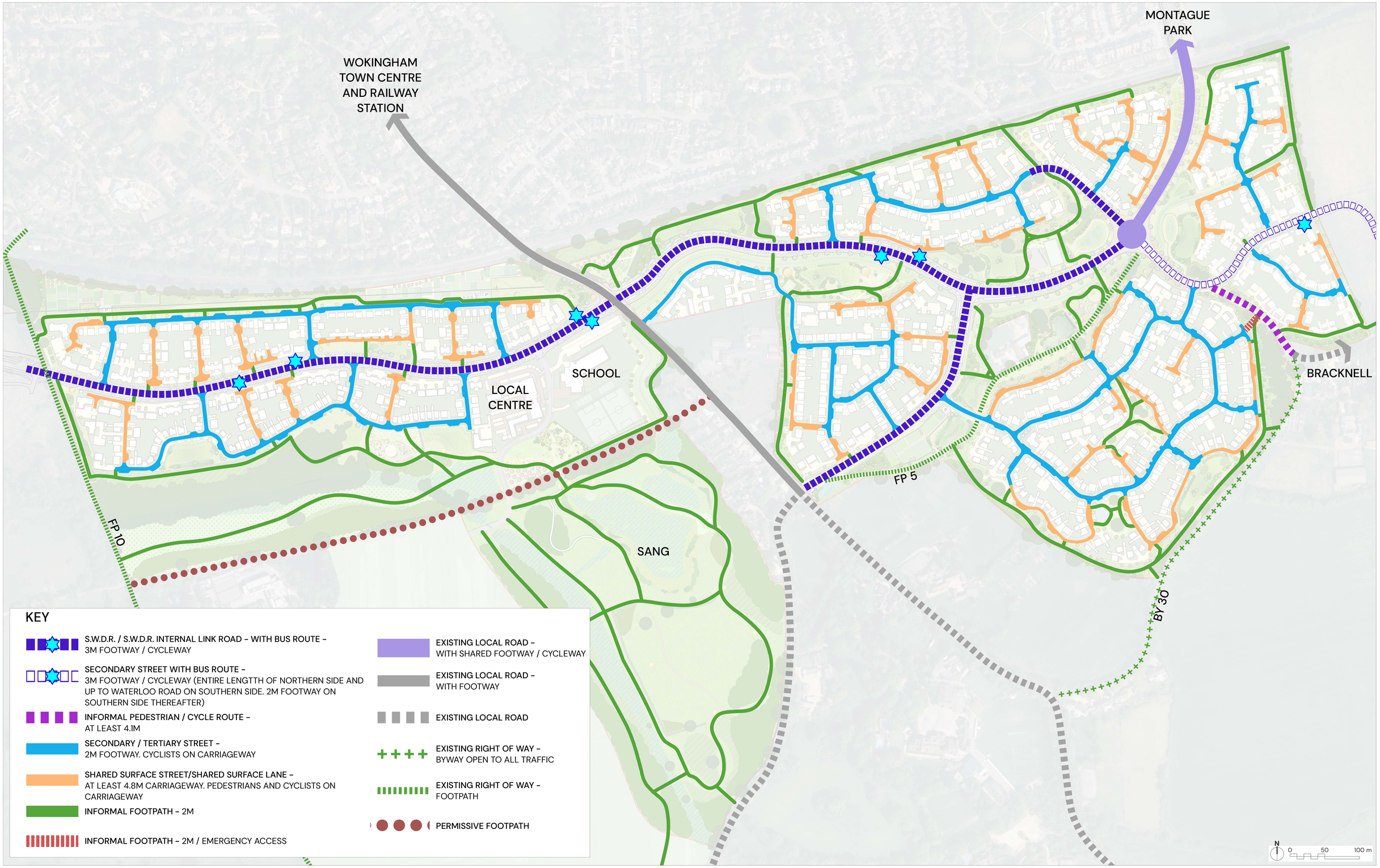
Table 1 Summary of Pedestrian and Cycle Measures

Route	Pedestrian and Cycle Measures
A Easthampstead Road north of the railway	Consortium+: a cycle signage strategy, relocation of street furniture to maximise footway width and pedestrian improvements at Peach Street.
	CIL contribution: improvements at the Easthampstead Road level crossing.
	Highway Authority: resurfacing areas of cracking, rutting and root damage where practicable and necessary and to replace cracked tactile paving at Goodchild Road.
B Gipsy Lane, PRoWs and Luckley Path	Consortium+: signage strategy, tactile paving at Murdoch Road, street lighting (within highway land) at Gipsy Lane (subject to feasibility) and upgrades to PROW surfaces.
	CIL contribution: improvements at the Gipsy Lane footbridge.
	Highway Authority: resurfacing areas of cracking, rutting and root damage where practicable and necessary.
C Finchampstead Road and Denmark Street	Consortium+: to upgrade PROW surfaces and install a signage strategy.
	CIL contribution: improvements at the Finchampstead Road corridor.
	Highway Authority: resurfacing areas of cracking, rutting and root damage where practicable and necessary
D Waterloo Road, Rances Lane and London Road	Consortium+: relocate tactile paving at the Rances Lane junction with London Road.
	CIL contribution: pedestrian and cycle improvements (not development related). Consideration of a shared cycleway-footway section at London Road at St Crispins School (within highway land).
	Highway Authority: trimming vegetation on routes.

Route	Pedestrian and Cycle Measures
E Wellington Road to Wokingham Railway Station	Consortium+: bus stop upgrades as appropriate.
F Goodchild Road and Seaford Road	Consortium+: installation of tactile pedestrian crossing points within the vicinity of the schools along this route.
	Highway Authority: reinstate cracked tactile paving.
G Finchampstead Road (south)	CIL contribution: improvements at the Finchampstead Road corridor.
H Easthampstead Road between railway and Heathlands Road	Consortium+: Physical improvements scheme on Easthampstead Road. A footway/cycleway is currently being explored by the Applicant and the Council on the south west side of Easthampstead Road to the immediate south of the Star Lane crossing to confirm whether this is a realistic opportunity. A pedestrian connection to the east of the proposed school is proposed to connect Easthampstead Road with the proposed SANG.
	CIL contribution: a cycle improvement scheme at the Star Lane level crossing and works associated with the SWDR scheme.
I Clay Lane and Waterloo Road	Consortium+: Tactile paving at minor arm junctions on Waterloo Road.
	CIL contribution: improvements at the Clay Lane access to Montague Park including street lighting and resurfacing/widening and a signage strategy (potentially via Eastern Gateway scheme instead).

Note: 'Consortium+' means Consortium and Persimmon Homes where appropriate.

Appendix 1 - Pedestrian and Cycle Movement Plan



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PHASE 2B, SOUTH WOKINGHAM - PEDESTRIAN AND CYCLE MOVEMENT PLAN

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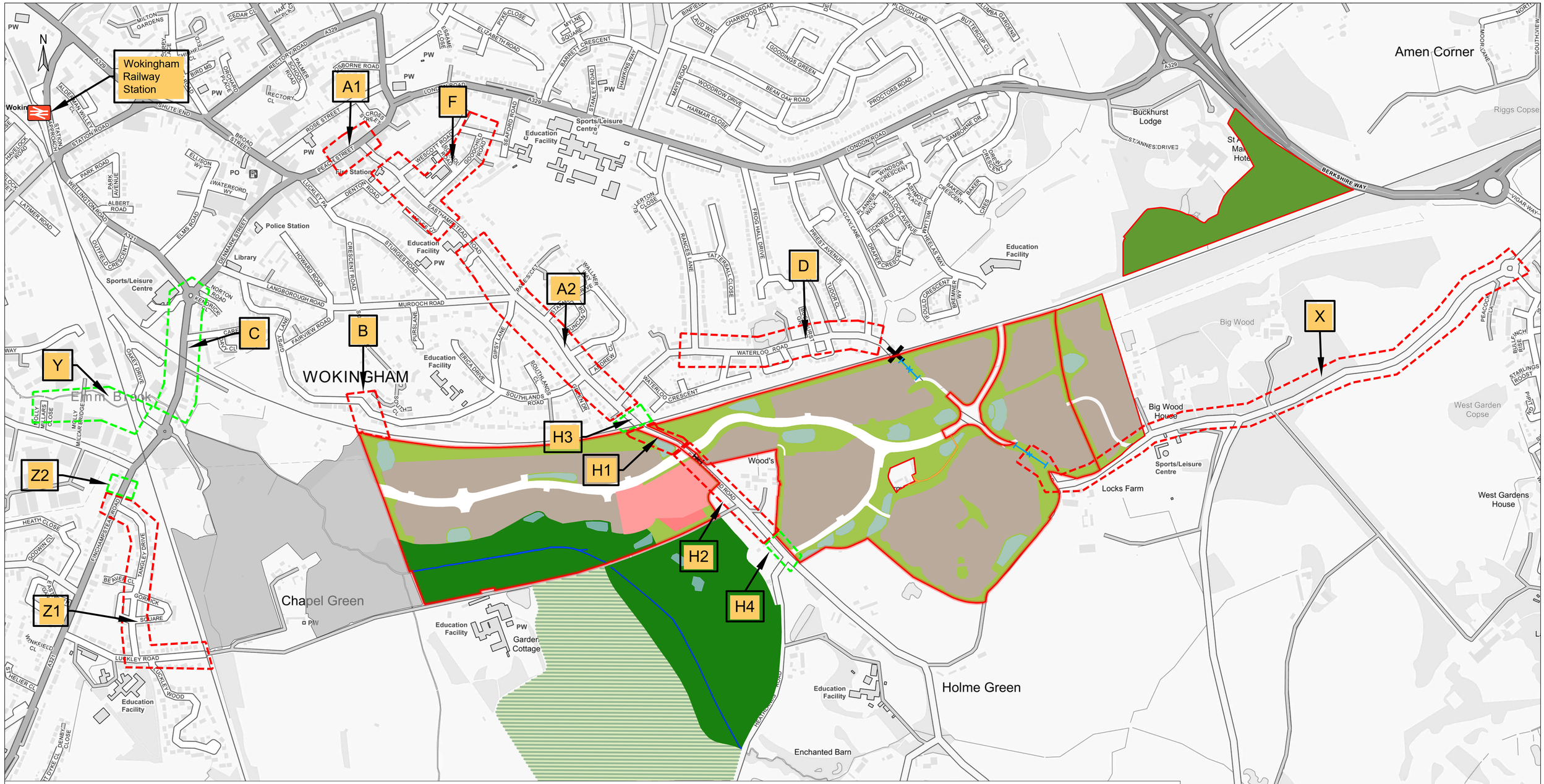
Appendix 2 - Off Site Works Plan -Pegasus drawing P19-1525 SK64 Rev D



KEY:

- To be secured by Condition
- To be provided by the Council further to a Contribution

A1 - Route A1 - Peach Street and Easthampstead Road (north) - improvement scheme at controlled pedestrian crossing and realignment of Peach St and Easthampstead Road junction.

A2 - Route A2 - Easthampstead Road between Batty's Barn Close and Starmead Drive - installation of tactile paving.

B - Route B - Gipsy Lane - surfacing to be improved and traffic calming measures.

C - Route C - Finchampstead Road north of SWDR and to Denmark Street - footway/ cycleway scheme to be provided by the Council.

D - Route D - Waterloo Road, Rances Lane and London Road - installation of tactile paving.

F - Route F - Goodchild Road, Sandford Road, etc - installation of tactile paving.

H1 - Route H1 - Easthampstead Road north of SWDR and south of railway crossing - footway/cycleway improvements.

H2 - Route H2 - footway improvements on Easthampstead Road between SDR and Heathlands Road.

H3 - Route H3 - Council to secure the land and provide footway/cycleway improvements to the immediate north of the railway line.

H4 - Route H4 - Controlled pedestrian crossing at the new signalised Heathlands Road junction

X - Route X - Waterloo Road and Peacock Lane to Jennets Park - footway / cycleway scheme.

Y - Emm Brook to Molly Millars Lane - footway/cycleway scheme.

Z1 - Route Z1 - Luckley Road, Finchampstead Road and Molly Millars Lane - footway improvements.

Z2 - Route Z2 - Toucan Crossing on Finchampstead Road.

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REV	DATE	BY	DESCRIPTION	CHK	APD
A	28/04/2021	JAN	LETTERING/NUMBERING OF SCHEMES AMENDED	CMR	CMR
B	03/05/2023	JAN	LETTERING/NUMBERING OF SCHEMES AMENDED	CMR	CMR
C	17/05/2023	JAN	LETTERING/NUMBERING OF SCHEMES AMENDED	LD	CMR
D	06/06/2023	JAN	UPDATED AFTER COMMENTS	LD	CMR

CLIENT: KIER VENTURES LTD, KINGACRE ESTATES LTD & MILLER HOMES LTD	SCALE @ A1: 1:5,000	CHECKED: LB	APPROVED: CMR
PROJECT: SOUTH WOKINGHAM SDL - PHASE 2	DATE: 08/04/2021	DESIGN-DRAWN: JAN	DRAWING TYPE: SKETCH
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