

BYWAY 30 APPLICATION
TRANSPORT STATEMENT

NICHOLAS KING HOMES AND LIGHTWOOD STRATEGIC

01 JULY 2024



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1.0 Introduction

Introduction

- 1.1. Lightwood Strategic and Nicholas King Homes have appointed Abley Letchford Partnership Ltd to provide transport and highways advice for the Outline planning application for their residential development at the South Wokingham SDL Extension, which is located the south of Wokingham, Berkshire. This document relates to a proposed Byway crossing arrangement associated with the proposed Primary Street Link Road connecting the Priors Farm and Pearces Farm parcels of the SDL Extension that crosses the Byway Open to all Traffic (WOKW30).
- 1.2. The wider South Wokingham SDL location already benefits from an outline planning permission for 1,434 dwellings and associated infrastructure. Reserved matters planning applications relating to the South Wokingham SDL development are currently being reviewed by Wokingham Borough Council.
- 1.3. The South Wokingham SDL Extension development has yet to have a formal planning application submitted, however it is anticipated that the development would include 1,030 dwellings alongside a neighbourhood centre and associated facilities.
- 1.4. This Transport Statement therefore deals with 'Outline' matters relating to the crossing between the proposed Primary Street Link Road and the WOKW30 Byway. A further pedestrian and cycle access onto the Byway in the north western corner of the Priors Farm development is also covered by this application.
- 1.5. The remainder of this report is structured as follows:
 - Section 2 sets out the Byway crossing arrangements for which the application relates;
 - Section 3 focuses on pedestrian and cycle accessibility;
 - Section 4 deals with the proposed crossing within regards to motorised vehicle movements; and
 - Section 5 provides a brief summary and conclusion.



2.0 Development Proposals

- 2.1. This Transport Statement relates to the proposed arrangement of the WOKW30 Byway crossing of the Primary Street Link Road that connects the Priors Farm and Pearces Farm portions of the South Wokingham SDL Extension development. Alongside the pedestrian and cycle access onto the Byway in the north western corner of the Priors Farm site.
- 2.2. The WOKW30 Byway runs for approximately 650m between Easthampstead Road in the south and Waterloo Road in the north. The Byway takes the form of a gravel track for the majority of its length, with the exception of an approximately 150m southernmost section of the Byway which is paved and acts as an access for five residential dwellings, this is also highway called Holme Green Lane.
- 2.3. The Primary Street Link Road is anticipated to have a width of 6.5m and a speed limit of 30mph, this will facilitate primary vehicular movement through the site as well as act as a public transport route. At the location of the Byway crossing there will be a crossing island to facilitate the safe movement of pedestrians and cyclists across the road.
- 2.4. The pedestrian / cyclist and vehicular aspects of the proposed crossing will be discussed in sections 3 and 4 of the report respectively.
- 2.5. The crossing island will feature two separate crossing points. The two crossing points will facilitate the segregation of walkers / cyclists from motor vehicles that could continue to travel north to south along the Byway, given that it is a Byway Open (to) All Traffic (BOAT).
- 2.6. The eastern of the two crossing points will accommodate pedestrians and cyclists. The footway / cycleway width at this crossing is 3m and will feature tactile paving at the required locations. This pedestrian / cycle crossing is offset approximately 5m east from the course of the Byway to separate pedestrians and cyclists at the crossing from vehicles which may also be using the Byway.
- 2.7. The western of the two crossing points on the crossing island is the alignment and width of the existing Byway and will serve as a crossing point for vehicles that are utilising the Byway. This crossing point will be in line with the existing route of the WOKW30 Byway.
- 2.8. The layout for the proposed Byway crossing arrangement is included as ALP Drawing A218-029-P3 within **Appendix A** of this document.

Highway Safety

- 2.9. Vehicle accident data was obtained from Wokingham Council that covers the time period 01/07/2018 – 30/06/2023 and encompasses the following study area in the vicinity of the WOKW30 Byway:
 - Easthampstead Road,
 - Holme Green Lane, and
 - Waterloo Road
- 2.10. Of note is the fact that the internal road network of the South Wokingham SDL Extension development site does not yet exist and as such highway safety data can not be obtained for it.



- 2.11. The data indicates that no accidents occurred on Holme Green Lane, one accident did occur on Easthampstead Road in the vicinity of the junction with Holme Green Lane.
- 2.12. This accident occurred on the 29/04/2021 and involved a car (Veh 1) traveling northwest to east along Easthampstead Road before colliding with a car (Veh 2) that was traveling along Easthampstead Road east to north west. The collision resulted in Veh 2 leaving the carriageway and colliding with a tree. The accident resulted in slight injury to the driver of Veh 2. It was determined with a very likely confidence that the accident was primarily caused by Veh 1 being 'Careless / Reckless / In a hurry'.
- 2.13. Whilst all accidents are regrettable, the analysis shows that there have been no accidents on Holme Green Lane or at the junction between Holme Green Lane and Easthampstead Road. The one accident that occurred in the vicinity of the Holme Green Lane Junction with Easthampstead Road was caused by driver error and not a deficiency in the highway network. It can be considered that the highway network in the vicinity of the site is generally safe.



3.0 Byway Crossing Point – Pedestrian / Cyclist

Pedestrian / Cycle

- 3.1. As ALP Drawing A218-029-P3 indicates the Byway crossing of the Link Road will feature a 3m refuge island to aid crossing movements and prevent vehicle access to the Byway from the Link Road and vice versa. The pedestrian island will have a width of 3m to ensure that cycles can be safely accommodated on the crossing.
- 3.2. ALP Drawing A218-029-P3 shows that the pedestrian / cycle crossing points feature 2.4m x 43m visibility splays. These visibility splays comply with the requirements for a 30mph road as set out in Manual for Streets (MfS) 2007.
- 3.3. The Link Road will feature a 3m footway / cycleway along the roads southern side which will provide access to the southern section of the WOKW30 Byway and will also connect to the two parcels of the South Wokingham SDL Extension development.
- 3.4. A 3m shared route also runs along the northern boundary of the Link Road and extends into the Pearses Farm portion of the development site. A 2m footway extends to the Priors Farm development and connects to the footway network of the eastern areas of residential development.
- 3.5. The WOKW30 Byway has a width of approximately 3m and will provide pedestrian and cycle connection to the north and south of the SDL extension site. To the north the Byway will link into the footway network of the South Wokingham SDL site.
- 3.6. Furthermore, approximately 200m north of the Byway / Link Road interface point a short section of 3m wide footway / cycleway will be constructed to provide a connection between the Byway and the Priors Farm element of the South Wokingham SDL Extension development.
- 3.7. To the south there is currently no pedestrian and cycle facilities along Easthampstead Road in the vicinity of the junction with Holme Green Lane. However, a proposal to include for a point closure to vehicular traffic on Easthampstead Road, would significantly reduce traffic movements along this corridor.
- 3.8. As part of the South Wokingham SDL development it is proposed that Easthampstead Road will be closed to the east of the junction with Redlake Lane, this will result in a large reduction in vehicular traffic along Easthampstead Road and will result it in becoming much more attractive for on street cycling.



4.0 Byway Crossing Point – Vehicle Access

Road Layout

- 4.1. The road layout at the interface between the Link Road and the WOKW30 Byway features a 6.5m carriageway width with a pedestrian island and associated area of hatching on the roadway. This section of road complies with the design principals set out in Manual for Streets (MfS) (DfT March 2007), as follows:
- Carriageway widths have been kept to a practical minimum to encourage slow vehicle speeds and thus provide an environment that is safe and suitable for pedestrians and cyclists;
 - This accommodates the need for public transport along the Primary Street Link Road.
- 4.2. The Primary Street Link Road forms the primary road through the proposed South Wokingham SDL Extension and runs between Old Wokingham Road in the east and Easthampstead Road in the west. With the proposed closure of Easthampstead Road to the east of Redlake Lane, the Link Road will form the primary connection to Old Wokingham Road.
- 4.3. The arrangement as shown in ALP Drawing A218-029-P3, introduces a kerbed central reserve where the Byway crosses the Link Road, this coupled with no radii on the junction between the two routes, will prevent vehicles from turning from one to the other.
- 4.4. WOKW30 route is a Byway Open to All Traffic, vehicles are therefore currently permitted to utilise the Byway to travel to the north of the Link Road. There is potential for the BOAT to be downgraded to a Byway only, which would prevent motor vehicles using it. However, this is something that would need to be progressed by Wokingham Borough Council. The arrangement shown is therefore technically achievable and safe whether or not the status of Byway 30 is changed.
- 4.5. In order to bring the existing level of the Byway up to the proposed level of the Link Road, earthworks will need to undertaken to provide a ramp of maximum 1:12 gradient on both the northern and southern sides. The existing ditches either side of the Byway will need to be culverted to facilitate this work. The broad engineering detail associated with the required works is shown on Drawing A218-037 P1 included in **Appendix A** to this report.



5.0 Summary and Conclusions

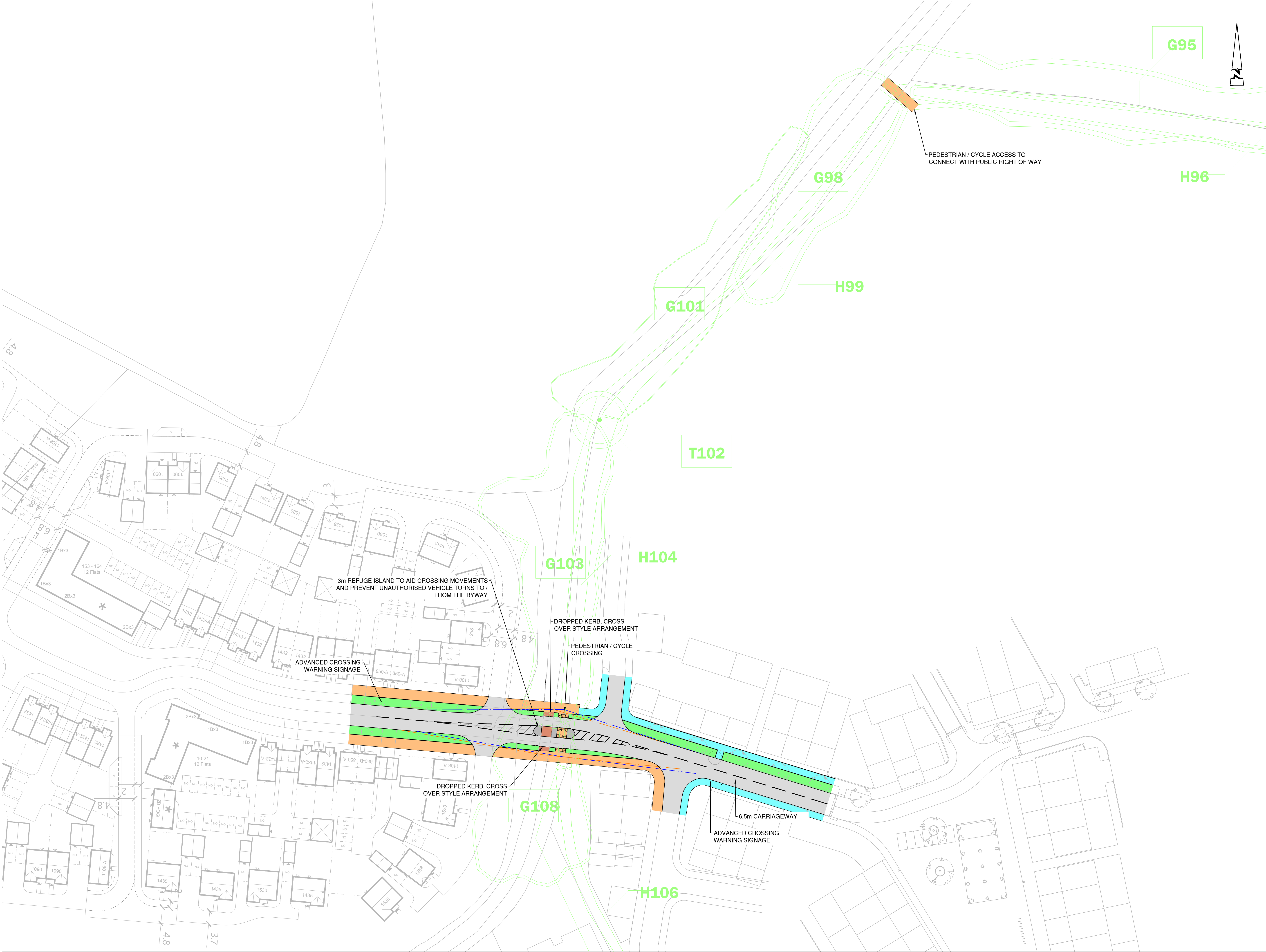
- 5.1. This Transport Statement document relates to the proposed Byway crossing arrangement between the WOKW30 Byway and the Link Road between the Priors Farm and Pearces Farm parcels of the South Wokingham SDL Extension development.
- 5.2. It has been established that the proposed interface between the Link Road and WOKW30 Byway complies with the requirements set out in LTN 1/20 relating to shared use paths.
- 5.3. The visibility splays presented in ALP Drawing A218-029-P3 indicate that there is sufficient visibility for pedestrians, cyclists and vehicles to safely cross the Link Road.
- 5.4. The kerb arrangement of the traffic island and the Byway will prevent the movement of vehicles between the Byway and the Link Road, this will help prevent the inappropriate use of the Byway as a 'rat run' and maintain its character as primarily a pedestrian and cycle link.



Appendices



Appendix A - ALP Drawings



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KEY

- CARRIAGEWAY
- FOOTWAY / CYCLEWAY
- FOOTWAY
- VERGE
- BYWAY
- 2.4m X 43m VISIBILITY SPLAY

P3	01.24	CARRIAGEWAY REALIGNED	TDM	NB
P2	01.24	LIGHTWOOD DETAIL ADDED	TDM	NB
P1	01.24	FIRST ISSUE	TDM	NB

Rev	Date	Description	Drawn	Checked

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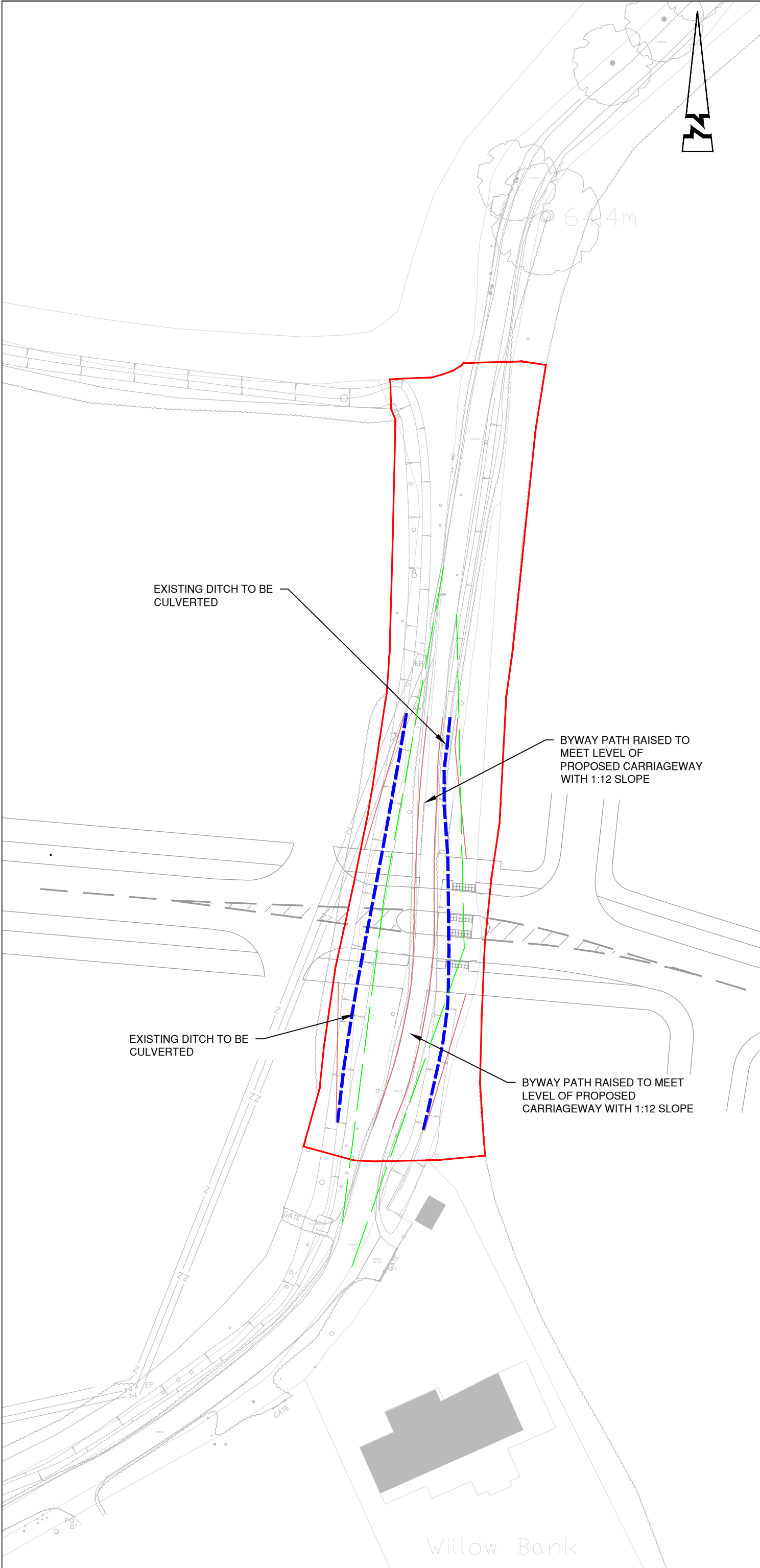
Client
**NICHOLAS KING
LIGHTWOOD STRATEGIC**

Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**PROPOSED BYWAY
CROSSING ARRANGEMENT**

Status
PRELIMINARY

Scale 1:500 @ A1	Date JAN 2024	Drawn TDM	Checked NB
Drawing No A218-029			Revision P3



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KEY

- APPLICATION BOUNDARY
- CULVERT
- POTENTIAL EARTHWORKS
- 2.4m X 43m VISIBILITY SPLAY

P1	02.24	FIRST ISSUE	TDM	NB
Rev	Date	Description	Drawn	Checked



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**SOUTH WOKINGHAM SDL
EXTENSION**

Title
**POTENTIAL WORKS ALONG
BYWAY CROSSING**

Status
PRELIMINARY

Scale 1:500 @ A3	Date FEB 2024	Drawn TDM	Checked NB
Drawing No A218-037			Revision P1

Transport
Development Planning
Sustainable
Deliver
Trusted
Enable
Site Appraisal
Hydrology
Highways
Civil Engineering
Successful
Travel Planning
Support
Drainage
Dynamic
Masterplanning
Flood Risk Assessment
Infrastructure Design

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