

Project Title: South Wokingham Strategic Development,
Location Phase 2B

Project No/ Document Reference: A389/FN001A

Date: 08 January 2025

TRANSPORT RESPONSE TO WBC CONDITION 4 AND CONDITION 45 SUMBISSION FEEDBACK

CONDITION 04: Design Code		
ALP Ref.	WBC Comment	ALP Response
1	Why is this shown as a bus route? Inconsistent with Movement strategy. Also clarify wording of key. Heathlands link is not anticipated to be a bus route	The Street Hierarchy Plan has been updated with this now shown as a 'Tertiary Street'. Heathlands Link has also been updated on the Street Hierarchy Plan to a 'Secondary Street'.
CONDITION 45: Pedestrian and Cycle Strategy		
ALP Ref.	WBC Comment	ALP Response
1	Why two parallel paths here, wouldn't it be better to connect into the existing PRow rather than duplicate?	The informal footpath has been removed, with connections created into PRow 'FP10'.
2	Depending on the interface between the street (secondary or tertiary) is two parallel paths good use of space? See Catherine's comments too	As a 2m footpath is provided along this Tertiary Street, the design team has reflected on comments received and removed the parallel section of surfaced information footpath to allow for increase amenity space.
3	Should be considering connections beyond the phase/SDL boundaries so acknowledge onward connections to	Additional onward destinations beyond the western boundary of the SDL and now included in the Pedestrian and Cycle Movement Plan.



	Finchampstead Road via SWDR and Persimmon/Luckly Road	
4	The connection through the neighbourhood centre to Gray's Farm needs to be shown (condition 15 g refers) (Also consistency with the masterplan)	A route to be highlighted on the Pedestrian and Cycle Movement Plan.
5	Differentiate the section of Easthampstead Road between the SWDR and Heathlands Road – condition 52 b) works	The separate S278 works have been highlighted on the Pedestrian and Cycle Movement Plan.
6	Why is this shown as a bus route?	The Pedestrian and Cycle Movement Plan and been updated to show this as a 'Secondary / Tertiary Street'.
7	Show the connectivity through 2a to Waterloo Road and beyond	The Pedestrian and Cycle Movement Plan has been extended to show the full link of the R10-R14 Link Road, including annotation associated to onward connections to the east.
8	This does not show a turning head on Waterloo Road. The area needs to be looked at again in the context of informative 14/recent discussions. Given the pedestrian/cycle function the turning or junction should be as far south/close to the existing houses as possible.	The southern section of R10 has been revised, which include the provision of a turning head.
9	An emergency access would need to be 3.7 metres wide, with removeable bollards. Also need to understand the rationale. Does this relate to phasing	3m foot and cycle route with grasscrete or similar shoulders to make up difference to 3.7m for temporary emergency access or wider to accommodate two-way access in an emergency, subject to delivery of the Heathlands Link. Further WBC discussions necessary as part of pre app associated with R11 RM application.
10	Is this the Britton's Farm access/in accordance with what has been	The access does appear to be in accordance with what has been constructed. There are no proposed changes to integrate it into the park. This route will

	constructed? Are changes to it proposed to integrate it into the park?	contain the occasional farm vehicle with signage to be confirmed at detailed design to warn (farm vehicle) drivers and pedestrians alike. 
11	Consider potential for future connectivity to the SDL extension as promoted in the Local Plan Update	Ability for future connections added to the Pedestrian and Cycle Movement Plan
12	Pleased to see a proper connection rather than an emergency access here	No comment
14	Clarify wording/colour coding. Heathlands link is not anticipated to be a bus route (although is that relevant here anyway?)	Heathlands Link removed as bus route and reverted to Secondary Street on the Street Hierarchy Plan
15	Why informal, if it is an all season/weather route? What is the proposed surfacing to be?	'Informal' is in reference to the more natural nature of these routes throughout the masterplan. These routes will be surfaced for use throughout the year and will be constructed with a Hoggin material.
General Comment	As per pre-app, more thought needs to be given to pedestrian connectivity between shared drives - see London road frontage of Montague Park – and the SWDR/estate Roads. This applies throughout the locations identified are not exhaustive. People need direct, convenient routes from their front door into the network	Additional pedestrian connections have been added throughout the Pedestrian and Cycle Movement Plan linking the private drives to the SWDR and estate roads.