

Technical Note - Highway Impact

28 Tennyson Road, Woodley, Reading, St Helens

Project Reference: J250108

Client: Brighter Steps Ltd

Revision: -

Status: Issue

Author: JP

Date: February 2025

Fastnet Transport Planning



1 Introduction

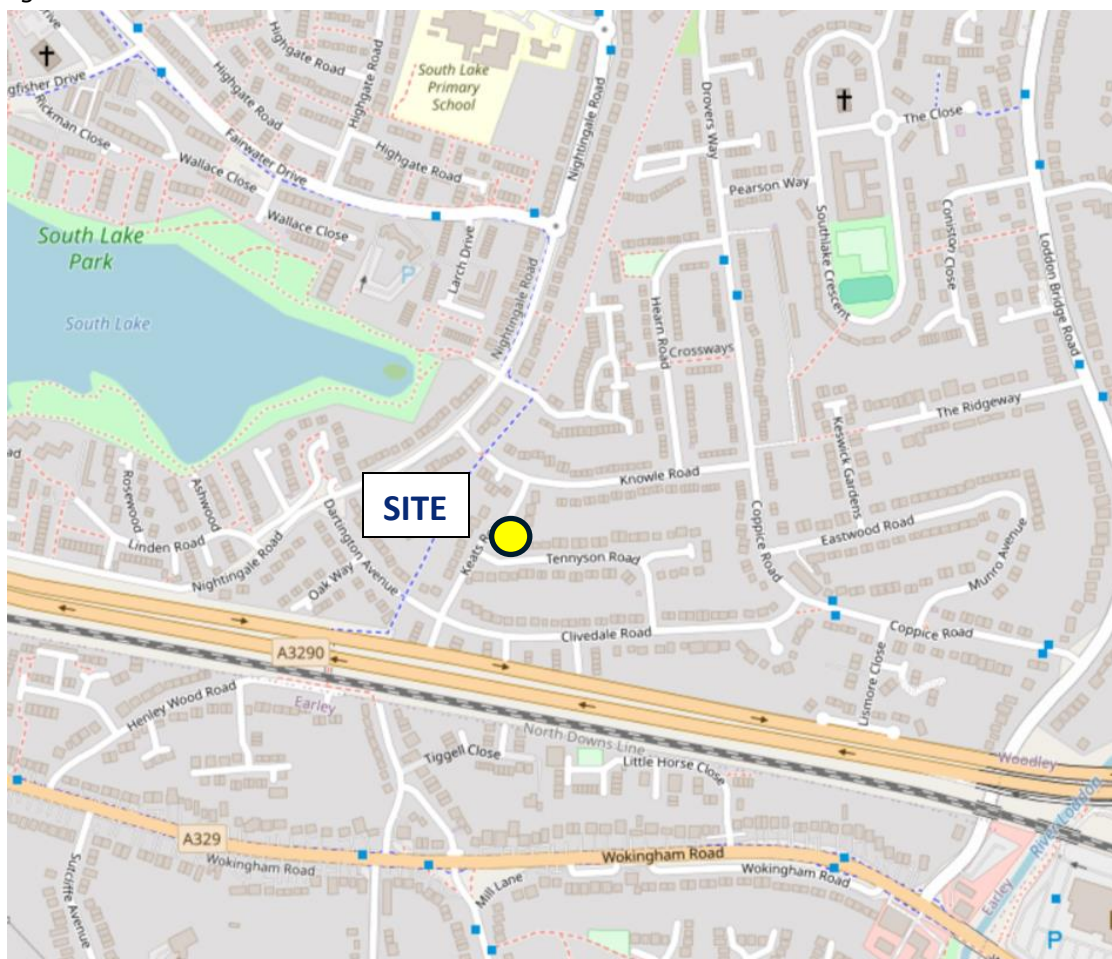
- 1.1.1 This Technical Note considers the highway impacts associated with a scheme consisting of a modification to the property boundary treatment, at 28 Tennyson Road, Woodley, Reading.
- 1.1.2 Fastnet have been commissioned to prepare this report to consider the impacts of the proposals on Highway safety. The note will focus on the implications for forward visibility.

2 Location

2.1 Overview

- 2.1.1 The site is situated on Tennyson Road which is a residential street leading from Coppice Road in the Woodley area of the town, as shown in Figure 2.1 below.

Figure 2.1 Site Location



Source: OpenStreetMap®

2.2 Local Highway Network

Keats Road & Tennyson Road

- 2.2.1 Keats Road & Tennyson Road are single carriageway residential roads with a carriageway measuring approximately 4.5m in width, and footways at circa 2.0m wide on both sides. Although both roads are available to through traffic, the volumes are low owing to the permeability of the local network, meaning that both only tend to serve properties located on those roads. Typical of roads of this nature and age, there is a default 30mph speed limit in force and it has the benefit of street lighting.

3 Development Description

- 3.1.1 The planning application is retrospective, with the work to introduce the new boundary treatment having been carried out. The scheme involves the introduction of a standard 2m high fence along part of the boundary at the side and back of the property, with a dwarf wall along the front of the property. This new boundary treatment is situated adjacent the highway boundary, but importantly, it does not encroach onto it.
- 3.1.2 It is understood that the Council have raised concerns about the new boundary treatment, as it is situated in a slightly different position to that of the boundary treatment that it replaces.

4 Highway Consideration

- 4.1.1 As noted above, the new boundary treatment has been situated adjacent, but not within the highway boundary. Drawing J250108-001, contained in Appendix A, shows the forward visibility for vehicles travelling along Keats Road turning onto Tennyson Road.
- 4.1.2 The drawing demonstrates that the forward visibility achievable, without any encroachment over the site boundary, stands at 21m which is commensurate with a speed of 18mph. This is more than adequate to cater for the traffic making the turning manoeuvre from Keats Road to Tennyson Road, which has an acute angle, making it difficult to turn more quickly.
- 4.1.3 In reality, the achievable visibility is actually greater than this, at approximately 25m, commensurate with a 20mph prevailing traffic speed. Drivers can see over the dwarf wall surrounding the front garden, which is no different to the situation as it was prior to the installation of the new boundary treatment, and the height is less than the 600mm maximum height of obstructions usually allowable in splays.
- 4.1.4 It is worth noting that the extensive area of highway adoption at the corner of the junction, identifiable as footway, laid to tarmac surfacing, represents the forward visibility required by the highway authority at the time the road was adopted by them.

- 4.1.5 The area of grass to the back of the footway which has been enclosed by the new boundary treatment was not required for forward visibility purposes, as it would have been adopted if this were the case. Highway visibility standards were more rigorous at the time the road was adopted, having since been rationalised, when the Manual for Streets was introduced in 2007. The implication from this is that highway engineers were satisfied that the prevailing speeds of vehicles making this turn are actually travelling far below the empirical 20mph calculated using the new standards.
- 4.1.6 Junction visibility is not affected by the boundary treatment in question.

5 Summary and Conclusion

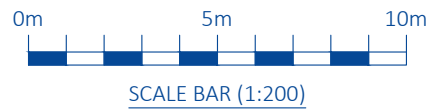
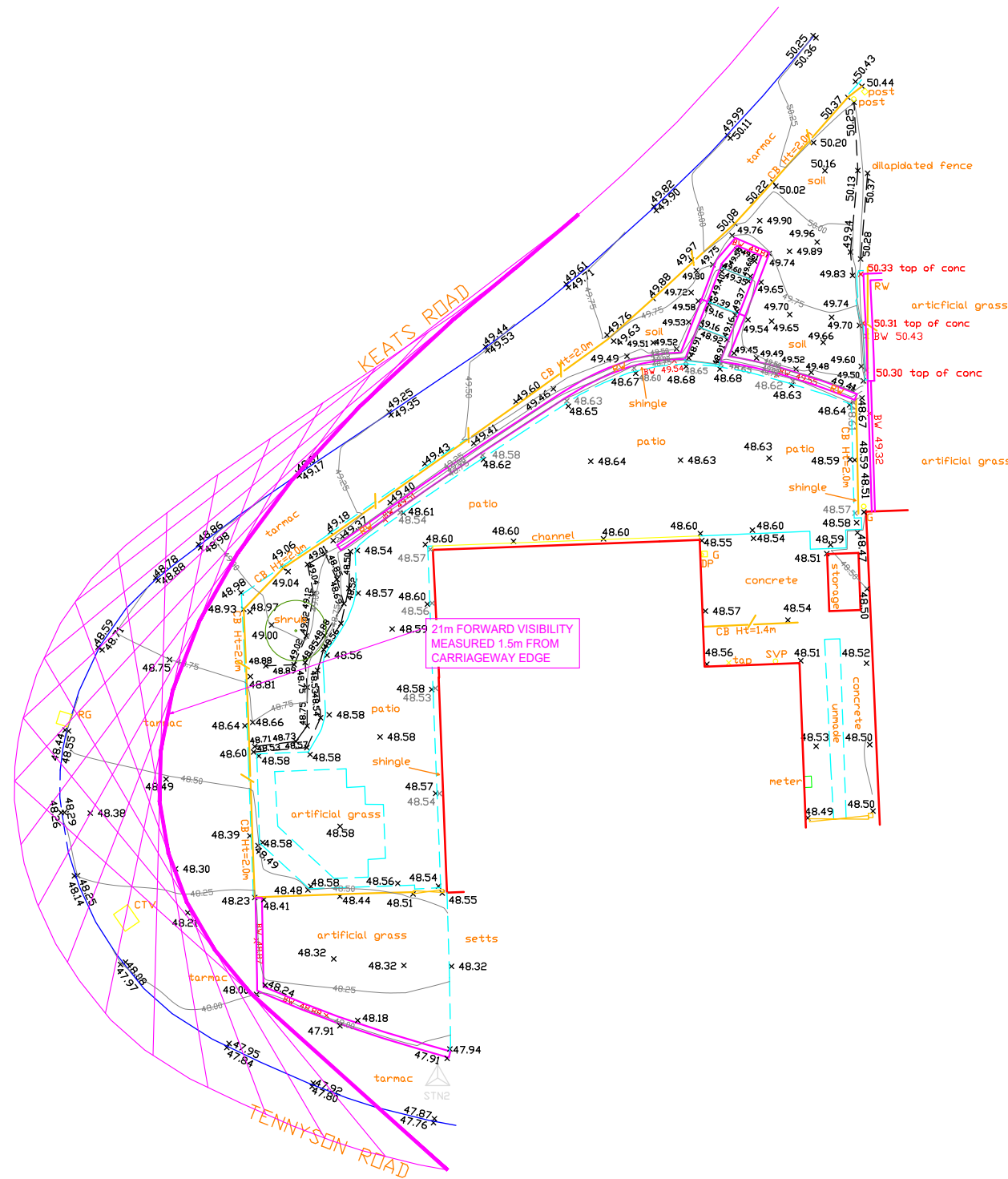
5.1 Summary

- 5.1.1 This Technical Note considers the impacts of a proposed modification to the property boundary treatment at the 28 Tennyson Road, Woodley.
- 5.1.2 The scheme has a negligible effect on the forward visibility of traffic moving from Keats Road to Tennyson Road and is still adequate to cater for the prevailing traffic speeds. The forward visibility required to carry out this turning manoeuvre was secured at the time the estate was constructed by the Council adopting, as highway, the necessary area. This area has not been encroached upon.

5.2 Conclusion

- 5.2.1 The report demonstrates that the proposed introduction of the new boundary will not have any detrimental effect on the operation of the highway.

Appendix A – Forward Visibility Drawing



KEY PLAN	VEHICLE MODELS USED IN SWEPT PATH ANALYSIS	NOTES		 Fastnet Transport Planning 54 St James Street Liverpool L1 0AB 07529 204 168 www.fastnetltd.co.uk Registered in England and Wales: 13286661	DRAWING TITLE FORWARD VISIBILITY		REVISIONS		
					CLIENT BRIGHTER STEPS LTD				
					PROJECT 28 TENNYSON DRIVE, READING				
					DRAWING NO. J25XXXX-001		SCALE @ A3 1:200		REV -
							DRAWN R.OSBORNE	CHECKED J.PARRY	REV DATE 04/02/25