

SOUTH WOKINGHAM SDL EXTENSION (PRIORS FARM)

TRANSPORT ASSESSMENT

LIGHTWOOD STRATEGIC

05 JULY 2024



Abley Letchford Partnership Limited  
3 Tealgate  
Charnham Park  
Hungerford  
RG17 0YT

T: 01488 684390  
E: [contact@alpce.co.uk](mailto:contact@alpce.co.uk)  
W: [www.alpce.co.uk](http://www.alpce.co.uk)

**Quality Management:**

|                            |               |
|----------------------------|---------------|
| <b>Prepared by:</b>        | L. Jones      |
| <b>Authorised by:</b>      | N. Billingham |
| <b>Date:</b>               | 05 July 2024  |
| <b>Document Reference:</b> | A218-R024 A   |

**COPYRIGHT © ABLEY LETCHFORD PARTNERSHIP LIMITED**  
The material presented in this report is confidential. This report has been prepared for the exclusive use of Lightwood strategic within the terms of the contract and shall not be distributed or made available to any other company or person without the knowledge and written consent of Abley Letchford Partnership Limited. Any such party relies on the report at their own risk.



## Contents

|     |                                                       |    |
|-----|-------------------------------------------------------|----|
| 1.0 | Introduction .....                                    | 1  |
| 2.0 | Planning Policy and Considerations .....              | 5  |
| 3.0 | Existing Conditions .....                             | 13 |
| 4.0 | Development Proposals .....                           | 27 |
| 5.0 | Traffic Generation, Assignment and Distribution ..... | 33 |
| 6.0 | Development Impact Assessment .....                   | 36 |
| 7.0 | Cumulative Development Impact Assessment.....         | 48 |
| 8.0 | Appraisal of Non-Car Travel.....                      | 58 |
| 9.0 | Summary and Conclusion .....                          | 61 |

## Appendices

### Appendices

Appendix A – Indicative Site Masterplan

Appendix B – Personal Injury Accident Data

Appendix C – Old Wokingham Road Site Access Roundabout Drawing

Appendix D – Easthampstead Road Site Access Drawing

Appendix E – SANG Access Drawing

Appendix F – Proposed Access Arrangements onto Byway 30 Corridor

Appendix G – Proposed Improvements to Byway 30 Corridor

Appendix H – Easthampstead Rd Point Closure Drawing

Appendix I – Traffic Flow Diagrams

Appendix J– Proposed Improvement to Old Wokingham Road / Waterloo Road / Peacock Lane Roundabout

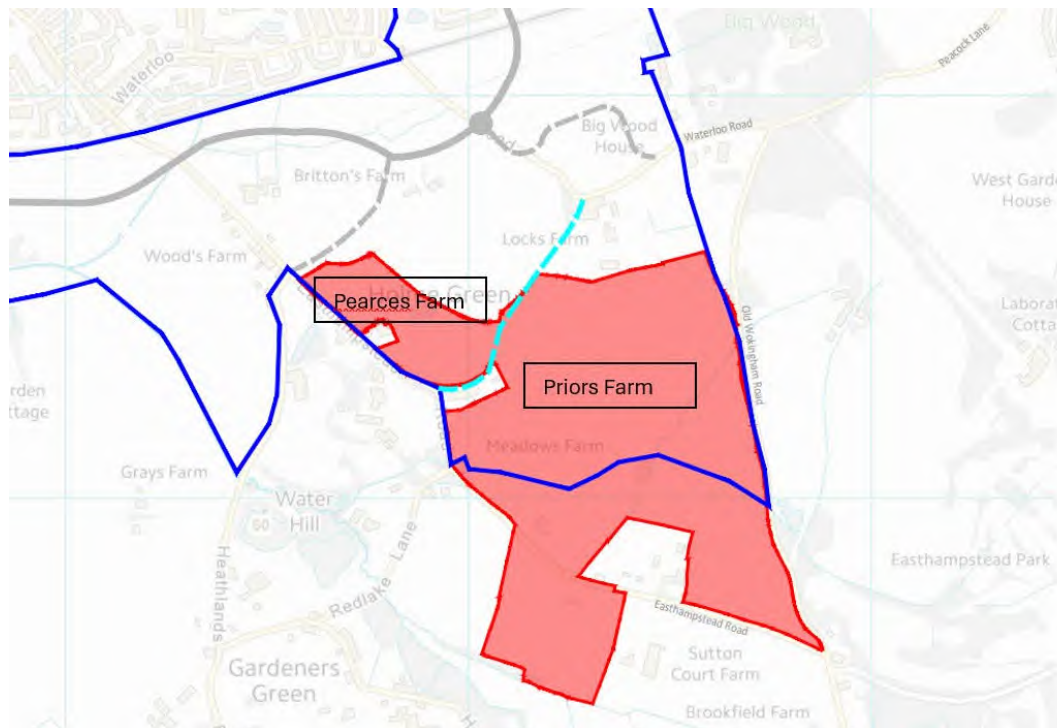
Appendix K – Proposed Improvements on Vigar Way Corridor

## 1.0 Introduction

### Context

- 1.1. This Transport Assessment has been prepared by Abley Letchford Partnership Ltd on behalf of Lightwood Strategic, in respect of a Hybrid Application seeking Outline permission for up to 850 dwellings with all matters reserved (except access to the site) and a full application for SANG land and all associated facilities by Lightwood Strategic ("Lightwood Site");
- 1.2. These 850 dwellings are located as part of the South Wokingham Strategic Development Location (SDL) (see site location plan below). More specifically this application refers to land which comprises the 'Priors Farm' portion of the wider draft allocation.
- 1.3. The site makes up an area of c.56.5ha and is bounded to the south by Easthampstead Road, to the east by Old Wokingham Road, to the north by agricultural fields and other areas of the South Wokingham SDL and to the west by Byway 30 – a Public Right of Way. The site is currently made up of a number of agricultural fields.
- 1.4. The development parcel is predominantly located within the planning authority of Wokingham Borough Council (WBC). Who as a Unitary Authority control both planning and highway matters. The proposed access roundabout onto Old Wokingham Road would be located within the adjacent authority of Bracknell Forest.

**Figure 1 – Site Location**





### Existing Site Use

- 1.5. The development site is primarily of agricultural use. Being made up of a large field and several smaller fields.
- 1.6. The site is bounded to the west by Byway 30, although the Public Right of Way will remain in its current location as part of the development proposals. There are intentions as part of wider development to provide connections onto the route to serve as part of the walking and cycling strategy of the development.

### Development Proposal

- 1.7. The development is proposed to include up to 850 dwellings and some associated Community Use. The development will also include associated parking, green spaces and vehicular and non motorised user access. SANG land is also to be delivered.
- 1.8. To be determined as part of this planning application, the sites primary access will be formed from Old Wokingham Road, through a roundabout junction arrangement, and located approximately 750m north of the Easthampstead Road / Old Wokingham Road Junction. A pedestrian / cycle connection is also proposed onto Byway 30 to the west of the development parcel.
- 1.9. A second access is also proposed onto the Easthampstead Road corridor via a priority junction, formed between the junctions with Redlake Lane and Holme Green Lane. This will in turn facilitate provision for a point closure on Easthampstead Road to the east of Redlake Lane. This is described in more detail in Chapter 4.
- 1.10. The proposed site layout is still evolving although a copy of the emerging masterplan is shown in **Appendix A**.

### Wider South Wokingham SDL Extension Development

- 1.11. The development forms part of the wider South Wokingham SDL extension which forms Site SS7 of the proposed allocations in the Wokingham Local Plan Update, currently subject to consultation. Alongside this application a further two applications are also intended to be submitted concurrently. These other applications are described as follows:
  - An Outline Planning Application for up to 180 units with all matters reserved (except access to the site) by Nicholas King Homes ("NKH Site"); and
  - A Full Planning Application to provide a vehicular crossing across Byway 30 to allow access for the two parcels of land comprising the South Wokingham SDL extension, and Active Travel Connections to the Byway to the north from the Lightwood Site.



- 1.12. All three applications are being covered by one Environmental Impact Assessment. This covers an area of 64 hectares and comprises development of *“A mixed use development of up to 1,030 homes, community facilities including neighbourhood centre, (Use classes F and/or E) public open space, play areas, allotments and associated infrastructure and landscaping; proposed Suitable Alternative Natural Greenspace (SANG) and access.”*
- 1.13. It is anticipated that construction will start on the SDL extension during 2026 (subject to planning permission) and should be complete by 2036, extending over a 10 year period.

### **Form of Assessment**

- 1.14. This Transport Assessment has been prepared to assess and quantify the impact of the development proposal in Highway and Transport terms.
- 1.15. The planning application will be an ‘Outline Application’ and therefore the internal layout of the Masterplan will only be considered in outline form. Notwithstanding this, access is not a reserved matter and therefore details are provided for the vehicular and non-vehicle points of access into the development.
- 1.16. The Report has been prepared with respect to the National Planning Policy Framework (NPPF). Therefore, the assessment provides evidence that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  - Safe and sustainable access to the site can be achieved for all users; and
  - Significant impacts from the development on the transport network (In terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

### **Engagement with the Local Authority**

- 1.17. A Transport Scoping Report (Report Ref: A218-R014A) was submitted to Wokingham Borough Council in July 2023 (Email dated 19<sup>th</sup> July 2023). This set out the methodology for assessing the impact of the development as well as the geographical extent of the highway network to be assessed.
- 1.18. The submission also included the WSTM Modelling Instruction (Report Ref: A218-R017B). This set out and formed the agreed basis upon which traffic modelling was undertaken within the Wokingham Strategic Traffic Model to assess the impact of the development on both an individual and cumulative basis.



## Report Structure

1.19. This report is structured so as to ensure a clear, comprehensive and robust assessment of the proposed developments impact upon the local highway network. As such the report provides the following information and discusses the proposals in the following sections:

- Section 2 – Assesses the development in the context of national and local planning policy, demonstrating that the proposals are policy compliant.
- Section 3 – Provides a detailed review of the existing site conditions, giving particular attention to existing sustainable travel opportunities and where appropriate identifying potential improvement opportunities.
- Section 4 – Sets out the development proposals, including detailed information regarding access to the development.
- Section 5 – Discusses trip rates for the development and shows how traffic generated by the development would be distributed onto the local highway network.
- Section 6 – Provides a summary of the junction capacity assessments relating to this development at locations identified on the local highway network (the scope of which was agreed as part of the Transport Scoping Exercise).
- Section 7 - Assesses the impact of development on a cumulative basis when accounting for development across both parcels of the South Wokingham SDL extension.
- Section 8 – Provides an appraisal of non car trip generation from the development
- Section 9 – Sets out a summary of the report’s findings and concludes the report based upon the evidence provided.



## 2.0 Planning Policy and Considerations

### Planning Policy Context

- 2.1. The proposed development site is located within the boundary of Wokingham Borough Council which also acts as the local Highway Authority (LHA).
- 2.2. This section reviews the development proposal within the context of national and local planning policies, including in a National context, the following documents:
  - National Planning Policy Framework (December 2023)
  - NPPG 'Travel Plans, Transport Assessments and Statements in Decision – Taking' (March 2014)
  - Circular 02/2013 'The Strategic Road Network & the Delivery of Sustainable Development'
  - LTN 1/20 – Cycle Infrastructure Design
- 2.3. From a local Policy perspective, aspirations set out within Wokingham Borough Council documents are key to these development proposals. However, given the proximity of Bracknell Forest to the development site, policies within their strategies have also been considered:
  - Wokingham Borough Core Strategy DPD (January 2010)
  - Wokingham Borough Emerging Draft Local Plan Update (2021)
  - Wokingham Borough Third Local Transport Plan (LTP3) 2011-2026
  - Wokingham Borough Draft Fourth Local Transport Plan (LTP4) 2023
  - South Wokingham SDL SPD (October 2011)
  - Bracknell Forest Council Core Strategy (2008)
  - Bracknell Forest Council Local Transport Plan (LTP3) 2011-2026

### National Planning Policy

#### National Planning Policy Framework (December 2023)

- 2.4. The Department for Levelling Up, Housing and Communities published the 'National Planning Policy Framework' (NPPF) document in March 2012 which has been revised several times, most recently in December 2023. 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.
- 2.5. The purpose of the planning system is to contribute to the achievement of sustainable development. So that sustainable development is pursued in a positive way, at the heart of the framework is a presumption in favour of sustainable development.



- 2.6. The NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 2.7. In respect of promoting sustainable travel the NPPF advocates that planning policies and decisions should consider whether:
- *“Appropriate opportunities to promote sustainable transport modes can be – or have been - taken up, given the type of development and its location;*
  - *Safe and suitable access to the site can be achieved for all users;*
  - *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
  - *Significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
- 2.8. The guidance advises that, subject to the above considerations, development should not be prevented or refused on transport grounds unless the residual impacts of the development are severe.

#### **National Planning Practice Guidance (March 2014)**

- 2.9. The National Planning Practice Guidance web-based resource was launched in March 2014 by the Department for Communities and Local Government. The guidance covers all aspects and procedures of the planning process and supports the National Planning Policy Framework.
- 2.10. The guidance states that supporting Transport Assessments for planning applications are important as they should support national planning policy which sets out that the planning process should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- 2.11. Such assessments should be proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible. Further to this they should be tailored to particular local circumstances.

#### **Circular 02/2013 ‘The Strategic Road Network & the Delivery of Sustainable Development’**

- 2.12. The DfT Circular 02/2013 ‘The Strategic Road Network and the Delivery of Sustainable Development’ sets out how National Highways will engage with communities and developers to deliver sustainable development whilst safeguarding the primary function and purpose of the strategic road network in England.
- 2.13. The Circular is intended for all parties involved in development proposals which may result in traffic or other impacts on the strategic road network. The aim of the policy is to cut unnecessary red tape and make the planning process simpler and more straightforward. Key elements of the policy document include:
- Commitment from National Highways to engage early in the local plan process. The Agency will work with local authorities to influence the scale and patterns of development so that it is planned



in a sustainable manner that will reduce the potential for creating congestion on the strategic road network;

- Commitment from National Highways to support the delivery of developments that have been approved in a local plan. Indeed, where development proposals are consistent with an adopted local plan, National Highways does not anticipate engagement in a full assessment process at the planning application stage;
- The creation of new junctions or direct means of access onto the strategic road network may be identified at the plan making stage where new infrastructure is essential for the delivery of strategic planned growth;
- The adoption of a less restrictive approach to the formation or intensification of use of accesses to non-motorway sections of the strategic road network; and
- Mitigation measures are expected to be provided to address areas where development would otherwise result in capacity issues. However, development should only be prevented or refused on transport grounds when the residual cumulative impacts of development are severe.

2.14. The approach set out in the DfT Circular 02/2013 is reinforced within subsequent guidance document entitled “The Strategic Road Network – Planning for the Future” which was published by Highways England in September 2015.

### **LTN 1/20 – Cycle Infrastructure Design**

- 2.15. The Local Transport Note 1/20 – Cycle Infrastructure Design was published by the Department of Transport in 2020 and sets out the cycling infrastructure design requirements for new infrastructure.
- 2.16. This document will be used when designing cycleway connections within the proposed development. Relevant information includes the requirement for coherent, safe, comfortable and attractive routes.
- 2.17. The document also establishes the required cycle way standards depending on the hourly cycle movements.

### **Local Planning Policy**

#### **Wokingham Borough Adopted Core Strategy (2006-2026)**

- 2.18. The Wokingham Borough Core Strategy was adopted in January 2010 and sets out a vision for how the Borough will develop in the period to 2026. Policies of relevance to this development site include:
- CP1 establishes a requirement to provide sustainable development and in particular to provide attractive, functional, accessible, safe, secure and adaptable schemes with the aim of enhancing the overall sustainability of the area through minimising impact on the environment, including access to facilities.
  - CP4 establishes the need for proposals to demonstrate that there is either sufficient infrastructure capacity or that this can be readily provided as part of any scheme. Infrastructure includes roads and other transport requirements.
  - CP6 establishes a desire to manage travel demand rather than designing for the private car. The aim of policy CP6 is to ensure that all proposals achieve sustainable development and that people



have the widest range of choice in selecting transport modes thereby helping to reduce the use of the private car.

- CP10 sets out a need to make improvements to the Strategic Transport Network including improvements to the quality and frequency of public transport services along any part of the network and improvements to increase the use of bicycles, including cycle paths.

### **Wokingham Borough Emerging Draft Local Plan Update (2021)**

- 2.19. Work is underway on the new local plan which will form development priorities and locations identified for development up until 2038. It is currently anticipated that the Plan will be submitted during Spring / Summer 2024 with an examination to be heard during late Summer 2024. Subject to this, timescales for Adoption currently stand at December 2025.
- 2.20. The Revised Growth Strategy proposes the allocation of further land (Pearce and Priors Farm) within the extent of the major development on land south of Waterloo Road to provide an additional 835 dwellings.
- 2.21. Policy SS7 continues to refer to development at the South Wokingham SDL but publishes revised delivery numbers of 2,899 to reflect the uplift identified above.
- 2.22. In relation to highways and transport, the Policy seeks to deliver continued improvements to transport capacity along the A321 and A329 corridors and measures to continue to improve accessibility by forms of active travel along the A321 and A329 corridors as well as onwards to Wokingham town centre.

### **Wokingham Borough Third Local Transport Plan (LTP3) 2011-2026**

- 2.23. The Third Local Transport Plan for Wokingham Borough (LTP3) covers the fifteen year period between 2011-2026. The main objective articulated by the LTP3 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.
- 2.24. The following five goals for the LTP3 are identified which reflect the local priorities set out in Wokingham Borough's Sustainable Community Strategy and the overarching national transport priorities:
  - 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 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.
  - 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.



## **Wokingham Borough Draft Fourth Local Transport Plan (LTP4) 2023**

- 2.25. The draft fourth Local Transport Plan for Wokingham Borough (LTP4) is currently open for public consultation, with the public consultation closing on 23<sup>rd</sup> February 2024 and it is expected that the final plan will be adopted in late summer 2024.
- 2.26. The primary vision of the LTP4 plan is to achieve the following 3 objectives:
- Create healthy and safe places
  - Develop the economy
  - Reduce environmental impacts

## **South Wokingham Strategic Development Location (SDL) Supplementary Planning Document (2011)**

- 2.27. The South Wokingham SDL Supplementary Planning Document was originally adopted in 2010 and is a guide for future development of the SDL to establish the Borough Council's expectations on masterplanning and infrastructure requirements. The South Wokingham SDL is intended as an urban extension to the South of Wokingham and includes approximately 2,500 dwellings, a new southern distributor road and other associated services. These numbers have since been revised to reflect the extended SDL area in the emerging draft local plan.
- 2.28. The South Wokingham SDL Supplementary Planning Document includes good design principles to be included within the development and of particular relevance to transport is:
- Permeability – achieving a form of layout which makes for efficient pedestrian, vehicular movement and public transport provision ensuring places connect with each other.
- 2.29. The document also includes development components which should be evident within the SDL masterplan. These include:
- Residential areas located and designed in response to the character of the SDL, and with the principles of walkable neighbourhoods in mind, to provide an appropriate mix of housing to suit the needs of the whole community.
  - Local and neighbourhood centres designed to act as community hubs for the residential areas, providing local retail, community, recreation and education facilities for the residents of South Wokingham to enable them to access local facilities without the need to travel.
  - An access and movement framework as the basis for a hierarchy of routes which distinguish between higher and lower order streets, and to facilitate easy walking and cycling within the development and to the town centre. This includes provision for the new southern distributor road which is required to enhance the local highway network to ensure growth can be accommodated; it should be of an urban character fronted by development and act as a key public transport corridor.
  - Good physical connections to Wokingham town to ensure community integration and access to new and existing facilities.
- 2.30. Section 4 of the document identifies key design principles in more detail and transport related principles of relevance are:



- 2a: The built development should be structured to create attractive, walkable, residential areas.
- 2a(ii): The layout of the residential areas should be designed so that access to centres is direct, easy and safe. Priorities for access should be as follows:
  - the first priority should be given to the safety, comfort and convenience of pedestrians.
  - second priority should be afforded to cyclists, who should also benefit from safe and easy routes, as well as secure cycle parking.
  - public transport users should be given third priority for movement within neighbourhoods and to centres, with public transport stops being located within a short walk of each dwelling, and provision made for real time information and well designed shelters.
- 3e: Vehicle and cycle parking should be well planned and designed to ensure that it does not have a detrimental impact on the amenity and character of the SDL.
- Design Principle 5a: The layout and design of the SDL should promote easy and efficient movement, balanced with high levels of residential amenity and an attractive environment. This should be achieved through a hierarchy of streets and routes which respond to different travel needs.
- Design principle 5c: The SDL should make provision for sustainable travel choices, both now and into the future.

2.31. With particular relevance to climate change & sustainability, the SPD document states:

- The SDL will be a sustainable development which provides for local needs and contains a mix of jobs and homes to reduce travel. The overall development concept for South Wokingham should create accessible neighbourhoods in which all homes are within approximately 5-10 minutes walking distance of each Neighbourhood Centre and the existing supermarket at Finchampstead Road and Rances Lane. Neighbourhood Centres should be co-located with other shops, services and public transport hubs to reduce the need to travel.
- The developers will be required to create a clear network of safe and attractive pedestrian and cycle routes within, and linking beyond, the red line boundary to encourage sustainable travel.

### **Bracknell Forest Council Core Strategy (2008)**

2.32. The Bracknell Forest Borough Core Strategy was adopted in February 2008 and sets out a vision for how the Borough will develop in the period to 2026. Policies of relevance to this development site include:

- CS1 states Sustainable Development Principles including permitting development which is located so as to reduce the need to travel and that supports the economic wellbeing of the population.
- CS6 relates to Limiting the Impact of Development and states that development proposals will contribute to the delivery of infrastructure needed to support growth in the Borough and will mitigate adverse impacts on communities, transport and the environment. If those occupying development would lead to increased pressure on local infrastructure, then that impact is to be met by on-site provisions or contributing to provisions on a different site.
- CS7 establishes a requirement for designs to build on the urban, suburban and rural local character, respecting local patterns of development and the historic environment; provide safe communities; enhance the landscape and promote biodiversity; aid movement through accessibility, connectivity, permeability and legibility; enable a mix of uses and provide high quality usable open spaces and public realm.



- CS23 sets out how the Council will use its planning and transport powers including to reduce the need to travel; increase the safety of travel, maintain and where possible improve the local road network; provide improved access to key services and facilities; promote alternative modes of travel; secure the reliable movement of goods through the Borough; enhance sub-regional connectivity to and from the Borough and promote travel planning.
- CS24 relates to Transport and New Development. The policy states that development will be permitted where mitigation against the transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the submission of a transport assessment or transport statement.

### **Bracknell Forest Council Local Transport Plan (LTP3) 2011-2026**

2.33. The Local Transport Plan 3 (LTP3) for Bracknell Forest Council Borough covers the fifteen year period between 2011-2026. The document provides the framework by which the Borough's transport system can be secured through investment and be managed, maintained and monitored. The broad objectives of the plan are to promote healthier forms of transport, support robust economic growth, reduce road congestion, make public transport a more attractive option, protect the natural environment, improve air quality and reduce greenhouse gas emissions.

2.34. Policies within the plan of particular relevance to this development site include:

- TP1- Accessibility. The policy establishes the Council's commitment to maintaining its current high level of accessibility for all to key services through measures such as ensuring sustainable transport provision from new development; and better integration of transport and land use planning to reduce the need to travel.
- TP2 - Streetscene. The policy states that the council will seek to enhance streetscenes by seeking opportunities to enhance the natural environment through street design, seeking opportunities to design streets within urban areas with priority for non car use and ensuring viable bus routes and bus stops are considered as an integral part of development from the start to maximise appropriate levels of provision.
- TP6 - Community Transport. This policy states that the Council will continue to support the provision of essential Community Transport services for people with mobility problems through ensuring major new development provides convenient stopping places.
- TP7 - Smarter Choices. Details that the council will encourage the implementation, monitoring and renewal of Travel Plans.
- TP8 - Walking and Cycling. The council aims to promote walking and cycling through ensuring the needs of pedestrians and cyclists are fully considered within new developments.
- TP10 - Travel Planning. The Council will seek the continued production and implementation of travel plans in the Borough through requiring and monitoring the implementation of Travel Plans from new development.
- TP13 - Congestion Management. The Council will seek to reduce the impact of congestion through reducing the need to travel for social, domestic and business purposes through planned location of development.
- TP16 - Parking. Details the use of Development Management to bring about appropriate parking provision in all forms of new development and redevelopment within an overall Parking Strategy.



- TP17 - Road Safety. Requires safety audits of all new highway work.

### Summary

- 2.35. The overarching principal of national and local transport policy is for new developments to be located where it is accessible by a range of transport including walking, cycling and public transport. Safe access and appropriate parking should be provided. Fundamentally, development should only be prevented from coming forward for transport reasons if the residual impact would be severe.
- 2.36. The site has been identified as one suitable for development as an extension of the already consented South Wokingham SDL. Utilising the extensive infrastructure that has been committed to be delivered as part of that scheme, will maximise opportunities for walking and cycling links as well as further bolstering the ability to deliver a sustaining public transport strategy.
- 2.37. The Transport Assessment focusses on assessing the impact of the development on the Old Wokingham Road corridor, and Easthampstead Road, as well as the junctions which form the route to the A329(M) corridor. This accords with the focus outlined in the SPD and local plan update, as well as the scoping exercise agreed with Wokingham Borough Council.
- 2.38. The following sections of this Transport Report describe how the development proposals comply with these national and local policy considerations.



## 3.0 Existing Conditions

### Introduction

- 3.1. This section of the Transport Assessment Report sets out the existing transport conditions in the vicinity of the development site with all modes of transport considered.
- 3.2. A detailed review of the existing site conditions is undertaken, identifying key connection points for all movements to and from the site, whether it be by car, foot, cycle or public transport. This review provides the context for assessing whether the site offers the opportunity for achieving sustainable travel opportunities, particularly in respect of integration with the existing and proposed developments of Wokingham.

### Site Context

- 3.3. The site makes up an area of c.56.5ha and is bounded to the south by Easthampstead Road, to the east by Old Wokingham Road, to the north by agricultural fields and other areas of the South Wokingham SDL and to the west by Byway 30 – a Public Right of Way. The site is currently made up of a number of agricultural fields.

### Local Highway Network

#### Old Wokingham Road and Waterloo Road

- 3.4. Old Wokingham Road is currently subject to a national speed limit of 60mph on the single carriageway road and there is currently no streetlighting or footways.
- 3.5. Old Wokingham Road leads to Peacock Lane to the north as well as connecting to Crowthorne to the south via the roundabout junction with Nine Mile Ride. Peacock Lane provides access to the east into residential areas within Bracknell such as Jennet's Park as well as Bracknell's Southern Industrial Area. It also provides a route towards Bracknell town centre via Berkshire Way or Mill Lane.
- 3.6. The Jennet's Park roundabout, located to the north west of the site, is accessed via Peacock Lane and Vigar Way and links with the A329(M), which in turn provides a connection to the M4 motorway corridor approximately 5.5km to the north west.
- 3.7. At present a priority junction is formed between Old Wokingham Road, Peacock Lane and Waterloo Road. Although a roundabout scheme has been secured as part of the South Wokingham SDL development. A second priority junction is located to the south, forming the junction between Old Wokingham Road and Easthampstead Road. Both Waterloo Road and Easthampstead Road lead to Wokingham which is located approximately 3km to the west.



Easthampstead Road, Heathlands Road and Redlake Lane

- 3.8. Easthampstead Road forms a priority junction with Old Wokingham Road at its eastern extent. At present the road is approximately 2 miles long terminating at the junction with Peach Street in the centre of Wokingham. Easthampstead Road will however be severed as part of the delivery of the South Wokingham Distributor Road (SWDR), south of the railway line crossing. Existing traffic will therefore utilise the SWDR to access routes towards the town centre via either the improved Finchampstead Road Roundabout (Tesco Roundabout) or via William Heelas Way onto the London Road corridor.
- 3.9. At the eastern end of Easthampstead Road, and in relevance to the location of the development site, the road is rural in character and currently subject to a derestricted 60mph speed limit, with no street lighting or footways.
- 3.10. Just south of the current Heathlands Road priority junction (this will become a four arm signal junction once works on the SWDR are complete) the road turns to a 40mph speed limit. A footway also commences on the western side of the road. After approximately 150m this footway switches to the eastern side.
- 3.11. Approximately another 300m north there is an at grade railway level crossing where speed limit is again reduced to 30mph. North of the railway line, footways are present on both sides and street lights commence. This is in keeping with the more suburban environment of the road as it completes its final section towards Peach Street and in turn a route into Wokingham town centre.
- 3.12. Again, as part of the South Wokingham SDL development proposals and the associated SWDR infrastructure, Easthampstead Road will be severed south of the railway line resulting in a no through route for vehicles. However, it will remain a pedestrian route into the town centre and with the reduced vehicle traffic will increase amenity for such non motorised users, with a more comfortable route for on road cycling.
- 3.13. Heathlands Road is just over 2km long forming at present a priority junction with Easthampstead Road at its northern end (although this will be a signal junction once the SWDR works are completed) and a priority junction with Nine Mile Ride to the south.
- 3.14. Travelling north to south, the road is rural in character and subject to a derestricted 60mph speed limit. There are no footways or street lights. Although signing warning of pedestrians in carriageway are provided linking in with routes into Holme Grange School. The road is wide enough for two vehicles to pass with white line markings identifying the centre of the road. Approximately 400m north of the junction with Nine Mile Ride, the speed limit reduces from 60mph to 50mph.
- 3.15. Redlake Lane is 515m long, forming a priority junction at its northern end with Easthampstead Road and another priority junction with Honey Hill at its southern end. The road is again rural in character with many places only wide enough for one vehicle to pass. There are no street lights or footways. It does provide a route into Holme Grange School, and given the narrow width of the carriageway, which acts as a constraining feature for vehicle speeds some on road pedestrian activity has been observed during site visits.



- 3.16. Honey Hill provides an alternative route south to the B3430 Nine Mile Ride corridor, however drivers are instead encouraged to use Heathlands Road for such journeys with its greater width better accommodating such trips.

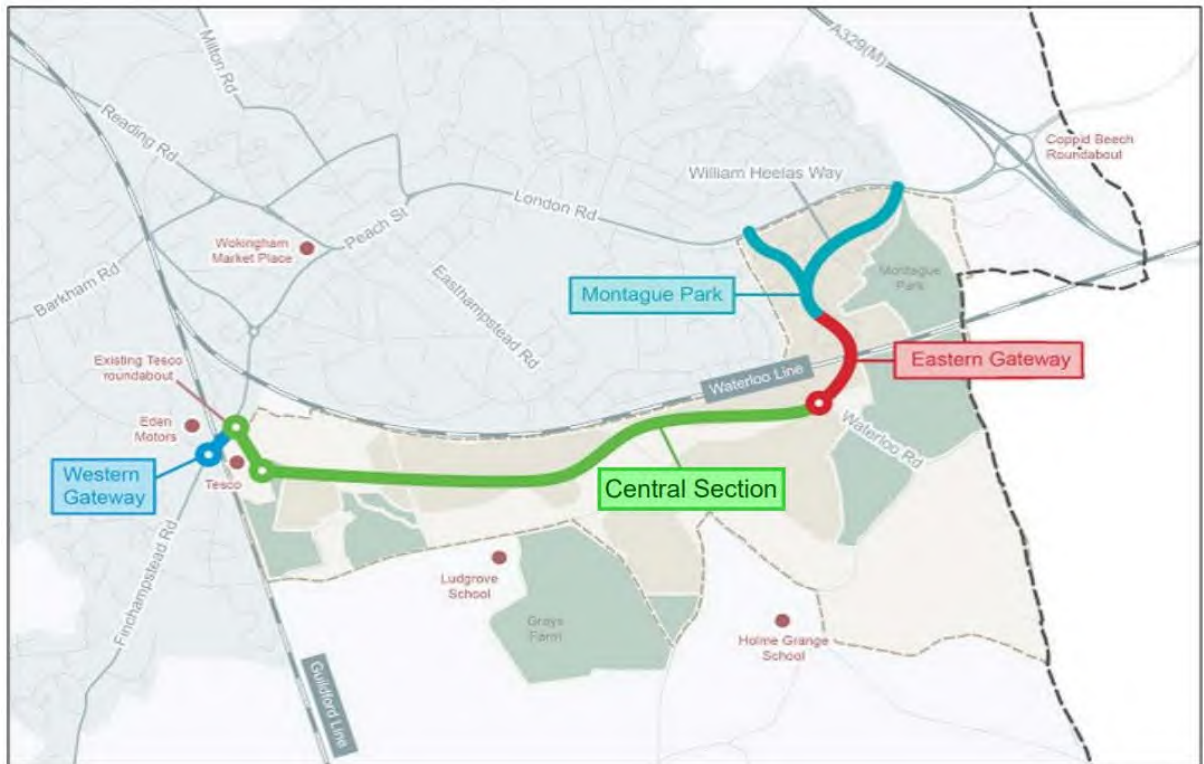
Holme Green Lane and Byway 30

- 3.17. Holme Green Lane forms a priority junction with Easthampstead Road, between the junctions with Redlake Lane and Heathlands Road. For the first 150m the link is referred to as Holme Green Lane, being a metalled road serving six dwellings. To the north of this it becomes a Public Right of Way, albeit a Byway with designation as a Byway Open (to) All Traffic (BOAT). Thereby, at present both non motorised users and vehicular traffic have the right to utilise the route.
- 3.18. The route is approximately 3 – 3.5m wide and continues northwards up to the junction with Waterloo Road. The route is currently not lit, but a proposed enhancement scheme has been proposed as part of the adjacent Pudner Land planning application. In turn this will provide a good pedestrian / cycle corridor for residents to route northwards towards infrastructure associated with the South Wokingham SDL, the SWDR and William Heelas Way.
- 3.19. This forms the western boundary of the development site, and in turn a road link is proposed to bisect the Byway to provide a connection between the Pearces Farm and Priors Farm development parcels. This is discussed further in Chapter 4. In a standalone basis, it is proposed to deliver a simple 3m access onto the Byway from the Priors Farm development site in order to enhance connections for Non Motorised Users.

### **Planned Highway Improvements**

- 3.20. The South Wokingham SDL proposals include new homes, primary schools, local shopping and community facilities in two new neighbourhood centres located to the south of Wokingham. One of these neighbourhood centres will be located at Montague Park and the other at a location south of the railway line. Specific highway improvements of note being undertaken in conjunction with the South Wokingham SDL proposals include the planned South Wokingham Distributor Road, the severance of Easthampstead Road and the stopping up of Waterloo Road.
- 3.21. Image 3.1 below is an extract from the Wokingham Borough Council South Wokingham Distributor Road web page and illustrates the proposed route of the South Wokingham Distributor Road in the context of the South Wokingham SDL boundary.
- 3.22. The South Wokingham SDL Distributor Road has been partially built in the form of William Heelas Way between the roundabout with Waterloo Road and the junction with London Road to the north. Future stages of the SDL Distributor Road will link the William Heelas Way / Waterloo Road Roundabout with Easthampstead Road to the north of the development site and end with a connection to the A321 Finchampstead Road / Landen Court / Tesco's Roundabout. The Distributor Road will help facilitate the movement of vehicles from the development site to and from the west and Wokingham town centre.
- 3.23. Image 3.1 below is an extract from Wokingham Borough Council's South Wokingham Distributor Road web page and illustrates the proposed final route of the South Wokingham Distributor Road.

**Image 3.1: South Wokingham Distributor Road Route**

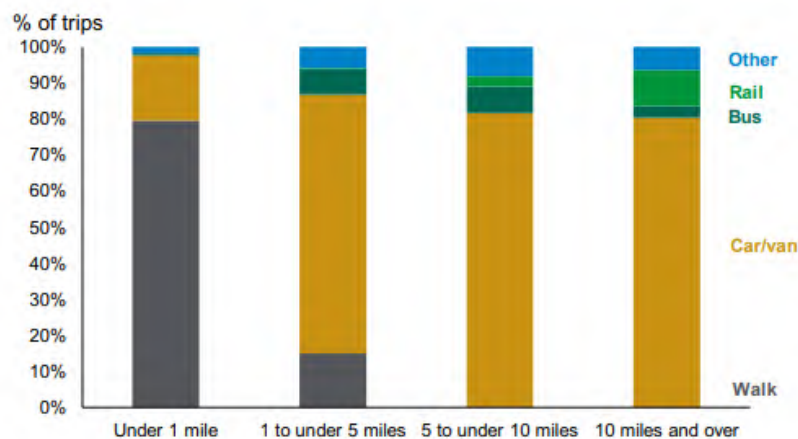


- 3.24. The image identifies different parts of the South Wokingham Distributor Road route. Montague Park and the Eastern Gateway sections have now been constructed and are open to traffic. The second phase extends William Heelas Way across the railway line and connects to Waterloo Road. This phase has planning permission and construction is underway.
- 3.25. The Third and Fourth phases will pick up from Waterloo Road and continue to new junctions at Easthampstead Road and Finchampstead Road, connecting to the existing Tesco Roundabout. This is currently subject to ongoing design.
- 3.26. Finally, a Spur Road referred to as 'Heathlands Link' provides a route between the Central Section of the SWDR in a south western direction to the existing junction with Easthampstead Road and Heathlands Road. In turn this junction will be remodelled to form a four arm signalised junction. This is currently subject to ongoing design and planning approval.
- 3.27. The roads with the SWDR have significant provision for pedestrian and cycle infrastructure along its links, including 3.0m shared footway / cycleways on both sides, signalised crossing arrangements in key locations, and where these are not, refuge islands to aid the crossing of the roads for NMU users. Therefore, the development proposals (described in Chapter 4) will provide infrastructure to tie into this provision and then utilise these high standard routes to access both the local centre and schools being delivered as part of the South Wokingham SDL, as well as onwards routes to Wokingham town centre. These therefore maximise opportunities for Non Motorised Users and accords with the policy aspirations of Wokingham Borough Council and National Guidance.

## Sustainable Accessibility

- 3.28. Walking can play an important role both in delivering accessibility at the local level and in contributing towards sustainable development patterns in the longer term. Walking is considered to be the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly under 2km. Cycling can also contribute to transport sustainability and accessibility, and is a good substitute for short car trips, particularly those less than 5km.
- 3.29. Government guidance on accessibility planning advises that residential development should be accessible to a range of land uses including education, employment, health and retail facilities. The provision of residential development in close proximity to such land uses helps to maximise the number of shorter distance trips and therefore capitalises on the potential for these journeys to be undertaken by non-car modes of travel.
- 3.30. The National Travel Survey (NTS) identifies the mode share proportions for journeys of different lengths. Image 3.2 below shows the primary mode of travel dependent upon the distance between the origin and destination.

**Image 3.2: Mode Share of Trips by Main Mode for Different Trip Lengths: England, 2018**  
[NTS0308]



- 3.31. The NTS graph identifies that the vast majority (80%) of trips for journeys up to one mile are undertaken on foot. The data also shows 31% of journeys between 1 and 2 miles are made on foot, i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km).
- 3.32. On this basis, the following walking distances to destinations are considered to represent acceptable journey lengths:
- 1.6km – a distance where most people (circa 80%) will walk; and
  - 3.2km – a distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk.

- 3.33. Similarly, the national highway guidance set out in DMRB TA 91/05 “Provision For Non-Motorised Users” paragraph 2.11 states that:

*“Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport.”*

- 3.34. On this basis, 5 miles (8km) is considered to represent an acceptable distance for cycle journeys.
- 3.35. The locations of key services and facilities in the immediate locality have been identified as illustrated at **Figure 2**, with the walk distances from the centre of the proposed development site.
- 3.36. Table 3.1 below summarises these local facilities and land uses, as well as including some key facilities that lie further afield. Where applicable, the walking distances allow for trips made utilising the planned infrastructure north of the site such as the South Wokingham Distributor Road.

**Table 3.1: Proximity of Key Facilities and Services**

| Facility   |                                      | Approximate Distance | Within Reasonable Walking Distance | Within Reasonable Cycling Distance |
|------------|--------------------------------------|----------------------|------------------------------------|------------------------------------|
| Education  | Jennett’s Park Primary School        | 2.3km                |                                    | ✓                                  |
|            | Easthampstead Park Community School  | 3.9km                |                                    | ✓                                  |
|            | Holme Grange School                  | 800m                 | ✓                                  | ✓                                  |
|            | Floreat Montague Park Primary School | 1.5km                | ✓                                  | ✓                                  |
|            | St Crispin’s School                  | 1.9km                | ✓                                  | ✓                                  |
| Employment | Wokingham Town Centre                | 2.6km                |                                    | ✓                                  |
|            | Crowthorne Town Centre               | 4.6km                |                                    | ✓                                  |
|            | Bracknell Town Centre                | 4.9km                |                                    | ✓                                  |
| Retail     | Co-Operative, Jennett’s Park         | 2.3km                |                                    | ✓                                  |
|            | Tesco Finchampstead Road             | 2.7km                |                                    | ✓                                  |
|            | Aldi Wellington Road                 | 2.7km                |                                    | ✓                                  |
|            | Waitrose Wokingham                   | 2.9km                |                                    | ✓                                  |
|            | Wokingham Town Centre                | 2.5km                |                                    | ✓                                  |
|            | Bracknell Town Centre                | 5.0km                |                                    | ✓                                  |
| Health     | Wokingham Medical Centre             | 2.8km                |                                    | ✓                                  |
|            | Lloyds Pharmacy, Crowthorne          | 3.3km                |                                    | ✓                                  |
|            | Great Hollands Health Centre         | 3.7km                |                                    | ✓                                  |
|            | Bean Oak Dental Centre               | 2.7km                |                                    | ✓                                  |
| Community  | Great Hollands Library               | 3.2km                |                                    | ✓                                  |
|            | Wokingham Library                    | 3.7km                |                                    | ✓                                  |
|            | Great Hollands Post Office           | 3.9km                |                                    | ✓                                  |
|            | Wokingham Post Office                | 2.7km                |                                    | ✓                                  |
| Leisure    | Crooked Billet Public House          | 1.5km                | ✓                                  | ✓                                  |
|            | The White Horse Public House         | 600m                 | ✓                                  | ✓                                  |



|            |                             |       |   |   |
|------------|-----------------------------|-------|---|---|
|            | St Crispin's Leisure Centre | 1.9km | ✓ | ✓ |
| Recreation | Peacock Meadows South       | 2.1km |   | ✓ |

- 3.37. In addition to the range of local services and facilities located near the site and towards Wokingham town centre, the South Wokingham SDL proposals located south of the railway line include a variety of new services such as a neighbourhood centre, primary school, local retail, community facilities, nature parks and sports and recreation facilities. The exact location of these planned facilities will be determined as the proposals for the South Wokingham SDL progress. Notwithstanding, it is evident that the close proximity of these adjacent uses will be within reasonable walk and cycle distances of the proposed development.
- 3.38. The location of the proposed development is therefore consistent with national and local policy aspirations given that there are nearby services and facilities (both existing and committed) which are accessible within reasonable walking and cycling distances. There is scope therefore for journeys made in relation to the proposed development to be undertaken by non-car modes.

### Walking and Cycling

- 3.39. Walking and cycling play an important role in providing accessibility to local areas and contributing to a sustainable development. Walking is considered to be the most important mode of transport on a local level and offers the greatest opportunities for reducing short car journeys. Cycling can also offer opportunities to reduce car journeys over longer distances.
- 3.40. There are various public rights of way within the vicinity of the development parcel. These include the Byway open to all traffic WOKW30 and the footpath WOKW5 which lay to the west and north of the development parcel respectively.
- 3.41. The Byway open to all traffic (BOAT) WOKW30 lays to the west of the development parcel and runs between the junction of Easthampstead Road and Holme Green Lane and Waterloo Road approximately 290m east of the Waterloo Road / William Heelas Way Roundabout. The BOAT takes the form of a gravel track with a short section of paved surface adjacent to Easthampstead Road.
- 3.42. The footpath (PRoW) WOKW5 runs between Easthampstead Road in the south and Waterloo Road adjacent to the Waterloo Road / William Heelas Way Roundabout. The southern portion of the PRoW starts with a stile at Easthampstead Road takes the form of an unmade path through a large agricultural field. The PRoW then enters Britton's Farmyard and follows an agricultural gravel track for approximately 180m before diverging from the agricultural track for a further 70m before ending at the Waterloo Road / William Heelas Way Roundabout.
- 3.43. Further public rights of way are expected to be established to the north and west of the developed parcel as part of the development of the South of Wokingham SDL. These will further improve the pedestrian and cycle connections between the developed site and Wokingham.

## Highway Safety

3.44. In order to establish if there are any particular road safety issues in the local network, the most recent 5 years of personal injury information for the highway in the vicinity of the site have been obtained from Wokingham Council who maintain crash information for Wokingham Borough. The data covers the period from 01/07/2018 – 30/06/2023 and encompass the following study area as established during the scoping exercise:

- Old Wokingham Road
- Easthampstead Road
- Peacock Lane (Between Old Wokingham Road and Vigar Way Roundabout)
- Vigar Way
- Jennets Park Roundabout
- Waterloo Road
- William Heelas Way
- Redlake Lane
- Heathlands Road
- Honey Hill
- B3430 (between Heathlands Road and Old Wokingham Road)

3.45. The full accident data is included in **Appendix B** to this report, Table 3.2 summarises the RTC record.

**Table 3.2: Number of accidents by severity and vehicle type**

| Location                                         | Severity |         |       |       | Road Users |         |     |     |            |     |       |
|--------------------------------------------------|----------|---------|-------|-------|------------|---------|-----|-----|------------|-----|-------|
|                                                  | Slight   | Serious | Fatal | Total | Pedestrian | Cyclist | Car | LGV | Motorcycle | HGV | Total |
| Easthampstead Road                               | 6        | 1       | -     | 7     |            | 3       | 7   | 1   |            |     | 11    |
| Heathlands Road                                  | 4        | 1       |       | 5     |            |         | 5   |     | 2          |     | 7     |
| Easthampstead Road / Heathlands Road Junction    | 4        | -       | -     | 4     |            |         | 7   |     |            |     | 7     |
| Old Wokingham Road                               | 10       | -       | -     | 10    |            |         | 11  | 2   | 1          |     | 14    |
| Old Wokingham Road / Easthampstead Road Junction | 2        | 1       | -     | 3     |            | 1       | 4   |     | 1          |     | 6     |
| Heathlands Road / Honey Hill Junction            | 1        |         |       | 1     |            |         | 2   |     |            |     | 2     |
| Peacock Lane                                     | 2        | -       | -     | 2     |            |         | 4   |     |            |     | 4     |
| Peacock Lane / Waterloo Road Junction            | 1        | 1       | -     | 2     |            |         | 3   |     |            |     | 3     |
| Old Wokingham Road / Waterloo Road Junction      | 1        |         |       | 1     |            |         |     |     |            | 1   | 1     |



|                                             |           |          |          |           |          |          |           |          |          |          |            |
|---------------------------------------------|-----------|----------|----------|-----------|----------|----------|-----------|----------|----------|----------|------------|
| Peacock Lane / Easthampstead Park Junction  | 2         |          |          | 2         |          |          | 3         |          | 1        |          | 4          |
| Peacock Lane / Vigar Way Junction           | 5         | 1        |          | 6         |          | 1        | 6         |          |          |          | 7          |
| A329 Berkshire Way                          | 3         |          |          | 3         |          |          | 7         |          |          | 1        | 8          |
| Waterloo Road / Easthampstead Junction      | 5         |          |          | 5         |          | 1        | 5         |          | 1        |          | 7          |
| Easthampstead Road / Murdoch Road Junction  | 2         | -        | -        | 2         |          |          | 1         |          | 1        |          | 2          |
| Easthampstead Road / Starmead Road Junction | 1         | -        | -        | 1         |          |          | 2         |          |          |          | 2          |
| Denton Road                                 | 1         | -        | -        |           |          |          | 1         |          |          |          | 1          |
| Peach Street / Easthampstead Road Junction  | 1         |          |          | 1         |          |          | 1         |          |          |          | 1          |
| A329 Peach Street                           | 4         | -        | -        | 4         | 1        |          | 4         |          |          |          | 5          |
| B3430 / TRL Roundabout                      | 2         | -        | -        | 2         |          |          |           | 2        |          |          | 2          |
| B3430 Nine Mile Ride / Honey Hill Junction  | 1         | -        | -        | 1         |          | 1        |           | 1        |          |          | 2          |
| B3430 Nine Mile Ride                        | 2         | 4        |          | 6         |          |          | 2         |          | 2        | 1        | 5          |
| <b>Total</b>                                | <b>60</b> | <b>9</b> | <b>0</b> | <b>69</b> | <b>1</b> | <b>7</b> | <b>75</b> | <b>6</b> | <b>9</b> | <b>3</b> | <b>101</b> |

- 3.46. A total of 52 accidents have occurred within the study area during the assessment period. These accidents have resulted in 69 injuries, of which 60 were slight and 9 were severe injuries. Of these accidents 1 pedestrian, 7 cyclists, 75 cars, 6 light goods vehicles (LGV), 9 motorcycles and 3 Heavy Goods Vehicles (HGV) were involved.
- 3.47. Of note is that thankfully the vast majority of accidents have only resulted in slight injuries and there were no fatal accidents.
- 3.48. Only accidents that have resulted in serious injuries will be summarised below. Whilst all accidents are regrettable, it is acknowledged that despite mitigation some accidents will inevitably occur. Those resulting in slight injuries have the least effect on users and thankfully recover quickly from such events. It is not possible to mitigate all risk associated with road users, (both vehicular and non motorised users) and indeed despite any changes that may occur to the highway network such events will still occur. It is the severe and fatal (thankfully of which there have been none) events which need to be reviewed in detail to confirm how these have occurred and if possible any mitigation which can occur to help facilitate means by which the likelihood of such events occurring are reduced.



#### Easthampstead Road

- 3.49. One accident involving a serious injury occurred on Easthampstead Road within the study period. The accident involved a cyclist traveling south east to north west along Easthampstead Road before receiving severe injuries for an unknown reason. No other road user was involved in the accident.

#### Heathlands Road

- 3.50. One accident resulting in serious injuries occurred in this location within the study period. This accident involved a motorcycle (Veh 1) traveling along the road before colliding with the rear of a car (Veh 2) that was waiting to turn. This accident resulted in severe injuries to the rider of Veh 1. It was determined with very likely confidence that the primary cause of the accident was slippery road (due to weather).

#### Old Wokingham Road / Easthampstead Road Junction

- 3.51. One accident occurred on the Old Wokingham Road / Easthampstead Road Junction that resulted in a serious injury. This accident involved the collision of a car (Veh 1) and a motorcycle (Veh 2). Veh 1 was traveling from northwest to south at the junction before colliding with Veh 2 which was traveling from north to south. The accident resulted in serious injuries to the rider of Veh 2. The primary cause of the accident was determined with very likely confidence to Veh 1 failed to look properly. A secondary cause of the accident that was determined with possible confidence was the road layout (eg bend, hill crest).

#### Peacock Lane

- 3.52. An accident resulting in a serious injury occurred on Peacock Lane on 27/10/2022 and involved the collision of a single car. The primary contributing factor to the accident was determined to be a junction overshoot, while the second contributing factor was a poor turn or manoeuvre. Both of these were determined with very likely confidence.

#### B3430 Nine Mile Ride

- 3.53. A total of four accidents that resulted in serious injury occurred on the B3430 Nine Mile Ride within the study period.
- 3.54. The first accident resulting in a serious injury involved the collision between a motorcycle (Veh 1) and a car (Veh 2), resulting in serious injury to the rider of Veh 1 and slight injury to 2 occupants of Veh 2. The accident was caused by Veh 1 colliding with the rear of Veh 2. The primary cause of the accident with very high confidence was determined to be sun dazzling Veh 1, a secondary cause of the accident was Veh 1 failing to look properly. This was also determined with very likely confidence.
- 3.55. The second accident also involved a motorcyclists colliding with the rear of a car, which was slowing to turn left. The cause of the accident was determined to be failure of the motorcyclist to observe other road users carefully which may have been further exacerbated by low sun.
- 3.56. The third accident to occur on the B3430 Nine Mile Ride within the study period involved a motorcycle (Veh 1) colliding with a deer while driving west to east, this resulted in severe injuries to the rider of Veh 1. It was determined with very likely confidence that the primary cause of the accident was an 'animal or object in the carriageway'.



- 3.57. The final accident to occur on the B3430 that resulted in a serious injury involved a car (Veh 1) traveling along the road before crossing into the opposite carriageway and striking a bus/coach (Veh 2). This accident resulted in severe injuries to two occupants of Vehicle 1. The primary cause of the accident was determined with very likely confidence to be Veh 1 losing control, a secondary cause was determined with very likely confidence to be Veh 1 swerving.

#### A329 Berkshire Way / Vigar Way Junction

- 3.58. One accident occurred at this junction within the study period. This was a single vehicle accident and involved a motorcycle (Veh 1) losing control and crashing, this resulted in serious injuries to the rider of Veh 1. It was determined with possible confidence that the primary cause of this accident was a slippery road (due to weather).

#### Summary

- 3.59. Aside from accidents along the Nine Mile Ride corridor, no particular section of road or junction has experienced more than one serious accident in the previous five year study period. A number of accidents involved either a single road user, weather conditions or an animal, which are outside of the control of any mitigation which can be delivered.
- 3.60. Of note is there has been no serious accidents involving pedestrians, on either the Easthampstead Road, Heathlands Road or Redlake Lane corridors during the study period, despite the lack of footways and access to Holme Grange School.
- 3.61. Notwithstanding, mitigation is being delivered (described further in Chapter 4) which would result in lower traffic volumes along the Easthampstead Road corridor as well as a revised arrangement to the Easthampstead Road / Heathlands Road junction which would mean that it would no longer require drivers to observed uncontrolled priority movements. This would provide betterment in terms of safety on these key corridors, as well as aiding the safety of pedestrian movements connecting the development site to the infrastructure being delivered as part of the South Wokingham SDL development and onwards to Wokingham town centre.

#### **Public Transport – Bus**

- 3.62. The closest pair of existing bus stops to the development site are located 1,200m to the north of the site on Waterloo Road within Wokingham. This bus stop can be accessed via Easthampstead Road or Waterloo Road. Other bus stops in the vicinity of the development site are located at Merlin Way, Peacock Farm and Tesco Finchampstead Road.
- 3.63. Table 3.3 below provides details of the bus services that serve these stops.

**Table 3.3 - Summary of Local Bus Services**

| Bus Stop Location        | Distance to Site | No. | Operator            | Route                                                      | Avg. Frequency              |                   |            |
|--------------------------|------------------|-----|---------------------|------------------------------------------------------------|-----------------------------|-------------------|------------|
|                          |                  |     |                     |                                                            | Weekday                     | Sat               | Sun        |
| Waterloo Road            | 1,200m           | 124 | Thames Valley Buses | Wokingham – Waterloo Road (Circular)                       | 1 return per day            | -                 | -          |
| Merlin Way               | 2.2km            | 108 | Thames Valley Buses | Bracknell – Jennetts Park via Wildridings                  | 40 minutes                  | 40 minutes        | 90 minutes |
| Peacock Farm             | 2.4km            | 4   | Reading Buses       | Reading – Bracknell Via Wokingham, Great Hollands          | 20 minutes                  | 20 minutes        | 60 minutes |
|                          |                  | 108 | Thames Valley Buses | Bracknell – Jennetts Park via Wildridings                  | 40 minutes                  | 40 minutes        | 90 minutes |
| Tesco Finchampstead Road | 3.4km            | 121 | Thames valley Buses | Wokingham (Tesco) – Norreys Estate via Wokingham Town Cntr | 30 minutes                  | 30 minutes        | -          |
|                          |                  | 125 | Thames Valley Buses | Wokingham - Crowthorne                                     | 3 returns per day           | 2 returns per day | -          |
|                          |                  | 128 | Thames Valley Buses | Wokingham – Twyford, Sonning, Woodley - Reading            | 65 minutes                  | 120 minutes       | -          |
|                          |                  | 145 | Horseman Coaches    | Three Mile Cross - Winnersh                                | 1 return per day (Tuesdays) | -                 | -          |

*Bustimes.org (January 2024)*

- 3.64. The Route 124 bus service operates between Wokingham town centre and Waterloo Road in a loop. The service operates one return service on weekdays. The service operates at 11:20 and 13:25 at the Waterloo Road bus stops closest to the development site. Due to the distance from the development site and the low frequency, this service will be of limited use to residents of the development.
- 3.65. The Route 108 bus service operates between Bracknell and Jennetts Park via Wildridings. This service operates between 06:35 and 20:35 at a peak 40 minute frequency during weekdays and Saturdays. On Sundays the service operates at a peak frequency of 90 minutes. Due to the higher frequency of service, this bus route would be suitable for use by commuters as well as individuals traveling for other purposes.
- 3.66. The Route 4 bus service is operated by Reading Buses and travels between Reading and Bracknell via Wokingham. This service operates at a peak frequency of 20 minutes on weekdays and Saturdays. The service operates at a peak frequency of 60 minutes on Sundays.



- 3.67. The route 121 bus service operates between Wokingham (Tesco) – Norreys Estate via Wokingham Town Centre. On weekdays and Saturdays the service operates at a peak frequency of 30 minutes. This service does not operate on Sundays. While this service operates at a high frequency, the distance of the bus stop from the development site will limit the usage of the service by residents of the proposed development.
- 3.68. The Route 125 bus service operates between Wokingham and Crowthorne, with a total of 3 returns per day on weekdays and 2 returns per day on Saturdays. The closest bus stop to the proposed development that is served by this route is located at Wokingham Tesco which is approximately 3.4km northwest of the development site.
- 3.69. The Route 128 bus service operates between Wokingham – Reading via Twyford, Sonning, Woodley. In the vicinity of the development site the bus operates from the Wokingham Tesco's bus stop. During weekdays the bus operates at a frequency of a service every 65 minutes and on Saturdays at a frequency of a service every 120 minutes.
- 3.70. The Route 145 bus service also operates from the Wokingham Tesco's bus stop and runs between Three Mile Cross – Winnersh via Wokingham. This service operates 1 return on Tuesdays. The return service departs 70 minutes after arrival at the final stop. Within Winnersh this service ends adjacent to the Winnersh Sainsburys, this would suggest that this bus service primarily exists to provide access to the supermarket.
- 3.71. Although proximity to existing bus services may limit the propensity for residents to take up travel by public transport, the opportunities need to be considered in the wider context of a public transport strategy which has been secured as part of the South Wokingham SDL development. This would deliver a 30 minute frequency service connecting Wokingham and Bracknell, which make up a significant proportion of destinations for trip purposes.
- 3.72. Furthermore, the internal road network has been designed to accommodate a bus service through the site and it is envisaged that this would form an additional 'loop' of that service being delivered for South Wokingham SDL, further securing its provision by both increased patronage as well as financial contributions through the S106 agreement. This would mean that residents instead of having to walk north to bus stops, would be within easy reach of a bus stop within the development site itself. This is discussed further in Chapter 4.

### **Public Transport – Rail**

- 3.73. The nearest railway station to the site is located at Wokingham and is located 2.9km northwest of the development site.
- 3.74. Wokingham station is located on the Waterloo to Reading Line and North Down Line. The Waterloo to Reading Line runs between London Waterloo in the northeast and Reading in the west south via villages and towns including Twickenham, Bracknell, Wokingham and Earley. The North Down Line Runs between Reading and Reigate with services continuing on to Gatwick Airport. Table 3.4 summarises the railway services that are available from Wokingham railway station.

**Table 3.4 – Wokingham Railway Station (Summary of Services)**

| Destination     | Journey Time  | Approximate Frequency Guide |          |         |         |
|-----------------|---------------|-----------------------------|----------|---------|---------|
|                 |               | Peak                        | Off Peak | Evening | Weekend |
| Reading         | 8 to 13 mins  | 10 mins                     | 10 mins  | 15 mins | 20 mins |
| Bracknell       | 6 mins        | 30 mins                     | 30 mins  | 20 mins | 30 mins |
| Winnersh        | 3 mins        | 20 mins                     | 30 mins  | 20 mins | 30 mins |
| London Waterloo | 70 to 90 mins | 12 mins                     | 15 mins  | 20 mins | 12 mins |
| Redhill         | 60 to 85 mins | 30 mins                     | 30 mins  | 30 mins | 30 mins |

*National Rail Enquires (January 2024)*

- 3.75. As can be seen by the above table, destinations further afield from the site can be easily accessed by rail with reduced journey times compared to private cars or buses. The Wokingham station is accessible from the proposed development site via cycling. The station has a total of 118 cycle storage spaces and 531 car spaces.
- 3.76. There are facilities at Wokingham station including: Ticket machines, Toilets and is disabled accessible to the platform.

### Summary

- 3.77. There is non-motor infrastructure in the vicinity of the site in the form of the PRoW WOKW 5 and the Byway Open to all traffic WOKW30. These routes provide connections between the proposed development and destinations to both the north and south of the development parcel. Of particular note is that the BOAT WOKW30 routes north from the development site towards Waterloo Road and the South Wokingham SDL. This will in turn provide good connections towards the north and Wokingham.
- 3.78. Public transport provides opportunities for individuals to travel to destinations further away via sustainable means. There are limited bus services in the immediate vicinity of the development site. Distances to bus stops will be reduced as part of the South Wokingham SDL development. While the nearest station to the development in Wokingham is too far away to walk, it can be easily accessed by bicycle and offers connections to several important local and regional destinations.
- 3.79. The development proposal adheres to the first key test of the NPPF given that the location of the site facilitates opportunities for sustainable travel to be used.



## 4.0 Development Proposals

- 4.1. This section of the Transport Assessment Report outlines the transport measures that will accompany the proposed development which have been derived to facilitate movements by all mode of travel in a satisfactory manner.
- 4.2. The development proposals comprise an outline planning application for 850 dwellings that will make up the Lightwood Strategic 'Priors Farm' development parcel. Vehicular and pedestrian / cycle access will be achieved from Old Wokingham Road and Easthampstead Road. As part of cumulative development another access which bisects Byway 30 would also be delivered.
- 4.3. An illustrated Masterplan of the proposals is included as **Appendix A** of this report.

### Proposed Site Access

#### Old Wokingham Road Site Access Roundabout

- 4.4. As to be determined as part of this planning application, access for the development is proposed via a roundabout access junction with Old Wokingham Road and a simple priority junction formed with Easthampstead Road.
- 4.5. This proposed 40m ICD roundabout access junction is shown in Drawing A218 – 028 – P1 that has been included in **Appendix C**.
- 4.6. The access junction is located approximately 500m south of the junction with Waterloo Road / Peacock Lane and 900m north of the junction with Easthampstead Road. The access junction has been sited to minimise existing tree loss and ensures that full 120m forward visibility splays to the junction can be achieved from each arm.
- 4.7. This access would form the primary route through the development parcel, and in a cumulative situation would deliver a route through the Nicholas King Homes 'Pearces Farm' development parcel and onwards connections to the 'Heathlands Link' and wider SWDR network.
- 4.8. The proposed access road would deliver a 6.5m road width in order that it could be used as a future public transport route. No footways or cycleways would be provided at the access roundabout itself, given the lack of infrastructure along this section of Old Wokingham Road. However, internally both 3.0m shared footway / cycleways and 2.0m footways will be provided.

#### Easthampstead Road Secondary Site Access

- 4.9. A secondary access to the development parcel will be provided from Easthampstead Road in the form of a priority junction arrangement. The carriageway would be 5.5m wide allowing two vehicles to comfortably pass each other and flanked by 2.0m footways on either side of the access.
- 4.10. The access is located approximately 140m south of Holme Green Lane and north of the Easthampstead Road / Redlake Lane Junction (by c.50m).
- 4.11. Visibility splays in line with the commensurate speed of the road have shown as being achievable with minimal disturbance to existing trees and hedgerow.



- 4.12. The access arrangement is shown on Drawing A218-022 P2 included in **Appendix D** to this report.

*SANG and Allotment Parking and Access*

- 4.13. There is requirement to deliver SANG land as part of the development proposals alongside two areas for allotment provision.
- 4.14. One area of Allotment will be located within the development parcels north of Easthampstead Road and therefore accessed via mainly the internal roads or the secondary site access. Therefore there is no external access or parking for this arrangement.
- 4.15. Two further parking areas will be provided for SANG parking (as well as a second area of allotments) on Easthampstead Road itself. The drawings showing the arrangement of the accesses to these parking areas are shown on Drawings A218-031 P1 and 032 P1 included in **Appendix E**. The two areas of parking facilitate the introduction of a point closure on Easthampstead Road, discussed later in this Chapter.
- 4.16. Both accesses are proposed via vehicle crossover arrangement, which are in keeping with the anticipated level of vehicle movements both accesses would experience and what has been accepted elsewhere in the Borough for such arrangements.
- 4.17. The western of the two accesses will serve both as a car park for SANG users but also for the second area of allotment within the development proposals. The access is located approximately 300m south east of the Redlake Lane Junction and 70m west of where the point closure would be introduced.
- 4.18. The eastern SANG car park would be located c.340m west of the Easthampstead Road / Old Wokingham Road junction, but also c.360m east of the proposed point closure on Easthampstead Road. Therefore, this SANG car park will remain accessible from the Old Wokingham Road corridor along Easthampstead Road.

### **Travel by Foot and Cycle**

- 4.19. Careful consideration will be given as the site layout is progressed in detail at the future reserved matters stage to ensure the proposed development integrates with the surrounding facilities and infrastructure in order to maximise the level of connectivity for movements to and from the site.
- 4.20. Meanwhile, the Framework Masterplan illustrates how a number of design measures to cater for pedestrian and cycle movements can be readily employed within the development, including:
- A street pattern that generates natural surveillance where entrances and frontages face all public routes.
  - An internal layout that encourages low vehicle speeds and therefore creates an environment where pedestrians and cyclists are not intimidated by motor traffic.
  - A permeable hierarchy of direct routes within the development comprising a range of shared, segregated and recreational links which would connect all internal areas of the development to the points of access.
- 4.21. It is anticipated that a 3m shared footway / cycleway will be provided along the main route of Primary Street through the development, although this will divert on to other routes in appropriate provision. A 2.0m footway would be delivered on the other side of the Primary Street. These provisions are in line with the guidance set out in LTN1/20 for the anticipated level of pedestrian and cycle movements the



site would generate. This provision will be complemented through the use of shared streets which will allow pedestrians and drivers to share the carriageway where lower volumes and speeds of vehicles permit this.

- 4.22. The proposals include a 3m pedestrian and cycle access at the northwestern corner of the development site connecting to Byway 30. This is shown on Drawing A218-029 P3 included in **Appendix F**.
- 4.23. As part of the adjacent Pudner Land planning application It is also proposed to implement improvements along the northern section of Byway 30, such as undertaking widening, surfacing and lighting the facility in order to deliver an 3m wide corridor between the development access and Waterloo Road.
- 4.24. These works are shown on Drawing A218-002 P3 included in **Appendix G**.
- 4.25. As set out in Section 3 of this Transport Assessment Report, as part of the proposals for the South Wokingham SDL, Waterloo Road is to be stopped up to prevent through movements. The redundant road corridor is however being retained and will provide opportunity for pedestrian and cycle movements to be accommodated to the north before connecting into the pedestrian and cycle provision being provided within the South Wokingham SDL development parcels and along the South Wokingham Distributor Road.
- 4.26. Indeed, the development proposals for the South Wokingham SDL, which lies on adjacent land to the north of the site, include significant measures to facilitate pedestrian and cycle movements. This includes footway / cycleway connections alongside the key road corridors such as the South Wokingham Distributor Road, as well as an ancillary network of off-road footpaths and cycle routes running within and along the peripheries of the development parcels.
- 4.27. Accordingly, residents of the development will benefit from a high level of pedestrian and cycle connectivity which will cater for trips travelling to and from the existing and future facilities located to the north of the proposed development.

### **Cumulative Development Proposals**

- 4.28. These development proposals form part of the wider South Wokingham SDL extension, which totals development of 1,030 dwellings and associated land uses and infrastructure. The second applicant covers the Pearces Farm development location being promoted by Nicholas King Homes, and totals development of a further 180 dwellings. Both development sites will be determined through separate planning applications, but are subject to one common Environmental Impact Assessment. There is therefore infrastructure that would in future benefit development of both sites. This is described in detail below.

#### Link across Byway 30

- 4.29. As part of the cumulative development proposals the Primary Street will link the two development sites meaning a continuous vehicular and NMU access route through the development parcels between the access roundabout onto Old Wokingham Road at its eastern end and the access onto either Easthampstead Road or the Heathlands Link (through the Nicholas King Homes Development Parcel) at its western end.



- 4.30. The point at which the two development parcels meet is located at the juncture with Byway 30. It will therefore be important to manage existing movements along the Byway, which will be prioritised, whilst creating the Primary Street through.
- 4.31. Byway 30 is currently designated as a Byway Open to All Traffic (BOAT) and therefore both non vehicular and vehicular traffic are legally able to use it. In discussion, Wokingham Borough Council are supportive of the potential of the downgrading of the public right of way to remove the legality of vehicular traffic using the route. However, this would need to be subject to a separate application and legal process, as well as publicly consulted. Therefore, the crossing has at this stage been designed to accommodate the Byway in its current form.
- 4.32. The proposed arrangement is shown on Drawing A218-029 P3 included in **Appendix F**.
- 4.33. The arrangement would deliver a kerb refuge island in the centre of the Primary Street as it crosses the route of the Byway. This will serve a number of purposes. It will firstly provide protection for those users wishing to cross north to south along the route of the Byway. The island is 3.0m deep so can accommodate both pedestrian, cycle and equestrian users as well as some very limited vehicular traffic should they use the link. Users would then have to cross just one lane of traffic at a time. Secondly, it will help to lessen speeds on the Primary Street through this section and help to reinforce that Bridleway users have priority – this will also be done through material use and limited signage use. Finally the arrangement will prevent users either on the Bridleway turning on to the Primary Street or vice versa. It therefore will not be able to be used as a ‘rat run’.
- 4.34. A second crossing parallel to the bridleway is also proposed which will further aid users, particularly those with visual impairment as it will utilise appropriate tactile paving. This will be required if the Bridleway is to remain a BOAT.

#### Point Closure of Easthampstead Road

- 4.35. It is proposed as part of these development proposals on a stand alone basis as well as cumulatively to implement a point closure for vehicular traffic on Easthampstead Road. This will be located approximately 700m west of the Old Wokingham Road / Easthampstead Road junction.
- 4.36. Easthampstead Road will therefore not be a through route eastwards, properties to the east of the closure will still continue to access the wider highway network via Old Wokingham Road (they will not be able to route westwards). The properties to which these relate are limited in number and include Sutton Court Farm, The Old Farmhouse, The Barnyard, Growth House, Priors Farm Business Park and Six Oaks.
- 4.37. The route between the secondary access and primary access roundabout will ensure traffic routing west of the point closure will not have a significant diversion route (less than 1 mile), and they will also have the ability to use routes via the new SWDR. The introduction of the point closure will provide significant betterment to the operation of the Easthampstead Road / Old Wokingham Road priority junction.
- 4.38. Drawing A218-034 P1 showing the arrangement of the point closure is included in **Appendix H**.

#### **Travel by Public Transport**

- 4.39. As set out in Section 3 of this Transport Assessment Report, the public transport accessibility of the area will be improved as a result of the bus service enhancements that will accompany the development

proposals within the South Wokingham SDL. Specifically, the public transport strategy would see the westwards extension of the existing 108 Courtney Buses service so that it routes along the new South Wokingham Distributor Road, ultimately linking Bracknell and Wokingham railway stations.

- 4.40. The proposed extension to bus route 108 which forms part of the South Wokingham SDL public transport strategy is depicted on **Figure 3**.
- 4.41. The extended service would operate at 30 minute intervals between 07:00 - 20:00 throughout Monday to Saturday and at 60 minute intervals between 09:00 - 19:00 on a Sunday, with bus stops located at various locations along the South Distributor Road.
- 4.42. The proposed routing of the bus service along the South Wokingham Distributor Road is shown on Image 4.1 below. Furthermore, the plan also shows the locations of proposed bus stops.

**Image 4.1: Bus Route and Bus Stop Locations for South Wokingham SDL Public Transport Strategy**



- 4.43. The nearest proposed bus stop to the development site would be located between parcels R10 and R14 of South Wokingham SDL and to the north of Waterloo Road. This equates to a walk distance between the development of typically 700m via Byway 30 and the stopped up section of Waterloo Road. Therefore, whilst the precise locations of future bus stops along the South Wokingham Distributor Road is a matter that is not yet determined, it is evident that there will be opportunity for residents of the proposed development to benefit from a good level of accessibility to bus services.
- 4.44. Notwithstanding this, the Primary Street through the development has been designed at a width to accommodate a future public transport route. It is envisaged that this will be a further extension of the 108 bus service. This is subject to discussions with the operator and Wokingham Borough Council. Funding will be provided as part of the S106 agreement which will further secure the delivery and viability of the bus service.



- 4.45. Figure 3 shows the potential routing of a bus service through the cumulative development parcels. An alternative route to the proposed 108 extension would see a service route south along Old Wokingham Road and enter the site via the Primary Site Access roundabout, and leave the site via the Nicholas King Homes access onto the Easthampstead Road corridor. The service could then utilise the 'Heathlands Link' to route back towards the SWDR corridor. It is envisaged some services would utilise this route and some the already planned route through the South Wokingham SDL development. The funding and requirement for additional vehicles that may be required to facilitate this provision will be subject to discussion with the Operator and Wokingham Borough Council during post submission and would form part of the S106 agreement.
- 4.46. Bus stops would be provided at strategic points along the Primary Street through the developments. This would ensure residents are within 400m of such a bus service.

### **Vehicular Parking**

- 4.47. As the development proposals form an Outline Planning Application at this stage, details of the parking provision would be determined as part of a subsequent Reserved Matters Planning Application. Notwithstanding this, residential parking would accord with Wokingham Borough Council's parking standards which typically seek a parking provision of between one to three spaces per unit depending on the size of dwelling being promoted.
- 4.48. The objective will be to provide an adequate level of parking and, importantly, to ensure that the spaces that are designed for parking are used for parking, and that places where parking will cause problems are not going to be used for that purpose. This approach will help to prevent the problems that have occurred at recently implemented residential developments, such as cars parked indiscriminately which obstruct pavements and restrict access along a street.
- 4.49. Visitor parking will also be provided throughout the development at a rate of approximately 1 space per 5 dwellings. Infrastructure provision for electric vehicle parking will also be provided in line with the parking standards.
- 4.50. Cycle parking will be accommodated within the curtilage of each individual house, including within garages where these are provided. Where garages are not provided, such houses will be provided with storage sheds in their back gardens suitable for the storage of bikes, with rear accessing gates meaning that residents will not need to bring their bicycles through the house.

### **Travel Plan**

- 4.51. Matters relating to travel planning are now typically addressed through Wokingham Borough Council's 'My Journey Wokingham' initiative. Accordingly, as part of the scoping discussions it has been agreed that in lieu of preparing a Travel Plan for the site, a financial contribution would instead be provided towards this initiative.

## 5.0 Traffic Generation, Assignment and Distribution

### Introduction

- 5.1. This Section of the Transport Assessment Report outlines the forecast trip generation of the proposed development in respect of all modes of travel. The appraisal focuses on the weekday morning and evening peak hours which represent the busiest periods along the local highway network.

### Vehicular Trip Rates and Trip Generation

- 5.2. The vehicular trip generation for the proposed development has been assessed using approved peak hour trip rates which Wokingham Borough Council apply within its Wokingham Strategic Transport Model (WSTM).
- 5.3. Table 5.1 below shows the vehicle trip rates and the resultant number of trips that would be generated by the proposed development of 850 dwellings.

**Table 5.1 : Vehicular Trip Rate and Trip Generation of Proposed Development**

| Residential<br>Trip Rates              | AM Peak Hour<br>(0800-0900) |            |            | PM Peak Hour<br>(1700-1800) |            |            |
|----------------------------------------|-----------------------------|------------|------------|-----------------------------|------------|------------|
|                                        | In                          | Out        | Two-Way    | In                          | Out        | Two-Way    |
| Vehicular Trip Rate<br>(vehs per unit) | 0.17                        | 0.41       | 0.58       | 0.36                        | 0.16       | 0.51       |
| Vehicular Trips<br>(850 units)         | <b>145</b>                  | <b>349</b> | <b>493</b> | <b>306</b>                  | <b>136</b> | <b>434</b> |

- 5.4. As can be seen, the development proposals would generate approximately 500 two way movements in the AM peak hour and 430 in the PM peak hour.

### Non-Car Trip Generation

- 5.5. In addition to appraising the effects of the vehicle trips generated by the development it is also important to ascertain the non-car trip generation of the proposed development in order to assess if these trips can also be accommodated on the surrounding network in a satisfactory manner.
- 5.6. The proposed development lies within the Middle Super Output Area (MSOA) of Wokingham 020. Journey to Work Census Data has been used to establish the mode share of person trips for this MSOA and is summarised in Table 5.2 below.
- 5.7. The number of journeys that are likely to be generated by all modes of travel are also summarised in Table 5.2. The vehicular trips (car driver) reflect the trip rates used within the WSTM model whereas the remaining modes have been calculated by applying the mode shares derived from the Census data. The

Table also identifies the quantum of daily trips which have been derived using typical daily profiles of residential trips obtained from the TRICS database.

**Table 5.2 : Journey to Work Census Data**

| Mode of Travel | Mode Share<br>(Wokingham 020) | Total Two-Way Development Trips |              |             |
|----------------|-------------------------------|---------------------------------|--------------|-------------|
|                |                               | AM Peak Hour                    | PM Peak Hour | Daily       |
| Pedestrian     | 5%                            | 30                              | 26           | 346         |
| Cyclist        | 2%                            | 12                              | 10           | 139         |
| Bus            | 1%                            | 6                               | 5            | 69          |
| Rail           | 6%                            | 36                              | 31           | 416         |
| Vehicular      | 83%                           | 493                             | 434          | 5749        |
| Passenger      | 3%                            | 18                              | 16           | 208         |
| <b>Total</b>   | <b>100%</b>                   | <b>594</b>                      | <b>523</b>   | <b>6927</b> |

- 5.8. The non-car mode shares in Table 5.2 have been used as the basis for appraisal of non-car travel, although consideration has also been given to how a higher bus mode share may be achieved, particularly in the context of the improved bus services in the area which will accompany the wider South Wokingham SDL proposals.

### Trip Distribution and Assignment

- 5.9. The distribution and assignment of the development generated vehicular trips is accounted for within the Wokingham Borough Council WSTM traffic model.
- 5.10. Wokingham Borough Council has developed a Wokingham Strategic Traffic Model (WSTM) which enables the assessment of traffic impact arising from development sites within the Borough. The model has been produced to assist Wokingham Borough Council in assessing the traffic impact and possible mitigation requirements relating to such development sites.
- 5.11. Information on the access arrangements, development quantum and peak hour vehicular trip generation has been supplied to Wokingham Borough Council within the WSTM Modelling Instruction (Report Ref: A218-R017B) submitted in July 2023. This approach was agreed with Wokingham Borough Council Highways Officers, prior to any modelling being able to be commissioned.
- 5.12. These inputs enable their modellers to provide a bespoke model run to assess the impact the proposed development will have on the local highway network. The use of the WSTM model therefore allows the traffic impact assessment to be undertaken on a common and agreed basis.



- 5.13. The walk, cycle and public transport trips have been assigned onto the respective networks based on an assessment of the most likely routings of these trips. This appraisal of non-car travel is provided at Section 8 of this report.

## 6.0 Development Impact Assessment

### Context

- 6.1. Wokingham Borough Council has developed a Wokingham Strategic Traffic Model (WSTM) which enables the assessment of traffic impact arising from development sites within the Borough. The model has been produced to assist Wokingham Borough Council in assessing the traffic impact and possible mitigation requirements relating to such development sites.
- 6.2. The Scoping Report and accompanying Modelling Instruction were issued to Wokingham Borough Council in July 2023 and was the agreed approach prior to allowing the modelling to be commissioned. This included both the assessment years, scenarios and geographical scope of assessment to be undertaken.

### Assessment Scenarios

- 6.3. The WSTM model provides outputs for morning and evening peak periods. Assessment have been run for the following four scenarios:
  - Run A : 2026 'Forecast Base'
  - Run B : 2038 'Forecast Base'
  - Run C : 2038 'With Lightwood Strategic Development' (850 Units)
  - Run D : 2038 'With Cumulative Development' (1,050 Units)
- 6.4. A 2026 assessment year has been used as the 'Baseline' position of the current highway network, given this is when development is anticipated to commence on the development site. This represents the highway network in the vicinity of the proposed development as it is currently formed. As such, it does not include unconstructed central, western sections of the South Wokingham Distributor Road and the South West Distributor Road Link Road.
- 6.5. The production of a 2038 'Forecast Base' scenario enables a future baseline to be derived against which the impacts of the proposed development can be appraised. This scenario allows for committed and planned development throughout Wokingham Borough including the full development flows associated with the South of Wokingham SDL and the completion of the South Wokingham Distributor Road which is forecast to be operational by 2026.
- 6.6. The use of a 2038 assessment year complies with the DfT guidance which advises that the impacts of a development should be assessed using a design year that is at least 5 years beyond the date of submission of a planning application. It also complies with the anticipated end of the next local plan period.
- 6.7. The 2038 'With Lightwood Strategic Development' scenario allows the impact of the development proposals to be assessed when the development is fully operational. Under this scenario the South West Distributor Road will be fully constructed and will facilitate the movement vehicles to and from the development parcel.

## Scope of Assessment

- 6.8. Based upon the traffic generation, distribution and assignment of development traffic via the WSTM, the junctions shown within **Figure 4** have been identified for inclusion within the traffic impact study area. This was agreed as part of the Scoping Report submission.
- 6.9. Traffic Flow diagrams are included in **Appendix I**.
- 6.10. Table 6.1 shows the relative impact of the development proposals on each of these junctions during both the AM and PM Peak Hours.

**Table 6.1 – Relative Impact of Lightwood Strategic ‘Priors Farm’ Development Trips**

| Junction                                                              | AM Peak | PM Peak |
|-----------------------------------------------------------------------|---------|---------|
| Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout          | +206    | +181    |
| Old Wokingham Road / Easthampstead Road Priority Junction             | +172    | +124    |
| Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout     | +172    | +124    |
| Redlake Lane / Easthampstead Road Priority Junction                   | +0      | +0      |
| Heathlands Link / Easthampstead Road Signal Junction                  | +136    | +156    |
| Waterloo Road / William Heelas Way Roundabout                         | +30     | +36     |
| South Wokingham Distributor Road / Heathlands Link                    | +84     | +81     |
| South Wokingham Distributor Road / Easthampstead Road Signal Junction | +76     | +64     |
| South Wokingham Distributor Road / Tesco Access Roundabout            | +58     | +44     |
| South Wokingham Distributor Road / Finchampstead Road Roundabout      | +54     | +41     |
| Peacock Lane / Sparrowhawk Way Roundabout                             | +177    | +158    |
| Peacock Lane / Vigar Way Roundabout                                   | +176    | +157    |
| Jennett’s Park Roundabout                                             | +116    | +142    |
| Coppid Beech Roundabout                                               | +15     | +10     |
| Oak Avenue / London Road Signal Junction                              | +10     | +17     |
| Willam Heelas Way / London Road Signal Junction                       | +27     | +33     |

- 6.11. Against this background, and in the absence of any specific WBC guidelines or adopted policies on testing thresholds and what they consider constitutes a ‘severe’ impact (as per the NPPF thresholds), the requested assessment scope has been reviewed in the context of national guidance. The Department for Transport document ‘Guidance on Transport Assessments’ was withdrawn upon the introduction of the NPPF, given the change in government policy from development being refused on transport grounds where the impact was ‘material’ to it needing the impact to be considered ‘severe’. However, paragraph 2.11 of the guidance set out the following:

**“...whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves. Cause a detrimental impact, it is a useful point of reference from which to commence discussions.”**

6.12. While the threshold for a ‘severe’ impact, somewhat greater than merely a ‘detrimental’ impact, is likely to be considerably higher than 30 movements, using this figure of a point of reference, then the following junctions are considered in more detail in this assessment when assessing this planning application in isolation. Further analysis in a cumulative development scenario is presented in Chapter 7.

- Site Access Junctions
- Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout
- Old Wokingham Road / Easthampstead Road Priority Junction
- Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout
- Heathlands Link / Easthampstead Road Signal Junction
- Waterloo Road / William Heelas Way Roundabout
- South Wokingham Distributor Road / Heathlands Link
- South Wokingham Distributor Road / Easthampstead Road Signal Junction
- South Wokingham Distributor Road / Tesco Access Roundabout
- South Wokingham Distributor Road / Finchampstead Road Roundabout
- Peacock Lane / Sparrowhawk Way Roundabout
- Peacock Lane / Vigar Way / Webster Close Roundabout
- Jennett’s Park Roundabout

#### Detailed Junction Assessments

- 6.13. The advice within National Planning Practice Guidance (March 2014) makes clear that when preparing Transport Assessments, the should be ‘proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible’.
- 6.14. The assessments will therefore review the performance of junctions in a 2038 Baseline scenario to their performance with the addition of development traffic, this is the basis against which the need for mitigation would be assessed.

#### Site Access Arrangements

- 6.15. The primary site access as to be determined as part of this application is to be formed by way of a roundabout arrangement with Old Wokingham. The assessment of this junction arrangement in a 2038 scenario, are shown in Table 6.2 below.

**Table 6.2– Old Wokingham Road Roundabout Site Access**

| Arm                                              | AM Peak |       | PM Peak |       |
|--------------------------------------------------|---------|-------|---------|-------|
|                                                  | RFC     | Queue | RFC     | Queue |
| <b>2038 With Lightwood Strategic Development</b> |         |       |         |       |
| Old Wokingham Road (S)                           | 0.81    | 4     | 0.57    | 1     |
| Site Access                                      | 0.36    | 1     | 0.16    | 1     |
| Old Wokingham Road (N)                           | 0.73    | 3     | 0.89    | 8     |

- 6.16. As shown in the table 6.2 above, the Site Access Roundabout operates well within capacity when accounting for full development traffic at the junction. RFC's below 0.9 show there is spare capacity at the roundabout and the proposed design accommodate both the capacity required and size of junction to facilitate all movements required.
- 6.17. The development proposals also include provision for a secondary site access for the development onto Easthampstead Road. This would be formed by way of a priority junction arrangement.
- 6.18. The results of the capacity assessment are shown in Table 6.3.

**Table 6.3– Proposed Easthampstead Road Priority Site Access Arrangement**

| Arm                                   | AM Peak                                   |       | PM Peak |       |
|---------------------------------------|-------------------------------------------|-------|---------|-------|
|                                       | RFC                                       | Queue | RFC     | Queue |
|                                       | 2038 With Lightwood Strategic Development |       |         |       |
| Site Access to Easthampstead Road (E) | 0.16                                      | 1     | 0.10    | 1     |
| Site Access to Easthampstead Road (W) | 0.10                                      | 1     | 0.01    | 0     |
| Easthampstead Road (E) to Site Access | 0.07                                      | 1     | 0.15    | 1     |

- 6.19. As the results of the assessment show, the development access will work within capacity in a 2038 future year when accounting for the full development traffic.

### **Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout**

- 6.20. The Old Wokingham Road / Peacock Lane / Waterloo Road junction is currently a priority junction. However, a scheme has been secured as part of the original South Wokingham SDL development to complete works to convert the junction into a roundabout arrangement. These works are currently being progressed through the S278 process.
- 6.21. The performance of the Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout accounting for the improvement scheme of converting the junction to a roundabout is presented in Table 6.4 below.

**Table 6.4– Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout Arrangement**

| Arm                    | AM Peak                                   |       | PM Peak |       |
|------------------------|-------------------------------------------|-------|---------|-------|
|                        | RFC                                       | Queue | RFC     | Queue |
|                        | 2026                                      |       |         |       |
|                        | Old Wokingham Road (S)                    | 0.70  | 2       | 0.51  |
| Waterloo Road          | 0.53                                      | 1     | 0.43    | 1     |
| Peacock Lane           | 0.47                                      | 1     | 0.74    | 3     |
|                        | 2038 Baseline                             |       |         |       |
| Old Wokingham Road (S) | 0.90                                      | 8     | 0.67    | 2     |
| Waterloo Road          | 0.69                                      | 2     | 0.51    | 1     |
| Peacock Lane           | 0.60                                      | 2     | 0.86    | 6     |
|                        | 2038 With Lightwood Strategic Development |       |         |       |
| Old Wokingham Road (S) | 0.96                                      | 19    | 0.68    | 2     |
| Waterloo Road          | 0.74                                      | 3     | 0.53    | 1     |

|              |      |   |      |   |
|--------------|------|---|------|---|
| Peacock Lane | 0.61 | 2 | 0.88 | 7 |
|--------------|------|---|------|---|

- 6.22. The junction is shown to work below its threshold capacity level, which is indicated by any RFC value below 1.0. This is true on all approaches in both AM and PM Peak hours. This indicates that the proposed roundabout arrangement can accommodate the Lightwood Strategic Development of 850 dwellings albeit some increase in queuing is observed on the northbound approach to the junction. This is noting that the assessment is done on a 2038 future year using demand traffic flows. And therefore, an extremely robust assessment. A further improvement scheme that could be delivered in a Cumulative development scenario is discussed in Chapter 7.

### **Old Wokingham Road / Easthampstead Road Priority Junction**

- 6.23. A point closure would be introduced on Easthampstead Road to the west of the junction with Old Wokingham Road as part of the Lightwood Strategic Development proposals. Traffic would instead route via the new roundabout junction on Old Wokingham Road and the priority junction access on Easthampstead Road or the SWDR link. Traffic on the minor arm of Easthampstead Road at the junction would therefore be limited to a handful of properties. The increase in movements at the Old Wokingham Road / Easthampstead Road junction shown in Table 6.1 are related to ahead movements on Old Wokingham Road.
- 6.24. Therefore the junction would improve greatly from a scenario without the development and indeed its current operation. No further detailed capacity assessment is therefore required.

### **Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout**

- 6.25. The performance of the junction in a 2038 scenario with development at the Lightwood Strategic Development site is shown below in Table 6.5.

**Table 6.5 – Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout**

| Arm                                              | AM Peak |       | PM Peak |       |
|--------------------------------------------------|---------|-------|---------|-------|
|                                                  | RFC     | Queue | RFC     | Queue |
| <b>2026</b>                                      |         |       |         |       |
| Old Wokingham Road (N)                           | 0.72    | 3     | 1.08    | 107   |
| Nine Mile Ride (E)                               | 0.55    | 2     | 0.74    | 3     |
| Old Wokingham Road (S)                           | 1.28    | 225   | 0.74    | 3     |
| Nine Mile Ride (W)                               | 0.85    | 5     | 0.50    | 1     |
| <b>2038 Baseline</b>                             |         |       |         |       |
| Old Wokingham Road (N)                           | 0.83    | 5     | 1.14    | 172   |
| Nine Mile Ride (E)                               | 0.59    | 2     | 0.72    | 3     |
| Old Wokingham Road (S)                           | 1.4     | 313   | 0.91    | 9     |
| Nine Mile Ride (W)                               | 0.90    | 8     | 0.63    | 2     |
| <b>2038 With Lightwood Strategic Development</b> |         |       |         |       |
| Old Wokingham Road (N)                           | 0.85    | 6     | 1.13    | 159   |
| Nine Mile Ride (E)                               | 0.59    | 2     | 0.73    | 3     |
| Old Wokingham Road (S)                           | 1.36    | 286   | 0.93    | 12    |
| Nine Mile Ride (W)                               | 0.84    | 5     | 0.64    | 2     |

- 6.26. The above results indicate that the junction in the baseline year of 2026 is anticipated to experience some capacity constraint on the southbound and northbound approaches to the junction during some of the peak periods. This is further exacerbated in the 2038 future year scenarios.
- 6.27. No improvement scheme has been identified by either Wokingham Borough Council or Bracknell Forest Council for the junction.
- 6.28. The capacity results show that the introduction of the Lightwood Strategic Development, whilst still technically operating over capacity, would provide betterment to the situation that would occur by 2038 should the development not come forward. This is due to the introduction of the secondary route through the development site being created and the point closure introduced on Easthampstead Road.
- 6.29. The junction is constrained with little room for improvement schemes due to existing land ownership boundaries. Notwithstanding, it is only reasonable for mitigation to be delivered where a development has a 'severe' impact over and above the situation in a baseline scenario. This is not the case here.

### **Easthampstead Road / Heathlands Link Signal Junction**

- 6.30. The junction will be remodelled to form a four arm signal junction as part of the infrastructure works for the South Wokingham SDL and SWDR. The signal junction will facilitate completion of the Heathlands Link Road portion of the SWDR as well as the downgrading of Easthampstead Road to the north.
- 6.31. Table 6.6 summarises the capacity assessment results.

**Table 6.6– Easthampstead Road / Heathlands Link Signal Junction**

| Arm                                              | AM Peak |       | PM Peak |       |
|--------------------------------------------------|---------|-------|---------|-------|
|                                                  | DOS     | Queue | DOS     | Queue |
| <b>2026 Baseline</b>                             |         |       |         |       |
| Easthampstead Road (W)                           | 1%      | 1     | 0%      | 0     |
| Heathlands Link Road(N)                          | 47%     | 5     | 39%     | 2     |
| Easthampstead Road (E)                           | 46%     | 7     | 12%     | 2     |
| Heathlands Link Road (S)                         | 35%     | 5     | 44%     | 8     |
| <b>2038 Forecast Base</b>                        |         |       |         |       |
| Easthampstead Road (W)                           | 26%     | 2     | 9%      | 1     |
| Heathlands Link Road(N)                          | 48%     | 5     | 52%     | 2     |
| Easthampstead Road (E)                           | 48%     | 7     | 21%     | 3     |
| Heathlands Link Road (S)                         | 45%     | 7     | 54%     | 11    |
| <b>2038 With Lightwood Strategic Development</b> |         |       |         |       |
| Easthampstead Road (W)                           | 27%     | 1     | 11%     | 1     |
| Heathlands Link Road(N)                          | 51%     | 5     | 57%     | 3     |
| Easthampstead Road (E)                           | 51%     | 9     | 33%     | 3     |
| Heathlands Link Road (S)                         | 34%     | 5     | 57%     | 11    |

- 6.32. As the results of table 6.6 demonstrate, the proposed development traffic would have a minimal impact on the operation of the Easthampstead Road / Heathlands Link signal junction which is predicted to operate within capacity during both the morning and evening peak hours for all scenarios tested.

### Waterloo Road / William Heelas Way Roundabout

6.33. This junction has been constructed as part of the South Wokingham SDL development infrastructure to provide a connection between the William Heelas Way (Eastern Gateway) section of the SWDR and the existing road of Waterloo Road.

6.34. Table 6.7 summarises the capacity assessment results.

**Table 6.7– Waterloo Road/ William Heelas Way Roundabout Junction**

| Arm                                       | AM Peak |       | PM Peak |       |
|-------------------------------------------|---------|-------|---------|-------|
|                                           | RFC     | Queue | RFC     | Queue |
|                                           | 2026    |       |         |       |
| Waterloo Road (W)                         | 0.00    | 0     | 0.00    | 0     |
| SWDR (N)                                  | 0.51    | 1     | 0.53    | 1     |
| Waterloo Road (E)                         | 0.29    | 1     | 0.43    | 1     |
| SWDR (S)                                  | 0.54    | 1     | 0.43    | 1     |
| 2038 Baseline                             |         |       |         |       |
| Waterloo Road (W)                         | 0.12    | 1     | 0.04    | 0     |
| SWDR (N)                                  | 0.62    | 2     | 0.72    | 3     |
| Waterloo Road (E)                         | 0.50    | 1     | 0.58    | 1     |
| SWDR (S)                                  | 0.69    | 2     | 0.52    | 1     |
| 2038 With Lightwood Strategic Development |         |       |         |       |
| Waterloo Road (W)                         | 0.14    | 1     | 0.04    | 0     |
| SWDR (N)                                  | 0.61    | 2     | 0.75    | 3     |
| Waterloo Road (E)                         | 0.56    | 1     | 0.56    | 1     |
| SWDR (S)                                  | 0.74    | 3     | 0.54    | 1     |

6.35. As the results of Table 6.7 demonstrate, the proposed development traffic would have a minimal impact on the operation of the junction which has been designed to accommodate the full development from the allocation and can accommodate the extended SDL area.

### SWDR / Heathlands Link Signal Junction

6.36. The junction provides a connection between the Heathlands Link and the wider South Wokingham Distributor Road.

6.37. The assessment results of the junction are summarised in Table 6.8 below.

**Table 6.8– SWDR / Heathlands Link Signal Junction**

| Arm                     | AM Peak       |       | PM Peak |       |
|-------------------------|---------------|-------|---------|-------|
|                         | DOS           | Queue | DOS     | Queue |
|                         | 2026 Baseline |       |         |       |
| SWDR (E) – Left / Ahead | 63%           | 10    | 58%     | 9     |
| SWDR (W) – Ahead        | 58%           | 10    | 54%     | 10    |
| SWDR (W) – Right        | 55%           | 3     | 53%     | 3     |
| Link Road – Left        | 43%           | 6     | 19%     | 2     |
| Link Road – Right       | 66%           | 7     | 27%     | 2     |
| 2038 Forecast Base      |               |       |         |       |
| SWDR (E) – Left / Ahead | 85%           | 16    | 74%     | 13    |
| SWDR (W) – Ahead        | 66%           | 13    | 61%     | 12    |

|                                                  |     |    |     |    |
|--------------------------------------------------|-----|----|-----|----|
| SWDR (W) – Right                                 | 77% | 7  | 66% | 5  |
| Link Road – Left                                 | 59% | 9  | 30% | 3  |
| Link Road – Right                                | 88% | 10 | 29% | 2  |
| <b>2038 With Lightwood Strategic Development</b> |     |    |     |    |
| SWDR (E) – Left / Ahead                          | 81% | 15 | 70% | 12 |
| SWDR (W) – Ahead                                 | 73% | 15 | 64% | 13 |
| SWDR (W) – Right                                 | 79% | 6  | 70% | 5  |
| Link Road – Left                                 | 61% | 8  | 27% | 3  |
| Link Road – Right                                | 79% | 8  | 28% | 2  |

6.38. As shown in the table above, the SWDR / Heathlands Link Road Signal Junction operates within capacity under all scenarios during both the AM and PM peak periods.

### **SWDR / Easthampstead Road Signal Junction**

6.39. The junction will be delivered as part of the South Wokingham SDL Infrastructure Works for the SWDR. The junction provides a connection across the proposed to be severed Easthampstead Road link and therefore would provide an alternative route towards Wokingham town centre and the western areas of the town.

6.40. The assessment results of the junction are summarised in Table 6.9 below.

**Table 6.9– SWDR / Easthampstead Road Signal Junction**

| Arm                                              | AM Peak     |       | PM Peak |       |
|--------------------------------------------------|-------------|-------|---------|-------|
|                                                  | DOS         | Queue | DOS     | Queue |
|                                                  | <b>2026</b> |       |         |       |
| SWDR (E) Ahead / Right                           | 63%         | 12    | 49%     | 8     |
| SWDR (W) Ahead                                   | 72%         | 14    | 78%     | 16    |
| Easthampstead Road Left / Right                  | 43%         | 3     | 14%     | 1     |
| <b>2038 Baseline</b>                             |             |       |         |       |
| SWDR (E) Ahead / Right                           | 87%         | 23    | 58%     | 10    |
| SWDR (W) Ahead                                   | 96%         | 27    | 94%     | 25    |
| Easthampstead Road Left / Right                  | 41%         | 3     | 23%     | 2     |
| <b>2038 With Lightwood Strategic Development</b> |             |       |         |       |
| SWDR (E) Ahead / Right                           | 87%         | 23    | 57%     | 10    |
| SWDR (W) Ahead                                   | 95%         | 26    | 96%     | 27    |
| Easthampstead Road Left / Right                  | 40%         | 3     | 25%     | 2     |

6.41. The signal junction would operate below its capacity, which is indicated by a Degree of Saturation (DOS) of 100%. Any increase in queuing is minimal as a result of the development traffic with an increase in two vehicles at the junction in the PM peak period. This is not a 'severe' impact.

### **SWDR / Tesco Access Roundabout**

6.42. This junction will be constructed as part of the South Wokingham SDL development infrastructure to provide a new connection into the Tesco supermarket as well as forming an arm into part of the South Wokingham SDL development parcels.

6.43. Table 6.10 summarises the capacity assessment results.

**Table 6.10– SWDR/ Tesco Access Roundabout Junction**

| Arm                                              | AM Peak |       | PM Peak |       |
|--------------------------------------------------|---------|-------|---------|-------|
|                                                  | RFC     | Queue | RFC     | Queue |
| <b>2026</b>                                      |         |       |         |       |
| SWDR (E)                                         | 0.53    | 1     | 0.38    | 1     |
| Development Access                               | 0.00    | 0     | 0.00    | 0     |
| Tesco Access                                     | 0.06    | 1     | 0.43    | 1     |
| SWDR (N)                                         | 0.62    | 2     | 0.57    | 1     |
| <b>2038 Baseline</b>                             |         |       |         |       |
| SWDR (E)                                         | 0.68    | 2     | 0.42    | 1     |
| Development Access                               | 0.08    | 1     | 0.02    | 0     |
| Tesco Access                                     | 0.07    | 1     | 0.48    | 1     |
| SWDR (N)                                         | 0.71    | 2     | 0.71    | 2     |
| <b>2038 With Lightwood Strategic Development</b> |         |       |         |       |
| SWDR (E)                                         | 0.69    | 2     | 0.42    | 1     |
| Development Access                               | 0.08    | 1     | 0.02    | 0     |
| Tesco Access                                     | 0.07    | 1     | 0.48    | 1     |
| SWDR (N)                                         | 0.71    | 2     | 0.72    | 3     |

- 6.44. As the results of Table 6.10 demonstrate, the proposed development traffic would have a minimal impact on the operation of the junction which has been designed to accommodate the full development from the allocation and can accommodate the extended SDL area.

### **SWDR / Finchampstead Road Roundabout**

- 6.45. This junction will form the new western end of the SWDR link and will tie the new SWDR infrastructure into the existing corridor of Finchampstead Road.
- 6.46. Table 6.11 summarises the capacity assessment results.

**Table 6.11– SWDR/ Finchampstead Road Roundabout Junction**

| Arm                                              | AM Peak |       | PM Peak |       |
|--------------------------------------------------|---------|-------|---------|-------|
|                                                  | RFC     | Queue | RFC     | Queue |
| <b>2026</b>                                      |         |       |         |       |
| Finchampstead Road (N)                           | 0.79    | 4     | 0.67    | 2     |
| SWDR                                             | 0.38    | 1     | 0.59    | 1     |
| Finchampstead Road (S)                           | 0.71    | 2     | 0.74    | 3     |
| Landen Court                                     | 0.15    | 1     | 0.05    | 1     |
| <b>2038 Baseline</b>                             |         |       |         |       |
| Finchampstead Road (N)                           | 0.80    | 4     | 0.77    | 3     |
| SWDR                                             | 0.50    | 1     | 0.64    | 2     |
| Finchampstead Road (S)                           | 0.74    | 3     | 0.80    | 4     |
| Landen Court                                     | 0.18    | 1     | 0.06    | 1     |
| <b>2038 With Lightwood Strategic Development</b> |         |       |         |       |
| Finchampstead Road (N)                           | 0.79    | 4     | 0.79    | 4     |
| SWDR                                             | 0.50    | 1     | 0.64    | 2     |
| Finchampstead Road (S)                           | 0.74    | 3     | 0.80    | 4     |
| Landen Court                                     | 0.18    | 1     | 0.06    | 1     |

- 6.47. As the results of Table 6.11 demonstrate, the proposed development traffic would have a minimal impact on the operation of the junction which has been designed to accommodate the full development from the allocation and can accommodate the extended SDL area.

### **Peacock Lane / Sparrowhawk Lane Roundabout**

6.48. This junction located within Bracknell Forest Council provides a route along the Old Wokingham Road Corridor / Peacock Lane corridor to the A329 route and onwards to Bracknell and M4. Its therefore a key route for development traffic north.

6.49. Table 6.12 summarises the capacity assessment results.

**Table 6.12– Peacock Lane / Sparrowhawk Way Roundabout Junction**

| Arm                                              | AM Peak |       | PM Peak |       |
|--------------------------------------------------|---------|-------|---------|-------|
|                                                  | RFC     | Queue | RFC     | Queue |
| <b>2026</b>                                      |         |       |         |       |
| Peacock Lane (E)                                 | 0.62    | 2     | 1.02    | 60    |
| Sparrowhawk Way                                  | 0.19    | 1     | 1.07    | 67    |
| Peacock Lane (W)                                 | 0.71    | 2     | 0.67    | 2     |
| <b>2038 Baseline</b>                             |         |       |         |       |
| Peacock Lane (E)                                 | 0.75    | 3     | 1.17    | 248   |
| Sparrowhawk Way                                  | 0.23    | 1     | 1.23    | 189   |
| Peacock Lane (W)                                 | 0.86    | 6     | 0.81    | 4     |
| <b>2038 With Lightwood Strategic Development</b> |         |       |         |       |
| Peacock Lane (E)                                 | 0.76    | 3     | 1.16    | 236   |
| Sparrowhawk Way                                  | 0.22    | 1     | 1.24    | 195   |
| Peacock Lane (W)                                 | 0.87    | 6     | 0.80    | 4     |

6.50. The above results indicate that the junction in the baseline year of 2026 is anticipated to experience some capacity constraint during peak periods. This is further exacerbated in the 2038 future year scenarios.

6.51. No improvement scheme has been identified by either Wokingham Borough Council or Bracknell Forest Council for the junction.

6.52. The capacity results show that the introduction of the Lightwood Strategic Development, will have minimal effect of queuing with no change in the AM peak period. In the PM Peak period queueing would decrease on the Peacock Lane ( e ) arm by 12 vehicles but increase on the Sparrowhawk Lane approach by 6 vehicles.

6.53. A potential improvement scheme is discussed further in the Cumulative Development scenario in Chapter 7. Notwithstanding, it is only reasonable for mitigation to be delivered where a development has a ‘severe’ impact over and above the situation in a baseline scenario. This is not specifically the case here.

### **Peacock Lane / Vigar Way Roundabout**

6.54. This junction continues the route between the site and the A329 route and onwards to Bracknell and M4. It also provides a link into the Jennetts Park development and alternative route towards Mill Lane and southern areas of Bracknell.

6.55. An improvement scheme to introduce further approach width on the western approach to the junction from Peacock Lane has been approved as part of the South Wokingham SDL development. This is accounted for within the capacity assessments.

6.56. Table 6.13 summarises the capacity assessment results.

**Table 6.13– Peacock Lane / Vigar Way Roundabout Junction**

| Arm                                              | AM Peak |       | PM Peak |       |
|--------------------------------------------------|---------|-------|---------|-------|
|                                                  | RFC     | Queue | RFC     | Queue |
| <b>2026</b>                                      |         |       |         |       |
| Peacock Lane (E)                                 | 0.25    | 1     | 0.11    | 1     |
| Peacock Lane (W)                                 | 0.60    | 2     | 0.72    | 3     |
| Vigar Way                                        | 0.44    | 1     | 0.83    | 5     |
| <b>2038 Baseline</b>                             |         |       |         |       |
| Peacock Lane (E)                                 | 0.32    | 1     | 0.14    | 1     |
| Peacock Lane (W)                                 | 0.70    | 2     | 0.83    | 5     |
| Vigar Way                                        | 0.50    | 1     | 0.95    | 15    |
| <b>2038 With Lightwood Strategic Development</b> |         |       |         |       |
| Peacock Lane (E)                                 | 0.32    | 1     | 0.13    | 1     |
| Peacock Lane (W)                                 | 0.70    | 2     | 0.83    | 5     |
| Vigar Way                                        | 0.50    | 1     | 0.95    | 15    |

6.57. The junction operates within its theoretical capacity, when accounting for the improvement scheme already identified by the South Wokingham SDL.

### **Jennetts Park Roundabout**

- 6.58. This junction forms the connection onto the A329 corridor from Old Wokingham Road / Peacock Lane.
- 6.59. The roundabout has been partially signalised in recent years as well as bypass lane provided for west to eastbound traffic on the A329 corridor. The junction has therefore been modelled within LINSIG.
- 6.60. Table 6.14 summarises the capacity assessment results.

**Table 6.14– Jennetts Park Roundabout Junction**

| Arm                                              | AM Peak |       | PM Peak |       |
|--------------------------------------------------|---------|-------|---------|-------|
|                                                  | RFC     | Queue | RFC     | Queue |
| <b>2026</b>                                      |         |       |         |       |
| A329 E (Ahead/Left)                              | 93.8%   | 32    | 81.0%   | 13    |
| Vigar Way (Ahead/Left)                           | 95.0%   | 20    | 80.9%   | 16    |
| A329 W (Ahead)                                   | 22.6%   | 1     | 35.8%   | 1     |
| <b>2038 Baseline</b>                             |         |       |         |       |
| A329 E (Ahead/Left)                              | 99.1%   | 46    | 92.8%   | 20    |
| Vigar Way (Ahead/Left)                           | 98.9%   | 23    | 93.8%   | 25    |
| A329 W (Ahead)                                   | 25.5%   | 1     | 38.8%   | 1     |
| <b>2038 With Lightwood Strategic Development</b> |         |       |         |       |
| A329 E (Ahead/Left)                              | 98.0%   | 43    | 95.2%   | 24    |
| Vigar Way (Ahead/Left)                           | 98.9%   | 23    | 93.7%   | 25    |
| A329 W (Ahead)                                   | 25.8%   | 1     | 40.8%   | 1     |

- 6.61. The junction operates close to, but within its theoretical capacity when modelled in a 2038 future year scenario whilst using demand flow from the WSTM model. The impact of the development traffic in no way constitutes a ‘severe’ impact at the junction.
- 6.62. The IDP identifies a further mitigation scheme to be implemented at the junction in a cumulative development scenario. This is discussed further in Chapter 7 of this report.

### **Wider Development Impact**

- 6.63. Table 6.15 below summarises the increase in two way link flows resulting from the development traffic on key routes outside of that assessed for detailed junction capacity assessment.
- 6.64. The assessment is undertaken for both AM and PM peak hour periods.

**Table 6.15– Wider Development Traffic Link Flows**

| Junction                   | AM Peak | PM Peak |
|----------------------------|---------|---------|
| Easthampstead Road         | +137    | +156    |
| Heathlands Road            | +52     | +75     |
| Redlake Lane               | 0       | 0       |
| Nine Mile Ride             | +52     | +31     |
| Old Wokingham Road (South) | +84     | +75     |

- 6.65. The proposed signal junction at Easthampstead Road / Heathlands Link works within capacity when assessed with the full development. Similarly, traffic flows to the south through the Nine Mile Ride Roundabout decrease as a result of the development proposals. Therefore there is no wider ‘severe’ impact as a result of the Lightwood Strategic development.

### **Summary**

- 6.66. The proposed access arrangement onto Old Wokingham Road and Easthampstead Road works within capacity when accounting for all development traffic routing through the junction.
- 6.67. All junctions have been assessed in a 2038 future year scenario using demand traffic flows. This is a very robust assessment well in advance of the five years after submission required by national guidance.
- 6.68. Mitigation schemes have already been identified at the Old Wokingham Road / Peacock Lane junction and Peacock Lane / Vigar Way Roundabout as part of the South Wokingham SDL. Whilst accounting for those the residual impact of this development is negligible compared to the baseline situation. Furthermore, infrastructure in the form of the SWDR link is being delivered and this has shown that junctions on that have sufficient capacity to accommodate the development.
- 6.69. It is in this context that the proposed development is not considered to result in a ‘Severe’ highway impact on the operation of the local transport network therefore according with the third key transport test of the NPPF.

## 7.0 Cumulative Development Impact Assessment

### Context

- 7.1. An assessment has also been undertaken accounting for the full cumulative development of 1,030 dwellings across the Lightwood Strategic and Nicholas King Homes sites.
- 7.2. A model run was commissioned for 2038 Cumulative Development in the AM and PM peak hour periods.
- 7.3. In terms of infrastructure, this model run assumed that the three points of access across the development sites were operational. These being the access roundabout onto Old Wokingham Road, the secondary access from the Lightwood Strategic onto Easthampstead Road, and the access from the Nicholas King Homes development onto Easthampstead Road. Furthermore, a link across Byway 30 which allowed vehicular traffic to freely route between the site was also included. The point closure on Easthampstead Road is also in operation in this scenario.
- 7.4. Finally, the model run assumes that all infrastructure associated with the SWDR, including the Heathlands Link Road are fully operational.

### Scope of Assessment

- 7.5. Table 7.1 shows the relative impact of the cumulative development proposals on each of the junctions identified in Chapter 6 during both the AM and PM Peak Hours.

**Table 7.1 – Relative Impact of Cumulative Development Trips**

| Junction                                                              | AM Peak | PM Peak |
|-----------------------------------------------------------------------|---------|---------|
| Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout          | +234    | +212    |
| Old Wokingham Road / Easthampstead Road Priority Junction             | +230    | +179    |
| Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout     | +202    | +147    |
| Redlake Lane / Easthampstead Road Priority Junction                   | 0       | 0       |
| Heathlands Link / Easthampstead Road Signal Junction                  | +193    | +204    |
| Waterloo Road / William Heelas Way Roundabout                         | +46     | +45     |
| South Wokingham Distributor Road / Heathlands Link                    | +120    | +108    |
| South Wokingham Distributor Road / Easthampstead Road Signal Junction | +95     | +82     |
| South Wokingham Distributor Road / Tesco Access Roundabout            | +73     | +56     |
| South Wokingham Distributor Road / Finchampstead Road Roundabout      | +69     | +52     |
| Peacock Lane / Sparrowhawk Way Roundabout                             | +204    | +189    |
| Peacock Lane / Vigar Way Roundabout                                   | +203    | +188    |
| Jennett's Park Roundabout                                             | +130    | +169    |
| Coppid Beech Roundabout                                               | +26     | +13     |
| Oak Avenue / London Road Signal Junction                              | +22     | +22     |

|                                                 |     |     |
|-------------------------------------------------|-----|-----|
| Willam Heelas Way / London Road Signal Junction | +42 | +42 |
|-------------------------------------------------|-----|-----|

7.6. Cumulative junction capacity assessments have therefore been undertaken at the following junctions.

- Site Access Junctions
- Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout
- Old Wokingham Road / Easthampstead Road Priority Junction
- Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout
- Heathlands Link / Easthampstead Road Signal Junction
- Waterloo Road / William Heelas Way Roundabout
- South Wokingham Distributor Road / Heathlands Link
- South Wokingham Distributor Road / Easthampstead Road Signal Junction
- South Wokingham Distributor Road / Tesco Access Roundabout
- South Wokingham Distributor Road / Finchampstead Road Roundabout
- Peacock Lane / Sparrowhawk Way Roundabout
- Peacock Lane / Vigar Way / Webster Close Roundabout
- Jennett's Park Roundabout

#### Detailed Junction Assessments

- 7.7. The advice within National Planning Practice Guidance (March 2014) makes clear that when preparing Transport Assessments, these should be 'proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible'.
- 7.8. The assessments will therefore review the performance of junctions in a 2038 Baseline scenario to their performance with the addition of cumulative development traffic, this is the basis against which the need for mitigation would be assessed.

#### Site Access Arrangements

- 7.9. The performance of the three site access roundabouts in a 2038 cumulative development scenario are presented in Tables 7.2 – 7.4 below.

**Table 7.2– Old Wokingham Road Roundabout Site Access**

| Arm                    | AM Peak                          |       | PM Peak |       |
|------------------------|----------------------------------|-------|---------|-------|
|                        | RFC                              | Queue | RFC     | Queue |
|                        | 2038 With Cumulative Development |       |         |       |
| Old Wokingham Road (S) | 0.82                             | 5     | 0.59    | 1     |
| Site Access            | 0.42                             | 1     | 0.18    | 1     |
| Old Wokingham Road (N) | 0.75                             | 3     | 0.91    | 9     |

**Table 7.3– Lightwood Easthampstead Road Priority Site Access Arrangement**

| Arm                                   | AM Peak                          |       | PM Peak |       |
|---------------------------------------|----------------------------------|-------|---------|-------|
|                                       | RFC                              | Queue | RFC     | Queue |
|                                       | 2038 With Cumulative Development |       |         |       |
| Site Access to Easthampstead Road (E) | 0.21                             | 1     | 0.00    | 0     |
| Site Access to Easthampstead Road (W) | 0.00                             | 0     | 0.13    | 1     |
| Easthampstead Road (E) to Site Access | 0.00                             | 0     | 0.00    | 0     |

**Table 7.4– Nicholas King Homes Site Access**

| Arm                                   | AM Peak                          |       | PM Peak |       |
|---------------------------------------|----------------------------------|-------|---------|-------|
|                                       | RFC                              | Queue | RFC     | Queue |
|                                       | 2038 With Cumulative Development |       |         |       |
| Site Access to Easthampstead Road (E) | 0.06                             | 1     | 0.06    | 1     |
| Site Access to Easthampstead Road (W) | 0.09                             | 1     | 0.09    | 1     |
| Easthampstead Road (E) to Site Access | 0.04                             | 1     | 0.03    | 0     |

- 7.10. As the results of the assessment show, the development accesses will all work within capacity in a 2038 future year when accounting for the full cumulative development traffic.

### **Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout**

- 7.11. The conversion of the junction to a roundabout has been committed as part of the South Wokingham SDL development. This is accounted for within the '2038 baseline' assessment below. Further to this an additional mitigation scheme to the roundabout is proposed, to increase approach width and flaring on the northbound approach to the junction. This is accounted on top within the '2038 Cumulative Development' scenario. A drawing showing the proposed improvement schemes at the junction are included in **Appendix J**.
- 7.12. The performance of the Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout is presented in Table 7.5 below.

**Table 7.5– Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout Arrangement**

| Arm                    | AM Peak                          |       | PM Peak |       |
|------------------------|----------------------------------|-------|---------|-------|
|                        | RFC                              | Queue | RFC     | Queue |
|                        | 2038 Baseline                    |       |         |       |
|                        | Old Wokingham Road (S)           | 0.90  | 8       | 0.67  |
| Waterloo Road          | 0.69                             | 2     | 0.51    | 1     |
| Peacock Lane           | 0.60                             | 2     | 0.86    | 6     |
|                        | 2038 With Cumulative Development |       |         |       |
| Old Wokingham Road (S) | 0.89                             | 8     | 0.62    | 2     |

|               |      |   |      |   |
|---------------|------|---|------|---|
| Waterloo Road | 0.75 | 3 | 0.53 | 1 |
| Peacock Lane  | 0.61 | 2 | 0.89 | 8 |

- 7.13. The junction operates within capacity as a result of the further improvements to the roundabout junction which will be secured as part of this planning application.

### **Old Wokingham Road / Easthampstead Road Priority Junction**

- 7.14. A point closure would be introduced on Easthampstead Road to the west of the junction with Old Wokingham Road as part of the Lightwood Strategic Development proposals. Traffic would instead route via the new roundabout junction on Old Wokingham Road and the priority junction access on Easthampstead Road or the SWDR link. Traffic on the minor arm of Easthampstead Road at the junction would therefore be limited to a handful of properties. The increase in movements at the Old Wokingham Road / Easthampstead Road junction shown in Table 7.1 are related to ahead movements on Old Wokingham Road.

- 7.15. Therefore the junction would improve greatly from a scenario without the development and indeed its current operation. No further detailed capacity assessment is therefore required.

### **Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout**

- 7.16. The performance of the junction in a 2038 cumulative development scenario is shown below in Table 7.6.

**Table 7.6 – Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout**

| Arm                    | AM Peak                          |       | PM Peak |       |
|------------------------|----------------------------------|-------|---------|-------|
|                        | RFC                              | Queue | RFC     | Queue |
|                        | 2038 Baseline                    |       |         |       |
| Old Wokingham Road (N) | 0.83                             | 5     | 1.14    | 172   |
| Nine Mile Ride (E)     | 0.59                             | 2     | 0.72    | 3     |
| Old Wokingham Road (S) | 1.4                              | 313   | 0.91    | 9     |
| Nine Mile Ride (W)     | 0.90                             | 8     | 0.63    | 2     |
|                        | 2038 With Cumulative Development |       |         |       |
| Old Wokingham Road (N) | 0.88                             | 7     | 1.13    | 159   |
| Nine Mile Ride (E)     | 0.60                             | 2     | 0.74    | 3     |
| Old Wokingham Road (S) | 1.38                             | 298   | 0.95    | 14    |
| Nine Mile Ride (W)     | 0.84                             | 5     | 0.65    | 2     |

- 7.17. The above results indicate that the junction in the baseline year of 2038 is anticipated to experience some capacity constraint on the southbound and northbound approaches to the junction during some of the peak periods.
- 7.18. No improvement scheme has been identified by either Wokingham Borough Council or Bracknell Forest Council for the junction.
- 7.19. The capacity results show that the introduction of the Cumulative Development, whilst still technically operating over capacity, would provide betterment to the situation that would occur by 2038 should the development not come forward. This is due to the introduction of the secondary route through the development site being created and the point closure introduced on Easthampstead Road.

- 7.20. The junction is constrained with little room for improvement schemes due to existing land ownership boundaries. Notwithstanding, it is only reasonable for mitigation to be delivered where a development has a 'severe' impact over and above the situation in a baseline scenario. This is not the case here.

### **Easthampstead Road / Heathlands Link Signal Junction**

- 7.21. The junction will be remodelled to form a four arm signal junction as part of the infrastructure works for the South Wokingham SDL and SWDR.
- 7.22. Table 7.7 summarises the capacity assessment results.

**Table 7.7– Easthampstead Road / Heathlands Link Signal Junction**

| Arm                      | AM Peak                          |       | PM Peak |       |
|--------------------------|----------------------------------|-------|---------|-------|
|                          | DOS                              | Queue | DOS     | Queue |
|                          | 2038 Baseline                    |       |         |       |
| Easthampstead Road (W)   | 26%                              | 2     | 9%      | 1     |
| Heathlands Link Road(N)  | 48%                              | 5     | 52%     | 2     |
| Easthampstead Road (E)   | 48%                              | 7     | 21%     | 3     |
| Heathlands Link Road (S) | 45%                              | 7     | 54%     | 11    |
|                          | 2038 With Cumulative Development |       |         |       |
| Easthampstead Road (W)   | 27%                              | 1     | 11%     | 1     |
| Heathlands Link Road(N)  | 38%                              | 6     | 61%     | 12    |
| Easthampstead Road (E)   | 56%                              | 6     | 59%     | 4     |
| Heathlands Link Road (S) | 57%                              | 9     | 40%     | 4     |

- 7.23. As the results of table 7.7 demonstrate, the proposed cumulative development traffic would have a minimal impact on the operation of the Easthampstead Road / Heathlands Link signal junction which is predicted to operate within capacity during both the morning and evening peak hours for all scenarios tested.

### **Waterloo Road / William Heelas Way Roundabout**

- 7.24. This junction has been constructed as part of the South Wokingham SDL development infrastructure to provide a connection between the William Heelas Way (Eastern Gateway) section of the SWDR and the existing road of Waterloo Road.
- 7.25. Table 7.8 summarises the capacity assessment results.

**Table 7.8– Waterloo Road/ William Heelas Way Roundabout Junction**

| Arm               | AM Peak                          |       | PM Peak |       |
|-------------------|----------------------------------|-------|---------|-------|
|                   | RFC                              | Queue | RFC     | Queue |
|                   | 2038 Baseline                    |       |         |       |
| Waterloo Road (W) | 0.12                             | 1     | 0.04    | 0     |
| SWDR (N)          | 0.62                             | 2     | 0.72    | 3     |
| Waterloo Road (E) | 0.50                             | 1     | 0.58    | 1     |
| SWDR (S)          | 0.69                             | 2     | 0.52    | 1     |
|                   | 2038 With Cumulative Development |       |         |       |
| Waterloo Road (W) | 0.14                             | 1     | 0.04    | 0     |
| SWDR (N)          | 0.62                             | 2     | 0.76    | 3     |
| Waterloo Road (E) | 0.56                             | 1     | 0.56    | 1     |
| SWDR (S)          | 0.75                             | 3     | 0.54    | 1     |

7.26. As the results of Table 7.8 demonstrate, the proposed cumulative development traffic would have a minimal impact on the operation of the junction which has been designed to accommodate the full development from the allocation and can accommodate the extended SDL area.

### **SWDR / Heathlands Link Signal Junction**

7.27. The junction provides a connection between the Heathlands Link and the wider South Wokingham Distributor Road.

7.28. The assessment results of the junction are summarised in Table 7.9 below.

**Table 7.9– SWDR / Heathlands Link Signal Junction**

| Arm                              | AM Peak            |       | PM Peak |       |
|----------------------------------|--------------------|-------|---------|-------|
|                                  | DOS                | Queue | DOS     | Queue |
|                                  | 2038 Forecast Base |       |         |       |
| SWDR (E) – Left / Ahead          | 85%                | 16    | 74%     | 13    |
| SWDR (W) – Ahead                 | 66%                | 13    | 61%     | 12    |
| SWDR (W) – Right                 | 77%                | 7     | 66%     | 5     |
| Link Road – Left                 | 59%                | 9     | 30%     | 3     |
| Link Road – Right                | 88%                | 10    | 29%     | 2     |
| 2038 With Cumulative Development |                    |       |         |       |
| SWDR (E) – Left / Ahead          | 83%                | 16    | 73%     | 12    |
| SWDR (W) – Ahead                 | 73%                | 15    | 64%     | 13    |
| SWDR (W) – Right                 | 76%                | 6     | 70%     | 6     |
| Link Road – Left                 | 61%                | 9     | 28%     | 3     |
| Link Road – Right                | 82%                | 9     | 29%     | 2     |

7.29. As shown in the table above, the SWDR / Heathlands Link Road Signal Junction operates within capacity under all scenarios during both the AM and PM peak periods.

### **SWDR / Easthampstead Road Signal Junction**

7.30. The junction will be delivered as part of the South Wokingham SDL Infrastructure Works for the SWDR. The junction provides a connection across the proposed to be severed Easthampstead Road link and therefore would provide an alternative route towards Wokingham town centre and the western areas of the town.

7.31. The assessment results of the junction are summarised in Table 7.10 below.

**Table 7.10 – SWDR / Easthampstead Road Signal Junction**

| Arm                                | AM Peak       |       | PM Peak |       |
|------------------------------------|---------------|-------|---------|-------|
|                                    | DOS           | Queue | DOS     | Queue |
|                                    | 2038 Baseline |       |         |       |
| SWDR (E) Ahead / Right             | 87%           | 23    | 58%     | 10    |
| SWDR (W) Ahead                     | 96%           | 27    | 94%     | 25    |
| Easthampstead Road<br>Left / Right | 41%           | 3     | 23%     | 2     |
| 2038 With Cumulative Development   |               |       |         |       |
| SWDR (E) Ahead / Right             | 88%           | 24    | 57%     | 10    |
| SWDR (W) Ahead                     | 96%           | 27    | 97%     | 29    |

|                                    |     |   |     |   |
|------------------------------------|-----|---|-----|---|
| Easthampstead Road<br>Left / Right | 40% | 3 | 25% | 2 |
|------------------------------------|-----|---|-----|---|

- 7.32. The signal junction would operate below its capacity, which is indicated by a Degree of Saturation (DOS) of 100%. Any increase in queuing is minimal as a result of the development traffic with an increase in four vehicles at the junction in the PM peak period. This is not a 'severe' impact.

### **SWDR / Tesco Access Roundabout**

- 7.33. This junction will be constructed as part of the South Wokingham SDL development infrastructure to provide a new connection into the Tesco supermarket as well as forming an arm into part of the South Wokingham SDL development parcels.
- 7.34. Table 7.11 summarises the capacity assessment results.

**Table 7.11– SWDR/ Tesco Access Roundabout Junction**

| Arm                | AM Peak                          |       | PM Peak |       |
|--------------------|----------------------------------|-------|---------|-------|
|                    | RFC                              | Queue | RFC     | Queue |
|                    | 2038 Baseline                    |       |         |       |
| SWDR (E)           | 0.68                             | 2     | 0.42    | 1     |
| Development Access | 0.08                             | 1     | 0.02    | 0     |
| Tesco Access       | 0.07                             | 1     | 0.48    | 1     |
| SWDR (N)           | 0.71                             | 2     | 0.71    | 2     |
|                    | 2038 With Cumulative Development |       |         |       |
| SWDR (E)           | 0.70                             | 2     | 0.42    | 1     |
| Development Access | 0.08                             | 1     | 0.02    | 0     |
| Tesco Access       | 0.07                             | 1     | 0.48    | 1     |
| SWDR (N)           | 0.72                             | 3     | 0.73    | 3     |

- 7.35. As the results of Table 7.11 demonstrate, the proposed cumulative development traffic would have a minimal impact on the operation of the junction which has been designed to accommodate the full development from the allocation and can accommodate the extended SDL area.

### **SWDR / Finchampstead Road Roundabout**

- 7.36. This junction will form the new western end of the SWDR link and will tie the new SWDR infrastructure into the existing corridor of Finchampstead Road.
- 7.37. Table 7.12 summarises the capacity assessment results.

**Table 7.12– SWDR/ Finchampstead Road Roundabout Junction**

| Arm                    | AM Peak                          |       | PM Peak |       |
|------------------------|----------------------------------|-------|---------|-------|
|                        | RFC                              | Queue | RFC     | Queue |
|                        | 2038 Baseline                    |       |         |       |
| Finchampstead Road (N) | 0.80                             | 4     | 0.77    | 3     |
| SWDR                   | 0.50                             | 1     | 0.64    | 2     |
| Finchampstead Road (S) | 0.74                             | 3     | 0.80    | 4     |
| Landen Court           | 0.18                             | 1     | 0.06    | 1     |
|                        | 2038 With Cumulative Development |       |         |       |
| Finchampstead Road (N) | 0.78                             | 4     | 0.79    | 4     |
| SWDR                   | 0.50                             | 1     | 0.65    | 2     |
| Finchampstead Road (S) | 0.74                             | 3     | 0.81    | 4     |
| Landen Court           | 0.19                             | 1     | 0.06    | 1     |

- 7.38. As the results of Table 7.12 demonstrate, the proposed cumulative development traffic would have a minimal impact on the operation of the junction which has been designed to accommodate the full development from the allocation and can accommodate the extended SDL area.

### **Peacock Lane / Sparrowhawk Lane Roundabout**

- 7.39. This junction located within Bracknell Forest Council provides a route along the Old Wokingham Road Corridor / Peacock Lane corridor to the A329 route and onwards to Bracknell and M4. Its therefore a key route for development traffic north. No previous mitigation has been proposed and this is represented in the 2038 Baseline assessment which is undertaken based on what is currently on the ground.
- 7.40. A mitigation scheme which would see additional approach road width and flaring to both Peacock Lane approaches is proposed as part of the Cumulative development proposals for these sites. This can be secured through the S106 agreements. These improvements are therefore represented in the 2038 with Cumulative Development capacity assessment.
- 7.41. A drawing showing the proposed arrangements is included in **Appendix K**.
- 7.42. Table 7.13 summarises the capacity assessment results.

**Table 7.13– Peacock Lane / Sparrowhawk Way Roundabout Junction**

| Arm                                     | AM Peak |       | PM Peak |       |
|-----------------------------------------|---------|-------|---------|-------|
|                                         | RFC     | Queue | RFC     | Queue |
| <b>2038 Baseline</b>                    |         |       |         |       |
| Peacock Lane (E)                        | 0.75    | 3     | 1.17    | 248   |
| Sparrowhawk Way                         | 0.23    | 1     | 1.23    | 189   |
| Peacock Lane (W)                        | 0.86    | 6     | 0.81    | 4     |
| <b>2038 With Cumulative Development</b> |         |       |         |       |
| Peacock Lane (E)                        | 0.50    | 1     | 0.77    | 3     |
| Sparrowhawk Way                         | 0.22    | 1     | 1.52    | 347   |
| Peacock Lane (W)                        | 0.77    | 3     | 0.65    | 2     |

- 7.43. The proposed improvement scheme resolves all queuing issues on the Peacock Lane approaches to the junction, although does have the knock on effect of some additional queuing on Sparrowhawk Way. This will be discussed with Bracknell Forest Council during the determination period.

### **Peacock Lane / Vigar Way Roundabout**

- 7.44. This junction continues the route between the site and the A329 route and onwards to Bracknell and M4. It also provides a link into the Jennetts Park development and alternative route towards Mill Lane and southern areas of Bracknell.
- 7.45. An improvement scheme to introduce further approach width on the western approach to the junction from Peacock Lane has been approved as part of the South Wokingham SDL development. This is accounted for within the capacity assessments. The Drawing in **Appendix K** shows these improvements.
- 7.46. Table 7.14 summarises the capacity assessment results.

**Table 7.14– Peacock Lane / Vigar Way Roundabout Junction**

| Arm                              | AM Peak       |       | PM Peak |       |
|----------------------------------|---------------|-------|---------|-------|
|                                  | RFC           | Queue | RFC     | Queue |
|                                  | 2038 Baseline |       |         |       |
| Peacock Lane (E)                 | 0.32          | 1     | 0.14    | 1     |
| Peacock Lane (W)                 | 0.70          | 2     | 0.83    | 5     |
| Vigar Way                        | 0.50          | 1     | 0.95    | 15    |
| 2038 With Cumulative Development |               |       |         |       |
| Peacock Lane (E)                 | 0.32          | 1     | 0.14    | 1     |
| Peacock Lane (W)                 | 0.63          | 2     | 0.73    | 3     |
| Vigar Way                        | 0.51          | 1     | 0.96    | 20    |

7.47. The junction operates within its theoretical capacity, when accounting for the improvement scheme already identified by the South Wokingham SDL.

### **Jennetts Park Roundabout**

- 7.48. This junction forms the connection onto the A329 corridor from Old Wokingham Road / Peacock Lane.
- 7.49. The roundabout has been partially signalised in recent years as well as bypass lane provided for west to eastbound traffic on the A329 corridor. The junction has therefore been modelled within LINSIG. This is the model that has been run for the 2038 Baseline assessment.
- 7.50. A mitigation scheme would see an additional approach lane on Vigar Way as part of the Cumulative development proposals for these sites this is included for within the IDP. This can be secured through the S106 agreements. These improvements are therefore represented in the 2038 with Cumulative Development capacity assessment. The Drawing in **Appendix K** shows these improvements.
- 7.51. Table 7.15 summarises the capacity assessment results.

**Table 7.15– Jennetts Park Roundabout Junction**

| Arm                              | AM Peak       |       | PM Peak |       |
|----------------------------------|---------------|-------|---------|-------|
|                                  | RFC           | Queue | RFC     | Queue |
|                                  | 2038 Baseline |       |         |       |
| A329 E (Ahead/Left)              | 99.1%         | 46    | 92.8%   | 20    |
| Vigar Way (Ahead/Left)           | 98.9%         | 23    | 93.8%   | 25    |
| A329 W (Ahead)                   | 25.5%         | 1     | 38.8%   | 1     |
| 2038 With Cumulative Development |               |       |         |       |
| A329 E (Ahead/Left)              | 99.8%         | 49    | 95.3%   | 24    |
| Vigar Way (Ahead/Left)           | 99.5%         | 23    | 94.1%   | 25    |
| A329 W (Ahead)                   | 26.1%         | 1     | 41.3%   | 25    |

7.52. The junction operates close to, but within its theoretical capacity when modelled in a 2038 future year scenario whilst using demand flow from the WSTM model. The impact of the development traffic in no way constitutes a 'severe' impact at the junction.

### Wider Development Impact

- 7.53. Table 7.16 below summarises the increase in two way link flows resulting from the development traffic on key routes outside of that assessed for detailed junction capacity assessment.
- 7.54. The assessment is undertaken for both AM and PM peak hour periods.

**Table 6.15– Wider Development Traffic Link Flows**

| Junction                   | AM Peak | PM Peak |
|----------------------------|---------|---------|
| Easthampstead Road         | +195    | +211    |
| Heathlands Road            | +73     | +96     |
| Redlake Lane               | 0       | 0       |
| Nine Mile Ride             | +61     | +38     |
| Old Wokingham Road (South) | +101    | +90     |

- 7.55. The proposed signal junction at Easthampstead Road / Heathlands Link works within capacity when assessed with the full cumulative development. Similarly, traffic flows to the south through the Nine Mile Ride Roundabout decrease as a result of the cumulative development proposals. Therefore there is no wider ‘severe’ impact as a result of the cumulative development.

### Summary

- 7.56. The proposed access arrangements onto Old Wokingham Road and Easthampstead Road work within capacity when accounting for all cumulative development traffic routing through the junctions.
- 7.57. All junctions have been assessed in a 2038 future year scenario using demand traffic flows. This is a very robust assessment well in advance of the five years after submission required by national guidance.
- 7.58. Mitigation schemes have already been identified at the Old Wokingham Road / Peacock Lane junction and Peacock Lane / Vigar Way Roundabout as part of the South Wokingham SDL. Further mitigation is proposed on a cumulative basis at the following junctions
- Old Wokingham Road / Peacock Lane Roundabout
  - Peacock Lane / Sparrowhawk Way Roundabout
  - Jennetts Park Roundabout
- 7.59. Whilst accounting for those the residual impact of the cumulative development is negligible compared to the baseline situation. Furthermore, infrastructure in the form of the SWDR link is being delivered and this has shown that junctions on that have sufficient capacity to accommodate the cumulative development.
- 7.60. It is in this context that the proposed cumulative development is not considered to result in a ‘Severe’ highway impact on the operation of the local transport network therefore according with the third key transport test of the NPPF.

## 8.0 Appraisal of Non-Car Travel

### Context

- 8.1. For ease of reference the peak hour trip generation by each mode of travel derived within section 5 of this Transport Assessment Report is reproduced as Table 8.1 below.

**Table 8.1 : Journey to Work Census Data**

| Mode of Travel | 2011 Census Mode Share<br>(Wokingham 020) | Total Two-Way Daily Trips |
|----------------|-------------------------------------------|---------------------------|
| Pedestrian     | 5%                                        | 346                       |
| Cyclist        | 2%                                        | 139                       |
| Bus            | 1%                                        | 69                        |
| Rail           | 6%                                        | 416                       |
| Vehicular      | 83%                                       | 5749                      |
| Passenger      | 3%                                        | 208                       |
| <b>Total</b>   | <b>100%</b>                               | <b>6927</b>               |

- 8.2. Table 8.1 identifies that, based on the existing local mode share, 346 walk trips and 139 cycle trips would be generated by the development during each weekday. Furthermore, at least 69 bus trips would occur with a further 416 trips routing towards the nearby rail stations.
- 8.3. It is considered that the predicted number of bus trips is an under-representation as it does not reflect the bus mode share that is likely to be achieved as a result of the improved bus accessibility that would accrue from the public transport strategy that will accompany the South Wokingham SDL development as a whole as well as the proposed extension to route through the development site in a cumulative development scenario. No adjustment has however been taken to account for this beneficial mode shift in order to ensure a robust assessment of the vehicular impact of the proposed development.
- 8.4. An appraisal of the suitability of the non-car networks to accommodate the trips that will be generated is presented below for each mode of non-car travel. The assessment has been informed using the findings of accessibility assessment of the local services and facilities presented within Section 3 of this report.

### Walk and Cycle Trips

- 8.5. It is evident from **Figure 2** that the majority of the neighbouring facilities are located to the north of the site. This includes the primary schools, local shopping and community facilities that will be provided at the new neighbourhood centres located within the South Wokingham SDL.



- 8.6. Residents travelling by foot or cycle to northern destinations would exit the development at the pedestrian / cycle access point being provided onto either Easthampstead Road or onto Byway 30 at the western boundary of the site. Residents would then utilise foot and cycleway provision being delivered along Waterloo Road to access William Heelas Way and from their routes to London Road. Residents can also utilise existing pedestrian infrastructure on Easthampstead Road towards the town centre which will benefit from a reduction in traffic flow due to the severance for vehicular traffic on Easthampstead Road. In terms of Byway 30, trips would continue northwards along the Waterloo Road which is being stopped up to vehicular traffic in conjunction with the access proposals for the South Wokingham SDL development parcels immediately to the north of the site. This enables a direct connection to be made into the pedestrian and cycle provision that is being provided alongside the South Wokingham Distributor Road.
- 8.7. The journeys would then be able to be undertaken throughout the South Wokingham SDL area using the footway / cycleway connections being provided alongside the key road corridors as well as the ancillary network of off-road footpaths and cycle routes running within and along the peripheries of the development parcels.
- 8.8. Those travelling onward into Wokingham can make use of a number of alternative access points over the rail line. These comprise the pedestrian and cycle links being provided at the Eastern Gateway which leads to Montague Park and at the Western Gateway along Finchampstead Road. Further opportunities are also available at the footbridge which leads to Gypsy Lane and also at the level crossing along the Easthampstead Road corridor.
- 8.9. Accordingly, residents of the development will benefit from a high level of pedestrian and cycle connectivity which will cater for trips travelling to and from the existing and future facilities located to the north of the development.
- 8.10. For trips heading east, residents would make use of Byway 30 before then heading along the eastern stopped up section of Waterloo Road. A new footway / cycleway is planned to be implemented along the easternmost section of Waterloo Road as part of the South Wokingham SDL access proposals. This will commence at the new junction which will provide the western vehicular access into the South Wokingham SDL area. The 3m wide footway / cycleway will then continue along the southern side of Peacock Lane, providing a continuous link to Peacock Lane / Sparrowhawk Way roundabout. Thereafter, the existing pedestrian and cycle networks would accommodate the trips heading further to the east towards Bracknell.

### **Bus Trips**

- 8.11. Residents travelling by bus would initially route towards the new bus stops which are being provided along the South Wokingham Distributor Road as part of the public transport strategy that accompanies the South Wokingham SDL development proposals.
- 8.12. Byway 30 will ensure the trips arising from the development can safely access the stopped up section of Waterloo Road. The precise locations of future bus stops along the South Wokingham Distributor Road is a matter that is not yet determined. However, residents would have the option of either continuing north or west along the stopped up sections of Waterloo Road in order to walk towards the nearest bus stop.



- 8.13. Following on from this, the Primary Street is to be delivered at a width of 6.5m to accommodate a bus route through the development. It is proposed that as part of the Cumulative Development, buses would enter the site via the new roundabout junction proposed onto Old Wokingham Road before travelling through both development parcels and exiting at the junction of Pearces Farm development with Easthampstead Road. Buses would then route back to the SWDR link utilising the Heathlands Link Spur and in turn tie into the South Wokingham SDL strategy. The funding and delivery of this bus service extension will be subject to S106 discussions with Wokingham Borough Council. But the extension of the bus service will ensure that all residents are within a short walk of a bus service and associated bus stop infrastructure.
- 8.14. It is evident therefore that there will be opportunity for residents of the proposed development to benefit from a good level of accessibility to bus services.

### **Rail Trips**

- 8.15. The rail trips that would be generated are most likely to first manifest themselves as either bus trips, or cycle trips to a lesser degree. Residents making a linked trip to a rail station by bus would utilise the walking routes to the future bus stops being provided as set out above.
- 8.16. Those cycling to a rail station are likely to route towards Wokingham rail station given that it lies closer to the site than Bracknell station. Accordingly, the cycle trips would head to the north of the site and utilise the cycle infrastructure being provided throughout the South Wokingham SDL before adopting a route across the rail line, either along Easthampstead Road or Finchampstead Road corridors into Wokingham town centre.

### **Summary**

- 8.17. Based on the above, it is considered that, allowing for the planned measure that will accompany the South Wokingham SDL proposals, the site will benefit from a good level of pedestrian and cycle infrastructure to services in the vicinity of the site. This will ensure that journeys by foot, cycle and public transport can be accommodated in a satisfactory manner.



## 9.0 Summary and Conclusion

### Summary

- 9.1. This Transport Assessment Report has been prepared has been prepared by Abley Letchford Partnership Limited, on behalf of Lightwood Strategic, in relation to the proposed development of land at Priors Farm as part of the proposed wider South Wokingham SDL extension. The site is located within the south-eastern area of the South Wokingham Strategic Development Location (SDL) and forms a boundary with Easthampstead Road to the south and Byway 30 to the west.
- 9.2. The development proposals comprise an outline planning application for up to 850 no. dwellings, albeit access is not a reserved matter and therefore details are provided for the vehicular and non-vehicle points of access into the development. A full application for SANG land also forms part of the proposals
- 9.3. When taken within the context of the planned South Wokingham SDL proposals, the location of the proposed development is consistent with national, regional and local policy aspirations. There is a range of existing and planned jobs, schools, shops, community facilities and amenities, which are or will be accessible within reasonable walking and cycling distance reducing the need to travel by private car. The proposed development is also well positioned relative to a wider range of major employment, commercial, retail and recreational facilities located in the town centres of Wokingham and Bracknell which will be accessible by Public Transport.
- 9.4. A significant proportion of journeys made in relation to the proposed development could therefore be undertaken by non-car modes in accordance with the transport policy aspirations articulated at all levels of government.

### Travel by Foot and Cycle

- 9.5. The proposed pedestrian and cycle access strategy has been formulated to provide a permeable network within the development. Particular emphasis has been given to creating direct routes through the proposed development towards to pedestrian / cycleway access that will be created onto Easthampstead Road, as well as safeguarding routes onto the Heathlands Link part of the South Wokingham Distributor Road. To the west of the site access can be gained onto the Byway 30 corridor which routes towards Waterloo Road. As part of the planning application for the adjacent development at Pudner Land there are proposed improvements works to the northern section of Byway 30. The improvement works would comprise widening, surfacing and lighting the facility in order to deliver an 3m wide corridor between the development access of that site and Waterloo Road.
- 9.6. There is currently no footway provision along either the Old Wokingham Road or Waterloo Road. However, as part of the proposals for the South Wokingham SDL, Waterloo Road is to be stopped up to prevent through movements which will instead be catered for along the South Wokingham Distributor Road. The redundant road corridor is then to be retained which would then provide opportunity for pedestrian and cycle movements to be accommodated to the north of the proposed development.
- 9.7. The development proposals for the South Wokingham SDL site also include significant measures to facilitate pedestrian and cycle movements. This includes footway / cycleway connections alongside the



key road corridors as well as an ancillary network of off-road footpaths and cycle routes running within and along the peripheries of the development parcels.

- 9.8. Moreover, the South Wokingham SDL proposals also include the provision of a new footway / cycleway along the southern side of Waterloo Road which will then continue along the southern side of the Peacock Lane corridor before linking into the existing networks at the Peacock Lane / Sparrowhawk roundabout.
- 9.9. Accordingly, residents of the development will benefit from a high level of pedestrian and cycle connectivity which will cater for trips travelling to and from the existing and future facilities located to the north and east of the development.

### **Travel by Public Transport**

- 9.10. Although there are currently no bus stops located within approximately 800m of the site, the South Wokingham SDL proposals include measures to enhance the public transport accessibility of the area. In this respect, the public transport strategy includes proposals to extend the existing 108 Courtney Buses service westwards to encompass the planned South Wokingham Distributor Road, ultimately linking Bracknell and Wokingham railway stations.
- 9.11. The new services would operate at 30 minute intervals between 07:00 - 20:00 hrs throughout Monday to Saturday and at 60 minute intervals between 09:00 - 19:00 hrs on a Sunday, with bus stops located at various locations along the South Wokingham Distributor Road.
- 9.12. Whilst the precise locations of future bus stops along the South Wokingham Distributor Road is a matter that is not yet determined, it is evident that there will be opportunity for residents of the proposed development to benefit from a good level of accessibility to bus services.
- 9.13. Notwithstanding this, the Primary Street through the development has been designed at a width to accommodate a future public transport route. It is envisaged that this will be a further extension of the 108 bus service. This is subject to discussions with the operator and Wokingham Borough Council. Funding will be provided as part of the S106 agreement which will further secure the delivery and viability of the bus service.

### **Travel by Car**

- 9.14. The residential development would be served via a Site Access Roundabout onto the Old Wokingham Road corridor. The geometry of the proposed junction and the visibility splays have been designed in accordance with the prevailing speeds along Old Wokingham Road. Indeed, the junction has been located to achieve this whilst minimising impact on trees.
- 9.15. A further access onto the Easthampstead Road corridor is also proposed via a priority junction arrangement. Alongside two vehicle crossover accesses to parking for SANG land on the same corridor. This will facilitate a point closure of Easthampstead Road approximately 700m west of the Old Wokingham Road junction. Existing properties to the east of this will still be able to access via that junction. The route between the secondary access and primary access roundabout will ensure traffic routing west of the point closure will not have a significant diversion route, and they will also have the ability to use routes via the new SWDR. The introduction of the point closure will provide significant betterment to the operation of the Easthampstead Road / Old Wokingham Road priority junction.



- 9.16. Parking details for the development will be confirmed as part of a future reserved matters planning application for the development. Notwithstanding, it is intended that the parking provision for the would be provided in full compliance with the Wokingham Borough Council Parking Standards.

### **Impact Assessment**

- 9.17. Use has been made of Wokingham Borough Council's Strategic Traffic Model (WSTM) in order to ensure that the traffic impact of the development proposals is assessed on a common and agreed basis. Information on the access arrangements, development quantum and peak hour vehicular trip generation has been supplied to Wokingham Borough Council. These inputs have enabled their modellers to provide a bespoke model run to assess the impact the proposed development will have on the local highway network.
- 9.18. The modelling scenarios allow for committed and planned development throughout Wokingham Borough. This includes the full development flows associated with the South of Wokingham SDL and the completion of the South Wokingham Distributor Road which is forecast to be operational by 2026. Indeed, for robustness, the analysis allows for all development at the South Wokingham SDL to be fully complete and operational by 2026. This ensures that the impact of the proposed development is assessed in a cumulative manner which accounts for the effects of other strategic planned development in the area.
- 9.19. These development proposals have then been assessed on a stand alone and cumulative basis in a 2038 future year scenario to coincide with the end of the next Local Plan period.
- 9.20. It has been demonstrated that the proposed site access junctions would operate within capacity with minimal queuing along the approaches during both peak hours. This is the case for both the 2038 stand alone development and 2038 cumulative development scenarios. It is concluded therefore that the proposed access arrangement can satisfactorily accommodate the traffic generated by the proposed development.
- 9.21. The capacity analysis for the nearby junctions on the highway network has demonstrated that the effect of the proposed development traffic on queuing levels would have some effect but typically at junctions already anticipated to experience capacity constraint in a 2038 baseline scenario regardless. Notably, it is evident that the traffic arising from the proposed development would not compromise the effectiveness of the mitigation schemes being promoted as part of the South Wokingham SDL development, even in the 2038 future year scenario. A further improvement to the southern approach to the Old Wokingham Road / Peacock Lane / Waterloo Road junction would see this junction operate in capacity in all scenarios.
- 9.22. Further planned improvements to junctions along the Peacock Lane / Vigar Way corridor would see the junctions operating better than in a 2038 baseline scenario.
- 9.23. The NPPF in setting a benchmark of a 'Severe' impact is deliberate in that it shouldn't prevent development with high sustainable credentials from preceding unless the residual traffic impacts are clearly unacceptable. Notably, the test does not require that development addresses and resolves existing congestion issues. In this respect it is evident that the proposed development would not have



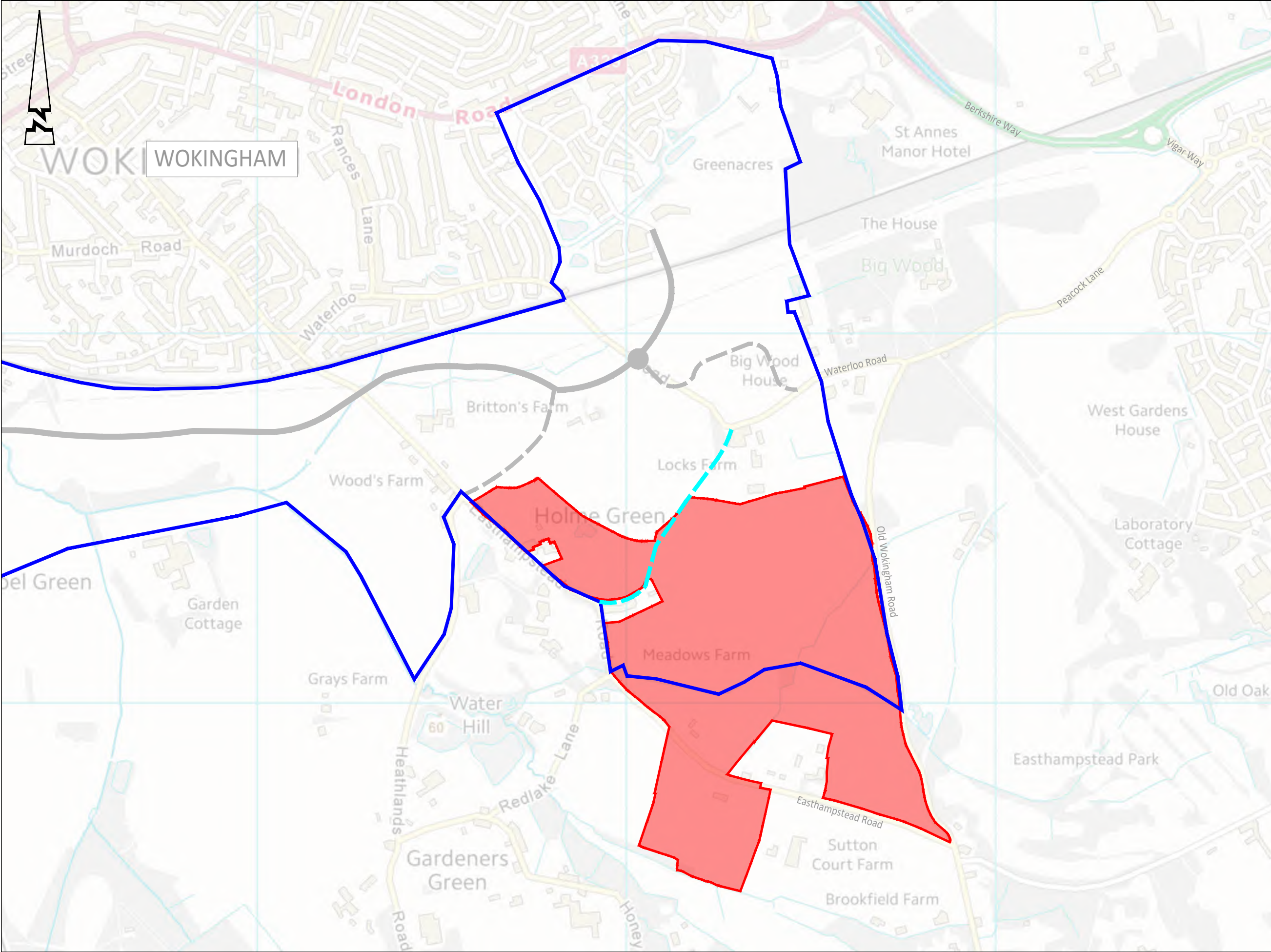
any discernible effects on the operation of the junctions along the surrounding highway network and hence the resultant impact cannot be considered as being severe.

### **Conclusion**

- 9.24. The analysis within this Transport Assessment Report has demonstrated that the proposed development accords with the key transport tests as set out in the NPPF. Accordingly, the proposed development is considered to be acceptable in terms of highways and transport matters.



## Figures



© ABLE LETCHFORD PARTNERSHIP LTD.  
This drawing should not be reproduced without consent.

- GENERAL NOTES:
1. Do not scale.
  2. Refer to all other Project Drawings and supporting notes.

KEY:

- Approximate Site Area
- Proposed Route of South Wokingham Distributor Road
- Proposed Access Roads Within South Wokingham SDL
- Existing Route of Byway 30
- South Wokingham SDL Boundary

|     |       |             |  |       |         |
|-----|-------|-------------|--|-------|---------|
|     |       |             |  |       |         |
| P1  | 01.24 | First Issue |  | TDM   | NB      |
| Rev | Date  | Description |  | Drawn | Checked |



3 Tealgate, Charnham Park  
Hungerford, Berkshire RG17 0YT  
www.alpce.co.uk Tel: 01488 684390

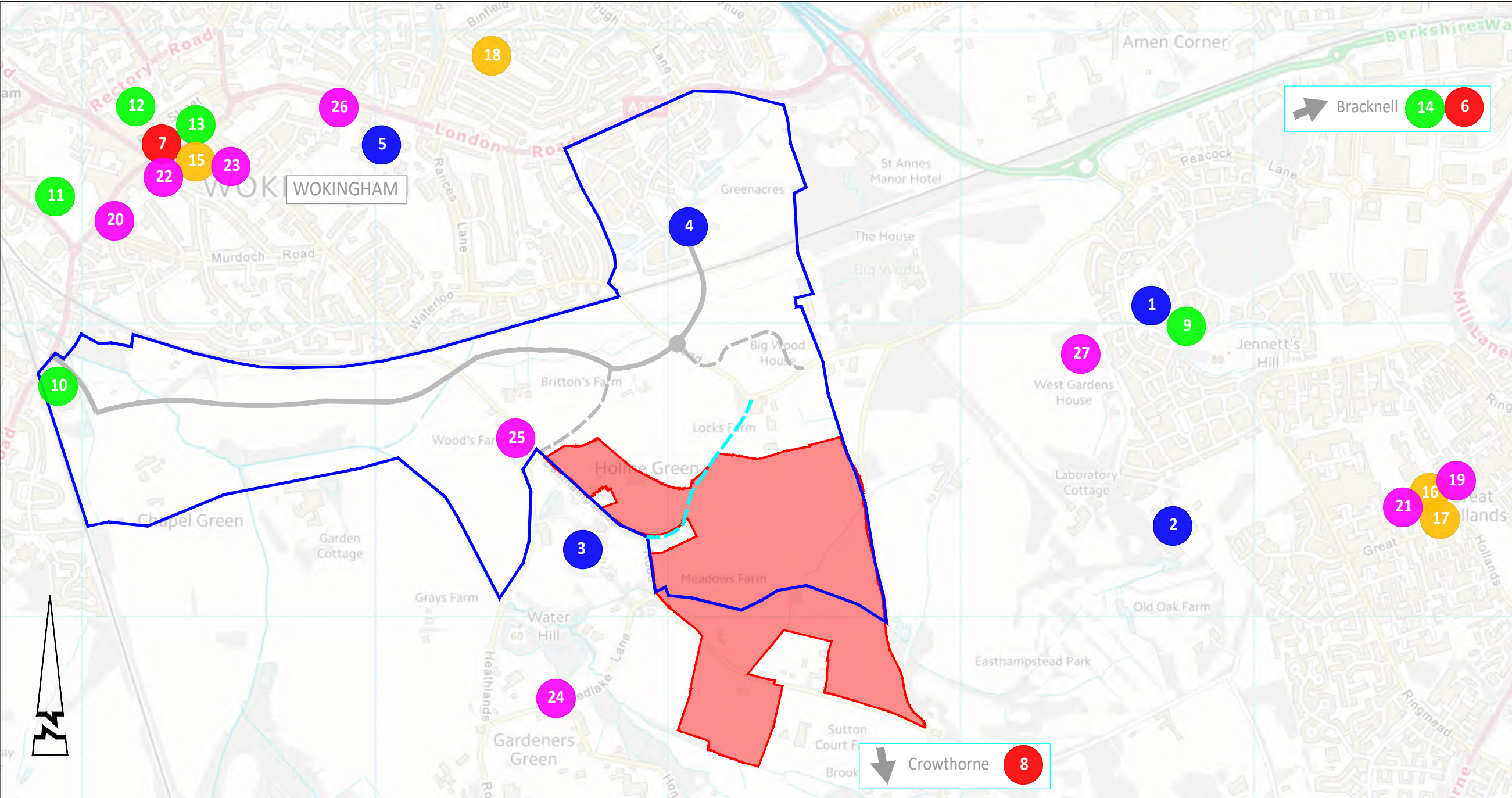
Client  
**NICHOLAS KING HOMES /  
LIGHTWOOD STRATEGIC**

Project  
**SOUTH WOKINGHAM  
SDL EXTENSION**

Title  
**SITE LOCATION PLAN**

Status  
**FOR INFORMATION**

|                               |                   |              |                |
|-------------------------------|-------------------|--------------|----------------|
| Scale<br>NTS @ A3             | Date<br>JULY 2024 | Drawn<br>TDM | Checked<br>NB  |
| Drawing No<br>A218 - FIGURE 1 |                   |              | Revision<br>P1 |



© ABLE LETCHFORD PARTNERSHIP LTD.  
This drawing should not be reproduced without consent.

- GENERAL NOTES:
- Do not scale.
  - Refer to all other Project Drawings and supporting notes.

- KEY:
- Approximate Site Area
  - Proposed Route of South Wokingham Distributor Road
  - Proposed Access Roads Within South Wokingham SDL
  - Existing Route of Byway 30
  - South Wokingham SDL Boundary

|     |       |             |       |         |  |
|-----|-------|-------------|-------|---------|--|
|     |       |             |       |         |  |
| P1  | 03.21 | First Issue | AG    | PJ      |  |
| Rev | Date  | Description | Drawn | Checked |  |



3 Tealgate, Charnham Park  
Hungerford, Berkshire RG17 0YT  
www.alpce.co.uk Tel: 01488 684390

Client  
**NICHOLAS KING HOMES  
LIGHTWOOD STRATEGIC**

Project  
**SOUTH WOKINGHAM  
SDL EXTENSION**

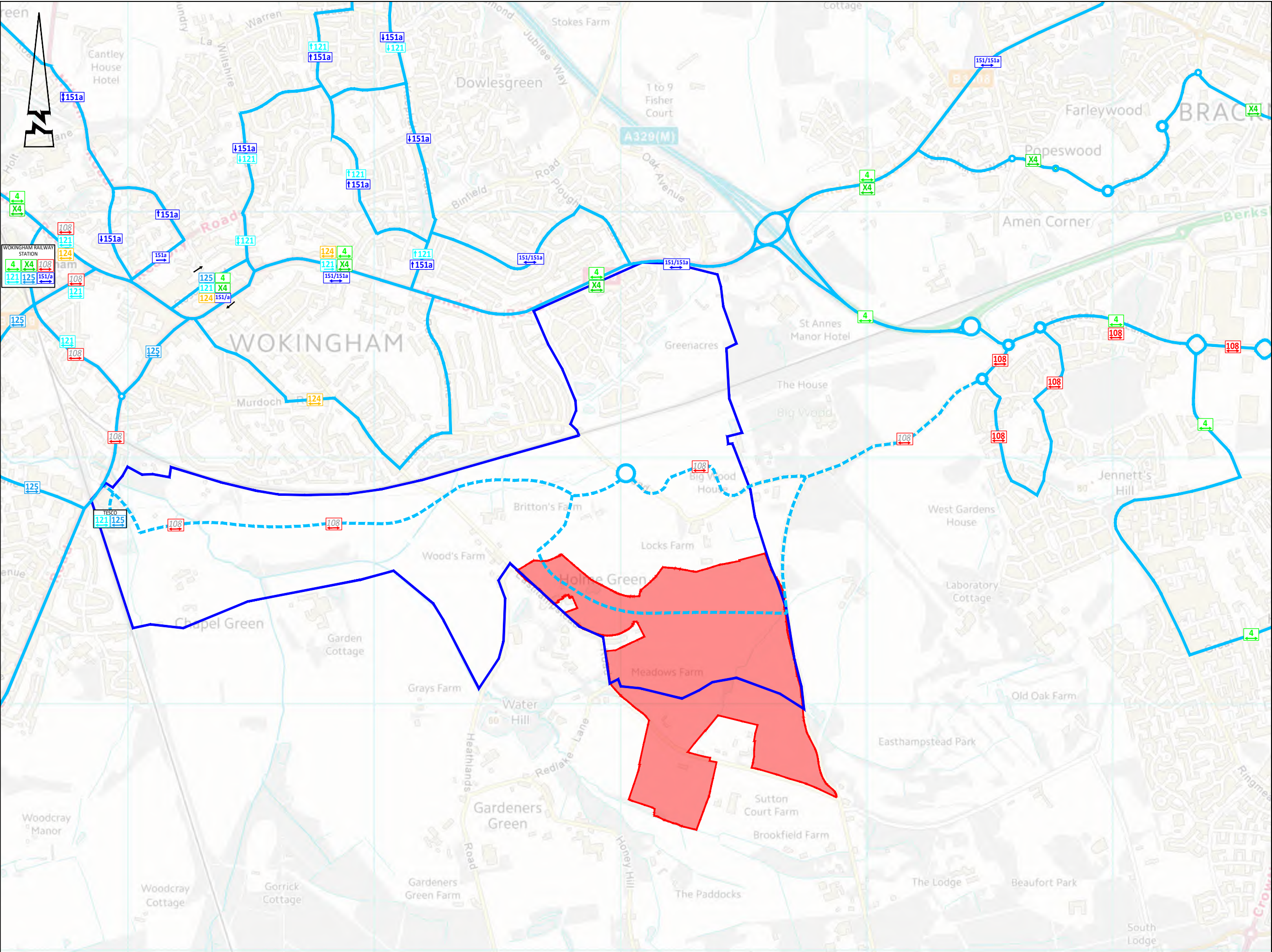
Title  
**LOCAL SERVICES PLAN  
PRIORS FARM**

Status  
**FOR INFORMATION**

|          |           |       |         |
|----------|-----------|-------|---------|
| Scale    | Date      | Drawn | Checked |
| NTS @ A3 | JULY 2024 | TDM   | NB      |

|                 |          |
|-----------------|----------|
| Drawing No      | Revision |
| A218 - FIGURE 2 | P2       |

| EDUCATION                             | WALK DISTANCE | EMPLOYMENT               | WALK DISTANCE | RETAIL                   | WALK DISTANCE | HEALTH                          | WALK DISTANCE | COMMUNITY & LEISURE            | WALK DISTANCE |
|---------------------------------------|---------------|--------------------------|---------------|--------------------------|---------------|---------------------------------|---------------|--------------------------------|---------------|
| 1 Jennett's Park Primary School       | 2.3km         | 6 Bracknell Town Centre  | 4.9km         | 9 Co-op                  | 2.3km         | 15 Wokingham Medical Centre     | 2.8km         | 19 Great Hollands Library      | 3.2km         |
| 2 Easthampstead park Community School | 3.9km         | 7 Wokingham Town Centre  | 2.6km         | 10 Tesco                 | 2.7km         | 16 Lloyds Pharmacy              | 3.3km         | 20 Wokingham Library           | 3.7km         |
| 3 Home Grange School                  | 0.8km         | 8 Crowthorne Town Centre | 4.6km         | 11 Aldi                  | 2.7km         | 17 Great Hollands Health Centre | 3.7km         | 21 Great Hollands Post Office  | 3.9km         |
| 4 Floreat Montague Primary            | 1.5km         |                          |               | 12 Waitrose              | 2.9km         | 18 Bean Oak Dental Centre       | 2.7km         | 22 Wokingham Post Office       | 2.7km         |
| 5 St Crispin's School                 | 1.9km         |                          |               | 13 Wokingham Town Centre | 2.5km         |                                 |               | 23 Ritz Cinema                 | 2.7km         |
|                                       |               |                          |               | 14 Bracknell Town Centre | 5.0km         |                                 |               | 24 Public House                | 1.5km         |
|                                       |               |                          |               |                          |               |                                 |               | 25 Public House                | 0.6km         |
|                                       |               |                          |               |                          |               |                                 |               | 26 St Crispin's Leisure Centre | 109km         |
|                                       |               |                          |               |                          |               |                                 |               | 27 Peacock Meadows             | 2.1km         |



© ABLEY LETCHFORD PARTNERSHIP LTD.  
This drawing should not be reproduced without consent.

GENERAL NOTES:  
1. Do not scale.  
2. Refer to all other Project Drawings and supporting notes.

KEY:

Site

South Wokingham SDL Boundary

Bus Route

##

 Route No.

108

 Proposed Bus Route Extension

|     |       |             |  |       |         |
|-----|-------|-------------|--|-------|---------|
|     |       |             |  |       |         |
| P1  | 01.24 | First Issue |  | TDM   | NB      |
| Rev | Date  | Description |  | Drawn | Checked |

AL

ABLEY LETCHFORD

P

PARTNERSHIP

Consulting Engineers

3 Tealgate, Charnham Park  
Hungerford, Berkshire RG17 0YT  
www.alpce.co.uk Tel: 01488 684390

Client

LIGHTWOOD STRATEGIC  
& NICHOLAS KING HOMES

Project

SOUTH WOKINGHAM SDL  
EXTENSION

Title

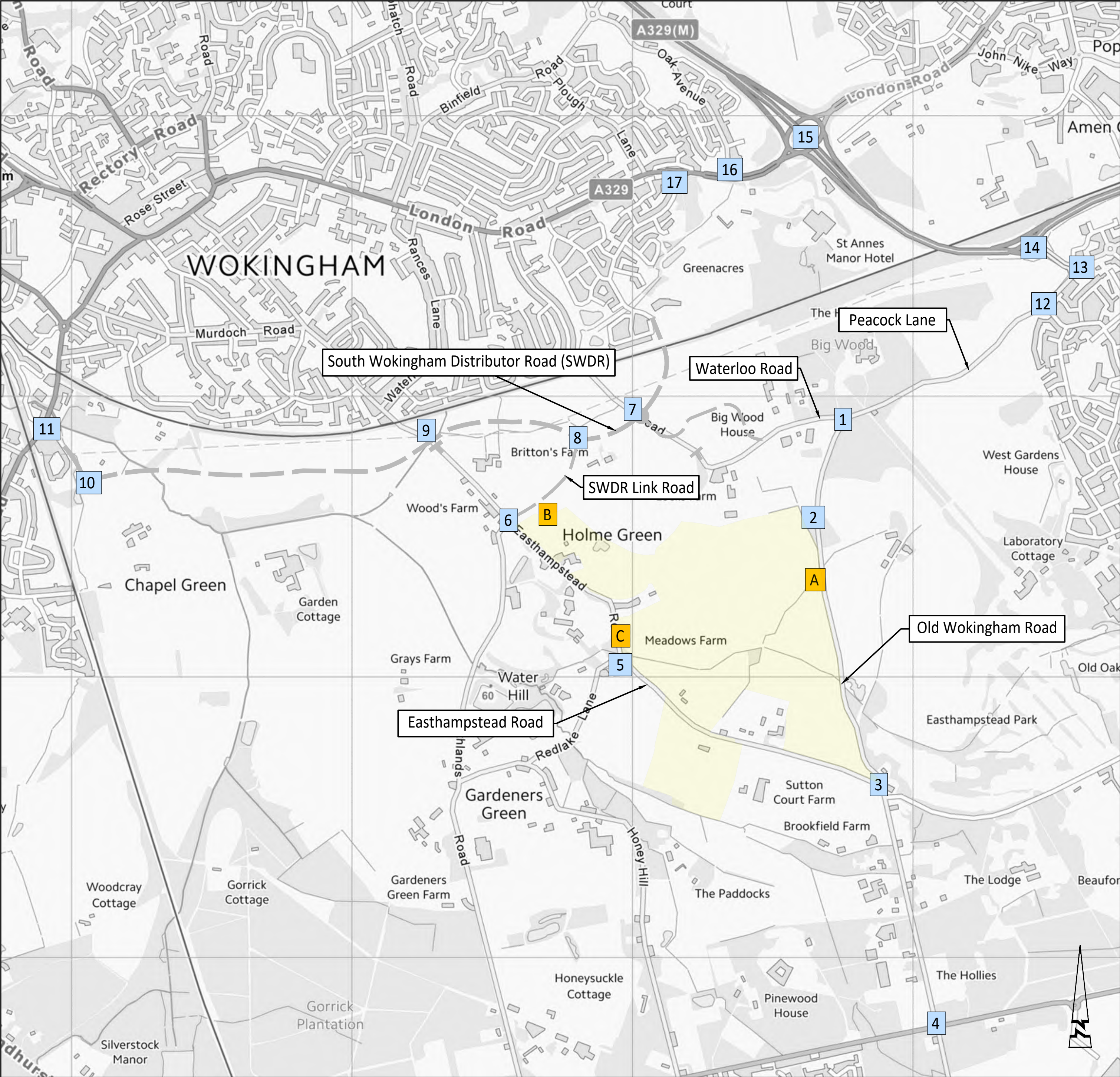
BUS SERVICE INFORMATION

Status

FOR INFORMATION

|          |           |       |         |
|----------|-----------|-------|---------|
| Scale    | Date      | Drawn | Checked |
| NTS @ A3 | JULY 2024 | TDM   | NB      |

|                 |          |
|-----------------|----------|
| Drawing No      | Revision |
| A218 - FIGURE 3 | P2       |



KEY

- APPROXIMATE SITE AREA
- SOUTH WOKINGHAM DISTRIBUTOR ROAD (SWDR)

ACCESS JUNCTIONS

- A. OLD WOKINGHAM ROAD ACCESS ROUNDABOUT
- B. SWDR LINK ACCESS PRIORITY JUNCTION
- C. EASTHAMPSTEAD ROAD PRIORITY ACCESS (WESTERN LOCATION)

ADJACENT JUNCTIONS

- 1. OLD WOKINGHAM ROAD / PEACOCK LANE / WATERLOO ROAD ROUNDABOUT
- 2. PUDNER LAND ACCESS
- 3. OLD WOKINGHAM ROAD / EASTHAMPSTEAD ROAD PRIORITY JUNCTION
- 4. LOWER WOKINGHAM ROAD / DUKE'S RIDE / WOKINGHAM ROAD / WELLINGTONIA AVENUE ROUNDABOUT
- 5. REDLAKE LANE / EASTHAMPSTEAD ROAD PRIORITY JUNCTION
- 6. SWDR LINK / EASTHAMPSTEAD ROAD SIGNAL JUNCTION

SOUTH WOKINGHAM DISTRIBUTOR ROAD JUNCTIONS

- 7. WATERLOO ROAD / WILLIAM HEELAS WAY ROUNDABOUT (EASTERN GATEWAY)
- 8. SOUTH WOKINGHAM DISTRIBUTOR ROAD/ SWDR LINK PROPOSED SIGNAL JUNCTION
- 9. SOUTH WOKINGHAM DISTRIBUTOR ROAD/ EASTHAMPSTEAD ROAD SIGNAL JUNCTION
- 10. SOUTH WOKINGHAM DISTRIBUTOR ROAD/ TESCO ACCESS ROUNDABOUT
- 11. SOUTH WOKINGHAM DISTRIBUTOR ROAD/ FINCHAMPSTEAD ROAD ROUNDABOUT

A329 CORRIDOR JUNCTIONS

- 12. PEACOCK LANE / SPARROWHAWK WAY ROUNDABOUT
- 13. PEACOCK LANE / VIGAR WAY / WEBSTER CLOSE ROUNDABOUT
- 14. JENNETT'S PARK ROUNDABOUT
- 15. COPPID BEECH ROUNDABOUT
- 16. OAK AVENUE / LONDON ROAD SIGNAL JUNCTION
- 17. WILLIAM HEELAS WAY / LONDON ROAD SIGNAL JUNCTION

© ABLEY LETCHFORD PARTNERSHIP LTD.  
This drawing should not be reproduced without consent.

GENERAL NOTES:  
1. DO NOT SCALE.  
2. REFER TO ALL OTHER PROJECT DRAWINGS AND SUPPORTING NOTES.

|    |       |                                |    |    |
|----|-------|--------------------------------|----|----|
| P6 | 07.23 | London Road junctions included | AG | PJ |
| P5 | 07.23 | Third access junction included | AG | PJ |
| P4 | 06.23 | Site area boundary amended     | AG | PJ |
| P3 | 06.23 | Site area boundary amended     | AG | PJ |
| P2 | 04.23 | Locations amended              | AG | PJ |
| P1 | 02.23 | For issue (A218 SK13)          | AG | NB |

A

L

P

P

ABLEY LETCHFORD

PARTNERSHIP

Consulting Engineers

3 Tealgate, Charnham Park

Hungerford, Berkshire RG17 0YT

www.alpce.co.uk Tel: 01488 684390

Client:

LIGHTWOOD STRATEGIC & NICHOLAS KING HOMES

Project:

SOUTH WOKINGHAM SDL EXTENSION

Title:

JUNCTION ASSESSMENT LOCATIONS

Status:

FOR INFORMATION

|            |          |       |         |
|------------|----------|-------|---------|
| Scale      | Date     | Drawn | Checked |
| NTS @ A2   | JULY 24  | AG    | PJ      |
| Drawing No | Revision |       |         |
| FIGURE 4   |          |       | P7      |

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

Abley Letchford Partnership Ltd (Hungerford)  
3 Tealgate, Charnham Park,  
Hungerford RG17 0YT  
T: 01488 684 390  
E: [contact@alpce.co.uk](mailto:contact@alpce.co.uk)

Abley Letchford Partnership Ltd (Reading)  
40 Caversham Rd,  
Reading RG1 7EB  
T: 0118 237 1736  
E: [contact@alpce.co.uk](mailto:contact@alpce.co.uk)

W: [www.alpce.co.uk](http://www.alpce.co.uk)