



The Oakwood Centre, Headley Road, Woodley, Berkshire, RG5 4JZ
www.woodley.gov.uk

To: **Members of the Planning and Community Committee**

Councillors P. Wicks (Chairman); K. Baker; D. Bragg; J. Cheng; C. Jewell; M. Nagra;
J. Sartorel; R. Skegg; B. Soane;

NOTICE IS HEREBY GIVEN that a meeting of the Planning and Community Committee will be held at the Oakwood Centre at 7:45 pm on Tuesday 12 July 2022, at which your attendance is requested.

The Town Council reserves the right to record and broadcast this meeting. Anybody attending the meeting will, by virtue, consent to having their image and audio recorded for this purpose.

Deborah Mander
Town Clerk

A G E N D A

At 7:45pm, immediately prior to the commencement of the meeting, a representative from the Thames Valley Police Woodley Policing team is aiming to be in attendance to discuss the matter of dangerous e-scooting and cycling in Woodley Precinct with Members.

1. **APOLOGIES**

2. **DECLARATIONS OF INTEREST**

To receive any declarations of interest from Members on agenda items.

3. **MINUTES OF THE PLANNING AND COMMUNITY COMMITTEE MEETING HELD ON 14 JUNE 2022**

To approve the minutes of the Planning and Community Committee meeting held on 14 June 2022 and for the Chairman to sign them as a true record.

(These minutes were provided in the Full Council agenda of 21 June 2022)

4. **CURRENT PLANNING APPLICATIONS**
To consider current planning applications and agree comments to be forwarded to the planning authority. (*Appendix 4*) Page 7
5. **PLANNING DECISIONS**
To note information on decision notices received from the planning authority since the last meeting. (*Appendix 5*) Page 9
6. **PLANNING APPEALS**
- a) To note that the following appeal against refusal of planning permission has been lodged with the Planning Inspectorate:
- Application: 220206
Location: 6 Brunel Drive, Woodley, Berkshire, RG5 4PW
Proposal: Householder application for the proposed raising of the roof to facilitate conversion of the loft to habitable accommodation, erection of single storey front and rear extensions, raising of part of existing flat roof to side and installation of 5 no. rooflights, plus changes to fenestration including installation of 2 no. Juliet balconies to rear.
(Woodley Town Council had objections to the proposal.)
- b) To note the following appeal decision:
- Application: 210668
Location: Land to the North East of Vauxhall Drive, Woodley, Wokingham RG5 4EJ
Proposal: The development proposed the installation of a 20m high monopole supporting 6No. antenna apertures & 4No. 600mm transmission dishes; plus the installation of 8No. ground-based equipment cabinets within a secured, fenced compound; and ancillary development thereto.
(Woodley Town Council had objections to the proposal.)
Details: Appeal against refusal of planning permission.
Decision: The appeal was dismissed.
7. **PRIOR APPROVAL SUBMISSION**
This type of application does not require consultation.
- To note application 221811:
Location: 10 Dartington Avenue, Woodley, Wokingham, RG5 3PD
Proposal: Application for the prior approval of the erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 3.50m, for which the maximum height would be 3.40m and the height of the eaves 2.25m.
8. **TELECOMMUNICATIONS NOTIFICATION**
This type of application does not require consultation.
- To note application 221799:
Location: Land off, Colemansmoor Road, Woodley, Berkshire, RG5 4DB
Proposal: Prior approval submission for the proposed installation of a new 15m monopole tower to support antenna, associated radio-equipment housing and ancillary development hitherto.

9. **TREE PRESERVATION ORDERS**

Applications for works to trees

This type of application does not require consultation.

To note application 221569:

Location: TPO 1752/2020, WOODLAND 1: Land to rear of, 38 Redwood Avenue, Woodley, Wokingham, RG5 4DR.

Proposal: T1, Plum - Cut back overhanging branches by approx. 3-4m.
T2, Plum - Cut back overhanging branches by approx. 1-2m.

To note application 221839:

Location: TPO 0003/1951, WOODLAND 3: 68 Fairwater Drive, Woodley, Wokingham, RG5 3JB.

Proposal: T1, Oak – Cut back canopy overhanging rear garden of no. 49 Quentin Road by 4m to the boundary line.

To note application 221861:

Location: TPO 1849/2022, WOODLAND 3: 33 Constable Close, Woodley, Wokingham, RG5 4US.

Proposal: W3, Mixed Species – Installation of a root barrier in the rear garden of no. 33 Constable Close.

To note application 221891:

Location: TPO 3/1951 WOODLAND 3: 147 Nightingale Road, Woodley, Wokingham, RG5 3LZ.

Proposal: T1, Beech – Crown reduction by approx. 2m and reshape by bringing over-extended limbs back in line with majority of crown.

To note application 221959:

Location: TPO 1696/2019, AREA 1: Land off Church Road, Church Mews, Woodley, Wokingham, RG5 4RJ.

Proposal: T1, Beech - Reduce the southern quadrant by up to 2m, reducing the radial spread from 8m to 6m. Reduce the northern quadrant by up to 2m, reducing the radial spread from 8m to 6m. Ensure all cuts are made to the nearest suitable growth point and grade in to the remaining canopy. Remove deadwood 50mm in diameter or over 1m in length.

To note application 221990:

Location: TPO 1696/2019, AREA 1 and 2: Church Mews, Woodley, Wokingham.

Proposal: T1, Beech – Crown reduction by approx. 3m to branches protruding the furthest from the crown; crown lift to 4.5m over parking bays. Remove deadwood.

T2, Holm Oak – Crown reduction by approx. 2m to side of upper crowns; crown lift to 5m over driveway and parking bays and to 3.5m over fence line.

To note application 222007:

Location: SECTION 211 NOTIFICATION FOR WORKS IN A CONSERVATION: Church Mews, Woodley, Wokingham.

Proposal: T1, Holm Oak – Crown lift to 5m over main access road.

To note application 221997:

Location: SECTION 211 NOTIFICATION FOR WORKS IN A CONSERVATION: Church Mews, Woodley, Wokingham.

Proposal: T3, Oak – Crown lift to 5m over driveway of no. 12 Church Mews by reducing branches and removing secondary branches; crown reduction by maximum of 3m, reducing side growth and protruding areas and giving 3m clearance to buildings; crown thin by approx. 25% of leafing volume area. T4, Oak – Crown reduction by maximum of 2.5m, reducing side growth and protruding areas, taking crown back to previous reduction points; reduce height by 3m; crown lift to 3.5m; crown thin by 25% of leafing volume area.

To note application 221973:

Location: TPO 374/1988: Land northwest of 1-4 Temple Mews, Woodley, RG5 4HE.

Proposal: T1, Oak - Reduce lateral spread on south side of canopy (east to west half of tree) by approximately 2m back to previous reduction points where present. Reduce northern half of canopy (west to east) by 2-3m back to previous reduction points. Lightly shape upper canopy, reducing height by approximately 1m. Crown-lift removing smaller secondary outer branch tips to create 4.5m canopy clearance above ground level.

10. **GOODS VEHICLE OPERATORS LICENCE APPLICATION**

To note that notification was received from Wokingham Borough Council of the following application for a variation of a Goods Vehicle Operators Licence (GVOL):

Licence:	OH2002943 SN
Operator:	B D T Transport Ltd
Directors:	Jeff Cahill, Robert Bowden
Operating Centre:	Unit 5, 6 & 7 Headley Park 8, Headley Road East, Woodley, Reading, RG5 4SL
New Authorisation:	30 Heavy Goods Vehicle(s), 12 trailer(s)

As representations were required prior to this meeting, details were circulated to the Committee and Members' views sought. Whilst concerns were raised by two members for the potential increase in heavy goods vehicle traffic, no specific objections were raised or requested to be sent to Wokingham Borough Council for consideration.

11. **ANNUAL GRANTS**

To note that an expression of thanks relating to the award of an annual grant for 2022/23 has been received from Keep Mobile.

12. **CYCLING IN WOODLEY SUB COMMITTEE**

To note **Report No. PC 4/22** of the Cycling in Woodley Sub Committee meeting held on 29 June 2022. Page 11

13. **WOKINGHAM BOROUGH COUNCIL GYPSY AND TRAVELLER ACCOMMODATION ASSESSMENT**

Wokingham Borough Council have commissioned Arc4 to update their Gypsy and Traveller Accommodation Assessment, which was carried out in 2017. A range of stakeholders, including the Town Council, have been contacted to obtain feedback by completing a questionnaire. **(Appendix 13)**

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Members are asked to consider responding to this questionnaire. Stakeholders are asked to answer as many questions as they feel able to answer. Responses were requested by 30 June 2022, but it has been agreed for the Town Council's comments to be submitted by 14 July 2022.

14. **SANDFORD PARK BAILEY BRIDGE**

To note the replies received from Wokingham Borough Council regarding how Wokingham Borough Council intend to utilise the £30k developers fund original provided as part of the Sandford Park development. **(Appendix 14)**

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15. **ACTIVE TRAVEL ROUTE – WOODLEY TO READING**

a) To note the updated proposals for the Active Travel Route between Woodley and Reading which is being considered by Wokingham Borough Council. **(Appendix 15a)**

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b) Stakeholders were invited by Wokingham Borough Council to attend a workshop to discuss the revised plans for the Active Travel Route. An email was sent to Members of the Planning & Community Committee seeking interest from any Town Council representative to attend the workshop. Whilst no member of the Committee responded to indicate they wished to attend, a number of Town Councillors were due to attend in other capacities, for example as Borough Councillors.

Members to note the correspondence provided by Wokingham Borough Council following the stakeholders workshop which included a further revision of option 5. **(Appendix 15b)**

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c) To note that Wokingham Borough Council have agreed to attend a future Planning & Community Committee meeting to discuss the Active Travel Route, once the revised scheme has been finalised and is out for public consultation.

16. **COMMUNITY SPEEDWATCH**

To receive an update on the Community Speedwatch scheme from Cllr Bragg.

17. **EARLEY STATION FOOTBRIDGE**

To receive an update on the replacement of Earley Station Footbridge from Cllr Wicks.

18. **COMMUNITY ISSUES**

To discuss and consider any recent community issues noted by Members.

19. **HIGHWAYS ISSUES**

To discuss and consider any recent highway issues noted by Members.

20. **PUBLICATIONS/INFORMATION**

To note receipt of the following:

- Woodley Town Centre Partnership Newsletter – June 2022
- CCB e-Bulletin – June 2022
- The Wokingham Volunteer Centre E-Newsletter – June 2022
- Me2 Club Newsletter – June 2022

21. **FUTURE AGENDA ITEMS**

To consider suggestions for future agenda items.

22. **PUBLICITY/WEBSITE**

To consider suggestions for items to be publicised.

23. **ENFORCEMENT ISSUES**

a) To note the enforcement notifications listed in ***Appendix 23a.***

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b) To note the enforcement case closures listed in ***Appendix 23b.***

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Woodley Town Council

PLANNING APPLICATIONS

Application No. & Address	Proposal
221128 52 Mannock Way, Woodley, RG5 4XW	Full application for the proposed erection of a single storey front extension, single storey rear extension, two storey side extension, and change of use of amenity land to residential.
221627 23 Nightingale Road, Woodley, RG5 3LS	Householder application for the proposed erection of a single storey rear extension following demolition of the existing single storey rear and changes to fenestration.
221695 71 Woodlands Avenue, Woodley, RG5 3HF	Householder application for the proposed raising of roof, insertion of 2No. side dormer windows to create habitable space following demolition of chimney stack, garage conversion to create habitable space, single storey rear/side flat roof extension with changes to fenestration, including glazed rear gable.
221723 Cadet Centre, Mohawk Way, Woodley, RG5 4UE	Full application for the permanent installation of an ISO container cabin adjacent to the existing building. (Retrospective)
221744 29 Concorde Way, Woodley, RG5 4NF	Householder application for the proposed erection of a single storey side extension and single storey front extension following demolition of single storey side covered storage area.
221830 21 Austin Road, Woodley, RG5 4EJ	Householder application for the proposed single storey rear extension and two storey side extension.
221942 54 Mannock Way, Woodley, RG5 4XW	Householder application for the proposed erection of a single storey rear extension following demolition of the existing conservatory.
221940 22 Lavenham Drive, Woodley, RG5 4PP	Householder application for the proposed erection of a single storey rear extension. Including the removal of the existing brick-built storage, replacement of the existing white framed windows with new windows with grey uPVC frames and the repositioning of the soil and vent pipe.
221953 50 Selsdon Avenue, Woodley, RG5 4PG	Householder application for the proposed installation of a rear dormer and rooflights plus associated hip to gable roof extension and removal of chimney to facilitate the conversion of the loft to habitable accommodation.

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Woodley Town Council

PLANNING DECISIONS

REFUSED – CONTRARY TO TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
None	

REFUSED – ENDORSING TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
213106 Headley Road East, Woodley, RG5 4SN	Full planning application for the proposed erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings.
214173 Land adjacent to Sonning Golf Club, Duffield Road/Pound Lane, Sonning, RG4 6GJ	Full application for the proposed development of a specialist dementia residential care home (Use Class C2) with the creation of new pedestrian, cycle and vehicular access, plus landscaping and associated works.

APPROVED – CONTRARY TO TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
None	

APPROVED – ENDORSING TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
220866 1 Dunbar Drive, Woodley, RG5 4HA	Full application for the proposed change of use of amenity land to residential and construction of new boundary wall to side of property.
220938 The Wing, Sandford Manor, Sandford Lane, Woodley, RG5 4SY	Householder application for the proposed erection of a two storey detached garage to the front of the property, following demolition of existing detached garage.
220975 Unit 9, Base 329, Headley Road East, Woodley	Application to vary condition 2 of application 213913 for the proposed change of use from Class E(g)(iii) research and development to Class E(e) veterinary practice, plus associated external alterations including installation of air transfer grilles and air conditioning units (chiller units), infilling of roller shutter door and insertion of new fenestration. Condition 2 refers to the approved details and the variation is to allow repositioning of the ventilation system in an area adjacent to the building.
221116 78 Bruce Road, Woodley, RG5 3DZ	Householder application for the proposed garage conversion into habitable space, single storey front extension, two storey side extension above existing garage, and associated changes to fenestration.

APPROVED – ENDORSING TOWN COUNCIL RECOMMENDATION cont...

<p>221172 28 Bruce Road, Woodley, RG5 3DZ</p>	<p>Householder application for the proposed erection of a double storey side extension and single storey rear extension. Demolition of garage - adjustment to hard standing following planning application approval 214113</p>
<p>221256 137 Loddon Bridge Road, Woodley, RG5 4AG</p>	<p>Householder application for the proposed single storey rear and side extension following demolition of existing conservatory.</p>
<p>221278 1 Beaver Way, Woodley, RG5 4UD</p>	<p>Householder application for the proposed conversion of existing garage to create habitable accommodation, single storey rear extension, first floor side extension, changes to fenestration plus 1no. rooflight.</p>
<p>221422 184 Loddon Bridge Road, Woodley, RG5 4AA</p>	<p>Application to vary condition 2 of planning consent 200824 for the variation of condition 2 of planning consent 192193 for the full application for the erection of 2no. 2 bedroom semi detached dwellings and 1no. 2 bedroom bungalow following demolition of existing buildings. Condition 2 refers to Approved Details and the variation is to change the elevations, floor plans and block plans including an increase in the roof height of all three dwellings by 500mm. 221422 refers to Condition 2 refers to (Approved details) and the variation is alterations to plots 1,2 and 3 including changes to fenestration, roof and additional rooflights</p>
<p>221500 16 Fawcett Crescent, Woodley, RG5 3HU</p>	<p>Householder application for the proposed erection of a single storey side and rear extension.</p>
<p>221521 22 Mollison Close, Woodley, RG5 4XG</p>	<p>Householder application for the proposed part conversion of the existing garage to create a utility room.</p>

Report of a Meeting of the Cycling in Woodley Sub Committee held via Zoom video conferencing on Wednesday 29 June 2022 at 7.30pm

Present: *Councillors R. Horskins (Chairman); D. Bragg; A. Chadwick; A. Heap; M Nagra*

Officers present: *K. Murray – Deputy Town Clerk;*

Also present: *Councillor C. Jewell
Robert Curtis – Transport Planning Team Manager, WBC*

1. **APPOINTMENT OF CHAIRMAN**

Councillor Bragg proposed, seconded by Councillor Chadwick, and it was

RESOLVED:

- ◆ To appoint Councillor Horskins as Chairman of the Cycling in Woodley Sub Committee for the remainder of the 2022/23 municipal year.

2. **APOLOGIES**

Apologies were received from Councillor Gilder.

3. **DECLARATIONS OF INTEREST**

There were no declarations of interest made by Members.

4. **WOODLEY TO TWYFORD STATION CYCLE ROUTE**

Robert Curtis was invited to present information on the current situation regarding the proposal for a new cycle and pedestrian route from Woodley to Twyford Station. Members discussed the proposal and noted that the route along the northern side of the railway was the only practical route in terms of land ownership.

Robert Curtis stated that the land ownership was mostly a mix of Wokingham Borough Council and Network Rail and that this should not present a significant issue going forwards. Robert advised that Wokingham Borough Council was looking at different sources of funding including the Government's Levelling Up fund, as well as a fourth round of the Active Travel Fund. Robert explained that the funding bid looked at three areas – Strategic Benefit, Economic Case and Deliverability. It was felt that the strategic case was good and that the project could potentially be delivered by the 2025 deadline, however the economic case was more challenging to demonstrate.

Robert advised that the potential cost of the project could be in the region of £3m and that the funding bid deadline was 6 July.

Members discussed the need to consider the wider routes into Woodley and linking up with other schemes providing safe cycle routes across the area e.g. the Active Travel Route proposals for a route into Reading. It was also noted that the provision of a cycle route may lessen the requirement for additional car parking at Twyford Station.

It was noted that Waingels Road was not considered safe for cycling due to the speed of motor vehicles.

Safety of the proposed route, particular in the winter was discussed and Robert Curtis confirmed that there were still a number of discussions to be had regarding lighting and surfacing that would be included, particularly with regard to the nature reserve.

Robert Curtis advised that in calculating the cost to benefit ratio for the project, a 5-mile cycling radius was used, which included consideration of potential benefits to Woodley residents.

Robert advised that WBC had received letters of support from Theresa May MP and from National Rail. It was suggested that a letter of support from Matt Rodda MP would also benefit the funding bid. It was agreed that the Town Council should provide a letter of support for the proposal and that the Deputy Town Clerk draft a letter and provide this to the Chairman of the Cycling in Woodley Sub Committee and the Chairman of the Planning and Community Committee before sending.

Robert advised that there was a need to maintain momentum on the proposal in order to try and secure potential funding from other sources e.g. developers funds. It was noted that the money in respect of the Bailey bridge at Sandford Park could not be used toward this project as it must be spent on the site.

5. CYCLING STRATEGY

It was noted that signage to safer cycling routes was lacking and that this signage should contain information on how far / how much time it would take to get to certain destinations or other routes. The lack of suitable bike racks was also noted, although 4 new ones had been installed at Loddon Vale shopping centre.

Cycling in the town centre was discussed as an on-going issue. Robert Curtis agreed to report back to the WBC Asset Management Team regarding the poor condition of the painted signage in the town centre. It was noted that a representative from Thames Valley Police had been invited to attend the next meeting of the Planning and Community Committee to discuss this issue.

It was noted that Councillor Jewell had previously provided a draft strategy for consideration and that this should form the basis of the strategy development going forwards. It was suggested that the next meeting should focus on that with a view to obtaining some costings against specific priorities.

RESOLVED:

- ◆ **that the Deputy Town Clerk draft a letter of support to Wokingham Borough Council regarding the Woodley to Twyford Cycle Route proposal, and circulate this to the Chairman of the Cycling in Woodley Sub Committee and the Chairman of the Planning and Community Committee prior to sending.**

Meeting closed at 8:30 pm

Begin forwarded message:

From: Lynne Shaw [REDACTED]
Subject: Questionnaire Wokingham BC - Gypsy and Traveller Accommodation Assessment
Date: 16 June 2022 at 15:10:11 BST
To: admin@woodley.gov.uk

Good afternoon

I hope you are well! Arc4 has been commissioned by Wokingham Borough Council to update their Gypsy and Traveller Accommodation Assessment, which was carried out in 2017.

The overall aim of Wokingham Borough Council is to provide a clear, robust, and credible evidence base to inform the development of planning policies relating to Gypsy and Travellers and Travelling Showpeople.

As part of our stakeholder consultation, which is a key part of the methodology. I have attached a questionnaire for you to complete and send back to [REDACTED]

Could you please return the questionnaire by the 30th June, thank you.

If you would like to discuss this further, then please let me know and I will arrange for you to speak to Michael Bullock, Managing Partner.

Thank you in anticipation and I look forward to hearing from you in due course.

Kind regards,

Lynne

*Lynne Shaw
Personal Assistant to Managing Partners*

[REDACTED]

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www.arc4.co.uk

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Viruses: Although we have taken steps to ensure that this e-mail and attachments are free from any virus, we advise that in keeping with good computing practice the recipient should ensure they are actually virus free.

Attachments:

- Privacy Notice GTAA.docx
- Stakeholder Questionnaire Wokingham Borough Council GTAA.docx



**WOKINGHAM
BOROUGH COUNCIL**

**Wokingham Borough Council
Gypsy and Traveller Accommodation Assessment
Stakeholder Questions**

Introduction:

Arc4 has been commissioned by Wokingham Borough Council to update their Gypsy and Traveller Accommodation Assessment, which was carried out in 2017.

The overall aim of Wokingham Borough Council is to provide a clear, robust, and credible evidence base to inform the development of planning policies relating to Gypsy and Travellers and Travelling Showpeople.

As part of our research, we are contacting a range of stakeholders to obtain feedback by completing as many questions as you feel able to answer.

A Stakeholder Survey Privacy Notice is attached in the email.

Thank you in anticipation for your assistance.

Name:	
Organisation:	
Title:	
Contact Email:	
Contact Phone Number:	

Section 1 – Residential Pitch Need.

Q1. Do you think there is a need for permanent residential pitches for Gypsies and Travellers in Wokingham?

If yes, please provide reasons and your view on the number of pitches that are needed (a pitch is an area of land on a Gypsy Traveller site occupied by one resident family)

Response:

Q2. If permanent sites are needed, where do you think they should be located and why?

Response:

Q3. Do you think there are barriers to the provision of new permanent sites? If so, what are the main barriers?

Response:

Section 2 – Unauthorised encampments and the need for temporary provision.

Q4. Do you have any knowledge of unauthorised encampment activity in Wokingham? We are interested to know about the level of activity, challenges faced and policies for dealing with encampments.

An unauthorised encampment refers to land where persons unknown resides in vehicles or tents without permission. Unauthorised encampments can occur in a variety of locations and constitute trespass.

Response:

For households travelling through Wokingham, there are several potential options which could be considered.

Q5. Firstly, transit sites. These are intended for short-term use whilst people are travelling and usually include hard-standing, water and electricity. Is there a need for transit sites in Wokingham?

If yes, please provide reasons and your view on the number of transit pitches that are needed and where they could be located.

Response:

Q6. Secondly, temporary stop-over places. This is land which can be used on a temporary basis if unauthorised encampments occur. They can include fields, disused land and areas of hard standing. Is there a need for temporary stop-over places in Wokingham?

If yes, please provide reasons and your view on potential locations of temporary stop-over places.

Response:

Q7. Do you think there are barriers to transit provision? If so, what are the main barriers?

Response:

Section 3 – Gypsies and Travellers in bricks and mortar/residential sites accommodation.

Q8. Are you aware that Wokingham Borough Council has a well-established settled Gypsy and Traveller community throughout the borough living in bricks and mortar accommodation?

Response:

Q9. Are you aware that Wokingham Borough Council has a well-established settled Gypsy and Traveller community throughout the borough living on one or more residential sites?

Response:

Q10. Do you have any information on the broad locations of where Gypsy and Traveller households live and the number of households living in bricks and mortar accommodation?

Response:

Q11. Are you aware of any challenges, such as access to facilities, services and any unmet needs faced by Gypsy and Traveller households who live in Wokingham?

Response:

Section 4 – Movement and cross-boundary considerations.

Q12. Are you aware of any regular movements of Gypsies, Travellers and Travelling Showpeople from Wokingham to other neighbouring areas?

Response:

Q13. Are there any cross-boundary issues in respect of Gypsies, Travellers and Travelling Showpeople that should be considered as part of this study? If yes, please provide further information.

Response:

Section 5

Q14. What would you want to see as the key strategic messages coming from the Gypsy and Traveller Accommodation Assessment?

Response:

This question is only relevant to Planning Policy Officers.

Q15. We consider that this questionnaire contributes to our requirement on the Duty to Cooperate with neighbouring authorities as set out in Section 33A of the Planning and Compulsory Purchase Act (as amended by Section 110 of the Localism Act 2011) and described in the National Planning Policy Framework (NPPF) as an integral part of the Local Plan-making process.

Do you agree? Do you have any further views on this?

Response:

As part of the reporting for the project we often use quotes from the stakeholder survey in the narrative of the report and in related appendices. Are you happy for us to use your responses or part of your responses in the reporting? Listed below are a few options. Can you please pick one so we know how we can use your responses to the questions?

We normally provide summary responses in the main body of the reporting, but we are asking you this question so that we can provide useful qualitative quotes to back up particular views expressed. The appendices to our reports also include all responses provided by all stakeholders but these are provided anonymised so that individuals cannot be directly linked.

<ul style="list-style-type: none"> I am happy for anything I have said, in my responses to this survey, to be used in the reporting. Please use my name when attributing references to responses provided. <i>Response Y/N.</i>
<ul style="list-style-type: none"> I am happy for anything I have said on behalf of my organisation/company/Council, in my responses to this survey, to be used in the reporting. Please use the name of my organisation/company/Council when attributing references to responses provided. <i>Response Y/N.</i>
<ul style="list-style-type: none"> I do not want anything I have said, in my responses to this survey, to be attributable to me in the reporting. Please do not use my name in the reporting. <i>Response Y/N.</i>
<ul style="list-style-type: none"> I do not want anything I have said on behalf of my organisation/company/Council, in my responses to this survey, to be used in the reporting. Please do not use the name of my organisation/company/Council in the reporting. <i>Response Y/N.</i>
<ul style="list-style-type: none"> Other

THANK YOU for taking the time to complete and submit your responses to this questionnaire. Your responses are confidential and are protected under the Data Protection Act (2018) and GDPR legislation

Privacy Notice

Gypsy Traveller Assessment

We ask that you read this privacy notice carefully as it contains important information on who we are, how and why we collect, store, use or share personal information, your rights in relation to your personal information and how to contact us and the supervisory authority in the event that you have a complaint.

Who we are

Arc4 are a specialist housing research organisation.
We are registered with the Information Commissioner's Office (Z992934X).

How we get and use your information

Your address has been selected to be sent information about the survey. Address lists can be provided by councils or are commercially available. When we contact you, we include a reference number and site reference which is used to identify the area where you live. We never ask for anyone's name in our surveys.

When you submit your answers to the survey arc4 will also receive your reference number or site reference. Where necessary, this is used to link your response to a particular geographical area such as a census output area, ward or parish. Your name and email address will not be included in the survey results.

Arc 4 will only share the anonymous results of the survey with relevant Data Controllers (such as a council or housing association)

The Data Controllers rely on the lawful basis of **Public Task carried out in the Public Interest** for the above processing.

Arc4 have a **Legitimate Interest** to indefinitely retain and process the survey information (which will not include your name) for statistical and future research purposes.

Types of personal information we collect

Your name

Contact details

Reference number

Information about your home and all members of your household

Information about your housing and travelling history

Information about your household's future housing needs

Special Category Data

We collect **health and disability** information, as it relates to your current and future housing needs, about all members of your household. For this we rely on the lawful basis under the Data Protection Act 2018 Schedule 1 Part 1(1) **Social Protection and (2) Health and Social Care purposes.**

The Data Protection Act 2018 requires us to have an Appropriate Policy Document ('APD') for the above processing of special category data. The APD sets out and explains our procedures for securing compliance with data protection principles and policies regarding the retention and erasure personal data.

We collect the **ethnicity** of all members of your household and rely on the lawful basis under the Data Protection Act 2018 Schedule 1 Part 2(8) **Equality of opportunity or treatment.**

Sharing your information and how long we retain it.

Arc4 contacts people in various ways although we have mainly moved to online collection of data. We use data processors to mail letters to households inviting them to take part in surveys. We can also use email to invite household to take part in surveys

Where we use traditional postal surveys, we use data processors to send paper surveys to households and for data entry.

We use cloud providers for storing your information.

Arc4 retain the survey results, including ID and postcode (but not your name), indefinitely for statistical purposes. In doing this Arc4 will ensure that results of the research, or any resulting statistics are not made available in a form which identifies you (the data subject).

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To deliver services to you, it may be necessary for us to share your personal information outside the UK, for example if we were to use a cloud service provider based outside the UK. These transfers are subject to special rules under UK data protection law. In such a situation, we will make sure that we have adequate safeguards and security measures in place as required by the GDPR.

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Right to rectification – if you wish to correct any information, we hold about you please contact us using the above details. We will consider your request and give you our decision one month. Please remember the research captures your views and opinions at the time it was conducted.

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Right to complain – if you wish to complain about how we have processed your information please contact us using the above details. If you are still unhappy you can complain to the Information Commissioner - <https://ico.org.uk/make-a-complaint/data-protection-complaints/>

date

RE: Loddon River pedestrian bridge

From: Andrew Fletcher [REDACTED]
To: Matthew Filmore <matthew.filmore@woodley.gov.uk>
Cc: Kevin Murray <kevin.murray@woodley.gov.uk>, Francesca Hobson [REDACTED] Andy Glencross [REDACTED]
Date: 15/06/2022 10:01 AM

Dear Matthew,

Thanks for your email below. We have agreed with the developer to use the funds for improvements to the Sandford Park Country Park, in particular completing a path link through the site and installing improved benches. Simon Bartlam is managing this and I will ask him to give you an update on this.

Thanks and Best Regards

Andrew Fletcher
Green Infrastructure Manager

Wokingham Borough Council | Civic Offices | Shute End | Wokingham | Berkshire | RG40 1BN

[REDACTED]
Website www.wokingham.gov.uk

Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

From: Matthew Filmore <matthew.filmore@woodley.gov.uk>
Sent: 15 June 2022 09:52
To: Andrew Fletcher [REDACTED]
Cc: Kevin Murray <kevin.murray@woodley.gov.uk>; Francesca Hobson [REDACTED]; Andy Glencross [REDACTED]
Subject: Re: Loddon River pedestrian bridge

Hi Andrew,

Sorry, me again.

The Planning & Community Committee met last night and considered your response.

The Committee were accepting that, based on your response, it appears unlikely that the £30k developer's funds could be put towards providing a pedestrian crossing across the River Loddon, as they believe was the original plan with this money.

The Committee noted in your response that you have agreed with the developer to spend the money elsewhere. The Committee have asked whether you can provide details of the project/s on which you propose to spend this £30k. They also wanted to highlight that their belief is that the £30k fund was

originally intended to be used for the benefit of Woodley residents, specifically those in the airfield estate, and they want to ensure the money still goes towards this purpose, even if it isn't the originally proposed river crossing.

I look forward to hearing from you on this matter.

Best wishes,

Matthew Filmore

Committee Officer

Woodley Town Council

The Oakwood Centre, Headley Road

Woodley, Berkshire, RG5 4JZ

Tel: 0118 9690356

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If it has reached you by mistake then please call 0118 969 0356 to let us know or notify us by e-mail and then delete the message.

Thank you for your help.

FW: Loddon River pedestrian bridge

From: Simon Bartlam [REDACTED]
To: matthew.filmore@woodley.gov.uk <matthew.filmore@woodley.gov.uk>
Cc: Andrew Fletcher [REDACTED]
Date: 15/06/2022 12:12 PM

Hello Mathew.

Andrew has passed on your e-mail regards to our plans to spend the £30k originally highlighted for refurbishment of the Bailey bridge on the Sandford Park .

From my understanding , this money must be spent on the site that was passed over by Taylor Wimpey in connection to “*upkeep of the Countryside Amenity area and Community facilities*”

What the Countryside Services were proposing and are gathering quotes for are as followed .

Benches/ seating on the site – 5 Oak benches with a cost of approx £4000

Surfaced footpath , currently we do not have a surfaced footpath from the boardwalk to the meadow surfaced path (approx. 200m) we are planning to upgrade this at a cost of approx. £10,000. We may also need to improve vehicular access from the housing estate down to the ford crossing but are currently negotiating with TW regards this matter .

Reedbed restoration – When the site was passed at planning it was proposed and designed to have about 9 acres of reedbeds , from the time construction was completed and the site was passed over to WBC for management , 10 years had passed and the reed bed had been dominated by willow so it was more a willow / scrub woodland . we were planning on removing this tree cover to re-establish the reedbeds intended . Cost approx £12,000

Once we have confirmed quotes for the above , we would then have an idea if more funds were needed or we have spare funds to spend elsewhere .

Hope the above is of interest but feel free to come back to me if you have any questions or ideas regards the site or proposals .

Regards
Simon

*Simon Bartlam
Countryside Officer Operations
Wokingham Borough Council's Countryside Service
Dinton Pastures Country Park, Davis st, Hurst Berks RG10 0TH*

Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

From: Matthew Filmore <matthew.filmore@woodley.gov.uk>

Wokingham Borough Council seek to **improve and extend the active travel provision within the borough in an effort to make cycling and walking the natural choices for short journeys or as part of a longer journey**. Based on experience so far investment in high quality cycle routes could unlock huge potential for increasing cycling and walking and therefore realising the benefits that this will have in our society - improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads.

One of the strategic routes that has been identified as part of our emerging Local Cycling and Walking Infrastructure Plan is **Woodley / Reading Active Travel Route**, enabling direct access to Woodley town centre whilst connecting a number of schools and leisure facilities.

At the end of January/beginning of February 2022 a [public engagement](#) was undertaken on the [preliminary design drawings](#) of the scheme. Due to the strong opposition received for the conversion of Woodlands Avenue between Howth Drive and Lytham Road to a one-way street for motor vehicles (74% of the respondents -among 1290 responses received- were opposed/strongly opposed to the change), alternative design options have been investigated in liaison with Active Travel England (ATE) and the Department for Transport (DfT) who are funding the scheme.

The attached report presents **5 alternative design options** that have been developed for the **Woodlands Avenue East Section** whilst maintaining the two-way operation of the street. Each option has been assessed against a specific set of criteria, (alongside its [LTN1/20](#) compliance that is required by DfT) that need to be considered for a balanced design solution. Please note that **Option 5 is the officer preferred option**, as it provides a comfortable, attractive and direct route to Woodley Town Centre, minimising any potential impact on motorised traffic whilst delivering the project within budget.

To discuss all different aspects and agree on a preferred approach, the Council would like to **invite you to a workshop**. To facilitate the discussions we would like to limit the number of attendees at 2 representatives per group.

Could you please provide your availability over the next week (w/c 13th June) and specify your preference for either a teams call or in person workshop?

Thank you for your support.

Kind Regards,
Sofia

Sofia Charalampidou
Specialist Transport Planning

- 



Wokingham Borough Council

**Wokingham Borough Active Travel Fund –
Woodley / Reading Active Travel Route**

Woodlands Avenue East Alternative Designs

May 2022

Project Code: 05745-PJA-RP-001 P05

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Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
P01 (Draft issue to Client)	28 April 2022	Sam Goss, George Long, Thanasis Irodotou	Sam Goss	Sam Goss
P02 (Incorporating WBC Comments)	10 May 2022	Sam Goss	Sam Goss	Sam Goss
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P04 (Final)	25 May 2022	Sam Goss	Sam Goss	Sam Goss
P05 (Final)	30 May 2022	Sam Goss	Sam Goss	Sam Goss

Prepared for

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I Executive Summary

- 1.1.1 A design for a proposed cycle track along Woodlands Avenue was developed by PJA and consulted on in January 2022. The design proposed to convert Woodlands Avenue East between Howth Drive and Lytham Road to a one-way street to accommodate cycle infrastructure compliant with LTN 1/20, Cycle Infrastructure Design guidance.
- 1.1.2 74% of the 1290 responses received were opposed or strongly opposed to the change to Woodlands Avenue East. Respondents also commented on a variety of topics including impact on traffic, parking, trees and green space, pedestrian and crossing facilities.
- 1.1.3 A visual ‘Red, Amber, Green’ assessment criteria has been developed to represent the broad range of topics received in the consultation feedback, and overall compliance with LTN 1/20.
- 1.1.4 The consulted, Woodlands Avenue East One-Way option is explained in detail and assessed.
- 1.1.5 A further five design options have been developed for the Woodlands Avenue East Section, which include an alternative route via Howth Drive and Beechwood Avenue. Each option is assessed using the same assessment criteria and the results compared.
- 1.1.6 The review highlights that to achieve the aspirations set out in LTN 1/20 for high quality, segregated and continuous cycle facilities with priority for cyclists at key junctions, changes to the existing road and street network is inevitable. This therefore requires reallocation of existing road space, i.e. carriageway, footways, on street parking or green space.
- 1.1.7 Each option has advantages and disadvantages to be considered alongside its LTN 1/20 compliance.
- 1.1.8 It is recommended that this report is shared with Wokingham Borough Council Members and key Stakeholders to review the different options and conclude the priorities and preferred design option.
- 1.1.9 It should be confirmed whether the preferred option could be supported by the DfT ensuring that ATF2 and ATF3 funding is secured to progress delivery of the scheme.
- 1.1.10 Once a preferred scheme has been confirmed by the DfT, a re-consultation exercise should be undertaken which we would recommend includes a copy of this report, so that members of the public have a clear and detailed understanding of the alternative options and multiple factors considered in developing both the original design and the alternative options.



2 Introduction

- 2.1.1 In September 2021, PJA were appointed to develop the previously consulted concept cycle design for Woodlands Avenue to preliminary design stage for re-consultation ahead of preparing a detailed design for construction to commence in June 2022.
- 2.1.2 PJA's brief was to develop the design to be compliant with the Cycle Infrastructure Design guidance LTN 1/20 (this is a DfT funding requirement) whilst giving due consideration to minimising and managing any increase in impermeable area as a result of the additional paved cycle infrastructure.
- 2.1.3 A review of the concept design highlighted a number of LTN 1/20 critical design failures, particularly on the section between Woodley Town Centre and Fairwater Drive where cyclists would be required to mix with vehicular traffic and navigate existing junctions with little or no priority. The design also stopped abruptly at Lytham Road providing no formal connection to the town centre. This was largely due to spatial constraints within the public highway.
- 2.1.4 In addition, PJA highlighted a number of buildability issues with the concept design and that the cost for delivering the Woodlands Avenue east section would likely exceed the DfT awarded ATF2 budget of approximately £576,000 for the first phase.
- 2.1.5 Due to the number of critical failures and concerns over buildability and cost, PJA considered alternative design solutions and proposed Woodlands Avenue East, between Lytham Road and Howth Drive, to be converted to a one-way road westbound. This provided the space to efficiently deliver a compliant LTN 1/20 segregated cycle route, and significantly improved the Cycle Level of Service Tool¹ (CLOS) assessment and Junction Assessment Tool (JAT) scoring at the Howth Drive and Lytham Road Junctions.
- 2.1.6 The alternative design was published for public consultation in January 2022, and 74% of the 1290 responses received were opposed or strongly opposed to the change. PJA has therefore been requested to explore alternative design options for the eastern section of the route between Howth Drive and Woodley Town Centre.
- 2.1.7 This report provides a more detailed overview of the preliminary design, consulted on in January and February 2022, followed by alternative options to be reviewed by Wokingham Borough Council and its Members, the DfT, and other key Stakeholders. The feedback and preferences from these will inform the preferred alternative design which is to be developed for public consultation in Spring 2022.

¹ The Cycling Level of Service (CLOS) and the Junction Assessment Tool (JAT) are new mechanisms introduced by LTN 1/20 to set a measurable quality threshold required when designing cycling schemes. Only schemes with a minimum score of 70% under the CLOS, no critical fails and under the JAT no red-scored turning movements are generally considered for funding.



3 Design Parameters & Assessment Criteria

3.1 Design Criteria

3.1.1 The principal design guides adopted for the Woodlands Avenue cycle scheme are LTN 1/20 Cycle Infrastructure Design, Manual for Streets I & II, and Inclusive Mobility.

3.1.2 The existing traffic flows and speed limit of the road largely define the type and minimum dimensions of cycle infrastructure to be provided to ensure the route is accessible to all. Automatic Traffic Counts (ATC's) were carried out on Woodlands Avenue in September 2021, which confirmed the following 7-day average flows:

- 10,118 vehicles two-way between Fairwater Drive & Howth Drive
- 5,341 vehicles two-way between Roslyn Road & Lytham Road

3.1.3 Based on these flows, LTN 1/20 requires “Protected Space for cycling” in the form of fully kerbed or stepped cycle track, or light segregation for the facilities to be suitable for most people. This would apply for both 30mph and 20mph scenarios (See Extract from LTN 1/20 below)

Figure 3-1: LTN 1/20 Protection from Motor Traffic Requirements

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					

3.1.4 The following lateral widths have been applied to the designs with any departures from these highlighted:

**Figure 3-2: Design Criteria**

Design Element	Desirable Minimum Width	Absolute Minimum Width	Source
Cycle Lane/Track (1-way)	2.0m	1.5m	LTN1/20 Table 5/2 (<200 cycle peak hour)
Cycle Lane/Track (2-way)	3.0m	2.0m	LTN1/20 Table 5/2 (<300 cycle peak hour)
Footway Width	2.0m	1.8m/Existing width	WBC Living Streets Developer Design Guide – Appendix A
Carriageway Width (1-way)	4.8m	2.75m	Derived from DMRB CD123 5.12 requirement and application of suggested widths in MfS Figure 7.1
Carriageway Width (2-way with Buses)	6.5m	Existing	WBC Living Streets Developer Design Guide – Appendix A (Secondary Street), or existing local precedent (6.1 - 6.2m)
Carriageway Width (2-way no buses)	6.5m	5.5m	WBC Living Streets Developer Design Guide – Appendix A (Secondary Street)

3.1.5 Other parallel roads including Howth Drive and Beechwood Avenue also have similar levels of daily flows exceeding 6000 vehicles per day, so any alternative design would need to adopt the same criteria set out above.

3.2 Assessment Criteria

- 3.2.1 Meeting the LTN 1/20 cycle design requirements with respect to directness of route, minimum corridor cross sections and junction priority is a significant part of this, however, there are other criteria which also need to be considered to ensure the preferred option is a balanced design solution. The assessment criteria below have been developed by PJA to represent some broader considerations, many of which have been raised in the public consultation.
- 3.2.2 This is not intended to replace the detailed LTN 1/20 Cycle Level of Service (CLOS) or Junction Assessment Tool (JAT), but to broadly represent the relative advantages and disadvantages of each design option to enable stakeholders to make a balanced view on the preferred solution.



Figure 3-3: Assessment Criteria

		Rating		
Scheme Criteria	Red	Amber	Green	
1	Cycle design compliance			
1.1	Compliance with minimum cycle lane/track widths.	Design contains significant lengths of absolute minimum width.	Design is at or near to desirable minimum width, with some considered lengths of absolute minimum width.	Design is at or near to desirable minimum width.
1.2	Inclusion of shared footway/cycleway	Design includes additional lengths of shared use at constrained locations where active frontage exists.	Design includes additional short lengths of shared use at constrained locations with limited active frontage.	Design includes considered short sections of shared use such as to simplify key pedestrian/cycle crossings.
1.3	Priority for cyclists and key junctions.	Junction provides little formal priority for cyclists.	Junction provides formal priority for cyclists through movements with some minor deviation for other movements.	Junction provides formal priority for cyclists undertaking all movements.
1.4	Directness of route	Route is significantly longer than the most direct route.	Route has minor deviation from the most direct route.	Route is the most direct between the Town Centre and Woodlands Avenue
2	Pedestrian comfort			
2.1	Impact on existing footway widths	Design compromises existing footway widths.	Design maintains existing footway widths.	Design improves existing footway widths.
2.2	Impact on pedestrian movements	Design significantly hinders pedestrian facilities/movements.	Design maintains existing pedestrian facilities/movements.	Design improves existing pedestrian facilities/movements.
3	Impacts on vehicle Movements			
3.1	Impact on existing vehicle routes	Design introduces significant interventions resulting in re-routing of traffic.	Design maintains existing vehicle routes with some minor interventions.	Design maintains existing vehicle routes without any interventions.
3.2	Impact to on-street parking	Significant loss of car parking spaces (more than 6)	Minor loss of car parking spaces (up to 6)	Number of on-street car parking spaces maintained.
4	Public Realm/Environmental			
4.1	Place Quality/Street Scene	Design has an overall negative impact on local place quality.	Design maintains or marginally changes local place quality.	Design form has an overall positive impact on local place quality.
4.2	Impact on existing trees	Design has a major impact on trees	Design has a minor impact on trees.	Design has no impact on trees.
4.3	Impact on surface water flooding	Design increases impermeable area without features to reduce flood risk.	Design does not increase impermeable area or impact on flood risk.	Design reduces impermeable area and introduces features to reduce flood risk.
5	Cost & Buildability			
5.1	Capital cost of delivering the Highway access	Cost likely to significantly exceed the budget for Phase 1.	Cost likely to be approximately in line with the budget for Phase 1.	Cost likely to be less than the budget for Phase 1.
5.2	Impact on existing Highway network & residents during construction.	Construction will likely result in significant disruption.	Construction will likely result in moderate levels of disruption.	Construction will likely result in limited levels of disruption.



4 Consulted Preliminary Design

4.1 Background

- 4.1.1 The existing Woodlands Avenue East section (between Howth Drive and Lytham Road) is a residential street with a total corridor width of 12m between property boundaries. This narrows to a minimum 11.2m between Howth Drive and Woodway which is the most constrained section of the corridor and the location of numerous critical failures in the concept design.
- 4.1.2 There is an existing waiting restriction in place Monday to Saturday 8am-6pm which prevents on street parking. Little parking has been observed outside of these hours during evening and weekend site visits.

4.2 Design Overview

- 4.2.1 The constrained cross section of Woodlands Avenue East, combined with requirement to develop an LTN 1/20 compliant cycle route and duly consider the impact on existing green space led PJA to consider the option of a one-way section of road.
- 4.2.2 In developing a solution for this section, the principle of a single, 2-way cycle track was proposed as opposed to individual 1-way cycle tracks due to the efficiency in width this provided (Refer to Figure 3-2).
- 4.2.3 Whilst it was recognised that the impact of any traffic re-distribution would need to be reviewed and mitigation measures proposed, the one-way option presented a number of wider project & public realm benefits beyond achieving a compliant LTN 1/20 cycle route and improved cycle priority at the Lytham Road and Howth Drive Junctions.
- 4.2.4 An initial traffic assessment of making Woodlands Avenue one-way to vehicular traffic was undertaken which showed traffic would re-route via Beechwood Avenue and Howth Drive to the north and Antrim Road to the South in the AM & PM peak periods. The assessment also showed some wider re-routing in the 24hour scenario.
- 4.2.5 Whilst this was an initial assessment, the impact of increased traffic on Antrim Road was of concern, however further detailed modelling and consideration of possible mitigation measures was not progressed due to the objections received during the consultation.
- 4.2.6 The design of the one-way section of Woodlands Avenue is included within Appendix A.



4.3 Design Assessment

4.3.1 For completeness and comparison, an assessment of the preliminary one-way design is included below with notes against each item.

Figure 4-1: Woodlands Avenue One-Way Assessment

Scheme Criteria		
1	Cycle design compliance	
2.1	Compliance with minimum cycle lane/track widths	Design provided a 2.8m wide cycle track, with local reductions to 2.5m at pinch points.
2.2	Inclusion of shared footway/cycleway	A short section of shared footway is included to cross Howth drive to simplify for pedestrians and a short length between Lytham Road and the town centre (no active frontage).
2.3	Priority for cyclists and key junctions.	The design provides priority for all cycle movements at both Howth Drive and Lytham Road
2.4	Directness or route	The route follows the original ATF2 direct route
2	Pedestrian comfort	
2.1	Impact on existing footway widths	Existing footway widths are retained
2.2	Impact on pedestrian movements	Additional controlled crossings provided at key junctions with pedestrian priority at side roads
3	Impacts on vehicle Movements	
3.1	Impact on existing vehicle routes	Significant re-routing of through traffic westbound and for some local residents.
3.2	Impact to on-street parking	<6 spaces lost opposite Howth Drive, on-street parking on Woodlands Avenue is not typically seen due to waiting restriction Mon-Sat 8am-6pm, so no loss considered.
4	Public Realm/Environmental	
4.1	Place Quality/Street Scene	Existing street verges are retained with opportunity to enhance these and design results in a quieter street.
4.2	Impact on existing trees	One existing tree to be removed adjacent to Woodley town centre
4.3	Impact on surface water flooding	Design maintains existing green space area within Phase 1
5	Cost & Buildability	
5.1	Capital cost of delivering the Scheme	Design will be efficient to deliver working with existing levels with minimal impact on drainage and existing utilities.
5.2	Impact on existing Highway network & residents during construction.	Limited levels of disruption due to the design retaining existing kerbs and road levels, with ability to construct in front of driveway accesses more easily.



5 Alternative Design Options

- 5.1.1 Following the public consultation, 74% of the 1290 responses received were opposed or strongly opposed to the conversion of Woodlands Avenue East to a one-way street. A solution to the constrained eastern section is critical to deliver the overall AFT3 Woodley to Reading route.
- 5.1.2 PJA met with Wokingham Borough Council and DfT in later March 2021 to discuss possible solutions. DfT supported the preliminary design with regard to meeting the design criteria but given the level of objection received explored alternative designs and route options, which PJA has since considered further and are presented below.
- 5.1.3 DfT also confirmed that the design solution needed to provide the best standard of cycle infrastructure possible but recognised the number of constraints and the need to develop a balanced solution which would fit within the local environment and be achievable within the funding granted. They confirmed LTN 1/20 as the baseline for cycle design standards, also citing this to be read in conjunction with Manual for Streets to develop a solution in keeping with the local area.

5.2 Option 1 – Woodlands Avenue, maintaining 2-way traffic

- 5.2.1 Option 1 considers what can be achieved along Woodlands Avenue between Howth Drive and Lytham Road whilst maintaining 2-way traffic flow. The nominal width of the corridor is 12m with the existing 6.1m carriageway centrally positioned. The width reduces to between 12m and 11.2m between Howth Drive and Woodway where the existing carriageway is further offset to the north of the corridor.

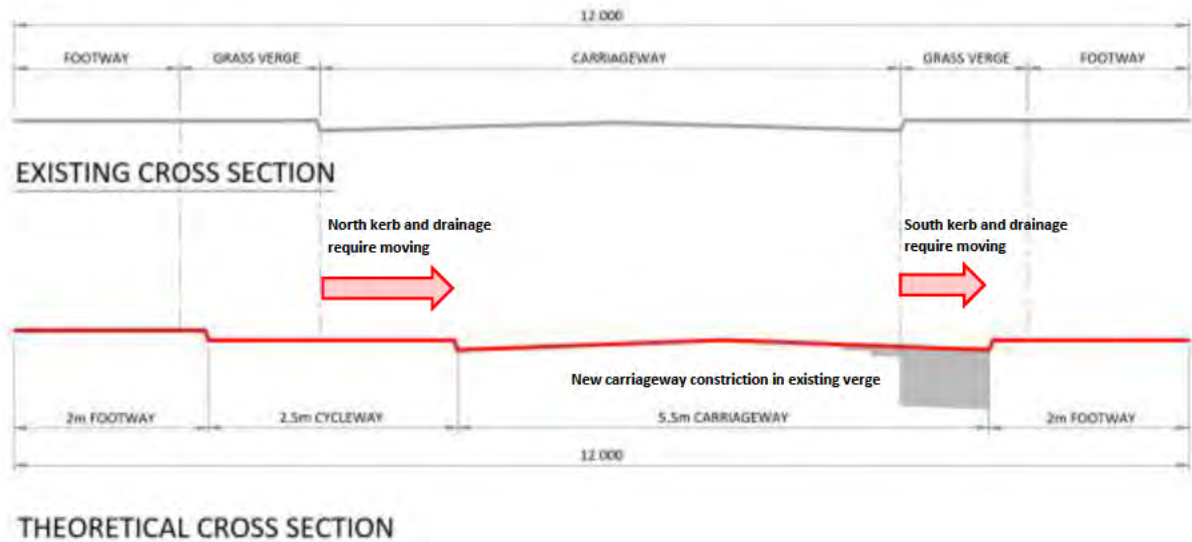
Theoretical Approach

- 5.2.2 The existing corridor can technically facilitate a 2.5m wide, 2-way cycle track, a 5.5m carriageway and 2No. 2m wide footways. Over the constrained length between Howth Drive and Woodway, the footway would need to be reduced to 1.75m and the cycle track to the absolute minimum of 2m. This was highlighted in one of the consultation responses.
- 5.2.3 Consideration has also been given to individual 1-way cycle tracks on each side of the carriageway, however, this would require 2No. 1.5m wide (absolute minimum) cycle tracks which would require footway or carriageway width to be further reduce and is less spatially efficient than the 2-way cycle track.
- 5.2.4 Whilst both above options are theoretically feasible within the existing highway boundary, they would require both kerb lines to be relocated and significant re-construction of the carriageway



and highway drainage as indicated in the section below. This is likely to result in utility diversions and high levels of disruption and cost, as illustrated below.

Figure 5-1: Option 1 Theoretical Cross Section



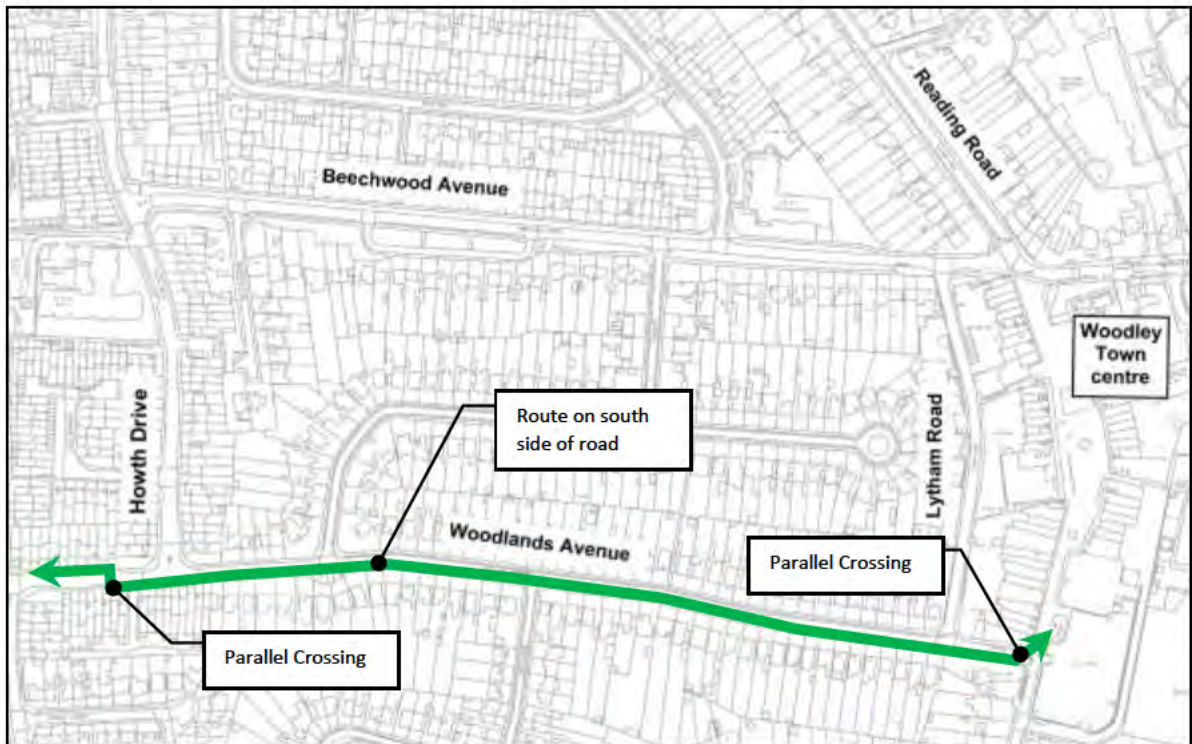
5.2.5 If a route is to be provided on this section of Woodlands Avenue, it is recommended that a more efficient solution is considered.

Preferred Option 1 Approach

5.2.6 Having considered how the junction of Lytham Road and Howth Drive could be configured to provide cycle priority crossings, a 2-way cycle track would need to be placed on the south side of Woodlands Avenue. This is due to there being insufficient space to provide a controlled crossing across Howth Drive, taking account of existing residential driveways, and maintaining a mini-roundabout configuration. The Howth Drive/Woodlands Avenue junction could be amended to a priority junction which would enable continuous facilities for pedestrians and cyclists, however, this could introduce delay to the Howth Drive approach with vehicles re-directing via Lytham Road and Woodlands Avenue. This option has been considered and is presented as Option 5.

5.2.7 A 2-way cycle-track to the south of Woodlands Avenue as shown in the figure below is likely to be the most viable solution.

Figure 5-2: Option 1 Route Alignment



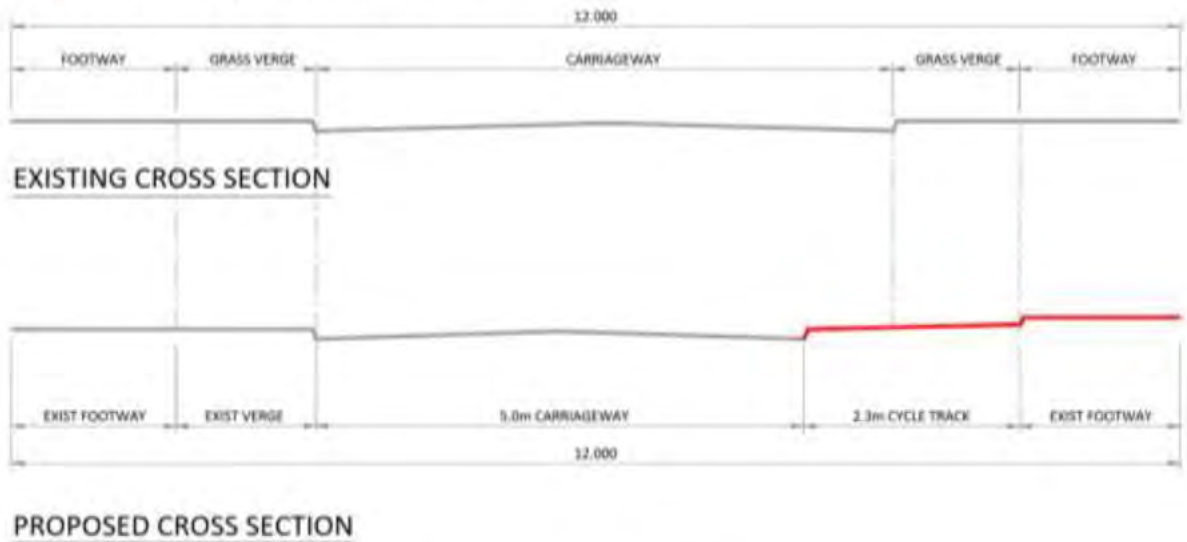
5.2.8 In order to achieve a more efficient use of the corridor than the theoretical cross section above, the following cross section is proposed which would retain the north footway, verge and kerblines between Howth Drive and Lytham Road:

- Existing northern footway, verge and kerb retained
- 5m wide carriageway
- 2.3m wide stepped 2-way cycle track
- 1.7-2.0m wide southern footway

5.2.9 This option would limit changes to the southern kerb, verge and existing drainage, whilst retaining some of the green verges on the north side of the carriageway, see cross section below.



Figure 5-3: Option 1 Proposed Cross Section



- 5.2.10 The cycle track would be above the absolute minimum width of 2.0m but would maintain two-way vehicular traffic flow along the route.
- 5.2.11 Reduction in the carriageway width below the minimum 5.5m set out in table 2.1, would be a departure from standard but would be sufficient for two cars to pass, or a car and larger vehicle as evidenced in Figure 7.1 within Manual for Streets. This section of Woodlands Avenue is not a bus route or typically used by HGVs, and this width would be similar to the effective width of nearby roads such as Roslyn Road and Culver Lane & Eastcourt Avenue, which have on-street parking and maintain access for service vehicles and in the case of Culver Lane & Eastcourt Avenue, buses.

Figure 5-4: Photos: Culver Lane (Top), Eastcourt Avenue (Bottom)





5.2.12 A concept sketch of the design is included in Appendix B.

5.2.13 This option could provide a potential compromise to achieving a more efficient design, and the assessment below is based on a carriageway width of 5m.



Figure 5-5: Option 1 Woodlands Avenue, retaining two-way traffic assessment

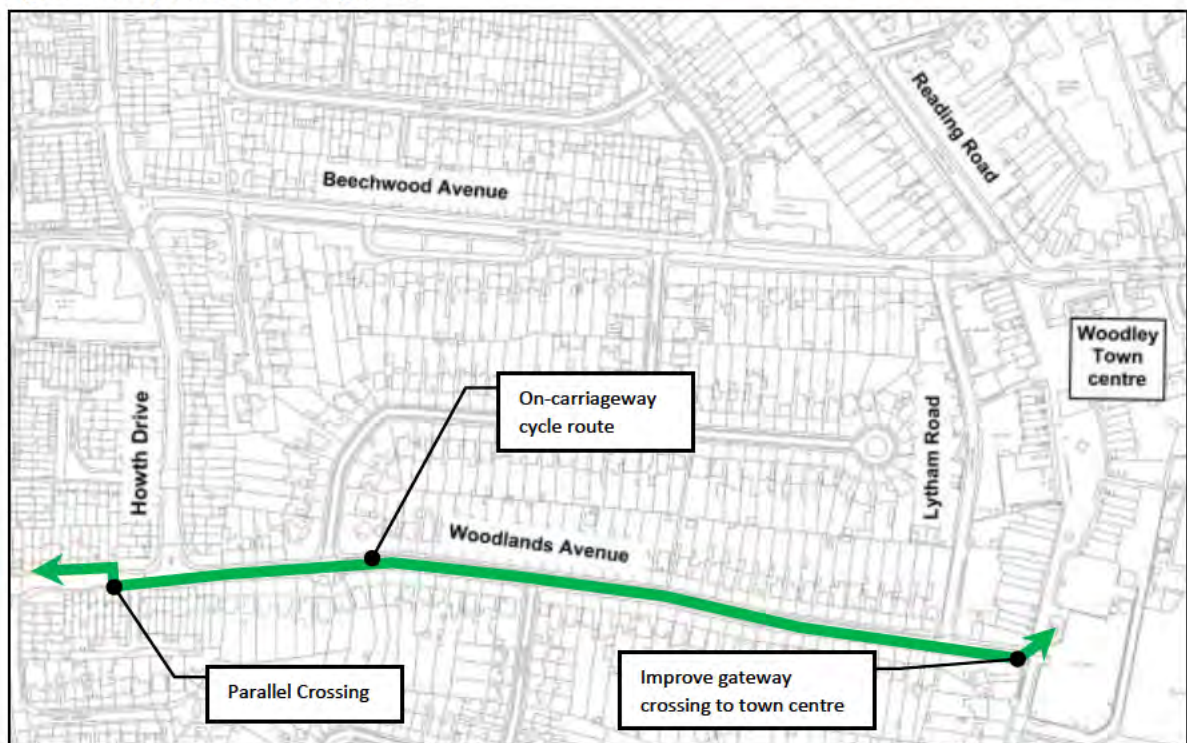
Scheme Criteria		
1	Cycle design compliance	
2.1	Compliance with minimum cycle lane/track widths	Design provides a 2.3m 2-way cycle track with some short sections at absolute minimum.
2.2	Inclusion of shared footway/cycleway	Design includes a short section of shared use where there is active frontage.
2.3	Priority for cyclists and key junctions.	The design provides priority for cycle movements at both Howth Drive and Lytham Road, with some deviation for cyclists joining or leaving the route from side roads.
2.4	Directness or route	The route follows the original ATF2 direct route
2	Pedestrian comfort	
2.1	Impact on existing footway widths	Existing footway widths are retained
2.2	Impact on pedestrian movements	Additional controlled crossings provided at key junctions with pedestrian priority at side roads
3	Impacts on vehicle Movements	
3.1	Impact on existing vehicle routes	Vehicle route maintained, may be some deviation for larger vehicles if a 7.5T weight restriction is imposed.
3.2	Impact to on-street parking	<6 spaces lost opposite Howth Drive, on-street parking on Woodlands Avenue is not typically seen due to waiting restriction Mon-Sat 8am-6pm, so no loss considered.
4	Public Realm/Environmental	
4.1	Place Quality/Street Scene	Existing street verges are retained on the north side, maintaining some existing character.
4.2	Impact on existing trees	One existing tree is lost opposite the junction of Lytham Road.
4.3	Impact on surface water flooding	Design increases impermeable area with limited space to provide SuDs features
5	Cost & Buildability	
5.1	Capital cost of delivering the Scheme	Design will be efficient to deliver working with existing levels but will require changes to the drainage and potential utility diversions on the south side of the carriageway.
5.2	Impact on existing Highway network & residents during construction.	Residents to the north are less impacted, driveways to the south will need to be sterilised for a period during construction to convert the verge to a cycle track and undertake drainage and utility work.



5.3 Option 2 – Woodlands Avenue Cycle Street

- 5.3.1 Option 2 looks to maintain the ATF2 route along Woodlands Avenue East by amending and enhancing the street design to provide cycle priority on carriageway whilst retaining two-way traffic flow.
- 5.3.2 This eastern section of Woodlands Avenue is a residential street with similar character and cross section to surrounding streets such as Woodway, Roslyn Road and Antrim Road. However, it has a disproportionately high daily traffic flow than would be expected for such a residential street. This daily traffic flow requires segregated cycle infrastructure to be suitable for most people.
- 5.3.3 Given the spatial constraints of this section of Woodlands Avenue, one option would be to allow cyclists to cycle on carriageway for this section. A good example of where this has been introduced is Taff Embankment in Cardiff as part of the Greener Grangetown Scheme, although this is likely to have less traffic flows than Woodlands Avenue. [154 Taff Embankment - Google Maps](#)

Figure 5-6: Option 2 Route Alignment



- 5.3.4 To provide cyclists with better priority, alterations to the carriageway would be required in the form of gateways, visually narrower lanes, horizontal and vertical deflection and introduction of a 20mph speed limit.
- 5.3.5 This option would seek to visually change the appearance of Woodlands Avenue East as a vehicular traffic priority road, without physically preventing vehicles from using it.



- 5.3.6 The design would introduce contrasting raised table gateways at each end of the street to provide a clear change in character from the incoming roads. A contrasting block/set effect surfacing would be introduced in the centre of the carriageway to create two visually narrower 2.5m running lanes with regular cycle symbols to emphasise the street as a cycle priority route.
- 5.3.7 Contrasting raised tables would also be introduced at junctions to provide vertical deflection along with occasional narrowings of the carriageway to ensure self-enforcement of the 20mph limit. The design would also provide the opportunity to enhance the gateway into the town centre, providing a more defined sense of place.
- 5.3.8 This would likely be a cost-effective option which could significantly enhance the street character and allow for additional tree planting as part of the scheme. However, based on the existing traffic flows and LTN 1/20 guidance, this provision would not be suitable for all people and could exclude some/most potential cycle users, without reducing the traffic flows.
- 5.3.9 Reducing traffic flows would require a review of the wider area and introduction of modal filters on Woodlands Avenue and other residential streets. Given the response to making Woodlands Avenue one-way to vehicular traffic, this is unlikely to gain public support and as such, the Cycle Street option below has been based on no modal filters and cyclists mixing with existing traffic volumes.
- 5.3.10 An indicative design for this option is included in Appendix C and assessed below.

Figure 5-7: Option 2 Woodlands Avenue Cycle Street assessment

Scheme Criteria		
1	Cycle design compliance	
2.1	Compliance with minimum cycle lane/track widths	Design does not provide protected space for cycling and would be reliant on vehicular traffic giving priority to cyclists.
2.2	Inclusion of shared footway/cycleway	Design includes a short section of shared use where there is active frontage to connect cycle street to the segregated section.
2.3	Priority for cyclists and key junctions.	Implied priority for cyclists through Roslyn Road, Woodway and Lytham Road junctions but no formal controlled measures.
2.4	Directness or route	The route follows the original ATF2 direct route
2	Pedestrian comfort	
2.1	Impact on existing footway widths	Existing footway widths unaffected
2.2	Impact on pedestrian movements	Existing pedestrian crossings enhanced with level crossings & raised tables.
3	Impacts on vehicle Movements	
3.2	Impact on existing vehicle routes	Existing vehicle route maintained, with some raised table, narrowing's and reduced speed limit interventions.
3.3	Impact to on-street parking	<6 spaces lost opposite Howth Drive, on-street parking on is not typically seen due to waiting restriction Mon-Sat 8am-6pm, so no loss considered.



Scheme Criteria		
4	Public Realm/Environmental	
4.1	Place Quality/Street Scene	<i>Scheme has the potential to enhance the street scape for all users and residents and reinforce the residential nature of the street.</i>
4.2	Impact on existing trees	<i>Scheme should allow for introduction of new trees within the budget as part of enhancing the cross section and encouraging slower vehicle speeds</i>
4.3	Impact on surface water flooding	<i>Design maintains existing green space within Phase 1</i>
5	Cost & Buildability	
5.1	Capital cost of delivering the Scheme	<i>All existing kerbs and drainage retained so budget can be used on surface treatments and enhanced landscaping.</i>
5.2	Impact on existing Highway network & residents during construction.	<i>Physical alignment changes would be minimal so could be implemented with minimal impact.</i>

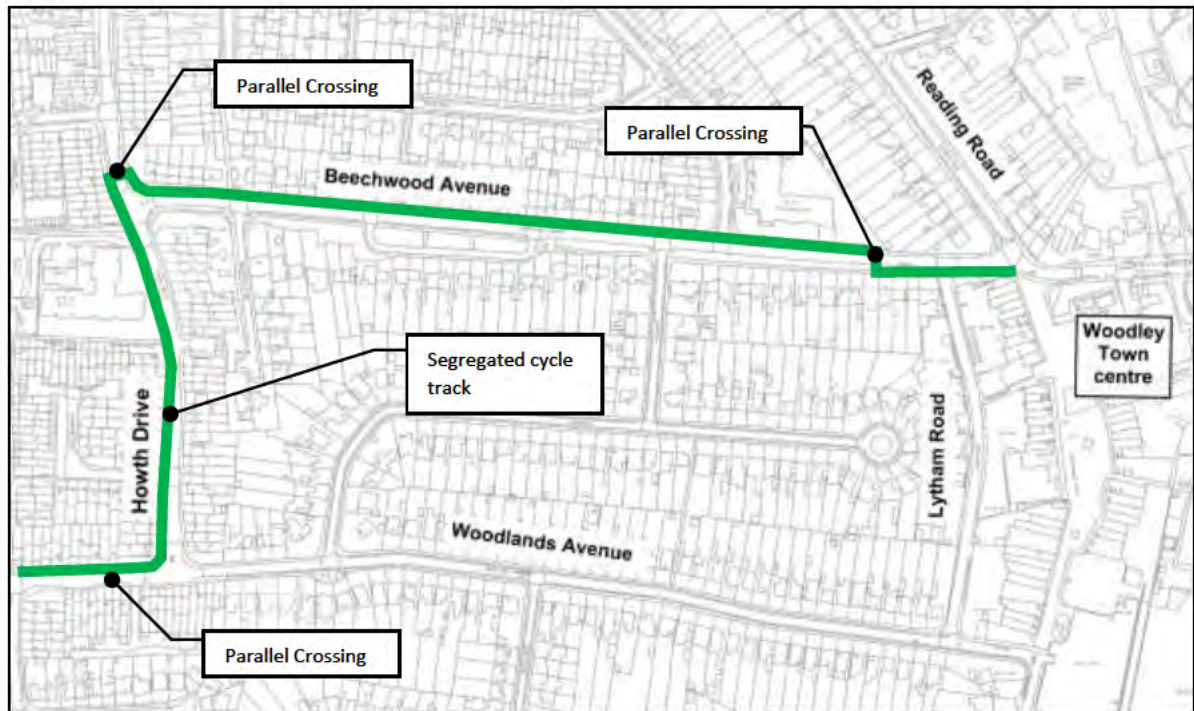


5.4 Option 3 – Howth Drive, Beechwood Avenue

- 5.4.1 Option 3 considers an alternative route to Woodley Town Centre via Howth Drive and Beechwood Avenue. The traffic flows on this alternative route are in excess of 6000 vehicles/day, and so a segregated cycle facility is required.
- 5.4.2 Howth Drive has a varied cross section but a typical corridor width of between 13m and 14m, with a 6.2m wide carriageway, some on-street parking and varied footway widths. A short section of Howth Drive, immediately south of Shelgate Walk has a constrained cross section of <11m.
- 5.4.3 The character of the street is more urbanised than Woodlands Avenue East with denser terraced housing on either side of the road, multiple vehicle crossovers and limited amounts of verge or vegetation.
- 5.4.4 Beechwood Avenue has a generous cross section in excess of 20m with an approximately 6.4m wide carriageway, varying footways and generous verges. The street character is mixed with some terrace housing but with predominantly larger detached and semi-detached houses, set back from the highway.
- 5.4.5 A 2-way cycle track is considered providing a more efficient use of space, particularly on Howth Drive whilst aligning with the remainder of the scheme design. Having considered where crossings would be provided at key junctions, a route to the west of Howth Drive and along the north side of Beechwood Avenue is the most likely viable option as shown below.



Figure 5-8: Option 3 Route Alignment



- 5.4.6 A 2.5m wide, 2-way cycle track would be provided along Howth Drive with the carriageway reduced to 6.2m. A 40m length of 3m wide shared footway/cycleway would be required south of Shelgate Walk where the carriageway would also be reduced to 6.0m, due to spatial constraints. Consideration could be given to a short contraflow section to allow continuation of the segregated cycle track, however, this would need to take into account the number of driveway accesses in this area and possible delays to bus services.
- 5.4.7 To facilitate any provision on Howth Drive, the existing layby parking will need to be removed, with a loss of approximately 20 parking bays.
- 5.4.8 A parallel crossing would be provided north of Beechwood Avenue to provide cycle priority. Consideration to providing the crossing south of Beechwood Avenue was considered, however, the driveway to No. 81 Howth Drive and access to Douglas Bader Court constrain the available space.
- 5.4.9 A 2.5m wide, 2-way cycle track would therefore continue on the north side of Beechwood Avenue with the carriageway reduced to 6.2m wide, primarily to minimise the increase in impermeable area. The cycle track would cross Beechwood Avenue to the south side, prior to Lytham Road due to width constraints on the north side of the road, and to connect with the town centre.



5.4.10 It should be noted that no topographical survey information is available for Howth Drive or Beechwood Avenue and this option is based on measurements from OS mapping, which is less accurate.

5.4.11 A concept design is included in Appendix D and assessed below.

Figure 5-9: Option 3 Howth Drive, Beechwood Avenue Assessment

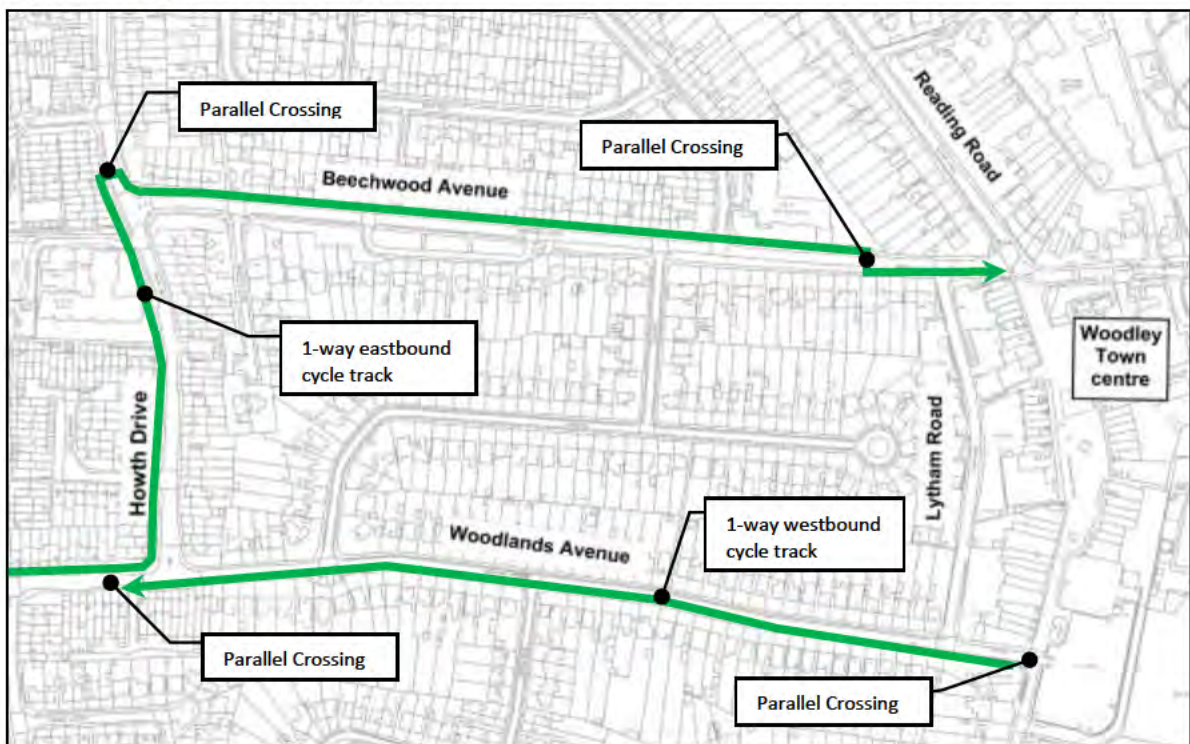
Scheme Criteria		
1	Cycle design compliance	
2.1	Compliance with minimum cycle lane/track widths	Design is largely 2.5m width with some short sections at absolute minimum width.
2.2	Inclusion of shared footway/cycleway	Design includes a short section of shared use on Howth Drive and to link cyclists from Woodlands Avenue East, both where there is active frontage.
2.3	Priority for cyclists and key junctions.	Priority for cyclists through crossings at Howth Drive & Beechwood Avenue, but some movements will be indirect to achieve safe crossing.
2.4	Directness of route	The route is indirect to the town centre with an increase of approximately 260m and two additional road crossings.
2	Pedestrian comfort	
2.1	Impact on existing footway widths	Existing footway widths, largely unaffected.
2.2	Impact on pedestrian movements	Existing pedestrian crossings are enhanced with controlled facilities.
3	Impacts on vehicle Movements	
3.2	Impact on existing vehicle routes	Existing vehicle routes maintained.
3.3	Impact to on-street parking	Loss of approximately 24 on street parking spaces on Howth Drive and opposite Howth Drive to facilitate the cycle track.
4	Public Realm/Environmental	
4.1	Place Quality/Street Scene	Cycle track would have no significant change to street character on Howth Drive and could retain significant amounts of wide verge on Beechwood Avenue.
4.2	Impact on existing trees	Design would require removal of one small tree on the north side of Beechwood Avenue and potentially loss of two mature trees on the south side west of Lytham Road
4.3	Impact on surface water flooding	Design increases impermeable area on Beechwood Avenue, mitigation options not known at this stage.
5	Cost & Buildability	
5.1	Capital cost of delivering the Scheme	Works required to both sides of Howth Drive, street lighting will require relocating on Beechwood Avenue and additional length of the route will increase overall construction costs.
5.2	Impact on existing Highway network & residents during construction.	No significant re-construction of carriageway required but the frequency of driveway crossovers and working on the bus route will increase disruption.



5.5 Option 4 - Howth Drive, Beechwood Avenue/Woodlands Avenue split route

- 5.5.1 Option 4 is a hybrid route which would provide a choice for cyclists depending on their ability and level of confidence. The option would provide an eastbound, 1-way cycle track via Howth Drive and Beechwood Avenue and a westbound 1-way cycle track via Woodlands Avenue East.
- 5.5.2 This would provide segregated facilities to and from the town centre for less confident cyclists but allow more experienced cyclists to take the more direct eastbound route, on-carriageway via Woodlands Avenue.

Figure 5-10: Option 4 Route Alignment



- 5.5.3 The eastbound route via Howth Drive and Beechwood Avenue would follow the same route and alignment as Option 3 but provide a 2m wide, 1-way cycle track. The pinch point south of Shelgate Walk could remain shared or a 1.5m cycle track and a reduced 1.6m footway provided to a continuous cycle route.
- 5.5.4 The route continues on the north side of Beechwood Avenue, again retaining a 6.2m carriageway on both Howth Drive and Beechwood Avenue. This proposal also requires the removal of lay-by parking on Howth Drive.



- 5.5.5 The westbound route via Woodlands Avenue, would provide a 1.8m wide, 1-way cycle track on the south side of the carriageway. This would be in place of the existing southern verge and reduce the carriageway width to 5.5m to accommodate the cycle track.
- 5.5.6 The westbound cycle track would link with the remainder of the 2-way cycle track as consulted west of Howth Drive, via a parallel crossing.
- 5.5.7 A concept design is included in Appendix D and assessed below.

Figure 5-11: Option 4 Howth Drive Beechwood Avenue/Woodlands Avenue split route assessment

Scheme Criteria		
1	Cycle design compliance	
2.1	Compliance with minimum cycle lane/track widths	Design is largely near to desirable minimum width with only one short section of absolute minimum width on Howth Drive.
2.2	Inclusion of shared footway/cycleway	Design includes a short section of shared use at key crossing points to simplify details for pedestrians.
2.3	Priority for cyclists and key junctions.	Priority for cyclists through movements, with some deviation of route for turning movements. Cyclists wanting to continue on-carriageway unlikely to have priority egressing cycle tracks.
2.4	Directness or route	The dedicated cycle route is direct westbound but indirect eastbound
2	Pedestrian comfort	
2.1	Impact on existing footway widths	Existing footway widths unaffected
2.2	Impact on pedestrian movements	Existing pedestrian crossings are enhanced with controlled facilities.
3	Impacts on vehicle Movements	
3.2	Impact on existing vehicle routes	Existing vehicle routes maintained
3.3	Impact to on-street parking	Loss of approximately 24 on street parking spaces to facilitate the cycle track.
4	Public Realm/Environmental	
4.1	Place Quality/Street Scene	Cycle track would have no significant change to street character on Howth Drive and could retain significant amounts of wide verge on Beechwood Avenue, loss of verge and green space on Woodlands Avenue is limited to south side only.
4.2	Impact on existing trees	Design would require removal of one small tree on the north side of Beechwood Avenue and potentially loss of two mature trees on the south side west of Lytham Road. One additional tree would be lost on Woodlands Avenue.
4.3	Impact on surface water flooding	Design increases impermeable area on Beechwood Avenue & Woodlands Avenue, mitigation options not known at this stage.
5	Cost & Buildability	
5.1	Capital cost of delivering the Scheme	Works required to both sides of Howth Drive, street lighting will require relocating on Beechwood Avenue and split route results in additional 560m length of construction costs.



Scheme Criteria		
5.2	Impact on existing Highway network & residents during construction.	<p><i>No significant re-construction of carriageway required but the frequency of driveway crossovers and working on the bus route will increase disruption. Woodlands Avenue will require southern driveways to be disrupted through kerb and drainage re-alignment and construction of new cycle track.</i></p>



5.6 Option 5 – Refined Woodlands Avenue, maintaining 2-way traffic

- 5.6.1 The alternative Option 1 design proposed to place the cycle track on the south side of Woodlands Avenue, which was due to the challenge of achieving a priority crossing facility across Howth Drive, whilst maintaining the mini-roundabout configuration.
- 5.6.2 Wokingham Borough Council has undertaken a preliminary assessment of the Howth Drive, Woodlands Avenue Junction using classified junction turning count surveys of the existing junction. This has concluded that the junction can still operate within capacity if changed to a priority junction. Some minor delay may be introduced to vehicles on Howth Drive during peak periods, but this is considered acceptable.
- 5.6.3 This alternative junction configuration has significant benefits to pedestrian and cycle priority and would enable the cycle track to be located on the north side of Woodlands Avenue which also improves priorities at Lytham Road Junction.
- 5.6.4 The detail of the junction design requires careful consideration as the traffic flows on the side Road (Howth Drive) exceed 6000 vehicles a day and this forms part of the bus route. A partial raised table is therefore proposed with shallow approach ramps to ensure the junction can be comfortably navigated by buses whilst providing sufficient priority for cyclists.
- 5.6.5 Option 5 design, therefore adopts the same design parameters as Option 1, but would retain the southern footway, verge and kerblines, essentially reversing the Option 1 design.
- 5.6.6 It should be noted that the northern footway is retained, but this does have some existing localised pinch points where the footway reduces to 1.6-1.7m wide. These are at non-specific locations and based on topographical survey detail, however this reflects the existing scenario.
- 5.6.7 This would differ slightly between Woodwaye and Howth Drive as there is only verge currently on the south side of the carriageway, so the carriageway would need to be re-aligned to the south through this section. This would require full depth construction for the widened carriageway and a high likelihood of the existing electricity cable in the southern verge to be lowered or diverted.
- 5.6.8 The assessment of Option 5 is presented below.



Figure 5-12: Option 5 Refined Woodlands Avenue, maintaining 2-way traffic assessment

Scheme Criteria		
1	Cycle design compliance	
2.1	Compliance with minimum cycle lane/track widths	Design provides a consistent 2.3m 2-way cycle track above absolute minimum but does not achieve the desirable minimum 3m width.
2.2	Inclusion of shared footway/cycleway	Design includes a short section of shared use at the crossing at the end of the town centre to simplify the crossing arrangement and where the route terminates.
2.2	Priority for cyclists and key junctions.	The design provides priority for cycle movements at both Howth Drive and Lytham Road, and avoids a road crossing at the town centre.
2.3	Directness of route	The route follows the original ATF2 direct route
2	Pedestrian comfort	
2.1	Impact on existing footway widths	Existing footway widths are retained
2.2	Impact on pedestrian movements	Additional priority crossings provided at key junctions with pedestrian priority at side roads
3	Impacts on vehicle Movements	
3.1	Impact on existing vehicle routes	Vehicle route maintained, may be some deviation for larger vehicles if a 7.5T weight restriction is imposed.
3.2	Impact to on-street parking	<6 spaces lost opposite Howth Drive, on-street parking on Woodlands Avenue is not typically seen so no loss considered.
4	Public Realm/Environmental	
4.1	Place Quality/Street Scene	Existing street verges are retained on the south side, between Woodway and Lytham Road maintaining some existing character.
4.2	Impact on existing trees	One existing tree is adjacent to the town centre,
4.3	Impact on surface water flooding	Design increases impermeable area with limited space to provide SuDs features
5	Cost & Buildability	
5.1	Capital cost of delivering the Scheme	Design will be reasonably efficient to deliver working with existing levels but will require changes to the drainage on the north side of the road and potential utility diversions on the south side of the carriageway between Woodway and Howth Drive
5.2	Impact on existing Highway network & residents during construction.	Residents to the south are less impacted, driveways to the north will need to be sterilised for a period during construction to convert the verge to a cycle track and undertake drainage and utility work. Residents to the south between Woodway and Howth Drive will be most impacted due to new carriageway construction.



6 Summary & Conclusion

6.1.1 Five alternative design options have been considered as an alternative to the one-way Woodlands Avenue option.

6.1.2 The assessment of each option has been summarised below, so all options can be visually compared. A numerical value has been added to each of the ratings and a total score presented.

Figure 6-1: Assessment Summary

1	Cycle design compliance	Woodlands Avenue One-Way	Woodlands Avenue two-way (Option 1)	Woodlands Avenue Cycle Street (Option 2)	Howth Drive, Beechwood Avenue (Option 3)	Split Route (Option 4)	Woodlands Avenue two-way (Option 5)
2.1	Compliance with minimum cycle lane/track widths	2	1	0	1	1	2
2.2	Inclusion of shared footway/cycleway	1	0	0	0	2	2
2.2	Priority for cyclists and key junctions.	2	1	0	1	1	2
2.3	Directness of route	2	2	2	0	0	2
2	Pedestrian comfort						
2.1	Impact on existing footway widths	1	1	1	1	1	1
2.2	Impact on pedestrian movements	2	2	2	2	2	2
3	Impacts on vehicle Movements						
3.2	Impact on existing vehicle routes	0	1	1	2	2	1
3.3	Impact to on-street parking	1	1	1	0	0	1
4	Public Realm/Environmental						
4.1	Place Quality/Street Scene	2	1	2	1	1	1
4.2	Impact on existing trees	1	1	2	0	0	1
4.3	Impact on surface water flooding	1	0	1	0	0	0
5	Cost & Buildability						
5.1	Capital cost of delivering the Scheme	2	1	2	0	0	1
5.2	Impact on existing Highway network & residents during construction.	2	0	2	1	1	0
	Total:	19	12	16	9	11	16



- 6.1.3 The designs have been developed to a concept level to give a good indication of how the option may fit into the existing available space. The options have not been designed in detail and the assessment criteria is intended to provide a high-level overview against each criteria and may change once developed in detail, taking account of detailed topography, drainage and below ground utilities.
- 6.1.4 The consultation responses clearly highlight the diversity of respondents' individual preferences and priorities, many of which are represented above. In some cases, responses included contradictions such as supporting the design, but not supporting the loss of green verges and trees. The above summary enables each option to be compared with respect to these criteria and priorities.
- 6.1.5 To achieve the aspirations set out in LTN 1/20 for high quality, segregated and continuous cycle facilities with priority for cyclists at key junctions, changes to the existing road and street network are inevitable. Retrofitting this infrastructure into existing urban areas requires reallocation of existing road space, i.e. carriageway, footways, on street parking or green space.
- 6.1.6 The horizontal space for cycle infrastructure can often theoretically fit within the existing highway corridor with a minor reduction in other users' space, but can also be disproportionately expensive and disruptive to deliver, requiring full road reconstruction and diversion of below ground utilities and drainage.
- 6.1.7 It is therefore essential that a good design, considers all elements to ensure the right balance is achieved.
- 6.1.8 The design criteria applied to each of the design options set out in this report are based on those set out in Figure 3-1, which PJA considers are reasonable minimum provision to be provided for each road user. It should be noted that these parameters could be amended or expanded, and space re-assigned to further refine any of the options included in this report. This would require further input from Wokingham borough Council Officers and Members.



7 Next Steps & Recommendation

- 7.1.1 This report has presented design options to deliver cycle infrastructure between Howth Drive and Woodley Town Centre as an alternative to make the eastern section of Woodlands Avenue one-way to vehicular traffic. Each option, including the one-way option requires some compromise, as illustrated by the assessment criteria.
- 7.1.2 It is recommended that this report is shared with Wokingham Borough Council Members and key Stakeholders to review the different options and conclude the priorities and preferred design option.
- 7.1.3 It should be confirmed whether the preferred option could be supported by the DfT ensuring that ATF2 and ATF3 funding is secured to progress delivery of the scheme.
- 7.1.4 Once a preferred scheme has been confirmed by the DfT, a re-consultation exercise should be undertaken which we would recommend includes a copy of this report, so that members of the public have a clear and detailed understanding of the alternative options and multiple factors considered in developing both the original design and the alternative options.



Appendix A Woodlands Avenue One Way Design Option

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

NOTES

- Do not scale from this drawing.
- All dimensions in metres unless stated otherwise.
- Design is based on Topographical Survey conducted by TGL on behalf of Wokingham Borough Council. (ref: TGL/1313/1 rev. A)
- OS background shown indicatively.
- Highway boundary information provided by WBC and replicated on topographical survey.
- Purpose of the drawing is to present a proposed cycle route connecting Woodley Town Centre and Reading.
- The cycle-track design has been in compliance with LTN 1/20, while the proposals for the road network have been in accordance with Manual for Streets & Manual for Streets 2, therefore the design details are:
 - The minimum road width is 6.2m for bus routes
 - The minimum road width is 5.5m for non bus routes
 - The minimum cycle-track width is 2.5m
 - The minimum footway width is 2m
 - Controlled crossings provided have a minimum width of 3m
 - Junctions along the route are to be upgraded to Copenhagen continuous crossings, prioritising pedestrian and cyclist movements.
- The design has been developed with no services information, therefore it should be taken as indicative and for discussion purposes only.

KEY

- Highway Boundary
- Carriageway
- Footway
- 2-way Stepped Cycle Track (Raised 50mm above carriageway)
- 2-way Stepped Cycle Track (Raised 50mm above carriageway with additional segregation kerb)
- 1-way on-carriageway advisory cycle lane
- Verge
- Buff Tactile Paving
- Red Tactile Paving
- Hazard Warning Paving
- Computer Generated Image Location

For Cross Section details refer to drawing 05745-PJA-HGN-WSW-SK-CH-1006

REV	DATE	REVISION NOTE	DRW	CHK	APP
P05	14/01/2023	ISSUED FOR CONSULTATION	TI		
P04	23/12/2021	PROJECT TITLE AMENDED	SG	SG	SG
P03	20/12/2021	WBC COMMENTS INCORPORATED	SG	SG	SG
P02	17/12/2021	HATCHING ADDED	TI	SG	SG
P01	26/11/2021	FIRST ISSUE	TI	SG	SG

FOR INFORMATION

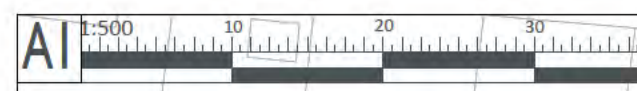
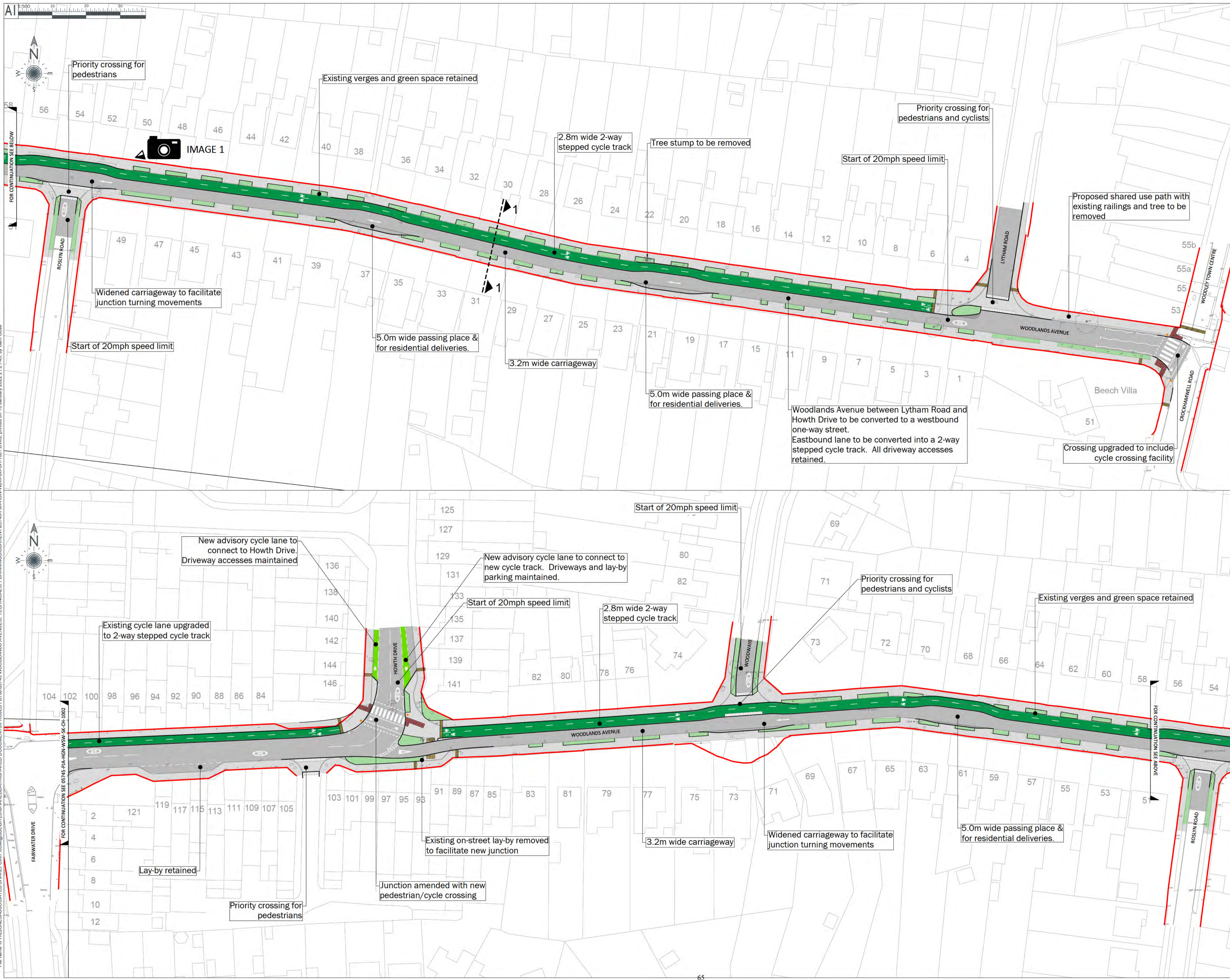
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Wokingham Borough Council

Wokingham Borough Active Travel Fund
Woodley/Reading Active Travel Route

Preliminary Active Travel Design Sheet 1 of 5

PJA JOB No:	SCALE:	DATE:
05745	1:500	07/01/2022
DRAWING NO:	REVISION:	
05745-PJA-HGN-WSW-SK-CH-1001	P05	
DRAWN:	CHECKED:	APPROVED:
TI	SG	SG



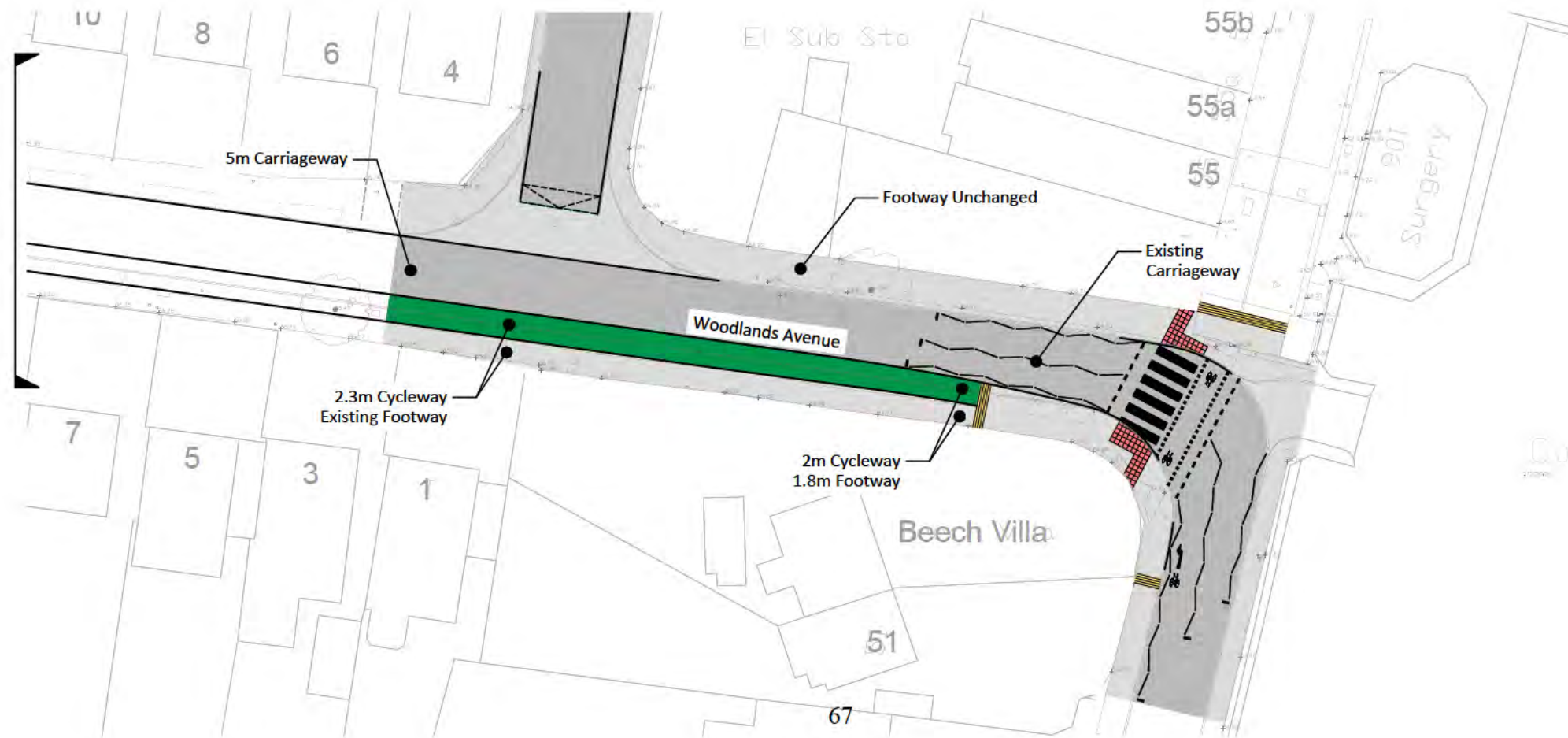
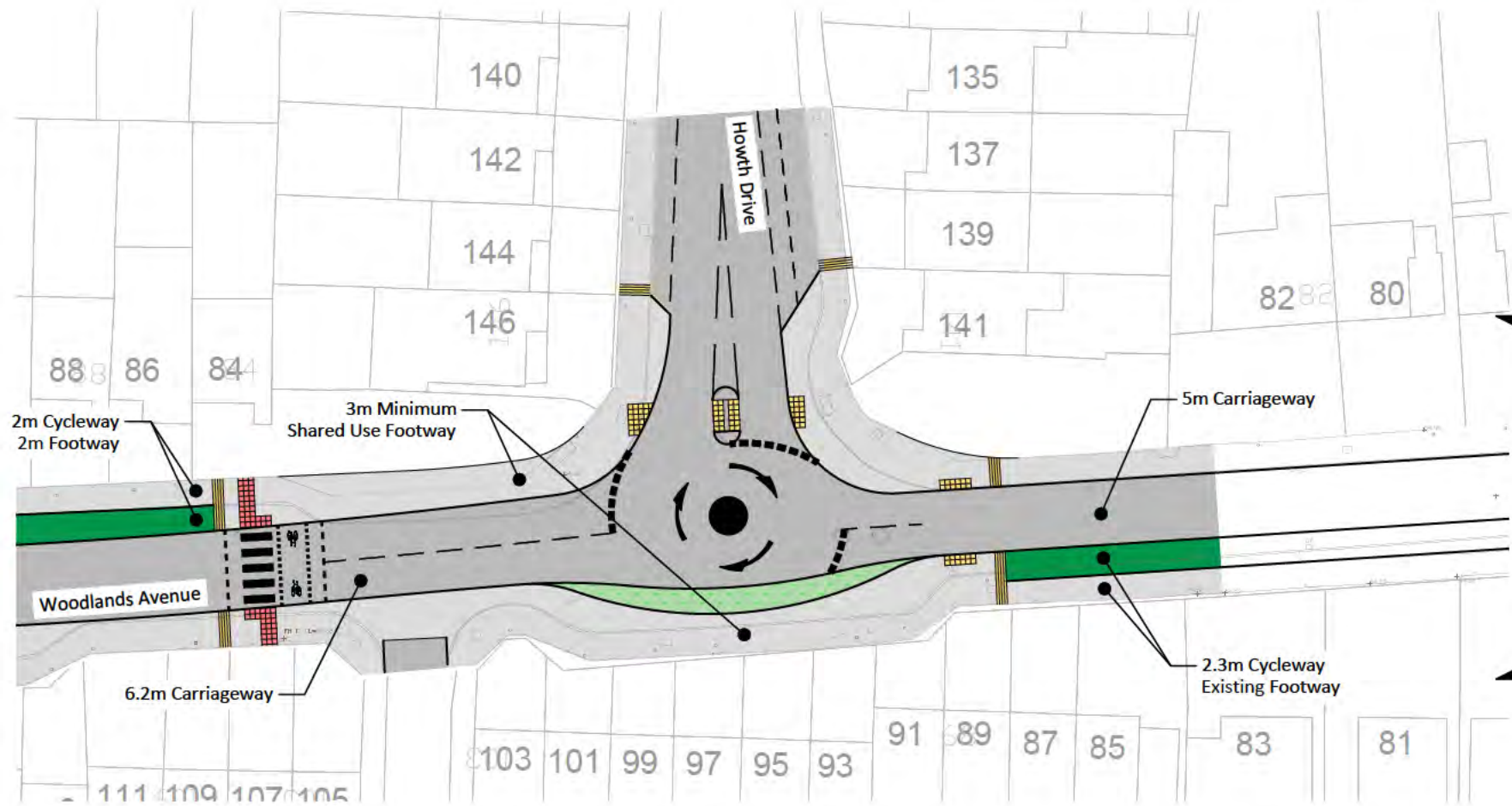
FOR CONTINUATION SEE BELOW

FOR CONTINUATION SEE ABOVE



Appendix B Option I - Woodlands Avenue Maintaining 2-way traffic

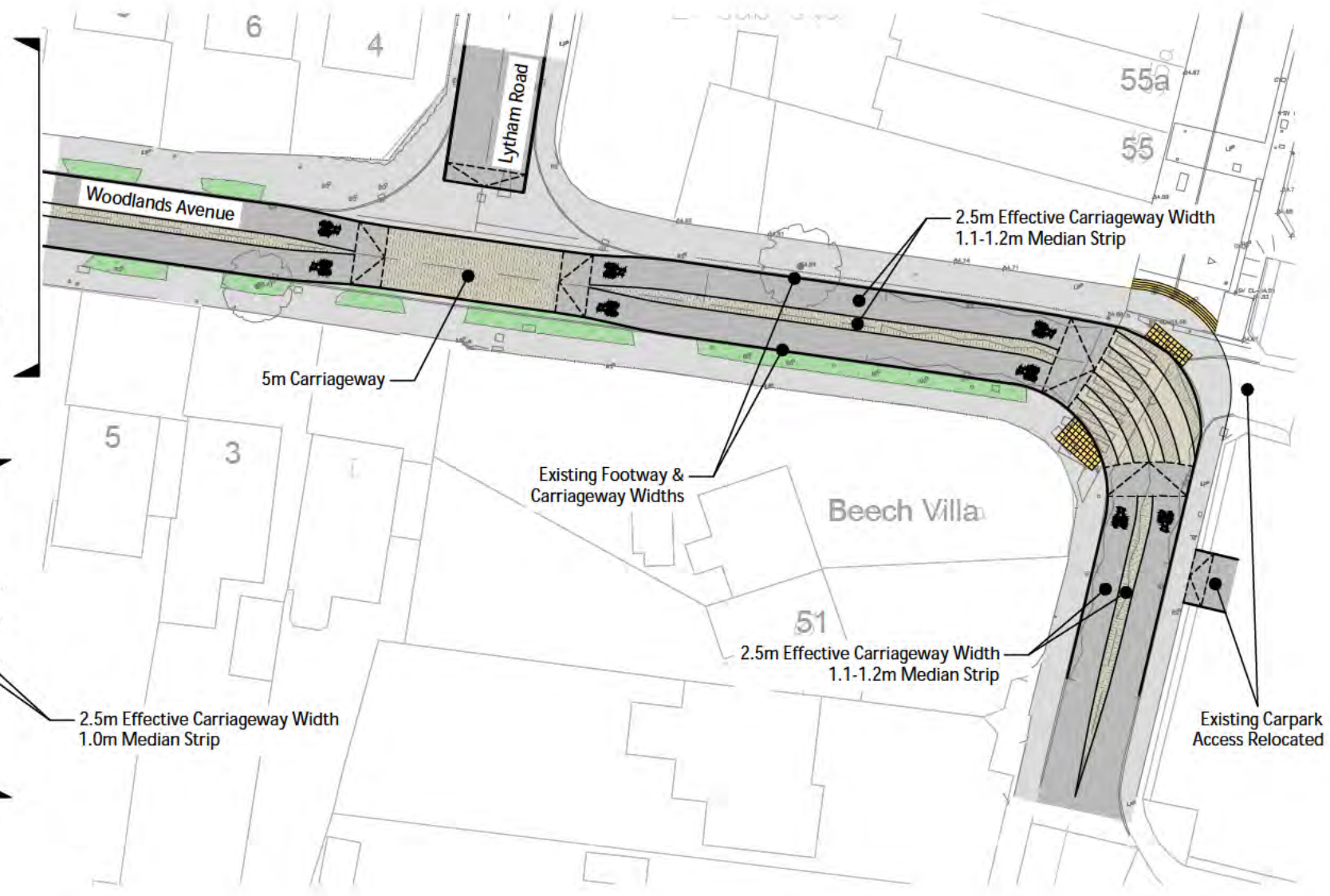
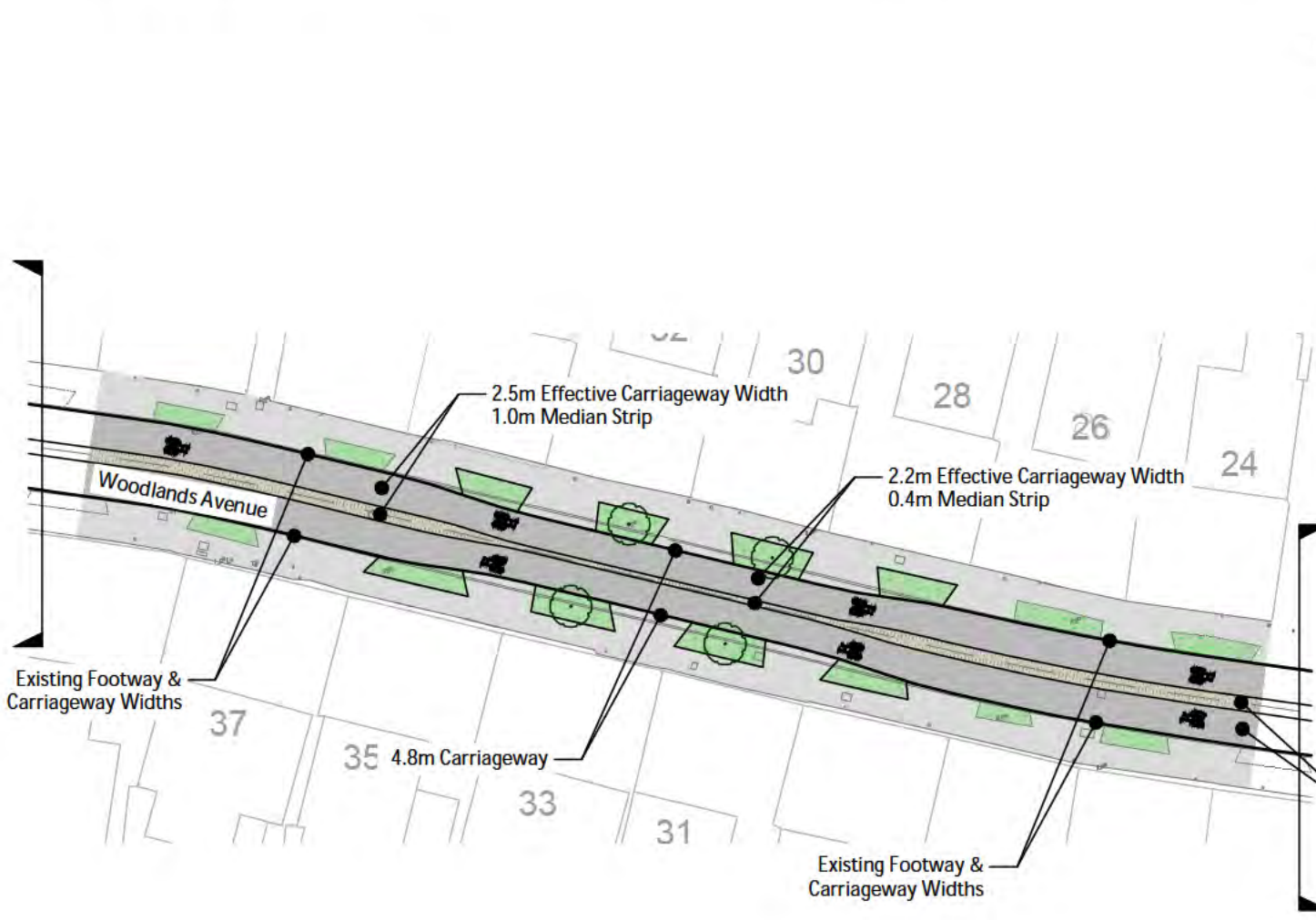
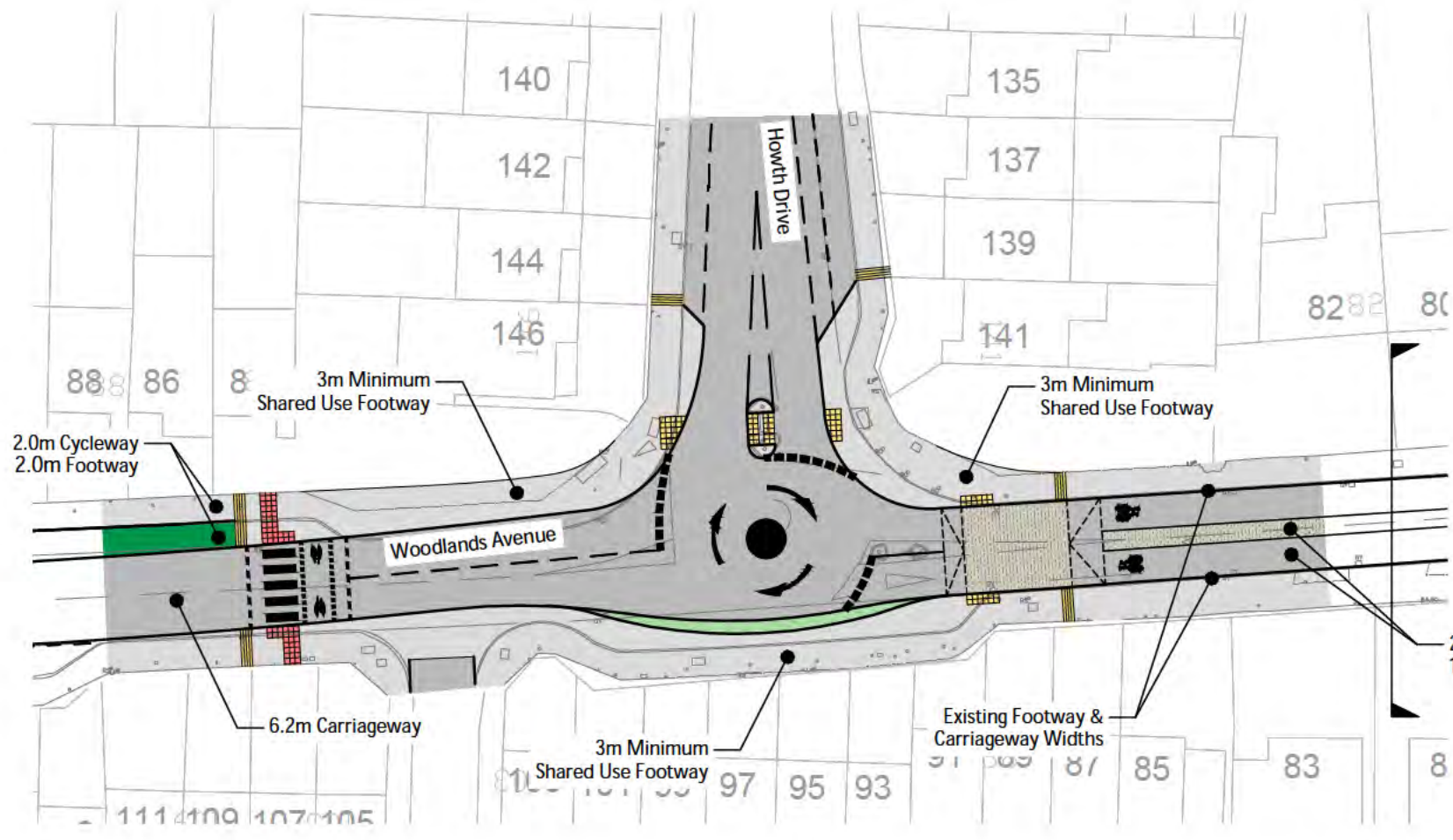
Woodlands Avenue maintaining 2-way traffic





Appendix C Option 2 - Woodlands Avenue Cycle Street

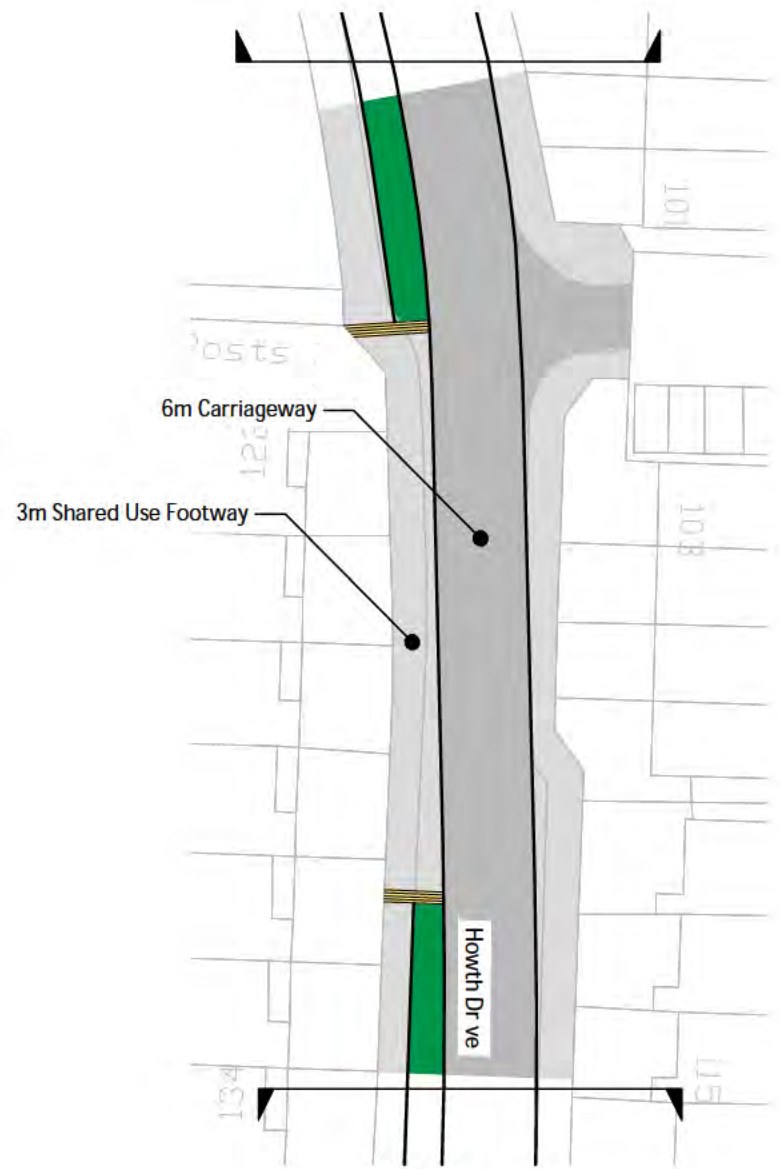
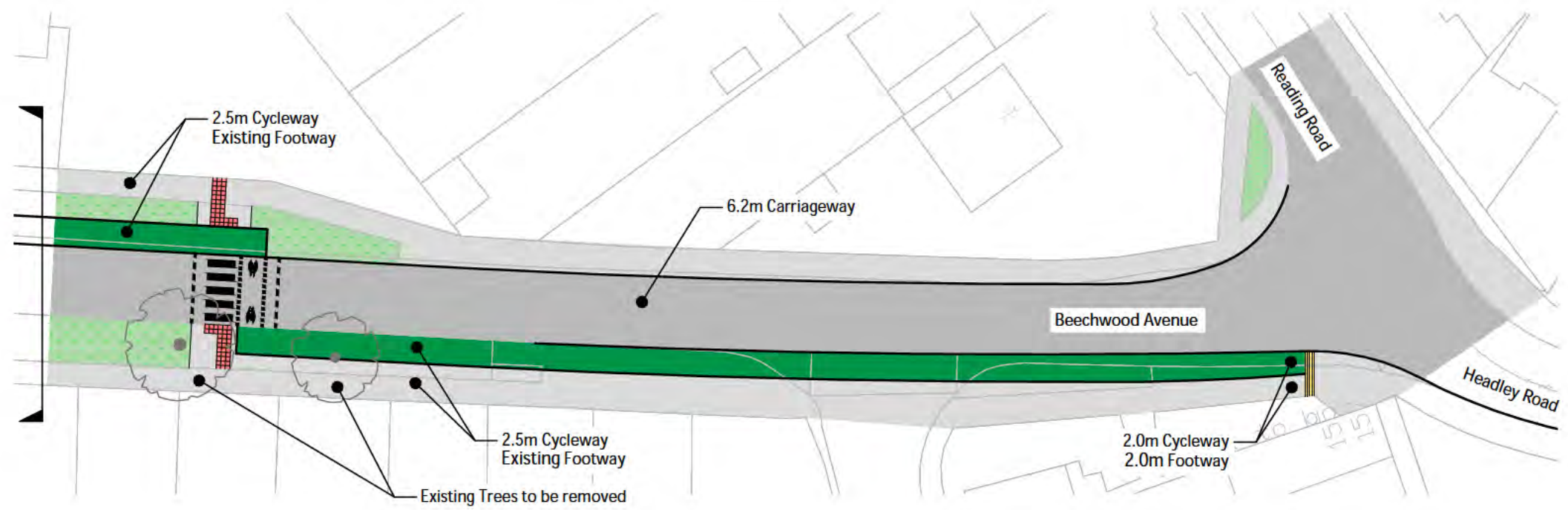
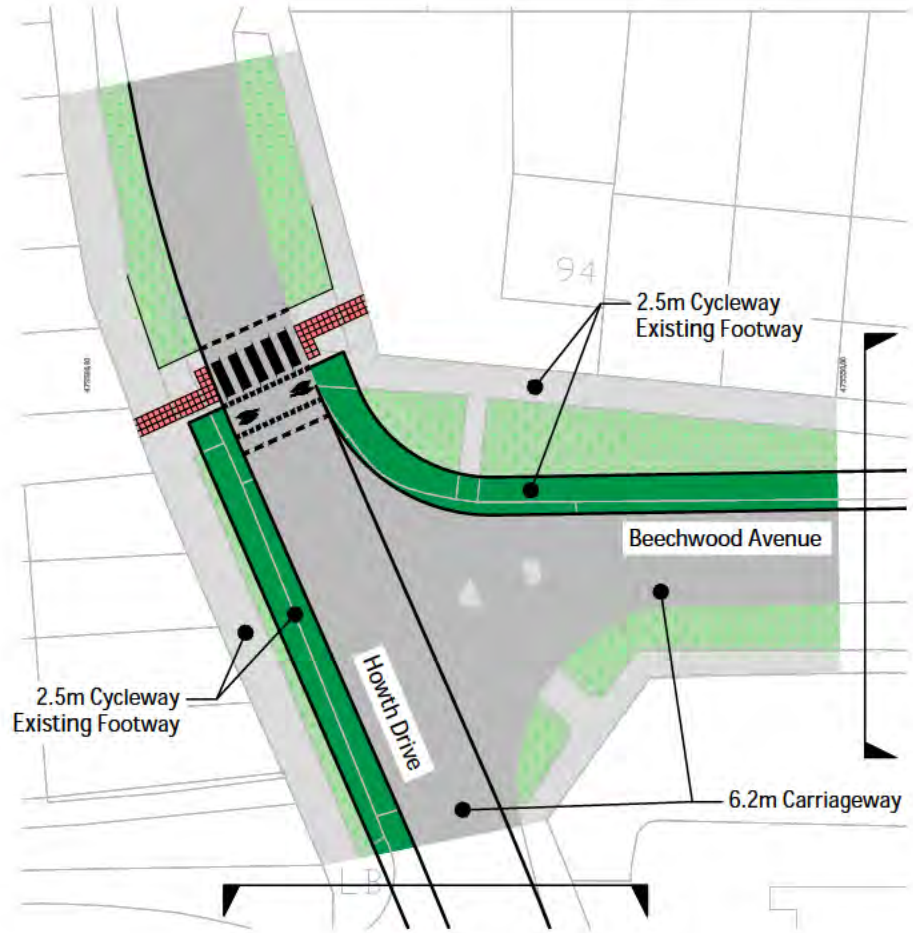
Woodlands Avenue Cycle Street





Appendix D Option 3 - Howth Drive, Beechwood Avenue

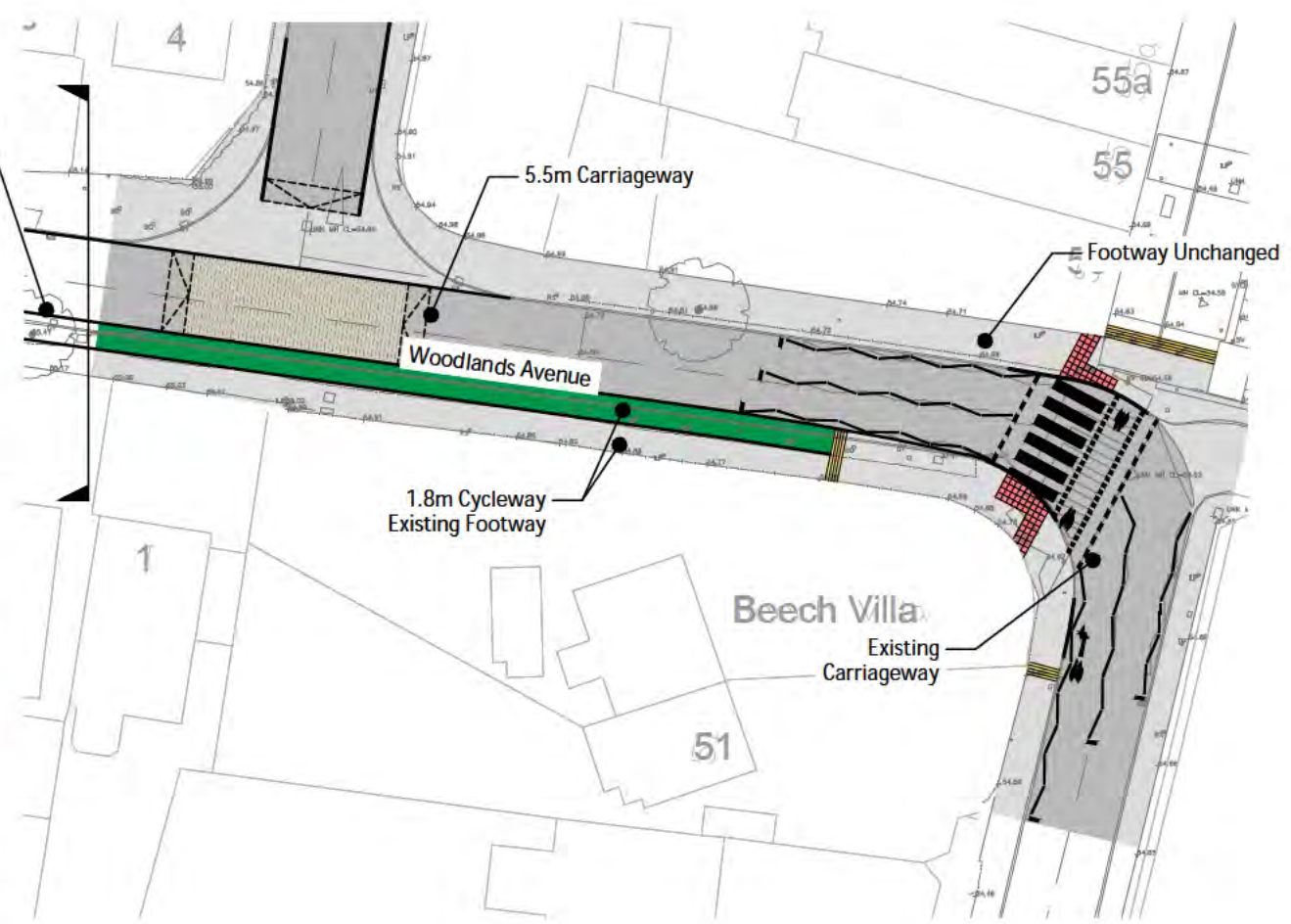
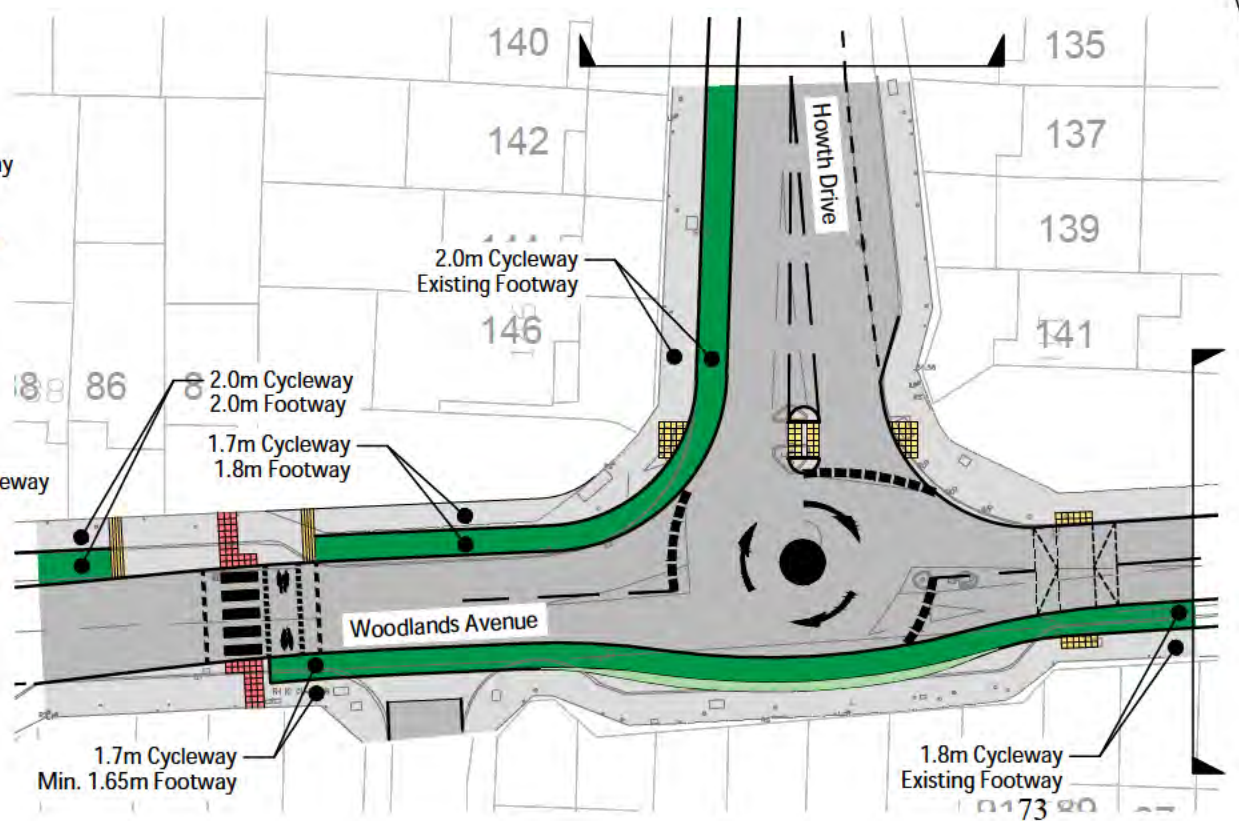
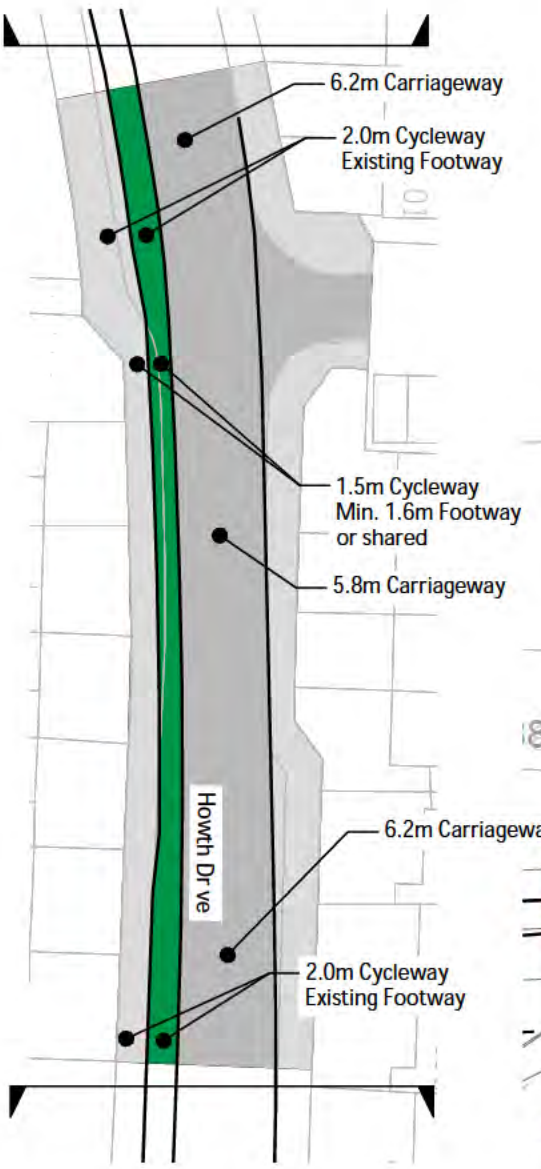
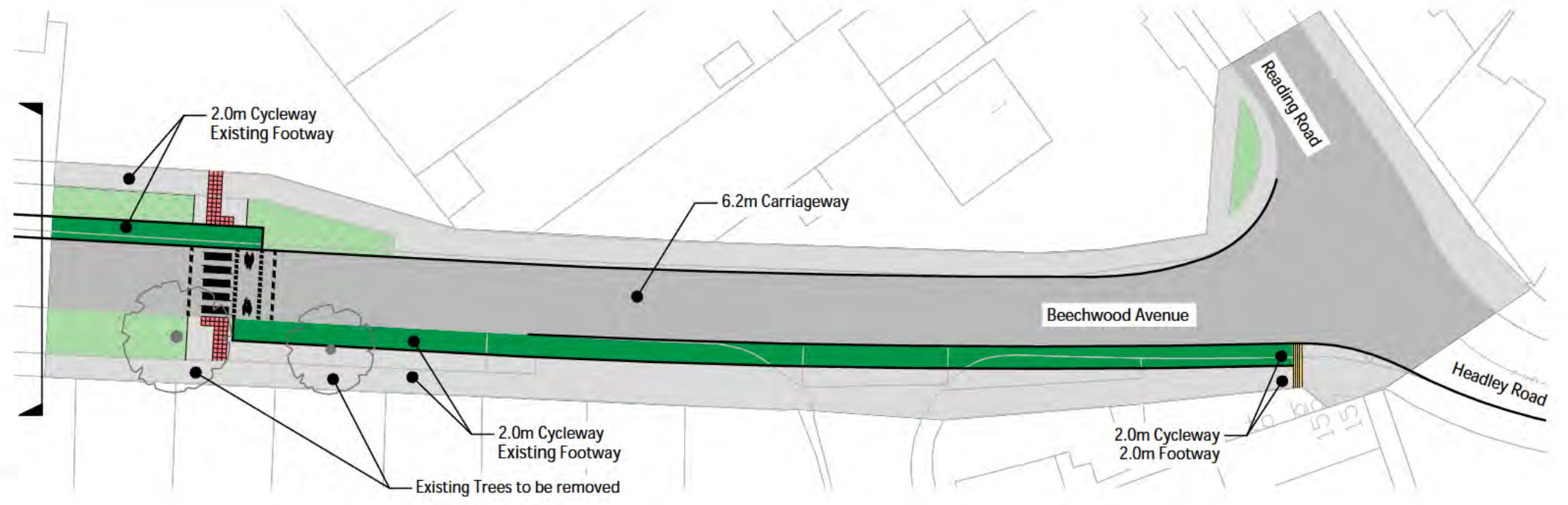
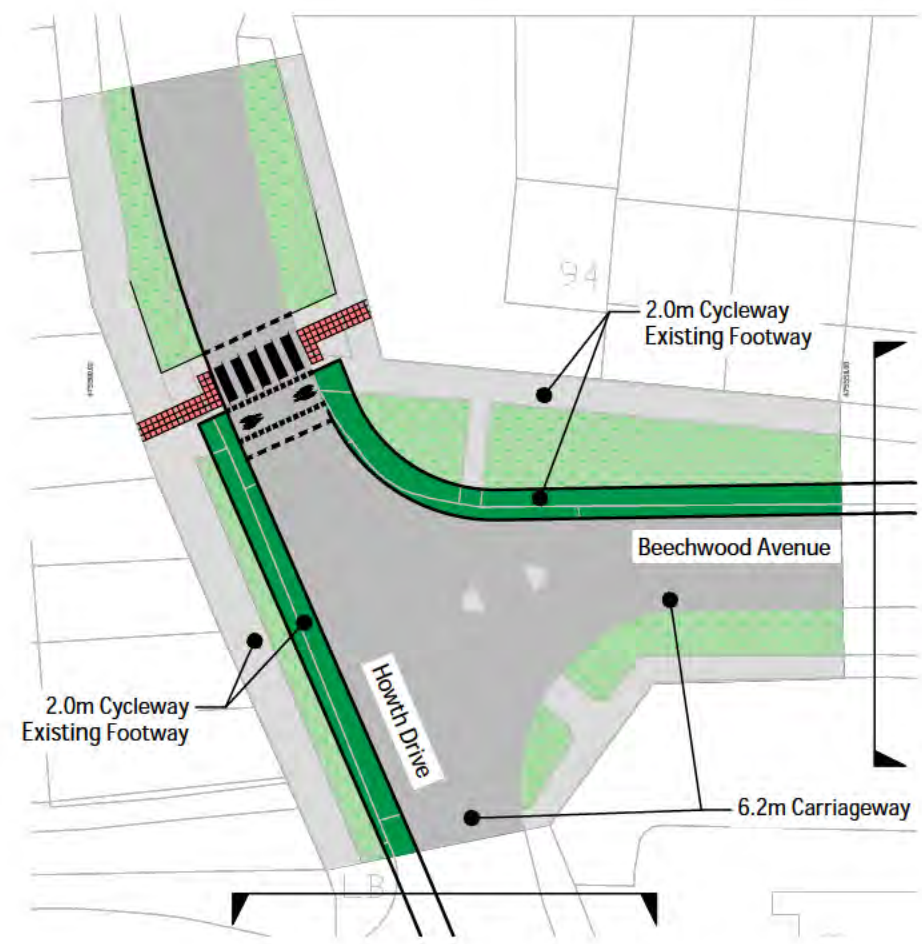
Beechwood Avenue Alternate Route





Appendix E Option 4 - Howth Drive, Beechwood Ave/Woodlands Ave Split Route

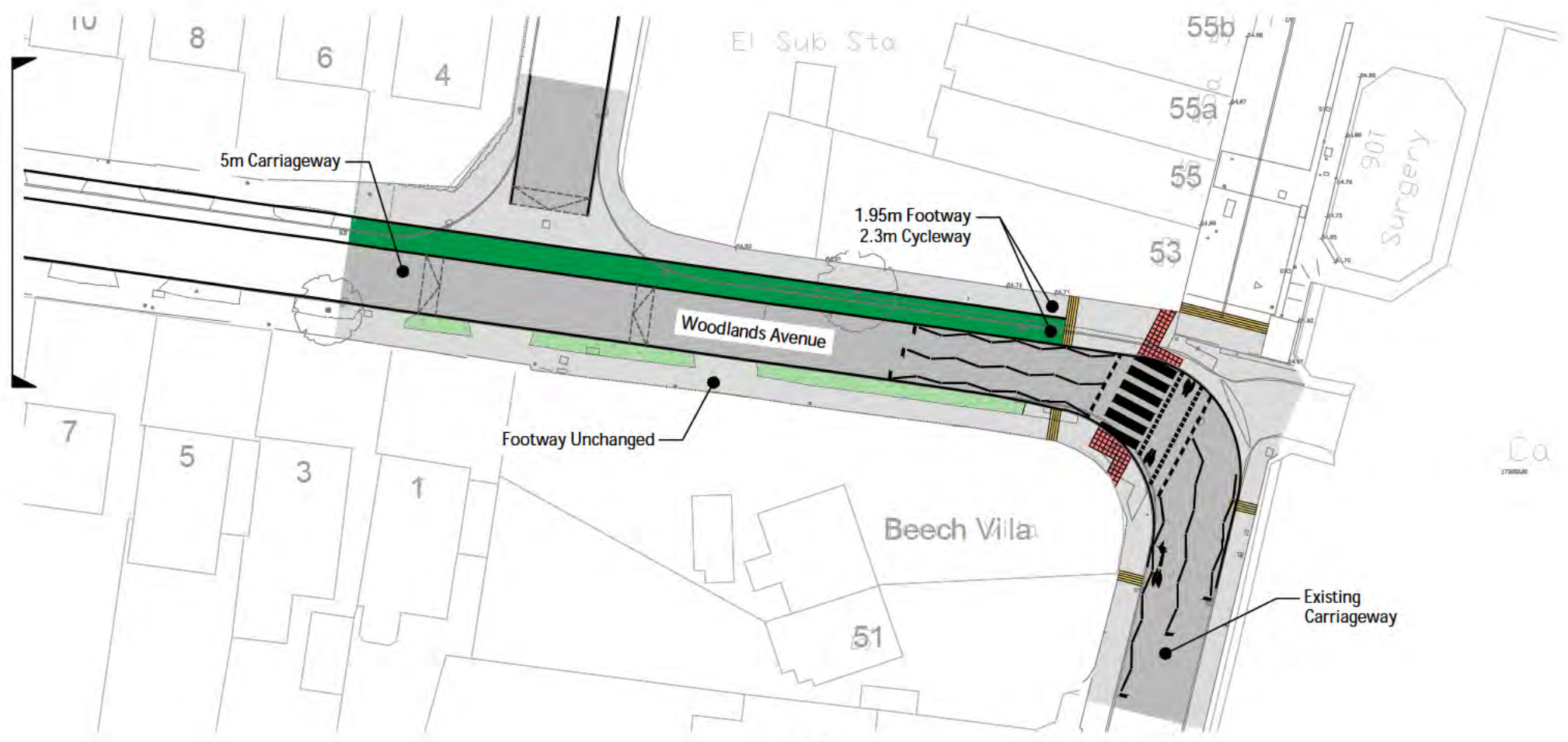
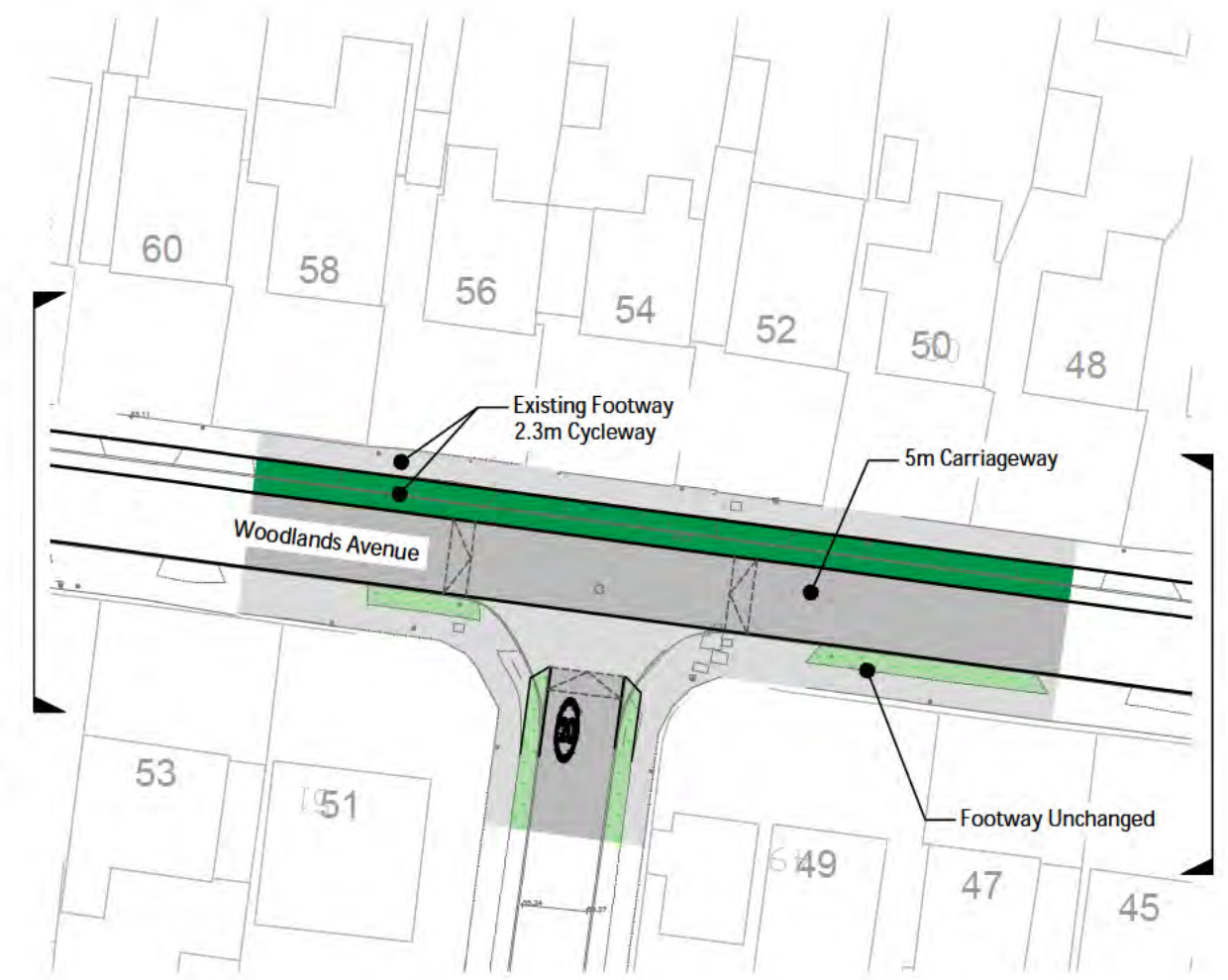
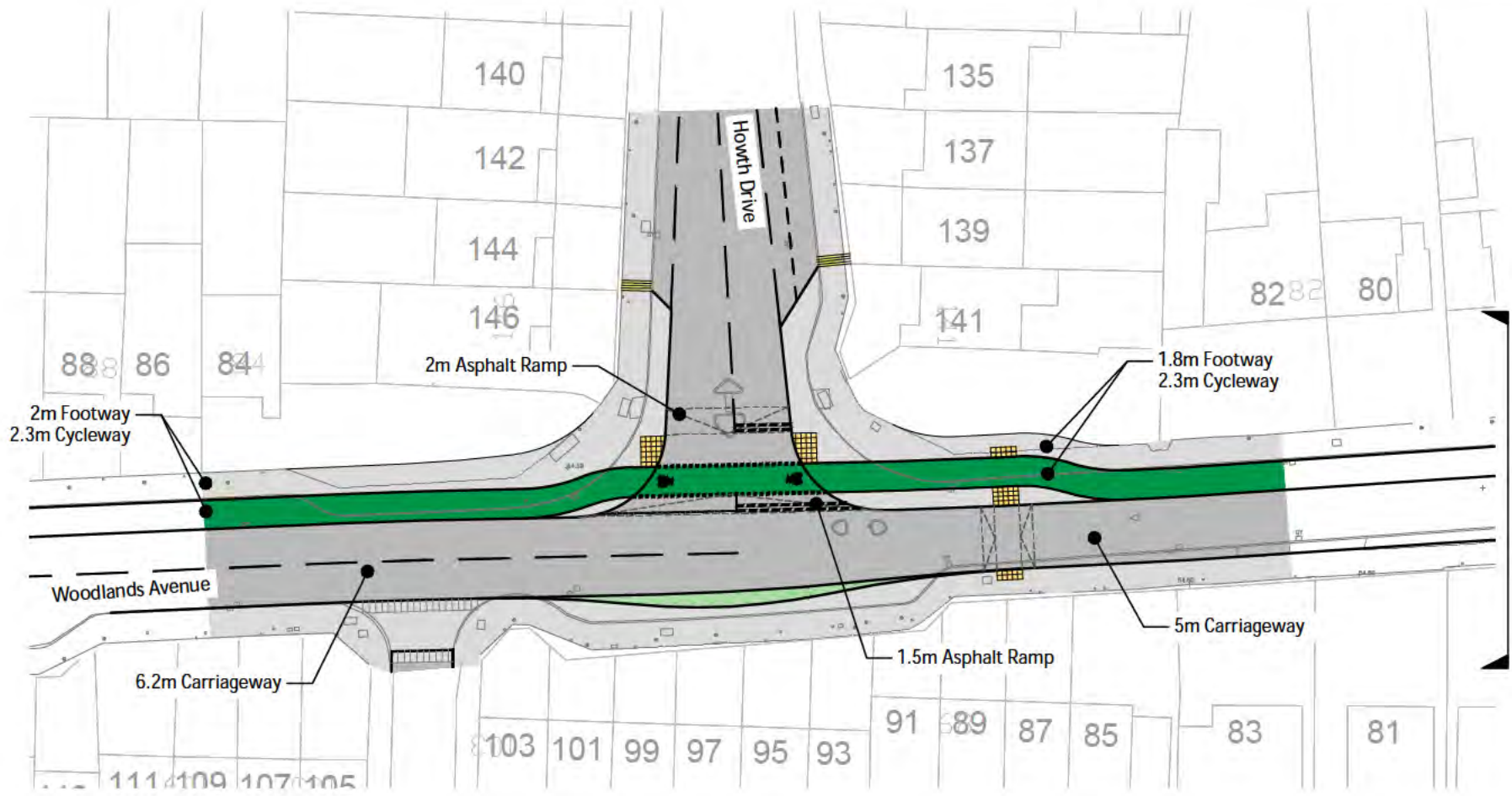
Beechwood Avenue / Woodlands Avenue Split Route





Appendix F Option 5 - Refined Woodlands Avenue, maintaining 2-way traffic

Refined Woodlands Avenue maintaining 2-way traffic



RE: ATF Woodlands Avenue East Alternative Designs Workshop

From: Sofia Charalampidou <[REDACTED]>

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Date: 22/06/2022 8:37 PM

Dear all,

Thank you for your continued support to the scheme. Please find below link to the recording, minutes and presentation from last Thursday's Workshop.

[\[REDACTED\] ATF2 Engagement material](#)

Should you have any issues accessing the material within the link please let me know.

As a quick recap Option 5 appeared to be the best solution for all parties and the following actions were agreed:

1. PJA and WBC to add a raised table along the whole junction of Woodlands Avenue / Howth Drive
2. PJA and WBC to investigate whether parking bays opposite Howth Drive / Woodlands Avenue could be retained
3. PJA and WBC to investigate the positioning of the segregated cycle track along the Howth Drive / Woodlands Avenue junction

In response to the points raised please see below proposals:

1. **Raised Table** – This has been added.
1. **Cycle track set back** – We have looked at this and consulted with Adrian Lord, one of the co-authors of LTN 1/20. The reason LTN 1/20 suggests no-setback for 1-way with flow tracks is that drivers assume cyclists are traveling with flow. In our proposal we have a two-way cycle track and the risk is turning right into Howth Drive, not anticipating a cyclist also approaching from the east within their blind spot and the partial set back helps both users reduce this conflict. We also need to introduce an uncontrolled crossing on Woodlands Avenue so need to create an

island between carriageway and cycle track. Both of these points have led us to retain the partial set back arrangement which still gives cycle priority.

1. **Parking Bays** – Tracking Option 5.1 converts the lay-by to a vegetation strip with landscaping and SUDs benefits, possibly retaining 1 of the 4 spaces to accommodate turning movements of large vehicles from Howth Drive towards west of Woodlands Avenue. Option 5.2 retain 2 spaces (by extending the junction table and moving the crossing point to the east) but requires the removal of an existing tree and the relocation of a telegraph pole. In both options as compensation for the removed parking spaces the two following alternatives could be considered:
 - Provision of dropped kerbs to the affected properties opposite Howth Drive. This would require agreement with property owners.
 - Use of green space along Port Close for the provision of additional parking bays. This would require agreement of the land owner which is Reading Borough Council.

Designers and WBC officers recommend investigation of Option 5.1 due to the increased permeable area and retention of the existing tree. Your thoughts and comments on this would be appreciated.

Kind Regards,
Sofia

Sofia Charalampidou
Specialist Transport Planning

- [REDACTED]



Wokingham Borough Council

Highways & Transport, P.O Box 153, Shute End, Wokingham, Berkshire, RG40 1WL

- 0118 974 6000
- www.wokingham.gov.uk

To report anything such as potholes, broken signs, vegetation, faded lines etc. this can be done online at <http://www.wokingham.gov.uk/roads>. If you are reporting something dangerous or of an urgent nature, please call us on 0118 974 6000 and select the Highways option.

For information regarding highway & transport works programmes & major schemes:

RE: ATF Woodlands Avenue East Alternative Designs Workshop

From: Sofia Charalampidou [REDACTED]

[REDACTED]

To: [REDACTED]

Date: 23/06/2022 10:47 AM

Dear all,

Apologies for the multiple emails. To clarify the existing tree east of Howth Drive / Woodlands Avenue Junction will have to be removed in both options 5.1 and 5.2 as shown in the drawings, however, compensation for the removal of the tree will be identified at an alternative location within the scheme.

Kind Regards,
Sofia

Sofia Charalampidou
Specialist Transport Planning

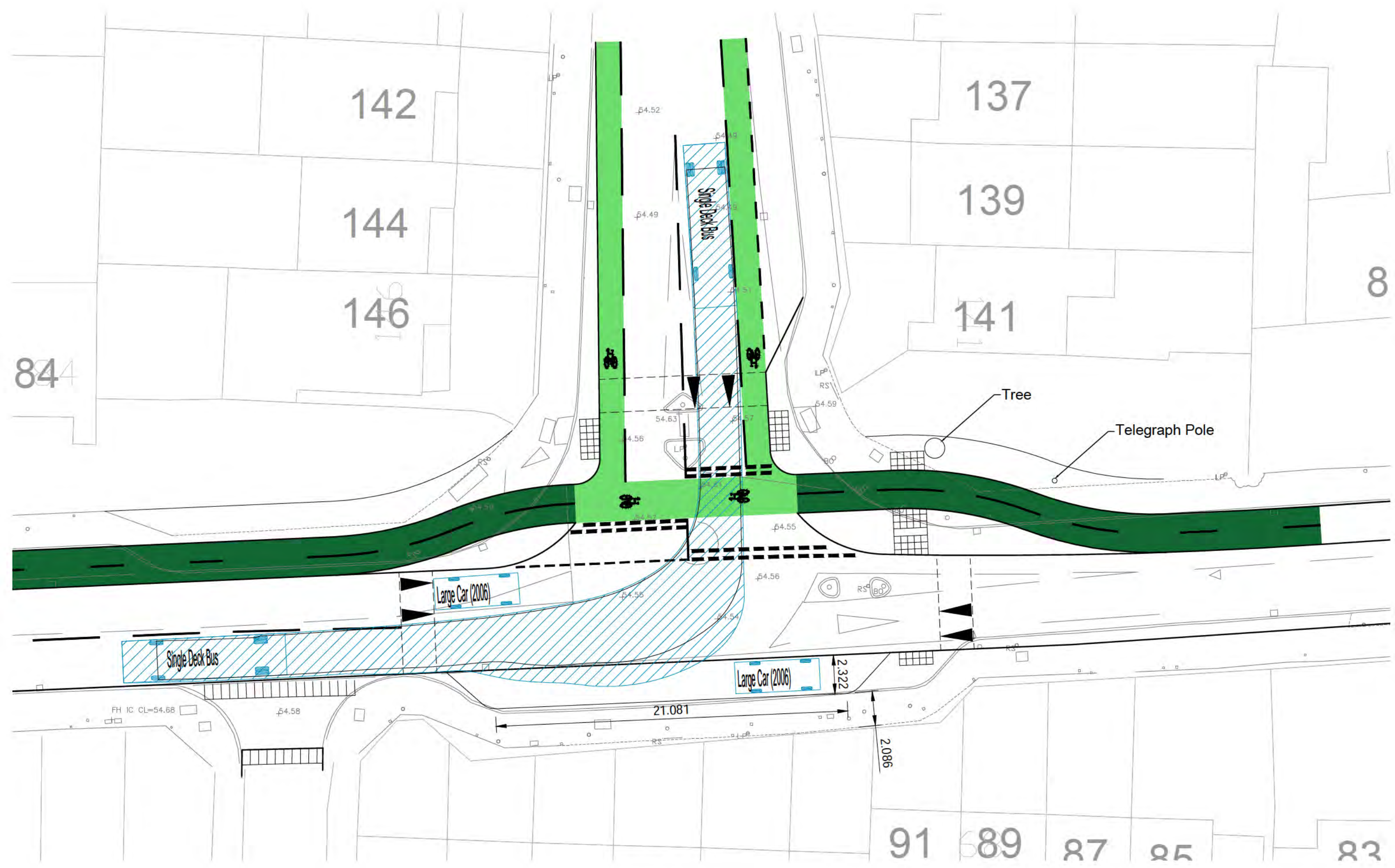
• [REDACTED]

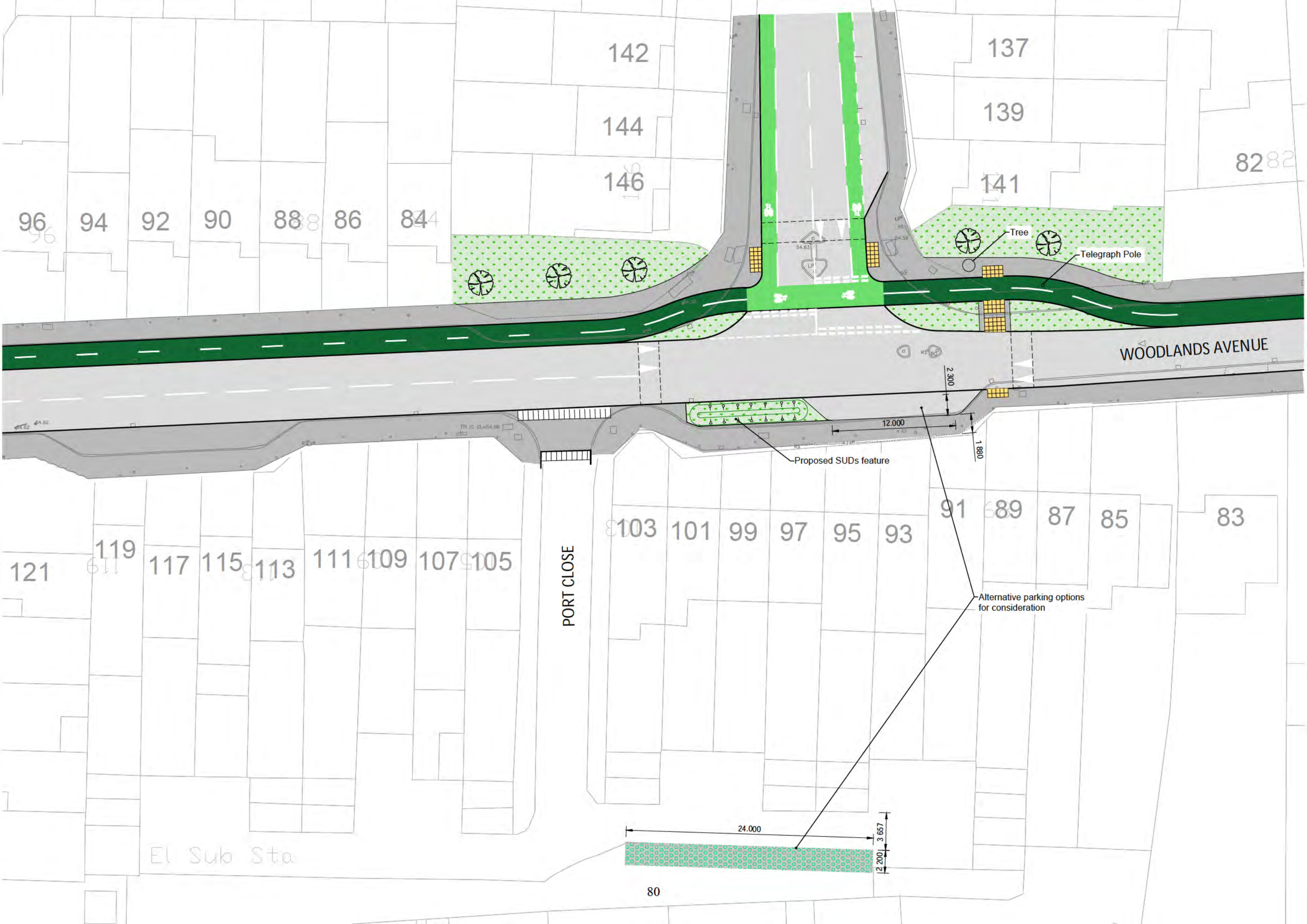


Wokingham Borough Council

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142

137

144

139

146

141

82 81

96 94 92 90 88 86 84

WOODLANDS AVENUE

Proposed SUDs feature

PORT CLOSE

103 101 99 97 95 93

91 89 87 85 83

Alternative parking options for consideration

121 119 117 115 113 111 109 107 105

El Sub Sta

24.000 3.657

80

ENFORCEMENT NOTIFICATIONS - 12 JULY 2022

66 Mannock Way, Woodley, Wokingham, RG5 4XW

Boundary wall being constructed enclosing an area of amenity land

33 Cottesmore Road, Woodley, Wokingham, RG5 3NX

Windows not in accordance with approved plans 210022

2 Munro Avenue, Woodley, Wokingham, RG5 3QY

Front porch being erected without planning permission

22 Rochester Avenue, Woodley, Wokingham, RG5 4NA

New wall in front garden without planning permission

10 Linden Road, Woodley, Wokingham, RG5 3QT

Additional brick garages/outbuildings erected to full length of garden

8 Wroxham Road, Woodley, Wokingham, RG5 3AT

Building work not in accordance with approved plans

ENFORCEMENT CLOSURES - 12 JULY 2022

67 Woodlands Avenue, Woodley, Wokingham, RG5 3HF

Large outbuilding in rear garden without planning permission & TPO's possibly damaged
No breach

6 Malone Road, Woodley, Wokingham, RG5 3NP

Rear extension also changing the garage to a room without planning permission
Application submitted

33 Cottesmore Road, Woodley, Wokingham, RG5 3NX

Potential side window in property without planning permission
No breach