The Borough Council has completed a study to consider options for an appropriate road scheme to facilitate the commitment in the Core Strategy to deliver 1,500 new homes in North Wokingham, and to minimise the effects of traffic growth on residential roads.

The Council tested three main options with many alternatives for traffic effects, environmental impacts, property and land requirements, engineering design and overall deliverability.

Option 1: Improve Existing Junctions

We looked at improving existing junctions rather than building a new road, but it showed that roads would become too congested and the effects on residential roads would be unacceptable.

Option 2: A new junction with the A329(M)

We considered providing a new junction on the A329(M) at Twyford Road, known locally as the Ashridge Interchange. However, our study indicated that a junction here would attract more traffic into north Wokingham; traffic from Woosehill and from the north that would usually use the Woosehill junction to access the A329(M) would instead travel through Emmbrook to use the new junction, and traffic from Woosehill would also use Ashridge Interchange instead of the Coppid Beech junction. This change in travel patterns would increase traffic in Emmbrook and on the A329(M) to such an extent that it would need to be widened from two to three lanes in each direction. We concluded that this scheme has too many negative impacts on north Wokingham and widening of the A329(M) would take a long time to deliver. This option was therefore not progressed.

Option 3: A new Distributor Road

The study identified that a new distributor road would be the most effective road scheme for north Wokingham.

A single alignment was identified for the majority of the route between Twyford Road and Coppid Beech as there is no other realistic alternative. We have called this the Eastern Section.

We have identified three alternatives for the Western Section between Reading Road and Twyford Road.

What would the distributor road look like?

The distributor road would be a single carriageway, tree-lined road. It would have a 30mph speed limit between Reading Road and Pebblestone Cottage, and 40mph east of Pebblestone Cottage to Coppid Beech as no development is proposed in this section.

It is currently envisaged that the road would have a footpath on one side of the road and a shared use footpath and cycle path on the other side of the road. This could provide a continuous route across the whole of north Wokingham, connecting new and existing residential and employment areas to Woosehill and Coppid Beech avoiding the town centre. This would allow less confident cyclists to cover the distance away from busy traffic. The cycle route may be diverted away from the distributor road where alternative safe and quicker cyclist routes could be provided.

Trees may not be provided on both sides of the road or might be located behind the footway at road junctions and on bends, where we need to ensure good forward visibility for drivers, and where the width between properties and land boundaries prevents trees being provided.

These design issues will be considered in the next stages of scheme development.

The suggested alignment and alternatives are described inside this leaflet.