



Wokingham Borough Council

LOCAL TRANSPORT PLAN 4

Consultation Report



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WSP

Kings Orchard
1 Queen Street
Bristol
BS2 0HQ

Phone: +44 117 930 6200

WSP.com



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Executive summary

A Local Transport Plan (LTP) is a statutory document that contains the transport strategies and interventions for Wokingham Borough Council. Our third and current LTP (LTP3) was written in 2011 and there is a need to refresh our LTP to address current priorities and needs of our communities.

Public Consultation on the draft LTP 4 ran from the period 3 January 2024 to 8 March 2024. This report summarises the feedback from: 466 responses that were received using our online Engage System; 22 Responses from those using our easy-read response form; and feedback received from around 300 additional residents, students visitors and workers who provided verbal feedback at either our in-person events in three of our towns, or attended special workshops held for disability groups and carers. The findings will be used to prepare the final LTP4 for adoption by the Council.

The LTP's three key themes to Create healthy and safe spaces, Develop the economy and Reduce environmental impacts were supported by at least three quarters of respondents.

Each of the themes are underpinned with a set of objectives and actions, all of which also received a positive response in the consultation.

The most supported objectives and actions were those to support thriving villages and rural centres, safer streets for all, protect and enhance strategic connectivity and a well-maintained network. While there was some variation depending on the place that respondents lived, a well-maintained network was in the top two for residents in all areas of Wokingham. The least supported related to freight, 50% active travel by 2030 and high-quality travel corridors, although levels of agreement were still double those disagreeing.

Survey respondents were also able to provide written comments. These provided several further suggestions relating to travel to school, maintenance, more measures to improve cycle security, and better quality and coordination of public transport services.

Other stakeholder feedback provided suggestions on how the LTP could be improved. This included ensuring provision for equestrians and motorcyclists, improving maintenance of active travel routes and measures to improve access for disabled users.

Engagement with disability groups highlighted the challenges for those with a disability when travelling within the borough. These included barriers linked to maintenance, the challenges of noisy and inconsiderate behaviour on public transport, unstaffed railway stations and, in some cases, a lack of familiarity or information on how to use public transport.

Overall, points relating to making the most of our existing transport network and maintenance, including streetlighting and vegetation management, came through strongly in the consultation.



Inclusivity was also raised, recognising that different users have different needs. This includes disabled users, women and girls, many of whom are concerned with matters around personal safety.

The final LTP will be revised in response to consultation feedback and help to ensure a transport system that best serves the needs of Wokingham Borough.

1 Introduction

1.1 Overview of the Local Transport Plan

- 1.1.1. Wokingham Borough is a thriving area with great opportunities. It is one of the fastest growing Local Authority areas in the country.
- 1.1.2. A Local Transport Plan (LTP) is a statutory document that sets out the transport strategies and interventions for all aspects of transport across the borough for future years. It is an important component of transport planning in the UK.
- 1.1.3. The Wokingham Borough LTP aligns with other council plans and strategies, such as the emerging Local Plan and Council Plan, and national and regional strategies such as the Transport for South East (TfSE) Transport Strategy.
- 1.1.4. The Council's current LTP (LTP3) was written in 2011. A significant part of the strategy has now been delivered. Alongside changing technology and government policy, and a better understanding of travel habits and climate change, there is a need to refresh our LTP to address current priorities and needs of the borough's communities.

1.2 LTP Engagement

Principles Engagement

- 1.2.1. An opinion survey was run in spring 2023 to gain an early insight of the transport choices, views and priorities of Wokingham's residents on various aspects of transport, such as electric vehicles, provision of pedestrian space and air quality.
- 1.2.2. The survey provided a valuable insight into the issues that are most important to residents, and frequently raised concerns included:
 - The safety of children walking and cycling to school,
 - Concerns about traffic speeds and safety,
 - Maintenance of roads and footpaths in the borough,
 - A lack of travel options and/or making alternatives to driving easier,
 - Clean air/air quality should be within legal limits, and
 - The LTP should help reduce emissions from transport.

LTP Consultation

- 1.2.3. The LTP was prepared during 2023 and, following Council approval, public consultation was carried out from Wednesday 3 January 2024 to Friday 8 March 2024.
- 1.2.4. The LTP consultation was hosted on the Council's engage.wokingham website. The consultation questionnaire is included in Appendix A. An Easy Read version of the

document was also prepared. Easy Read documents are an accessible and inclusive way of communicating to all.

1.2.5. Officers discussed various methods to try and encourage responses from a wider range of the public than many of the borough’s consultations often receive; it is often the case that the older members of the population disproportionately respond to consultations, and many, particularly younger age groups and those with disability are under-represented. This included:

- Advertising in all libraries, doctors’ surgeries and community groups.
- Emailing all schools to inform of the LTP providing the Easy Read version for younger pupils, and information to send out to parents on social media and to include in newsletters.
- Offering to host school assemblies and class discussions.
- Working directly with Adult Social care, and meeting minority groups to present and take feedback.
- Attending and arranging outdoor events, including periods outside of school and working hours where we discussed the LTP with the general public and encouraged them to participate online or with paper forms. This included face-to-face events at lunchtimes, and after school and work hours in business parks, town centres and outside railway stations.

Figure 1-1 - LTP Consultation Documents



- 1.2.6. Officers of the Council chaired four face-to-face meetings for those with special needs and their carers, and carried out four further events for the general public at Wokingham rail station, Twyford and Woodley town centres and Winnersh Triangle Business Park.
- 1.2.7. Three stakeholder groups were also formed to provide input to the LTP, these comprised of an elected all-party group of council members, council officers and an external group including transport operators, Reading Borough and Bracknell Forest Councils.
- 1.2.8. The consultation process provided an opportunity for residents, members, stakeholders and community groups to engage with the draft Local Transport Plan, review the evidence base and sustainability appraisal, and provide feedback on all aspects of the Plan, including its themes, objectives and action plan.
- 1.2.9. This document provides a summary of the consultation responses. The full consultation dataset as well as additional input from other consultations completed for the Council Plan and Community Vision will be used in the preparation of the final version of the LTP before its anticipated adoption by the Council in 2025.

2 Consultation Respondents

2.1 Total Respondents

2.1.1. In total, 488 responses were received from the public via the online platform. This includes 22 responses from the Easy Read documents.

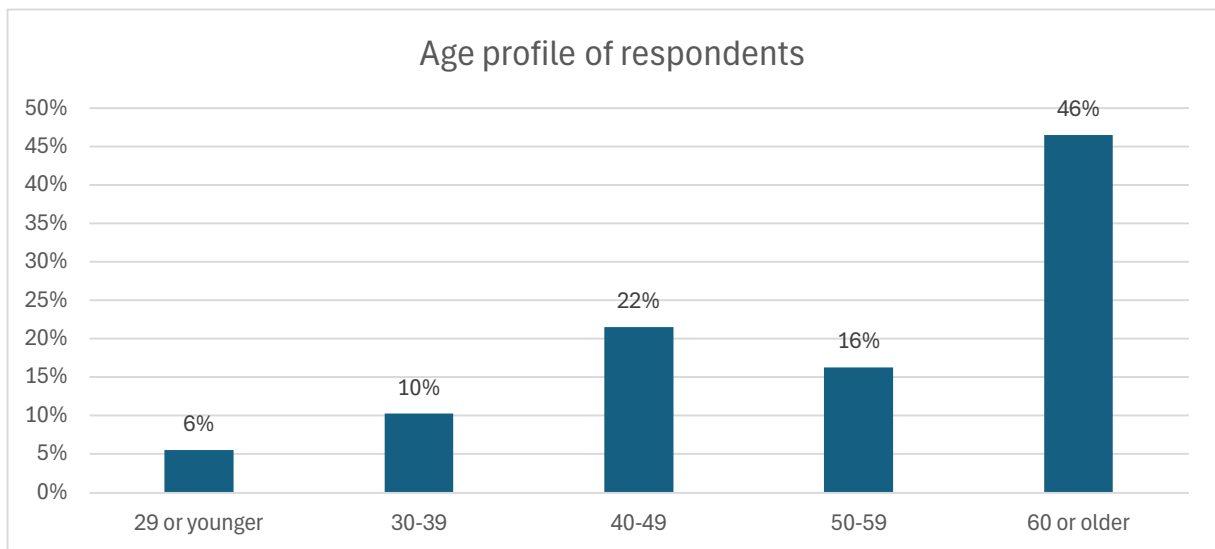
2.1.2. Written responses were received from the following eleven stakeholders and community groups:

- British Horse Society;
- Earley Town Council;
- Mid and West Berkshire Local Access Forum;
- Reading Borough Council;
- Shinfield Parish Council;
- Twyford Town Council;
- Winnersh Parish Council;
- Wokingham Active Travel Community Hub (WATCH);
- Wokingham Town Council;
- Wokingham Without Parish Council; and
- Woodley Town Council.

2.2 Age & Gender

2.2.1. Figure 2-1 shows the proportion of the respondents by age group.

Figure 2-1 - Responses received by Age Group



- 2.2.2. Those aged 60 accounted for 46% of all respondents, whilst this age group actually forms 23% of the Wokingham Borough population (as per 2021 Census). Middle-aged groups (those aged 40-49 and 50-59) also contributed significantly to the responses (38%) compared to their borough percentage which is 23%.
- 2.2.3. Only 5.5% of respondents were aged 29 or younger. This response rate is lower than the 35% of the Borough's residents in this age (as per the 2021 census). The response rate is despite the LTP Team making special effort to engage this group using social media sites and the My Journey Wokingham webpage.
- 2.2.4. 104 (22%) respondents noted some form of disability, which includes physical or mental impairment, long-term illness or health condition.
- 2.2.5. 37 persons (36%) noting a disability were aged 29 or younger, and a similar total (36%) were in the 30-49 age group. This suggests that the responses from those with a disability was more representative of the population breakdown of Wokingham.
- 2.2.6. Among the respondents, 209 were male, 159 female and 118 did not disclose their gender.

2.3 Location

- 2.3.1. Table 2-1 provides details of the respondents by location of residence.

Table 2-1 - Respondents place of residence

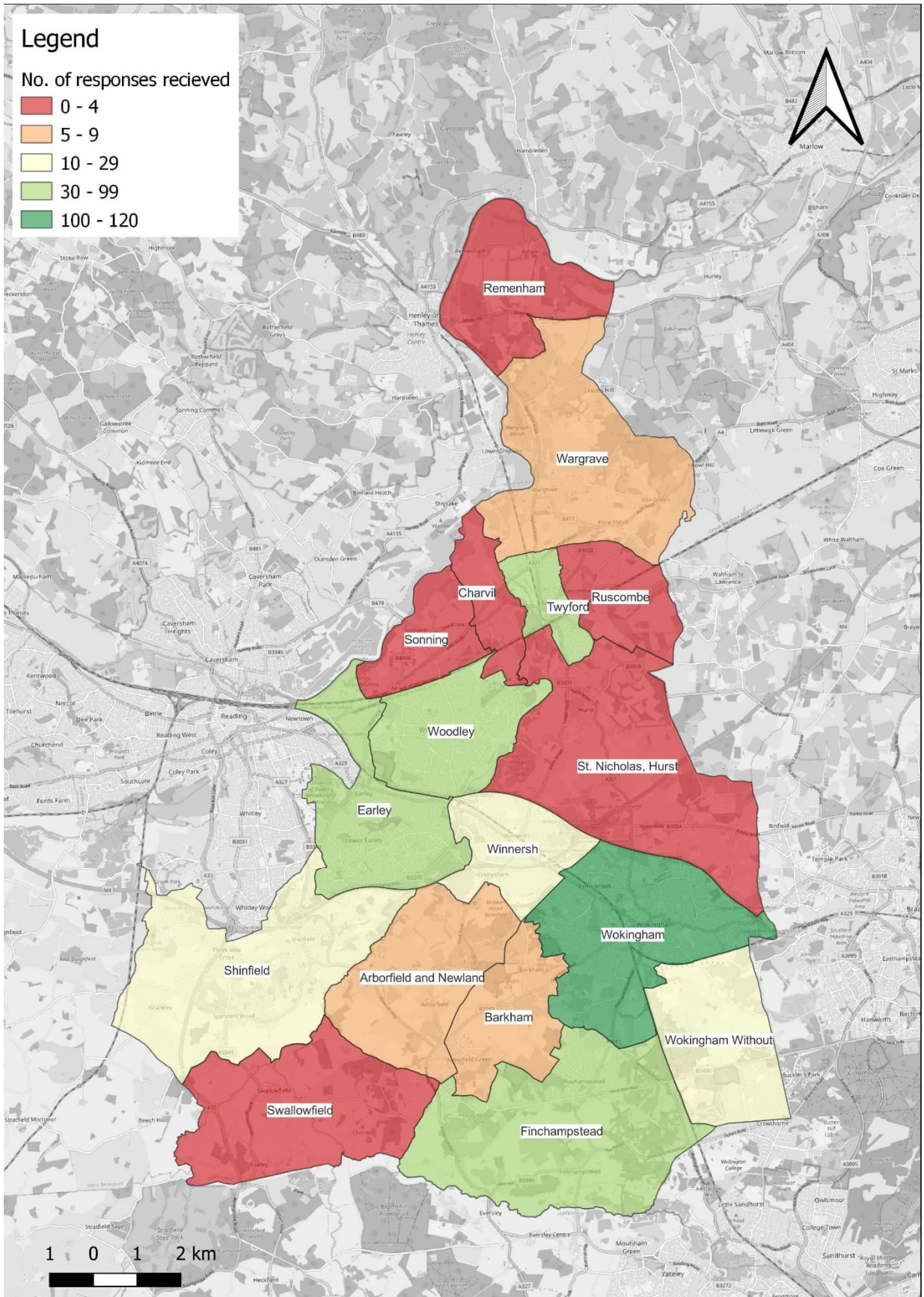
Respondent's place of residence	Consultation Responses	Easy Read Responses	Percentage
Wokingham Borough resident	351	19	75%
Outside Wokingham Borough	7	0	1%
Place of residence not stated	108	3	23%

- 2.3.2. The greatest number of responses originated from the Wokingham Woodley, Finchampstead, Earley and Twyford areas. Fewer responses were received from the more rural parts of the Borough.
- 2.3.3. 108 respondents (23% of all responses) did not state the area in which they lived.
- 2.3.4. Table 2-2 lists and Figure 2-2 displays the number of responses received from each town and civil parish within the Borough. Those who stated that they had a disability on the consultation and Easy Read questionnaires are included in this dataset.

Table 2-2 - Responses by Parish/Town in Wokingham

Town or Parish Council	No. of Responses
Wokingham	118
Woodley	40
Finchampstead	36
Earley	32
Twyford	32
Wokingham Without	17
Winnersh	17
Shinfield	13
Barkham	10
Wargrave	8
Arborfield and Newland	8
Outside Wokingham borough	7
Sonning	5
Charvil	5
Swallowfield	5
Ruscombe	3
Hurst	2
Remenham	0
Not stated	108
Total	466

Figure 2-2: Responses received from each town or civil parish area



Typologies

- 2.3.5. In the LTP, towns and parishes across the borough have been grouped into four areas, also called typologies, each with distinct and common travel characteristics. The typologies were based on the socio-economic distribution of population and travel patterns within and external to the borough. The groups formed are: Wokingham and Winnersh; Reading-facing areas; North Wokingham; and South Wokingham.
- 2.3.6. The composition of the typologies and the number of responses for each typology are detailed in Table 2-3. It shows that the greater number of grouped responses are from the urban areas of Wokingham Town & Winnersh (135 of 466 responses) and Reading-facing Towns (90 responses).

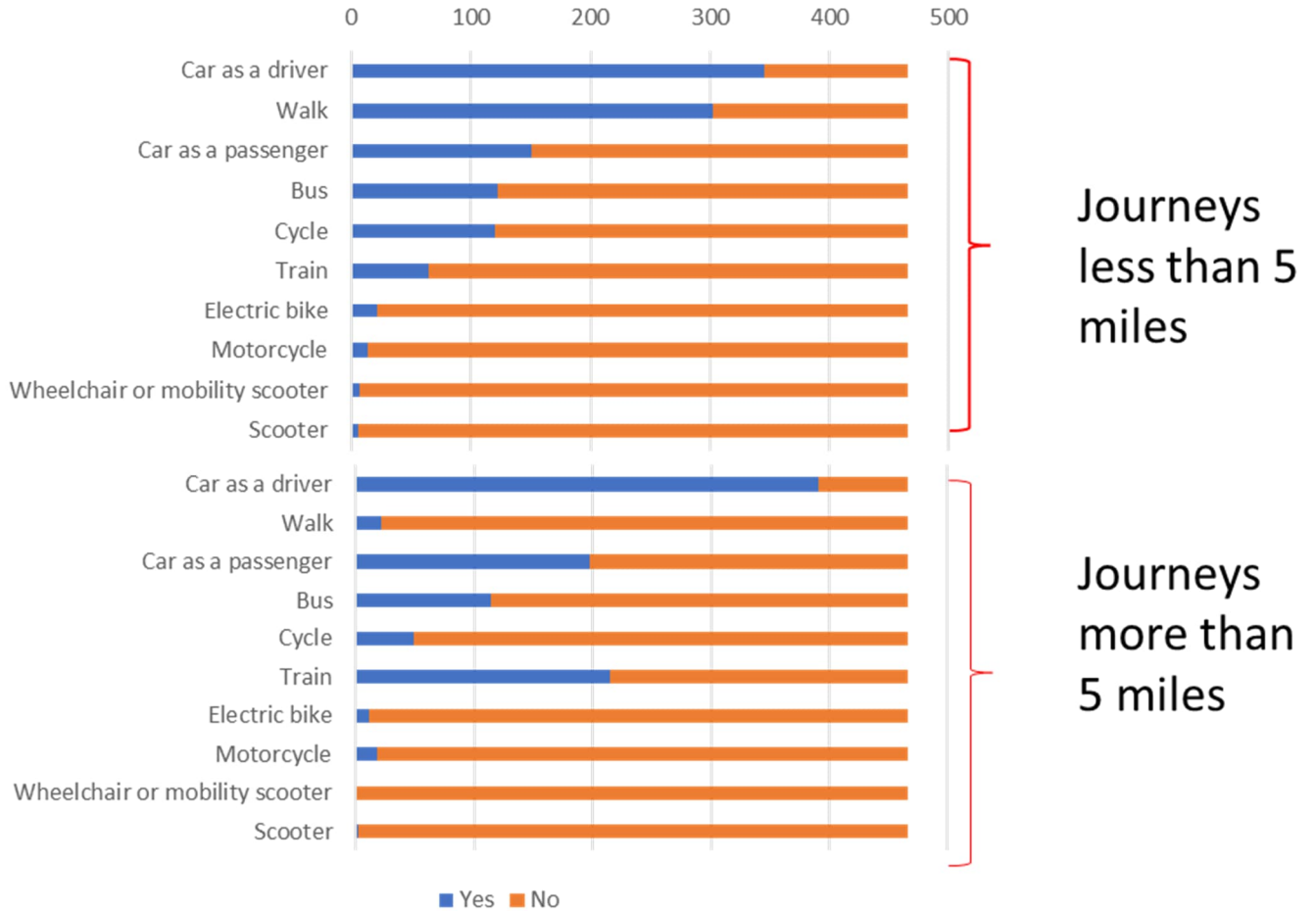
Table 2-3 - Responses by Place Typology

Place Typologies	Towns/Parishes	Total No. of Responses
Wokingham Town & Winnersh	Winnersh Wokingham	135
Reading-facing Areas	Earley Shinfield Sonning Woodley	90
South Wokingham	Arborfield & Newland Barkham Finchampstead Swallowfield Wokingham Without	76
North Wokingham	Charvil Hurst Remenham Ruscombe Twyford Wargrave	50
Outside Wokingham borough		7
Not Stated		108
Total		466

3 How do Respondents Get Around Wokingham?

3.1.1. Respondents were asked to indicate how they travel for trips under and over 5 miles. The results are shown in Table 3-1 and Table 3-2.

Figure 3-1 – Travel Choices for journeys of less and greater than five miles



- 3.1.2. The data indicates that **travelling as a car driver** is the dominant mode of travel for journeys of under and over five miles (around 346 and 391 respectively of the 466 responses) and **travelling as a car passenger** was ranked third (151 and 198 of the 466 responses respectively).
- 3.1.3. **Walking** is ranked second for journeys of under five miles (around 302/466) and, as might be expected, is less favoured for journeys of greater than five miles (21/466).
- 3.1.4. **Travelling by bus** was ranked fourth and had a similar number of respondents in both categories (122/466 and 114/466 respectively).
- 3.1.5. **Cycling** was marked for 120 of the 466 responses for journeys of less than five miles but was less popular for longer journeys (49/466). Electric bike use was relatively low over both distances (22/466 and 1/466 respectively), as was use of motorcycles (14/466 and 18/466).

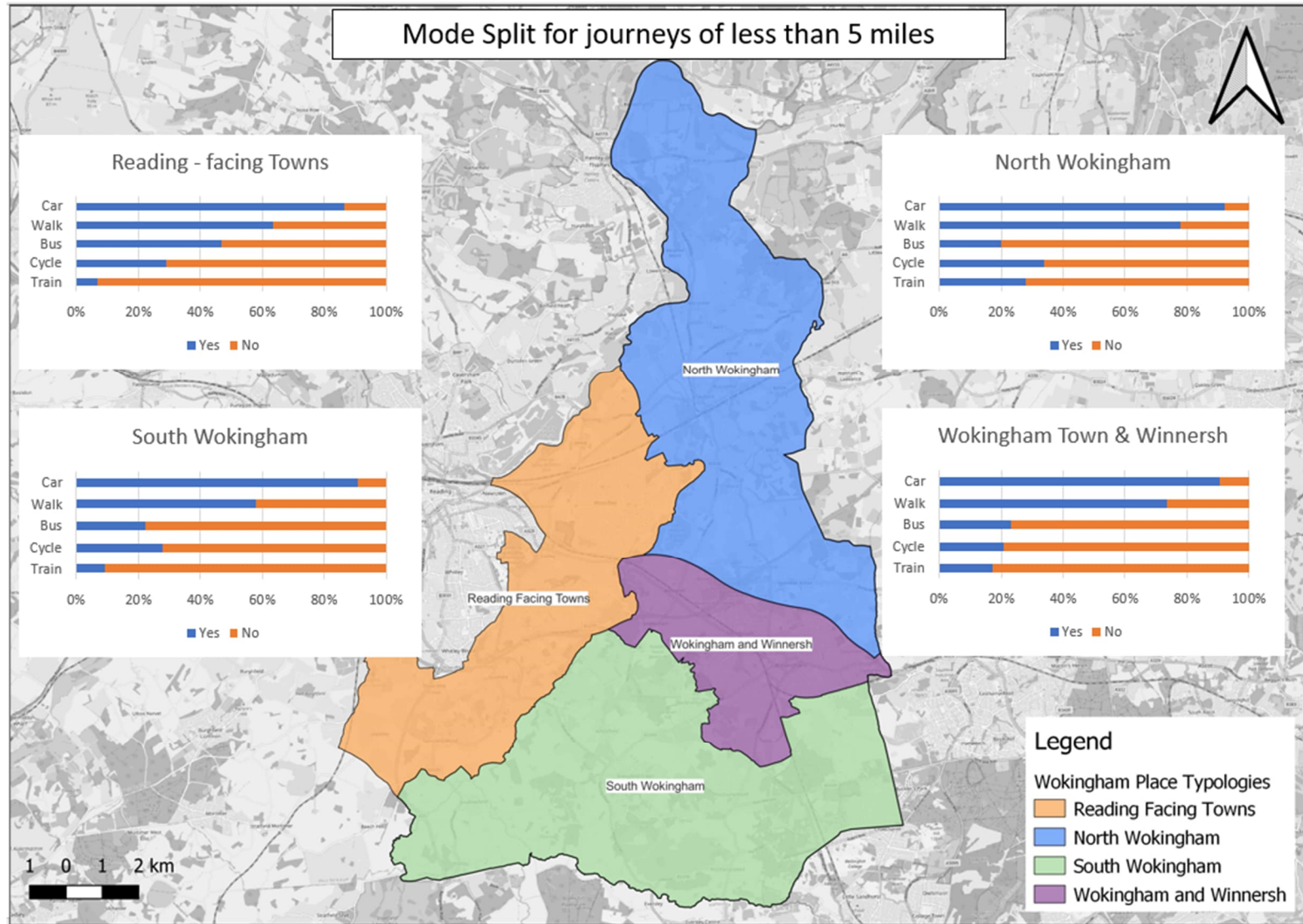
- 3.1.6. **Travel by train** was used mainly for longer distance journeys (215/466 for journeys of greater than five miles) and used less for shorter distance trips (65/466).
- 3.1.7. **Wheelchairs and mobility scooters** were used only on journeys of under five miles (seven respondents).

Table 3-1 - Travel Choices for journeys of less and greater than five miles

Travel Choice	Journeys of less than five miles (No. of responses)	Journeys of greater than five miles (No. of responses)
Car as driver	346	391
Walk	302	21
Car as passenger	151	198
Bus	122	114
Cycle	120	49
Train	65	215
Electric bike	22	11
Motorcycle	14	18
Wheelchair or mobility scooter	7	0
Scooter	6	2

- 3.1.8. Across all areas of Wokingham, cars consistently emerge as the primary mode of transport in the borough, reflecting a widespread reliance on personal motor vehicles for mobility needs. Walking closely follows as the second most preferred mode of transport, especially for trips of less than five miles.
- 3.1.9. Variations become evident in the use of buses, cycles and trains within each typology area. Bus use is higher in Reading-facing Towns, with a mode share exceeding 40%, but lower in all other areas
- 3.1.10. The use of trains is mostly reflected in areas with railway stations, where higher proportions are noted in the Wokingham Town & Winnersh typology (served by the North Downs Line and Reading-Waterloo services) and North Wokingham (which has Elizabeth Line services at Twyford) compared to Reading-facing Towns and South Wokingham.

Figure 3-2 - Choice of mode for journeys less than five miles by typology.



4 Support for Themes

4.1 Introduction

4.1.1. Respondents were asked to indicate their support or agreement for the three themes included in the draft LTP. The themes are to:



Create Healthy and Safe Places

The LTP will help to build and maintain healthy communities, attractive environments and work towards reducing negative impacts associated with road transport, such as injuries from traffic collisions, noise and emissions.

Targets include a reduction in those harmed on our roads which aligns with the national objective for 50% of trips in towns to be made by walking and cycling.

For rural areas, this theme includes measures to improve the vitality of rural service centres and access to active travel routes, in part with a network of lower traffic routes.



Develop The Economy

We will work with our partners and stakeholders to protect and enhance our strategic road and rail connectivity.

We will work with and encourage rail operators to improve services at our railway stations, support measures to decarbonise the railway and complement these with improvements to station interchange and access for all.

Maximising our existing assets is vital in keeping the borough moving, and a well maintained transport system is a priority, and



Reduce Environmental Impacts

Consistent with local, regional and national targets, the LTP will support the transition of the transport sector to carbon neutrality. Achieving this will require improved travel choice and changes in travel behaviour for all to reduce travel and congestion. This includes promoting low emission vehicles, developing a core network of attractive bus and cycle routes across the borough, and the removal of all air quality exceedances in the borough.

4.2 Overall Support for the Themes

4.2.1. Respondents were asked to indicate their support against five markers on the above outlined themes, these being that they:

- strongly agree;
- agree;
- neither agree nor disagree;
- disagree; and
- strongly disagree with the theme.

4.2.2. Figure 4-1 and Table 4-1 show a good level of agreement to the themes with over 75% of respondents agreeing or strongly agreeing with each theme.

4.2.3. The two themes which had the highest level of disagreeing responses (Create healthy and safe places and Reduce environmental impacts) were also those which had the highest number of respondents strongly agreeing.

Figure 4-1 – To What Extent do you Agree with the LTP4 Themes

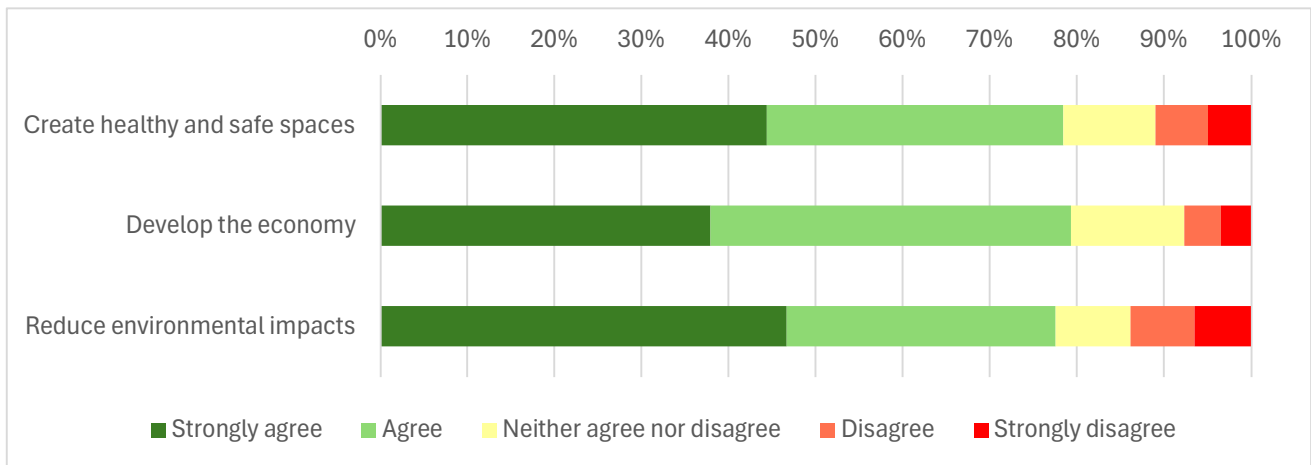


Table 4-1 - Overall Agreement with the Themes

Theme	Agree or Strongly Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree	No. of Respondents
Create healthy and safe places	364	49	51	464
Develop the economy	364	60	35	459
Reduce environmental impacts	359	40	64	463

4.3 Support for Themes by Different Groups

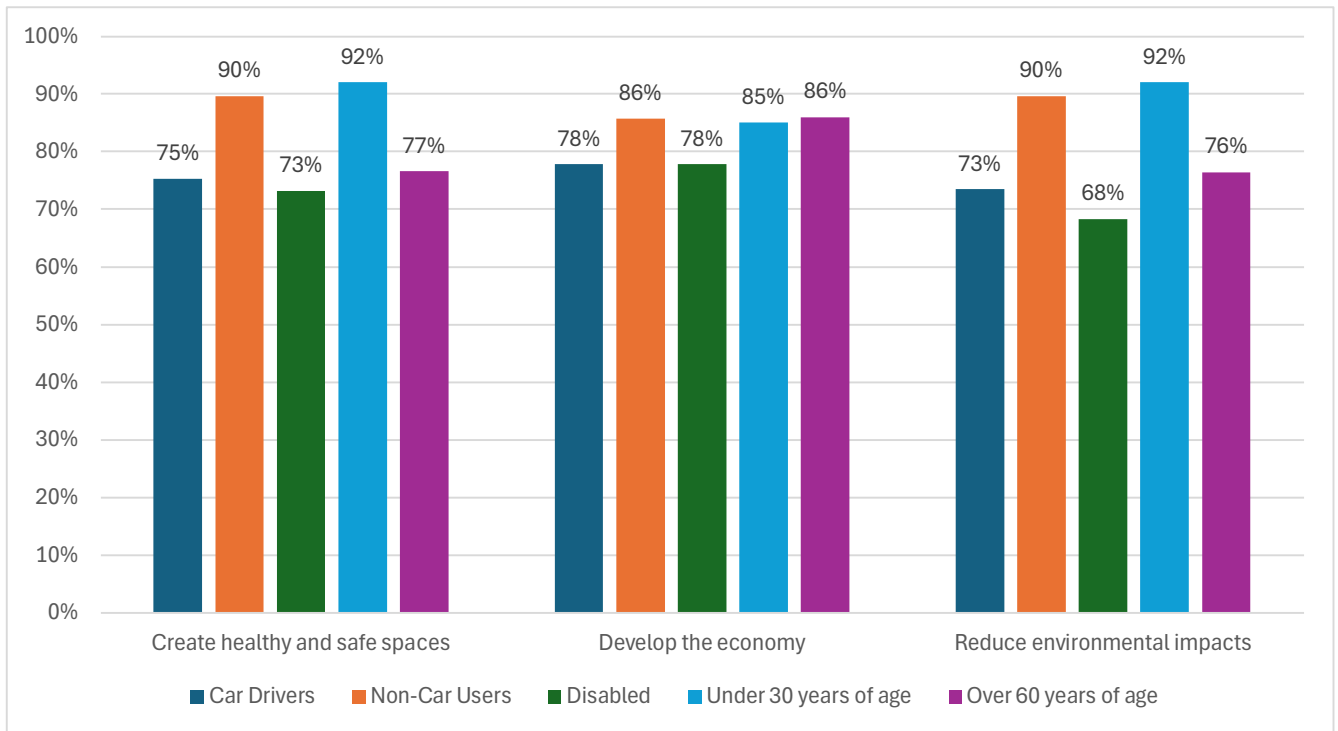
4.3.1. This section discusses how the responses differ for certain types of respondents, that perhaps may not be captured when all responses are considered together.

4.3.2. The support from those who stated they were in the following groups were analysed:

- Those with disability (which would include a physical or mental impairment, long-term illness or health condition);
- Those who do not travel by car;
- Car drivers
- Those under 30, and
- Those over 60 years of age.

4.3.3. Figure 4-2, shows the level of acceptance for all three themes (Creating Healthy and Safe Environments, Developing the economy, and Reducing Environmental Impacts) by different respondent groups.

Figure 4-2 Level of acceptance for themes across different respondent groups.



4.3.4. As shown in Figure 4-2, there was consistently high levels of agreement with the themes from those in the groups listed.

4.3.5. Those who stated they were non-car users had high levels of agreement across the three themes. Approximately 90% stated agreement with the themes, compared to 75% from car

drivers. In general, car drivers showed a slightly lower level of agreement and a slightly higher level of neutrality across all themes.

- 4.3.6. Respondents under the age of 30 had the highest level of agreement with the themes, including 92% of respondents under 30 agreeing or strongly agreeing with the themes for Reducing Environmental Impacts and Creating healthy and safe spaces.
- 4.3.7. The levels of support by theme varied slightly more with those users with a disability or over the age of 60. For these Develop the economy was the highest, and for both groups the level of agreement was 10% higher for this than for reducing environmental impacts
- 4.3.8. In conclusion, whilst there is broad support across all respondent groups for the themes, the degree of endorsement varies. Non-car users and those under 30 consistently demonstrate the highest levels of agreement, followed by those over 60 years of age.

5 Objectives

- 5.1.1. Each theme has three objectives and anticipated outcomes. The level of support for the objectives under each of the 3 themes is listed in Table 5-1, Table 5-2 and Table 5-3.
- 5.1.2. The level of support for each objective is shown graphically in Figure 5-1 and Table 5-4 provides an overall summary of the support for all objectives.
- 5.1.3. The objectives are well supported with more than 60% of respondents agreeing or strongly agreeing with each and at most 20% disagreeing.
- 5.1.4. The objectives gaining greatest support were for a well-maintained transport network (87%), thriving villages and rural centres (83%) and to protect and enhance strategic connectivity (81%).

Table 5-1 – Objectives for the theme to Create healthy and safe places

Objective	Anticipated Outcome	Strongly Agree or Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree
Safer streets for All	Safer environment for all road users, with a reduction in serious injuries from road traffic collisions	358 (77%)	49 (11%)	56 (12%)
50% Active Travel in Towns by 2030	Healthier and more active towns that prioritise the movement of people with 50% of trips being made by foot or cycle	285 (61%)	47 (10%)	132 (19%)
Thriving Villages and Rural Centres	Villages and local centres that support local communities through a transport system that works for them	386 (83%)	39 (9%)	38 (8%)

Table 5-2 – Objectives for the theme to Develop the Economy

Objective	Anticipated Outcome	Strongly Agree or Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree
Protect and Enhance Strategic Connectivity	Retained and enhanced strategic road and rail network for effective travel and freight movements	376 (81%)	63 (14%)	22 (5%)
A Well-Maintained Transport Network	A transport network that is well maintained for all modes, and which provides attractive and comfortable transport links for all users	402 (87%)	39 (8%)	21 (5%)
Support Sustainable Development	Attractive transport connections and sustainable communities	356 (77%)	70 (15%)	35 (8%)

Table 5-3 – Objectives for the theme to Reduce Environmental Impacts

Objective	Anticipated Outcome	Strongly Agree or Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree
High Quality Travel Corridors	Increased attractiveness and convenience of walking, cycling, wheeling and public transport through improved facilities, better frequency and integration	297 (64%)	81 (18%)	84 (18%)
Net zero carbon emissions	Reduced impact on the environment of transport and new innovative measures to support the transition to net zero emissions	349 (76%)	50 (11%)	62 (15%)
Clean air, removal of all air quality exceedances	Improved air quality and the removal of all air quality exceedances in the borough	326 (70%)	69 (15%)	68 (15%)

Figure 5-1 Level of Support for the draft Objectives.

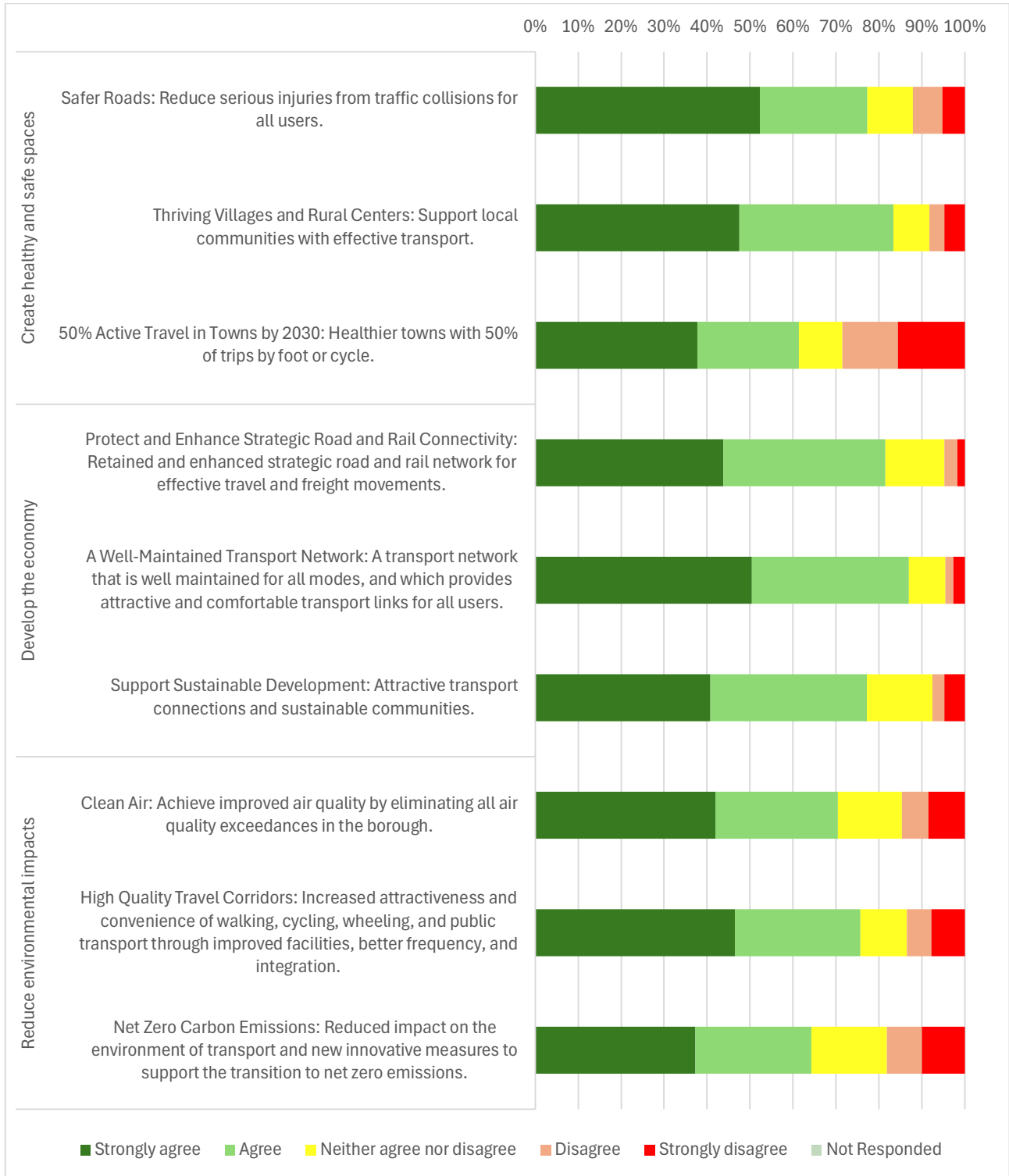


Table 5-4 – Summary of the Support for the Objectives High to Low

Objective	Anticipated Outcome	Agree or Strongly Agree
A Well-Maintained Transport Network	A transport network that is well maintained for all modes, and which provides attractive and comfortable transport links for all users	402 (87%)
Thriving Villages and Rural Centres	Villages and local centres that support local communities through a transport system that works for them	386 (83%)
Protect and Enhance Strategic Connectivity	Retained and enhanced strategic road and rail network for effective travel and freight movements	376 (81%)
Safer streets for All	Safer environment for all road users, with a reduction in serious injuries from road traffic collisions	358 (77%)
Support Sustainable Development	Attractive transport connections and sustainable communities	356 (77%)
Net zero carbon emissions	Reduced impact on the environment of transport and new innovative measures to support the transition to net zero emissions	349 (76%)
Clean air, removal of all air quality exceedances	Improved air quality and the removal of all air quality exceedances in the borough	326 (70%)
High Quality Travel Corridors	Increased attractiveness and convenience of walking, cycling, wheeling and public transport through improved facilities, better frequency and integration	297 (64%)
50% Active Travel in Towns by 2030	Healthier and more active towns that prioritise the movement of people with 50% of trips being made by foot or cycle	285 (61%)

5.2 Support for Objectives by Typology Area

5.2.1. Table 5-5 shows the three most supported objectives in each of the four place typologies. Support for a well-maintained transport network is strong in all typology areas, being ranked top in all but the North Wokingham area where the objective for thriving villages and rural centres is most supported.

Table 5-5 - Level of agreement with Objectives by Place Typology

Place Typology	Objectives	Agree	Neutral	Disagree
Reading Facing Towns	A well-maintained transport network	96%	2%	2%
	Protect and enhance strategic connectivity	89%	8%	3%
	Support sustainable development	88%	8%	4%
Wokingham Town and Winnersh	A well-maintained transport network	87%	10%	3%
	Thriving villages and rural centres	85%	7%	7%
	Protect and enhance strategic connectivity	83%	13%	4%
North Wokingham	Thriving villages and rural centres	94%	6%	0%
	A well-maintained transport network	90%	8%	2%
	Safer streets for all	90%	4%	6%
South Wokingham	A well-maintained transport network	89%	7%	4%
	Thriving villages and rural centres	87%	5%	8%
	Safer streets for all	83%	11%	7%
Outside Wokingham	A well-maintained transport network	86%	14%	0%
	Support sustainable development	86%	14%	0%
	Thriving villages and rural centres	86%	0%	14%
Place not stated	A well-maintained transport network	77%	12%	10%
	Protect and enhance strategic connectivity	73%	17%	10%
	Thriving villages and rural centres	70%	13%	16%

5.2.2. Overall, the most strongly supported objectives across of the areas are:

- A well-maintained transport network (77% to 96% agree or strongly agree);
- Safer streets for all (83% to 90%).
- Support sustainable development (86% to 89%);
- Protect and enhance strategic connectivity (73% to 89%); and
- Thriving villages and rural centres (70% to 87%).

5.3 Support for Objectives by Different User Groups

5.3.1. Overall, while there is generally agreement across all groups regarding the overarching objectives, there are subtle differences in the level of support for specific measures.

5.3.2. A comparative table containing the top three ranked objectives by car drivers, non-car users, people with a disability, those under 30 and those over 60 is provided in Table 5-6.

Table 5-6 – Level of agreement with Objectives by User Group

Rank	Disability	Non-car users	Car drivers	Over 60 years	Under 30 years
1 st	A Well-Maintained Transport Network (88%)	A Well-Maintained Transport Network (96%)	A Well-Maintained Transport Network (86%)	A Well-Maintained Transport Network (91%)	Safer Roads (92%)
2 nd	Thriving Villages and Rural Centres (81%)	Protect and Enhance Strategic Connectivity (96%)	Thriving Villages and Rural Centres (81%)	Thriving Villages and Rural Centres (86%)	A Well-Maintained Transport Network (92%)
3 rd	Protect and Enhance Strategic Connectivity (80%)	Thriving Villages and Rural Centres (93%)	Protect and Enhance Strategic Connectivity (81%)	Protect and Enhance Strategic Connectivity (86%)	Thriving Villages and Rural Centres. (85%)

5.3.3. Across the objectives there are notable differences in the level of agreement between car drivers and non-car users. While both supported objectives around road safety and active travel, car drivers exhibited slightly higher agreement for safer roads initiatives (82% agreement), compared to non-car users at 72%. Non-car users indicated more support for promoting active travel, with 79% agreement compared to 57% car drivers.

5.3.4. Among younger respondents, there is notably stronger support for safer roads. This was the most supported of the objectives, and the only one of the groups where this was in the top 3 priorities.

6 Support for Actions

6.1 Create Healthy and Safe Places

- 6.1.1. The aim under the theme to Create healthy and safe places is to make our communities healthier and safer through effective transport planning. This theme and its objectives entail targeted infrastructure enhancements, adjustments to speed limits and behaviour change measures to foster the creation of safer and more accessible transport and infrastructure for everyone.
- 6.1.2. The most support was registered against an intent to install electric vehicle charging points and secure cycle parking (73% agreed or strongly agreed to this outcome), deliver safe infrastructure for all and pilot School Streets (71%), and prioritise active travel infrastructure (66%).
- 6.1.3. The least supported actions were targeted infrastructure changes and cycle training (32% disagreed or strongly disagreed to this outcome) and generally all those in the 50% Active Travel objective where one respondent in four disagreed with the intended actions to enhance walking, cycling and wheeling facilities while reducing the dominance of vehicles, provide secure cycle parking, promote active travel and develop active travel guidance.
- 6.1.4. Nevertheless, in all cases, over 50% of respondents agreed or strongly agreed with the intended actions under the Create healthy and safe places theme.

Table 6-1 - Overall Agreement with the Create Healthy and Safe Places Actions

Create Healthy and Safe Places	Agree or Strongly Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree
Safer streets for All Promote sustainable travel; deliver infrastructure to improve safety for all; implement School Street Pilot(s).	326 (71%)	99 (22%)	35 (8%)
Safer streets for All Targeted infrastructure changes; 20mph speed limits, cycle training; network audits.	259 (56%)	56 (12%)	147 (32%)
50% Active Travel in Towns by 2030 Enhance walking, cycling, and wheeling facilities while reducing vehicle dominance.	276 (60%)	56 (12%)	131 (28%)
50% Active Travel in Towns by 2030 Offer secure cycle parking and explore on-street cycle or e-scooter hire schemes.	262 (56%)	70 (15%)	132 (28%)
50% Active Travel in Towns by 2030 Promotional campaigns to advocate for active travel; enhance My Journey engagement to promote sustainable transportation for all.	240 (52%)	98 (21%)	124 (27%)
50% Active Travel in Towns by 2030 Develop new Active Travel Design guidance.	237 (51%)	109 (24%)	116 (25%)
Thriving Villages and Rural Centres Installing new electric vehicle charging points and secure cycle facilities; improve pedestrian access and safety; support community vitality with local events.	339 (73%)	60 (13%)	63 (14%)
Thriving Villages and Rural Centres Prioritise active travel infrastructure with the continuation of the LCWIP and expansion of Greenways; identify and improve quiet rural roads and green lanes for walking, cycling, wheeling and horse riding; update online maps for active travel routes; enhance local walking and cycling paths in Twyford and between Twyford and Wargrave.	305 (66%)	78 (17%)	80 (17%)

6.2 Develop the Economy

- 6.2.1. Table 6-2 shows the level of agreement and disagreement to the actions listed under each of the objectives to Develop the economy.
- 6.2.2. Shown in Table 6-2, the actions under this theme and its objectives were generally well supported, with measures to provide safe and efficient measures to strategic infrastructure and advocate for the reduction of noise and air pollution from the M4 being agreed or strongly agreed by 81% of respondents.
- 6.2.3. Enhancing accessibility for walking, cycling and wheeling and supporting improved rail services was supported by 80% of respondents, as was suggestions to improve bus stop infrastructure and bus services.
- 6.2.4. It is noted that relatively few respondents disagreed or strongly disagreed with these outcomes. The greatest disagreement was shown against the outcome to update Wokingham’s Living Streets Design Guidance (15% disagreed) and providing sustainable infrastructure (12%). These actions were however supported by 61% and 73% of respondents respectively.

Table 6-2 - Overall Agreement with the Develop the Economy Actions

Develop the Economy	Agree or Strongly Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree
Protect and Enhance Strategic Connectivity Ensure safe and efficient access to major routes like the M4 and A329 (M); Advocate for measures to reduce noise and air pollution from the M4.	371 (81%)	63 (14%)	26 (6%)
Protect and Enhance Strategic Connectivity Enhance accessibility for walking, cycling, and wheeling at public transport hubs; Support capacity improvements on the North Downs Line; Introduce more services between Reading, Wokingham, and Bracknell.	367 (80%)	51 (11%)	43 (9%)
Protect and Enhance Strategic Connectivity Facilitate collaboration among authorities and freight operators; Implement policies to manage both domestic and industrial freight effectively.	312 (68%)	120 (26%)	29 (6%)

Develop the Economy	Agree or Strongly Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree
<p>A Well-Maintained Transport Network Enhance sustainability by increasing the utilisation of lower carbon materials in construction and highway maintenance; Implement test and trial measures aimed at supporting LTP objectives while reducing maintenance requirements; Coordinate proposed improvement schemes with the maintenance program; Collaborate with operators to facilitate data sharing for improved maintenance activities in Wokingham</p>	<p>343 (75%)</p>	<p>88 (19%)</p>	<p>29 (6%)</p>
<p>Support Sustainable Development Provide high quality bus stop infrastructure to serve new developments; Simplify and enhance 'Leopard' bus routes serving new development.</p>	<p>369 (80%)</p>	<p>63 (14%)</p>	<p>30 (6%)</p>
<p>Support Sustainable Development Secure cycle parking; Electric vehicle charging facilities; Identify suitable mobility hub provision for all new development; Provide high quality sustainable and active travel facilities for all within, to and from all strategic development locations.</p>	<p>337 (73%)</p>	<p>70 (15%)</p>	<p>56 (12%)</p>
<p>Support Sustainable Development Complete the South Wokingham Distributor Road and active travel package; Provide appropriate infrastructure to support new strategic scale development; Complete the active travel, Greenways and Loddon Long Distance paths.</p>	<p>326 (70%)</p>	<p>95 (21%)</p>	<p>42 (9%)</p>
<p>Support Sustainable Development Update Wokingham's Living Streets design guidance; Ensure new development layouts comply with Living Streets design principles (or any successor document); Promote My Journey for Travel Plans; Monitor travel impacts for all new developments.</p>	<p>281 (61%)</p>	<p>110 (24%)</p>	<p>69 (15%)</p>

6.3 Reduce Environmental Impacts

- 6.3.1. The theme to Reduce environmental impacts recognises the need to address transportation-related emissions and air quality concerns within Wokingham Borough. Under this theme, the objectives were to provide high quality travel corridors, target net zero carbon emissions and ensure clean air and the removal of all air quality exceedances.
- 6.3.2. The actions relating to these objectives are listed in Table 6-3.
- 6.3.3. The most supported actions (indicated by those who agreed or strongly agreed with the proposed action) were to increase bus frequencies and improve journey times along priority corridors (74%), support the transition to zero emission buses and decarbonisation of rail services (74%), and improve accessibility and convenience for all (72%).
- 6.3.4. The least supported actions were to develop a freight strategy for Wokingham and support the transition to cargo bikes (48%), the promotion of car sharing (54%) and digital alternatives that reduce the need to travel or promote sustainable travel (55%). However, these actions respectively had 21%, 23% and 15% disagree or strongly disagree which leaves a relatively high number of respondents who neither agreed nor disagreed.
- 6.3.5. The most strongly opposed action (i.e. those that stated they disagreed and strongly disagreed) was those relating to Twyford Crossroads and reducing through traffic and making speed limit changes in Wokingham town centre (26% disagreed with the action). By comparison, 58% of people agreed or strongly agreed with these actions, and 16% neither agreed nor disagreed.

Table 6-3 - Overall Agreement with the Reduce Environmental Impacts Actions

Reduce Environmental Impacts	Agree or Strongly Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree
High Quality Travel Corridors Increase bus frequency and enhance journey times along priority corridors such as A327, A4/A321, A33, and routes connecting Wokingham Town to Arborfield and Twyford.	342 (74%)	91 (20%)	29 (6%)
High Quality Travel Corridors Improve accessibility and convenience for all through measures like better crossings, reduced fares, community services Sustainable transport corridor on the A329.	332 (72%)	91 (20%)	40 (9%)

	Agree or Strongly Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree
Reduce Environmental Impacts			
High Quality Travel Corridors Improve cycling and walking infrastructure between Arborfield and Wokingham town centre via B3349 Barkham Road, Finchampstead and Lower Earley Way; create high-quality cycle paths and active travel routes.	286 (62%)	80 (17%)	96 (21%)
Net Zero Carbon Emissions Focus on expanding electric vehicle charging infrastructure; Promote community electric vehicle charging; Raise awareness about the benefits of electric vehicles; Energy generation and electric charge points at car parks and park and ride sites.	280 (61%)	94 (20%)	88 (19%)
Net Zero Carbon Emissions Enhance digital accessibility for local residents and businesses; Advocate for online service delivery; Support the development and implementation of Mobility as a Service (MaaS) applications.	252 (55%)	138 (30%)	70 (15%)
Net Zero Carbon Emissions Mitigate the impact of traffic movements on Wokingham Borough Council roads Promoting car sharing for businesses.	249 (54%)	105 (23%)	108 (23%)
Clean air, removal of all air quality exceedances Transition to zero emission buses across the borough; Support decarbonisation of rail services in Wokingham.	341 (74%)	67 (15%)	54 (12%)
Clean air, removal of all air quality exceedances Twyford Crossroads environmental improvements; Reduce through traffic and speed limit changes in Wokingham town centre; Review and refresh Wokingham town road signs	268 (58%)	76 (16%)	118 (26%)

Reduce Environmental Impacts	Agree or Strongly Agree	Neither Agree nor Disagree	Disagree or Strongly Disagree
Clean air, removal of all air quality exceedances Wokingham town centre freight strategy; Support the transition to cargo bikes	224 (48%)	139 (30%)	99 (21%)

6.4 Support Across all Actions

All Respondents

- 6.4.1. Table 6-4 lists all the actions in order, from the most to least supported by all those who responded to the consultation. The three highest ranked actions, with over 80% of respondents agreeing or strongly agreeing to an action, are all related to accessibility, that being walking, wheeling and cycling, access to major strategic routes and for quality of bus stop infrastructure.
- 6.4.2. Next were the use of sustainable and lower carbon materials in maintenance and construction schemes, and supporting the transition to lower emission vehicles, including electric bus vehicles, decarbonisation of the railways and electric vehicle charging points.
- 6.4.3. Also well supported by over 70% of respondents was sustainable travel with a higher frequency of bus services in key travel corridors, secure cycle parking and mobility hubs.
- 6.4.4. The management of freight, improvements to walking and cycling infrastructure and a reduction in vehicle dominance was supported by over 60% of respondents.

Table 6-4 – Support for Actions by all respondents

Rank	Group of Actions	Agree or Strongly Agree
1	Ensure safe and efficient access to major routes like the M4 and A329(M); advocate for measures to reduce noise and air pollution from the M4.	371 (81%)
2	Enhance accessibility for walking, cycling, and wheeling at public transport hubs; support capacity improvements on the North Downs Line; introduce more services between Reading, Wokingham, and Bracknell.	367 (80%)
3	Provide high quality bus stop infrastructure to serve new developments; simplify and enhance 'Leopard' bus routes serving new development.	369 (80%)
4	Enhance sustainability by increasing the utilisation of lower carbon materials in construction and highway maintenance; implement test and trial measures aimed at supporting LTP objectives while reducing maintenance requirements; coordinate proposed improvement schemes with the maintenance program; collaborate with operators to facilitate data sharing for improved maintenance activities in Wokingham	343 (75%)
5	Increase bus frequency and enhance journey times along priority corridors such as A327, A4/A321, A33, and routes connecting Wokingham Town to Arborfield and Twyford.	342 (74%)
6	Transition to zero emission buses across the borough; support decarbonisation of rail services in Wokingham.	341 (74%)
7	Installing new electric vehicle charging points and secure cycle facilities; improve pedestrian access and safety; support community vitality with local events.	339 (73%)
8	Secure cycle parking; electric vehicle charging facilities; identify suitable mobility hub provision for all new development; provide high quality sustainable and active travel facilities for all within, to and from all strategic development locations.	337 (73%)
9	Improve accessibility and convenience for all through measures like better crossings, reduced fares, community services, and a sustainable transport corridor on the A329.	332 (72%)
10	Promote sustainable travel; deliver infrastructure to improve safety for all; implement School Street Pilot(s).	326 (71%)
11	Complete the South Wokingham Distributor Road and active travel package; provide appropriate infrastructure to support new strategic scale development; complete the active travel, Greenways and Loddon Long Distance paths.	326 (70%)
12	Facilitate collaboration among authorities and freight operators; implement policies to manage both domestic and industrial freight effectively.	312 (68%)

Rank	Group of Actions	Agree or Strongly Agree
13	Prioritise active travel infrastructure with the continuation of the LCWIP and expansion of Greenways; identify and improve quiet rural roads and green lanes for walking, cycling, wheeling and horse riding; update online maps for active travel routes; enhance local walking and cycling paths in Twyford and between Twyford and Wargrave.	305 (66%)
14	Improve cycling and walking infrastructure between Arborfield and Wokingham town centre via B3349 Barkham Road, Finchampstead and Lower Earley Way; create high-quality cycle paths and active travel routes.	286 (62%)
15	Update Wokingham's Living Streets design guidance; ensure new development layouts comply with Living Streets design principles (or any successor document); promote My Journey for Travel Plans; monitor travel impacts for all new developments.	281 (61%)
16	Focus on expanding electric vehicle charging infrastructure; promote community electric vehicle charging; raise awareness about the benefits of electric vehicles; instal energy generation and electric charge points at car parks and park and ride sites.	280 (61%)
17	Enhance walking, cycling, and wheeling facilities while reducing vehicle dominance.	276 (60%)
18	Twyford Crossroads environmental improvements; reduce through traffic and speed limit changes in Wokingham town centre; review and refresh Wokingham town road signs	268 (58%)
19	Offer secure cycle parking and explore on-street cycle or e-scooter hire schemes.	262 (56%)
20	Targeted infrastructure changes; cycle training; network audits.	259 (56%)
21	Enhance digital accessibility for local residents and businesses; advocate for online service delivery; support the development and implementation of Mobility as a Service (MaaS) applications.	252 (55%)
22	Mitigate the impact of traffic movements on Wokingham Borough Council roads by promoting car sharing for businesses.	249 (54%)
23	Launch promotional campaigns to advocate for active travel; enhance My Journey engagement to promote sustainable transportation for all.	240 (52%)
24	Develop new Active Travel Design guidance.	237 (51%)
25	Wokingham town centre freight strategy; support the transition to cargo bikes	224 (48%)

6.5 Support for Actions by Group

- 6.5.1. In addition to a summary of all responses, disaggregated datasets containing the following groups were analysed:
- Those with disability,
 - Car drivers,
 - Those who do not travel by car,
 - Under 30 years of age; and
 - Over 60 years of age.
- 6.5.2. Stronger agreement was indicated by those with a disability for a freight strategy and cargo bikes (76% vs. 48%), and for environmental improvement in Twyford along with the action to reduce speeds and traffic in Wokingham town centre (73% vs. 58%).
- 6.5.3. Car drivers revealed strong support for initiatives that enhance car infrastructure, road networks and related amenities. These included ensuring safe access to major routes, improving bus stop infrastructure and installing electric vehicle charging points. Those who drive cars did also show notable support for sustainable transport initiatives focused on walking, cycling, and public transport. Enhancing accessibility at transport hubs, as well as promoting zero-emission buses and improving cycling infrastructure.
- 6.5.4. Those who do not use cars show strong support for actions to enhance public transport infrastructure, digital accessibility and promote walking and cycling. Actions aimed at improving bus stop infrastructure, enhancing digital services, and supporting Mobility as a Service (MaaS) applications were also well supported.
- 6.5.5. Respondents under 30 years of age show strong support for enhancing public transport and active travel, with 92% backing increased bus frequency and zero-emission buses, as well as improvements to active travel infrastructure. They also strongly favour Sustainable Development Actions, including secure cycle parking and high-quality travel facilities.
- 6.5.6. Respondents over 60 years of age in Wokingham strongly support actions that enhance safety, accessibility and sustainability in transportation infrastructure. Initiatives such as ensuring safe access to major routes, improving bus stop infrastructure, and enhancing sustainability through lower carbon materials received the highest levels of agreement.
- 6.5.7. Conversely, initiatives related to digital accessibility, active travel promotion and specific vehicle-related strategies like promoting car sharing received lower levels of agreement among those over 60.
- 6.5.8. More detail on the top and bottom rankings based on different respondent groups are shown in **Appendix B**.

7 Easy Read Responses

- 7.1.1. This section summarises the responses from the Easy Read version of the consultation documents. Easy Read is a specialist report format developed by and with adults with a learning disability to meet their needs that combines images with clear text. It is designed to help organisations communicate with people with a learning disability and where English may not be their first language.
- 7.1.2. Twenty-two responses were received. Nine responses were from residents of Wokingham, four from Reading and two from Winnersh. Additionally, we received one response each from Twyford, Arborfield, Winnersh, Earley and Finchampstead parishes. Three respondents did not provide their location details.
- 7.1.3. Among the easy read responses received, 13 respondents were male and eight were female while one respondent chose not to disclose their gender.
- 7.1.4. The respondents were categorised into three age groups based on the details provided in the survey. However, three respondents chose not to disclose their age. The distribution of responses per age group is as follows:
- 19 years old or younger: eight respondents
 - 30-59 years old: eight respondents
 - 60 years old and above: two respondents

7.1 Mode of Travel

Journeys of less than five miles

- 7.1.1. The respondents were asked about their preferred mode of transportation for distances of less than five miles. The data shows that 58% of respondents prefer to travel by car, followed by bus at 32%. Taxis and trains were both used by 16% of respondents. Walking was the least preferred mode of transportation for shorter distances, with only 5% of respondents choosing this option. Some 11% of respondents did not provide data regarding their preferred mode of transport for distances of less than five miles.

Journeys greater than five miles

- 7.1.2. The data indicates that 56% of respondents prefer to travel by bus for distances greater than five miles, followed by car at 44%. Around 22% used train travel and 11% taxis.
- 7.1.3. The responses suggest that buses play a greater role for travel for those with a disability than they do for the general population.

7.2 Vision and Themes

- 7.2.1. The LTP Vision is to Connect People and Places. The Vision described in the Easy Read LTP is to ensure people can get where they need to go easily. The themes were also worded differently. This is summarised in Table 7-1.

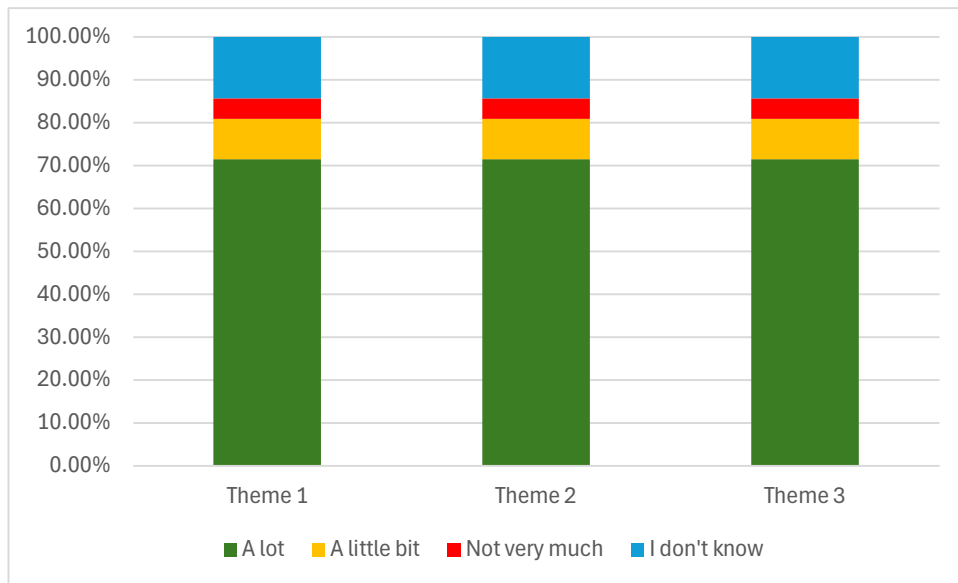
7.2.2. 81% of the respondents supported the vision.

Table 7-1 – Easy Read Vision and Themes

	Draft LTP	Easy Read LTP
Vision	Connect people and places	People can get where they need to go easily.
Theme 1	Create healthy and safe places	Healthy and safe places
Theme 2	Develop the economy	Support our local economy
Theme 3	Reduce environmental impacts	Have cleaner air and less pollution

7.2.3. The respondents were asked about this level of acceptance for the themes. The following graphs shows the findings. Shown in Figure 7-1, all three themes were similarly supported with 81% of the respondents agreeing with them and 5% disagreeing. Three respondents did not express an opinion on the themes.

Figure 7-1: Easy Read: Level of acceptance of themes.



7.3 Comments on Themes

Healthy and Safe Places

7.3.1. Several respondents provided comments regarding the theme to provide healthy and safe places and underscore the diverse perspectives and priorities regarding safety and accessibility within the community.

- 7.3.2. A number of comments were made regarding safety. One commented on the importance of feeling safe while traveling and another emphasised the need for expanded wheelchair-accessible paths, well-maintained bus stops, and improved street lighting for safer routes. Another respondent stressed the importance of safer environments for enhanced quality of life. Additionally, support for safety measures for schoolchildren and traffic speed regulations was raised in the feedback.
- 7.3.3. Positive responses included support for initiatives like awards for schools promoting walking and cycling and the provision of secure spaces for bike parking.

Support our Local Economy

- 7.3.4. Whilst the theme was well supported, one respondent expressed apprehension about potential increases in traffic volume following road and route improvements.
- 7.3.5. One respondent mentioned how the proposed South Wokingham Distributor Road might improve accessibility. Suggestion was also made regarding improving transport links between Twyford and Wokingham to eliminate the need to change trains in Reading, as well as the possibility of speeding up rail services between Wokingham and London.
- 7.3.6. Another respondent suggested a reliable, safe and trustworthy service for individuals who are not mobile or lack knowledge about shopping or were unable to travel themselves. This service could, it was suggested, involve a person running errands in a safe, branded vehicle specifically designed for this purpose, and providing transportation assistance for various needs.

Cleaner Air and Less Pollution

- 7.3.7. Several comments were made regarding the theme to have cleaner air and less pollution. One respondent highlighted the potential for initiatives to reduce pollution in Wokingham, emphasising the importance of environmental sustainability.
- 7.3.8. A respondent suggested introducing small electric cars for local travel coupled with a car club scheme to reduce car ownership. Another raised concerns about the visibility and accessibility of electric chargers during flood situations, suggesting the need for additional chargers and addressing infrastructure vulnerabilities.
- 7.3.9. Others advocated for enhancements to public transport infrastructure, including the addition of more buses and electric charge points, and the utilisation of biofuel for buses.
- 7.3.10. Another suggested that the Council should provide incentives to encourage people to sustain their efforts for this environmental theme, recognising the tendency for the initial enthusiasm of individuals to wane over time.
- 7.3.11. A respondent advocated for a broader, more comprehensive approach to environmental stewardship, proposing ambitious initiatives to combat pollution on a global scale.

7.3.12. A comment as made to encourage the growth of more trees and plants to provide aesthetic appeal and enhancing the borough's environmental landscape.

Other Suggestions

7.3.13. Several respondents provided feedback on the Vision, expressing various sentiments and suggestions. One respondent expressed their willingness to rate the vision highly if it significantly improved travel convenience. Another highlighted the appeal of visiting town centres, indicating a desire for enhanced accessibility.

7.3.14. Respondents offered various insights and recommendations in response to an invitation for suggestions on how to improve travel experiences.

7.3.15. Some emphasised the need for increased law enforcement to address traffic violations such as speeding, drink driving, and mobile phone use while driving, along with measures to reduce congestion during rush hours. Another respondent suggested the establishment of a localised police presence, emphasizing its potential to deter antisocial behaviour and enhance safety.

7.3.16. Respondents proposed measures to mitigate the impact of construction projects on roads and advocated for improved pedestrian infrastructure such as more zebra crossings and cleaner, nicer bus stops.

7.3.17. Suggestions also included the provision of better support for individuals with disabilities, improved street lighting, reduced public transport fares, and the expansion of bus routes to better serve community needs. Additionally, there was a call for infrastructure improvements, particularly to provide wheelchair-friendly footpaths with adequate amenities.

7.3.18. These comments reflect the engagement, diverse perspectives and priorities of residents responding to the Easy Read LTP to improve travel convenience and safety within the Wokingham borough.

8 Consultation with Disability Groups

8.1 Introduction

- 8.1.1. This section summarises feedback from council officer meetings with four disability groups, attended by disabled persons and their carers. The Council met with:
- Dinton Pastures Learning Disabilities Group;
 - Focus Friends at Acorn Centre;
 - Westmead;
 - CLASP; and
 - the Wokingham Equality Forum, which is a group of professionals working with those with special needs.
- 8.1.2. The groups were attended by those with mixed abilities and disabilities, and with their carers.

8.2 Dinton Pastures

- 8.2.1. The Dinton Pastures group included those with mixed abilities and learning disabilities and their support team.
- 8.2.2. There was a consensus that there were not enough safe crossings through the borough and not enough routes away from roads. Individuals frequently encountered footways blocked by car chargers, cars or overgrown vegetation which they considered makes for dangerous walking routes. In addition, some routes were considered too narrow to accommodate wheelchairs and motorised scooters.
- 8.2.3. None in the group rode bicycles and considered shared use paths and cycling on footways a nuisance.
- 8.2.4. There was a strong consensus that traffic in and around school drop off areas was 'very scary and very dangerous'. To some, cars are noisy, 'smelly' and scary when driving fast or beeping horns.
- 8.2.5. When walking, some stated that cars travel too fast in town centres and residential areas, and there was a general perception that there were simply too many cars in town centres. The group indicated that it would like to see more buses and fewer cars. However, some observed that bus drivers will drop the entrance to the bus for wheelchairs but not for walking wheelers, leading to some to suggest that it is easier to board a bus in a wheelchair than it is with mobility aids.
- 8.2.6. There were comments on bus service reliability ('buses don't always turn up'), and the bus network generally, for example 'if you are not on the straight line between Reading and Bracknell then the service is too irregular for those with a learning disability'.

- 8.2.7. In addition, carers felt unable to use buses in Wokingham due to poor connections and poor timings. It was noted, however, that carers rarely have this problem in Reading. It was suggested that the generally poor bus service for carers in Wokingham makes staff retention and hiring more difficult.
- 8.2.8. Unstaffed railway stations make it impossible for some to use the train lines, and issues around unreliable and cancelled services is further compounded by train strikes.
- 8.2.9. The group expressed the importance of independence and being able to socialise in public spaces. The group like going to the shops where it is pedestrianised, and Woodley and Bracknell were preferred for this reason. The overall consensus was for more disabled parking in the main areas and to pedestrianise more widely to provide safer, cleaner and less scary public spaces.

8.3 Focus Friends

- 8.3.1. Focus Friends is a group for those with learning difficulties and high dependency for support.
- 8.3.2. Times when a bus pass can be used were stated as the biggest barrier to independence. The bus pass only allows use after 09:30am. Some of the group have part time jobs which is important for income, social life and mental health. However, they cannot use the bus pass during the morning peak period, which prevents some from working as they cannot get to the place of work to start the day alongside colleagues, and if they do pay a bus fare then the cost has an impact on their already very small income.
- 8.3.3. Several barriers to bus use were noted by the group:
- Fear and anxiety caused by irregular bus times and unreliable services ('what if I can't get home?');
 - Buses are frequently loud, and some members of the public can be aggressive, disrespectful and thoughtless. When triggered, some members of the group can lash out physically and verbally, or try to escape;
 - Not all bus stops have somewhere safe to wait, which causes anxiety. Many of the carers or family members are elderly and need to sit, but there are often no available seats;
 - Not all buses take cash. Some members do not have bank cards and are reliant on being given cash to use for transport;
 - Buses are so infrequent in some areas that some members of the group felt isolated and could not get to day centres without a family member driving them.
- 8.3.4. During the meeting the facilitator showed them the MyJourney Travel planner. The group found this helpful as it provides a step-by-step guide indicating how users might get to their chosen destination. It was suggested that this would also be beneficial if it provided audio instructions as most people will understand the audio but not necessarily written instructions.

- 8.3.5. It was also noted that there used to be yearly travel lessons for those with a disability, but these lost funding a few years ago. The group indicated that it would like them back.
- 8.3.6. There was a suggestion that a campaign at bus stops and other public locations would be beneficial to inform others what the daisy lanyards are; the lanyards are to inform the public, health professionals and members of staff in public places that the person wearing it either has, or is with, someone who has a hidden disability – such as autism, chronic pain, dementia or a hearing impairment.

8.4 Westmead

- 8.4.1. The meeting at Westmead was represented by those with a range of learning and physical disabilities.
- 8.4.2. There was a consensus that the quality of footway surfacing in the borough is variable and uneven, and that they are generally unsuitable for wheeling of all kinds.
- 8.4.3. In some locations footways are narrow (with one commentator referring specifically to pavements at underbridges) making it difficult for a single wheelchair to pass, and further complicated when there is a need to share the footway with other footway users, or where a person in a wheelchair is accompanied by a support worker or animal.
- 8.4.4. There was a mention of safety and blocking issues caused by vehicles parking on footways and some street furniture. In extreme cases this requires those with a disability to pass vehicles in the road as they are unable to continue on the footway.
- 8.4.5. It was suggested that at some road traffic signal-controlled crossings the time given to pedestrians and those with a disability is too short, which for some makes the process feel ‘very scary’.
- 8.4.6. Comment was made that some cyclists are dangerous and inconsiderate to those with a disability, whilst those cyclists in the group felt that cycle routes need to be safer in many parts of the borough.
- 8.4.7. Bus services can provide a poor service to those not in town centres reinforcing perceptions of isolation. The unreliability and cancellation of some bus services also causes anxiety and a further loss of confidence in their use. There was also a comment that buses ‘frequently’ refuse wheelchairs, and that it isn’t always possible to get a mobility scooter onto some services.
- 8.4.8. None of the group used trains.
- 8.4.9. None of the attendees at the meeting knew of the California Greenway [between Arborfield and the Finchampstead Baptist Church Centre) and suggested that better marketing and advertising of the route – and other accessible rural routes to those in a wheelchair or disability – would be beneficial.

8.4.10. The group supported the promotion of cycling to school and suggested that safer drop off areas were needed, with unanimous support for closing school roads at drop off/pick up times.

8.4.11. It was considered that many walking routes to schools were of poor quality.

8.5 CLASP (Caring, Listening and Supporting Partnership)

8.5.1. CLASP is a self-advocacy group for people with learning disabilities in the Wokingham Borough. It is run by its members to employ people with learning disabilities and offer voluntary opportunities.

8.5.2. When asked **what is good about travel in Wokingham**, the responses included:

- | | |
|-------------------|---|
| Journeys by bus | <ul style="list-style-type: none"> • Free bus pass and the carers companion bus pass • Good access to buses • The Lion 4 and X4 bus service on the A329 between Bracknell, Wokingham and Reading which operates until 11 pm • Buses are clean. • Some Drivers are very friendly, ask if you are OK and help passengers onto the bus • App on phone about bus times (for those who can use apps) |
| Journeys by train | <ul style="list-style-type: none"> • If trains are cancelled buses are provided • Trains are mostly on time. • Disabled Persons Railcard which provides up to 1/3 off rail fares for those eligible to use one • Modern and safe railway stations |
| Car journeys | <ul style="list-style-type: none"> • There is enough parking available. • You can drive into the town centre and disabled parking is always available. |
| General | <ul style="list-style-type: none"> • It is possible to get to places. • There are traffic signal-controlled pelican and puffin crossings. |

8.5.3. When asked **what is bad about travel in the area**, the responses included:

- | | |
|-----------------|--|
| Journeys by bus | <ul style="list-style-type: none"> • There are limited bus services away from the A329 (to Barkham, Finchampstead, etc) • Some bus services are always unreliable, often running late and 'no shows'. Others have a limited schedule (hourly or less) and no evening or weekend service. • Generally, passengers must change buses to get anywhere in Wokingham. • Outlying locations are not served well by public transport. |
|-----------------|--|

- The general lack of buses reduces the independence of those with a disability or who are reliant on public transport for travel.
- If buses are late, then passengers can feel unsafe in the dark.
- Bus stops are too far away from where residents live for some with a disability.
- Some bus stops are not well lit and vandalised.
- There is no timetable at some bus stops, or electronic displays are not working or give the wrong or no information.
- Some buses pass stops without stopping to pick up or to drop off passengers.
- As a bus passengers, if the electronic system on the bus that informs of each stop is not working, then it can be difficult to see when the bus is due to stop (especially in the dark).
- Bus drivers can sometimes drive too fast and erratically. If such driving causes people to drop things, it can affect them physically having to pick it up due to disability.

Journeys by train

- It can be difficult to buy train tickets at night.
- Train strikes are disruptive to travel.

Car journeys

- Car parking charges are expensive which impacts finances and limits convenience.
- Some park in blue badge spaces who do not have a blue badge.
- Potholes cause damage to cars, and poor road drainage leads to flooding, dangerous conditions and road closures.
- The speed limit in Wokingham town centre should be reduced.
- Car drivers do not adhere to the rules at zebra crossings. In addition, some crossings are not well lit or sign posted.
- Cars parked on pavements, so people in wheelchairs and buggies cannot get through.
- There is a lack of public parking spaces in new build developments meaning carers cannot park easily.

Cycling

- There are insufficient / is a lack of cycle paths in the borough. This does not encourage exercise and does not encourage cycling to reduce traffic emissions and traffic volumes.
- People cycling on footpaths is dangerous.
- Cars driving in, stopping on or parking in on-road cycle lanes are a safety hazard and disincentive to cycle.
- There is nowhere safe to lock bicycles in public spaces.

General

- The failure of pedestrian and cyclist traffic lights makes it unsafe/difficult to cross the road.
- Car drivers do not adhere to the rules around pedestrian use of zebra crossings.
- There is a need for more pedestrian crossings (e.g. Dinton Pastures)
- Pathways are uneven/broken, and potholes on pathways fill with water.
- There is a lack of pavements at some locations, for example Edney's Hill, Tesco Bridge and along Nine Mile Ride.
- Street lighting is not good; it can leave some people feeling unsafe and they cannot see other people.
- Litter, broken glass and vandalism in some places makes some feel unsafe.
- Because of poor public transport some disabled people rely on their carers for transport, which can restrict the hours and shifts worked by carers.

8.5.4. As for suggestions about what they would change, they responded:

They want to feel safe

- A community warden or Police Community Support Officer (PCSO) on the bus, especially at night
- More crossings / safer crossings at roundabouts, and on busy roads.
- Slower traffic and wider footpaths on busy roads where there are lots of pedestrians, and close to nurseries and schools.
- More door-to-door evening travel, to enable a social life
- Better lit and maintained pavements.
- Make pavements for pedestrians and provide separate space for scooters and bikes.
- Protect and enforce parking in disabled spaces and at dropped kerbs.
- Better community CCTV to improve perceptions of safety.
- More people to take CLASP's Listen To Us training which raise awareness of what it is like to have a learning disability
- More travel training for those with a disability.

They want to be connected and independent

- Bus services should be more frequent, extend to areas not currently covered and link into housing estates.
- More direct routes would remove the need to travel into Reading to change services. For example, a service between Wokingham, Woodley and Lower Earley to save the time and stress of connections.
- More community transport to support and enable independent living for those with a disability.

- A bus service to the Berkshire College of Agriculture (BCA). It offers Adult Learning for Independence and Employment (ALFIE) courses which many residents with a disability can't currently get to due to limited travel opportunities.

They want reliable and accessible information about journeys

- Real time bus and train information at the information centre in Wokingham Town Hall and Wokingham station.
- Current timetables at bus stops and working real time information.
- Spoken and visual 'next stop' information on all buses, especially on journeys after dark.
- Physical copies of timetables so that those who do not have to access the internet can plan their journeys confidently.

They suggest better cycle paths to encourage more people to travel by bike

- Cycle paths should have an improved design.
- Safe cycle parking should be provided in public places.

They suggest cheaper parking for residents, or provide a resident's discount (like Windsor and Maidenhead) to encourage people to come to the town centre.

8.6 Equality Forum

- 8.6.1. Wokingham's Equality Forum is independent of the Council and is community-led, providing representatives from local groups with a platform to discuss the needs and aspirations of their communities and shape the Council's services. Thirty-one organisations are represented including those of ethnic and religious minorities, those with special educational needs and a disability, LGBTQ+ and youth groups.
- 8.6.2. A presentation of the LTP was made to the Equality Forum on 30 January 2024. The discussion raised issues around buses, mobility scooters and reasons for an apparent lack of train use amongst its represented groups.
- 8.6.3. It can be difficult for those with attention or noise sensitivities to travel by public transport, and sometimes it is other passengers and drivers who do not understand these conditions that create uncomfortable situations for those affected.
- 8.6.4. The group highlighted the issues around restricted bus pass timings and how this impacts on the lives of those using them.
- 8.6.5. The group highlighted that travel training is available for those who struggle with agoraphobia and other conditions that make it difficult for some to some buses and public transport.
- 8.6.6. For those who might choose to travel by train, perceptions and the uncertainty of not knowing if there are toilets on the train, not knowing how busy it is, whether there will be a seats or staff available leads them to make other travel choices.

- 8.6.7. Families affected by dementia can struggle with access to transport, and more widely the bus network away from the Reading – Wokingham – Bracknell corridor are less frequent or non-existent making it difficult for some to get to mainstream services such as shops and hospitals, and to social events.
- 8.6.8. Charity volunteer car services have long waiting lists, and a focus on medical appointments results in fewer opportunities for some to get to social events.

8.7 Summary of Suggested Improvements

8.7.1. Through the meetings with the four disability groups, there were a number of potential actions that were raised. These are pulled out and reproduced below for ease of reference.

- They want to feel safe
- They want to be connected and independent
- They want reliable and accessible information about journeys
- More safe crossings and routes away from roads
- Increase time given to pedestrians and cyclists at some traffic signal-controlled crossings
- Reintroduce yearly travel lessons for those with a disability
- Better marketing and advertising of the low traffic routes – and other accessible rural routes to those in a wheelchair or disability – would be beneficial
- Extension of times that a bus pass can be used, in particular to allow use before 09:30
- Campaigns at bus stops and other public locations would be beneficial to inform others what the daisy lanyards are
- Extra capacity for charity volunteer car services

9 Analysis of Open Responses

9.1 Introduction

- 9.1.1. Respondents were able to provide comment via open text at the end of the survey on their experience and how they travel around the Borough.
- 9.1.2. The comments reflect a diverse range of perspectives, priorities, and opinions on the draft LTP, ranging from general comments to those relating to specific issue or travel modes. An overview of these, is provided in the following paragraphs.

9.2 LTP Wide Comments

- 9.2.1. Some respondents commended the positive objectives outlined in the plan but expressed concerns about the lack of specific actions and the absence of consideration for potential negative consequences.
- 9.2.2. Around six respondents criticised the emphasis on walking, cycling, and electric vehicles over car use. Another 18 respondents question the effectiveness of proposed measures, particularly regarding speed limit reductions and the promotion of alternative modes of transport.
- 9.2.3. On the other-hand some respondents expressed frustration with perceived delays in implementing demand management measures, such as road pricing, and calls for more ambitious proposals and a clearer prioritisation of objectives.
- 9.2.4. Six respondents provided feedback on the issues, for greater consideration of the diverse needs of people, including the needs of elderly and disabled individuals and different travel characteristics of males and females.

9.3 Active Travel (Walking, Cycling, and Wheeling)

- 9.3.1. Many respondents expressed support for initiatives promoting walking, cycling, and wheeling, acknowledging the long-term benefits of reducing reliance on private transport.
- 9.3.2. Concerns were however raised about the lack of consideration for seasonal variations and/or winter maintenance of active travel choices and the underutilisation of existing cycle paths, with calls for dedicated lanes and better planning of routes away from busy roads.
- 9.3.3. Suggested improvements included prioritising cycle and walking infrastructure alongside public transport improvements, emphasising their affordability and strategic importance for the borough's resilience. Specific locations mentioned include the cycle lane along the Lower Earley Way, existing cycle infrastructure in areas such as Reading Road and Wiltshire Road, with concerns about safety and usability. Suggestions for improvement include implementing cycle lanes to Netherlands standards, maintaining cycle lanes, and ensuring better signage and promotion of cycle paths and footways.

- 9.3.4. There was also mention of active travel to reduce reliance on traditional freight methods. Suggestions included implementing rental schemes for cargo bikes and trailers, allowing families to easily access these alternative transportation options and encourage more sustainable modes of travel.
- 9.3.5. The safety of children traveling to school was highlighted as important considerations by four respondents. Specific suggestions are made for funding "walk to school facilities" to improve safety during the school run, with examples like drop-off points at Sainsburys Winnersh mentioned.
- 9.3.6. 35 respondents stressed the importance of making non-motorised travel more attractive and common while recognising the diverse needs of residents. Concerns were raised by 12 respondents about the practicality and safety of cycling, with some residents questioning the feasibility of widespread cycling as a mode of transport..

9.4 Electric Vehicles

- 9.4.1. While acknowledging the environmental benefits, some residents question the extent to which electric cars alone can address air quality issues and the overall environmental impact of EVs, citing issues such as battery production and disposal, as well as increased road damage and pollution from tyre wear due to the weight of EVs.
- 9.4.2. Residents worry that investing in more charging points could strain the electricity grid, leading to increased costs for consumers. Some also question the long-term viability of EVs, suggesting that market forces may shift towards alternative technologies like hydrogen or improvements in conventional vehicles.
- 9.4.3. Additionally, eight respondents raised concerns about the affordability of EVs for many residents, particularly those on fixed incomes, and scepticism about the long-term cost-effectiveness compared to traditional petrol or diesel vehicles.

9.5 Environment

- 9.5.1. The feedback regarding environmental concerns in Wokingham reveals a mix of optimism, practical suggestions, and areas of contention.
- 9.5.2. Concerns about the environmental impact of increased car usage and the need for more sustainable transportation options, especially in the context of climate change policies, were highlighted by a number of respondents.
- 9.5.3. Some respondents expressed optimism that proposed initiatives will enhance the quality of life for all residents in the borough, particularly by improving air quality.
- 9.5.4. Specific concerns were raised about air quality in areas like Twyford High Street, with some respondents calling for targeted solutions. to alleviate congestion and reduce pollution. Suggestions included for temporary measures to test the effectiveness of these solutions and chance for practical, low-cost interventions.

9.5.5. Additionally, one resident raised broader environmental considerations, such as opposition to proposed infrastructure projects like a new Thames crossing. Similarly, there was concern that such projects could inadvertently promote car use, counteracting efforts to improve air quality and reduce carbon emissions.

9.6 Freight

- 9.6.1. The feedback regarding freight transportation in Wokingham highlights several key concerns and potential solutions.
- 9.6.2. Some respondents emphasised the need to realistically consider the impact of freight delivery on town centres, particularly in relation to the potential for driving stores out of these areas.
- 9.6.3. There was a recognition of the challenges posed by bulky and noisy HGVs, especially in areas like Twyford where narrow roads and pedestrian-heavy environments exacerbate the negative effects of emissions from diesel engines. Suggestions for mitigating these impacts include potentially banning HGVs from certain areas of Twyford village centre or restricting their access to specific streets to improve pedestrian safety and air quality.
- 9.6.4. Some residents expressed interest in alternative distribution systems, such as cargo bikes, which not only offer environmental benefits but also provide long-term resilience in the face of potential disruptions to diesel supplies. Suggestions include establishing a shadow network for emergency distribution, engaging owners of cargo bikes and electric vehicles, and potentially involving community groups like sports clubs to aid in distribution efforts during crises.

9.7 Highways and Car Use

- 9.7.1. Residents express a variety of opinions and concerns regarding traffic, roads and car use in Wokingham Borough.
- 9.7.2. Criticisms were voiced about specific traffic management issues, such as unnecessary traffic lights and inaccessible routes. Sometimes these were expressed in the context of the difficulty of traveling between A and B without a private car, for example between Wargrave and Wokingham and for working families with children, and the feasibility of walking or cycling everywhere in a large area like Wokingham Borough.
- 9.7.3. Critiques of proposed measures include scepticism about the effectiveness of reduced speed limits, concerns about the impact on traffic flow and air pollution, and opposition to initiatives that restrict or inconvenience car drivers. Additionally, around eight respondents suggested for the expansion of parking facilities in town centres and near schools to accommodate demand and reduce on-street congestion.
- 9.7.4. There were mixed views over proposals to reduce car dominance in residential areas, with some arguing that car ownership is high and public transport provision inadequate.

- 9.7.5. Concerns about penalising car drivers, particularly those who have difficulty walking or cannot afford electric vehicles, are raised. Some respondents felt that traffic reduction strategies should be balanced with road capacity improvements and smarter traffic management. Suggestions for improving traffic flow included a greater role for new technologies
- 9.7.6. Conversely, some residents oppose plans to increase the number of roads and improve traffic flow, fearing it would only encourage more private motoring. In particular there were comments about reducing car dependency, addressing traffic issues in specific areas like Twyford, and considering the impact of new developments on traffic congestion.

9.8 Highways: Operation, Maintenance, and Renewal

- 9.8.1. The feedback on the operation, maintenance and renewal activities in Wokingham highlights several key concerns related to street lighting, pedestrian safety and road maintenance.
- 9.8.2. Many respondents, commented on the condition of the roads, particularly potholes, as it is a major concern for residents. There is frustration about the allocation of funds, with some suggesting that money on new projects could have been better used for pothole repairs. The impact of potholes on safety of cyclists was also raised is also emphasised.
- 9.8.3. One resident felt that there should be better maintenance of street lighting to address issues such as poorly lit streets and faulty streetlights, which contribute to a sense of insecurity at night. Suggestions include using warmer coloured white LED streetlights for improved visibility and comfort.
- 9.8.4. Pedestrian safety was also raised, with three residents highlighting the importance of maintaining hedgerows and grass verges to ensure safe walking routes to and from schools and/or on roads with higher speed limits.

9.9 Motorcycles

- 9.9.1. Around three respondents, suggested that the LTP needs to considering motorcyclists as part of the transportation solution. This included to provide motorcycle parking in certain areas, which some felt had been disappearing in recent years.
- 9.9.2. While acknowledging the environmental benefits of cycling over motorcycles, some respondents highlighted the practicality and range advantages of motorcycles, especially for longer distances.
- 9.9.3. Comments also highlighted that motorcycles are vulnerable road users and caution against adjustments to roads that may compromise their safety. Examples cited include hazards like 'armadillo' devices along cycle lanes and non-compliant road furniture structures.

9.10 New Developments

- 9.10.1. While some residents express agreement with the need for housing estates, there is a perception that transportation needs of new developments are not always adequately addressed, with delays in installing footpaths and resistance to measures like reducing speed limits and installing pedestrian crossings.
- 9.10.2. Residents emphasised the importance of connecting new developments to the rest of the borough through public transport, highlighting areas like Lower Earley and Shinfield that are currently underserved by public transportation options. Suggestions include ensuring that new developments are serviced by regular bus services and providing safe and direct access to local facilities.
- 9.10.3. Around four respondents, suggested that there should be recognition of the impact of transportation challenges on specific demographics, such as young people traveling to school, underscoring the need for reliable and accessible public transportation options. Concerns were raised about the reliability and capacity of existing bus services, such as the Leopard bus service, particularly during peak times when buses may be too full to accommodate passengers.

9.11 Public Transport

- 9.11.1. Several recurring themes emerge from the feedback, to enhance accessibility, reduce reliance on cars and improve overall transportation options within the borough. These included the call for increased frequency and extended operating hours for bus and rail services. Around 31 respondents raised concerns related to these issues.
- 9.11.2. Some respondents expressed frustration with the limited availability of public transport during evenings and weekends, highlighting the need for more convenient and reliable options for commuting and leisure travel. Specific concerns are raised about the lack of late-night services and insufficient coverage to key destinations such as hospitals and schools.
- 9.11.3. Accessibility issues were highlighted, particularly for older adults and individuals with disabilities. Suggestions include ensuring that bus stops are equipped with shelters and seating, improving signage and information, and implementing measures to make public transportation more user-friendly for those with mobility challenges.
- 9.11.4. Residents stress the importance of integrated and efficient public transport systems, advocating for better coordination between bus and rail services to streamline travel and reduce journey times. Residents advocate for alternatives such as park-and-ride services and enhanced bus links to reduce reliance on private cars and promote more sustainable modes of transport.
- 9.11.5. Some respondents also called for investment in alternative modes of transport, such as cargo bikes and electric vehicles, to promote sustainability and resilience in transportation

networks. Furthermore, residents suggested innovative transportation solutions, such as shuttle services and autonomous pods

9.12 Safety Issues and Speed Limits

- 9.12.1. Around ten respondents expressed scepticism about the effectiveness of 20 mph speed limits, citing potential increases in emissions and the belief that they are not adequately enforced. Some respondents stated comparisons to London where such limits are seen as having negative effects on pollution and fuel consumption.
- 9.12.2. There were mixed views on safety of speed limits. Around six respondents called for better enforcement of speed limits, with suggestions for larger 20 mph zones and improved pedestrian crossings. However, some express frustration with traffic calming measures, suggesting they hinder journeys and cause road rage, and questioned the efficacy of traffic calming measures and instead the importance of addressing the root causes of collisions rather than solely focusing on speed limits.
- 9.12.3. One respondent expressed nervousness about leaving his cycles unattended due to concerns about cycle crime, particularly in areas like Woodley.
- 9.12.4. Concerns about road safety for children and the need for safe cycling infrastructure are also raised by three respondents, with calls for improvements to roads before providing cycling safety lessons.

9.13 Schools

- 9.13.1. Safety concerns for pedestrians, particularly around school areas, were highlighted by many respondents. Suggestions included better crossings and more consistent traffic management outside schools.
- 9.13.2. Around three respondents raised concerns about the practicality of "School Streets" initiatives, suggesting they may simply shift congestion to neighbouring roads and introduce rat-runs. And around eight respondents raised issues concerning the safety of school streets.
- 9.13.3. Residents express frustration with the current state of parking, particularly in relation to school drop-off and pick-up times, where illegal and unsafe parking practices contribute to congestion and pose risks to pedestrians, especially children. Several specific suggestions are put forward to address these issues. These include proposals for increased parking enforcement near schools during peak times to ensure compliance with safety regulations and prevent hazardous parking practices.

10 Stakeholders Comments

10.1 Introduction

10.1.1. This section summarises the views of stakeholders who responded on the draft LTP. They are:

- British Horse Society;
- Mid and West Berkshire Local Access Forum;
- Reading Borough Council;
- Earley Town Council;
- Shinfield Parish Council;
- Twyford Town Council;
- Winnersh Parish Council
- Wokingham Active Travel Community Hub (WATCH);
- Wokingham Town Council;
- Wokingham Without Parish Council; and
- Woodley Town Council.

10.2 British Horse Society

10.2.1. The British Horse Society (BHS) is a national organisation that aims to protect and promote the interests of all horses and those who care about them. The BHS responded to the LTP consultation on 28 February 2024.

10.2.2. The BHS supported the overall LTP vision. It stated there is a close relationship between active travel and recreation, which in turn should result in more people choosing to undertake active travel. However, it considered that, without many active travel routes being placed off road and with improved bridleway connections, these routes will be much less attractive, safe and less accessible for many horse riders.

10.2.3. It suggested that that horse riding be added alongside walking and cycling policy and that the LTP should commit to providing a network of horse-friendly routes across the borough. These would offer safer routes for horse riders alongside walking and cycling, and connecting fully into Wokingham town centre, existing residential areas and other villages and towns with new and improved off-road routes.

10.2.4. The BHS supported the new Greenway routes. However, stated that unless the greenway network is more extensive, their use is likely to be limited only to those who live in closest proximity to them. The BHS did however welcome the draft LTP proposals to “*trial locally supported changes to increase the network of low traffic routes for walking, cycling and horse riding*” and added that the BHS has funding opportunities available for new routes that include horse riding.

10.2.5. The response noted that the draft LTP was aligned with the Local Cycling and Walking Infrastructure Plan (LCWIP), however it makes no reference to the Rights of Way

Improvement Plan (ROWIP) which outlines the improvements that are needed to the Public Rights of Way network (PROW). It continued that the ROWIP must be recognised fully by the LTP and that “The potential held in the PROW for providing a safer network for active travel, improving health and wellbeing, offering sport and leisure opportunities is immense and should not be overlooked.”

10.2.6. The response suggested that the term 'opportunities for all' may apply to inclusion of disabled users, but it should be clarified to encompass all non-motorised users, “horse riders included.”

10.2.7. The BHS stated a link between the Arborfield Green development build out and an increase in the demand for stabling (livery). It is anticipated that some local stables will increase capacity, and other areas of land around Arborfield, Finchampstead and Barkham will be repurposed for equestrian. Therefore, it requested that horse riding be added to the draft LTP statement:

‘The LTP will complement and align transport strategy with the emerging Local Plan. Infrastructure delivered in the larger developments will need to provide safe walking, cycling and attractive public transport routes within and from these developments to support and enable sustainable development and appropriate infrastructure for new and existing residents.’

10.2.8. The BHS contribution concluded with a summary in bulleted format:

- Please increase horse riding inclusion where necessary.
- Review the existing PROW network and use DMMO Application routes, alongside the Greenways and LCWIP routes, to form a connected off-road network.
- If cycle ways/shared use footways are to be placed on roads used by horse riders, please consult with the BHS/local riders and provide a safer alternative for them to use.
- To future proof Wokingham Borough for active travel and health and wellbeing, consider recreational opportunities, with creation of off-road circular routes that will also make active travel routes more accessible for more people.
- Give definitive bridleway status to all new routes so they remain in perpetuity, with many more non-motorised user groups able to enjoy them - walkers, cyclists, horse riders, disabled, elderly, parents with buggies and prams.

10.3 Mid and West Berkshire Local Access Forum

10.3.1. The Mid and West Berkshire Local Access Forum (referred to as the Forum in the following summary) is a statutory body which advises West Berkshire Council as well as Reading and Wokingham Borough councils on the implementation of the ROWIP and matters that affect access to the countryside for public recreation and enjoyment. It is an independent group that tries to strike a balance between representatives of people that use the countryside (e.g. walkers, cyclists, equestrians, vehicle-users), the owners of the land, and other people and organisations with relevant interests.

- 10.3.2. The Forum responded to the LTP on 5 March 2024. Much of the content from the Forum is similar to the BHS response in Section 9.2; the summary here therefore includes points not detailed in the BHS letter.
- 10.3.3. The Forum welcomes the “full and considered approach to improving walking and cycling opportunities” but advises that horse riding must also be considered. It says that “Recreation/leisure and active travel go hand in hand, with both leading to healthier lifestyles and a better quality of life”.
- 10.3.4. The Forum suggest that policies included in Neighbourhood Local Plans (NLP's) are included in the LTP. The Forum also recommended integration of the LTP with the Wokingham Rights of Way Improvement Plan (ROWIP) which is not mentioned in the draft LTP even though mention is made of healthy, green travel. It states that ROWIPs focus on recreational travel but, in practice, utility travel (as covered by LTPs, LCWIPs and Active Travel Plans) and recreational travel are inter-twined. Paths and improvements on the ground made through ROWIPs, LTPs, LCWIPs and Active Travel Plans can, and are often used for both utility and recreational travel by the public and need to be integrated.
- 10.3.5. The plan for the Greenways scheme is supported by the Forum. It suggests more network links between PROWs and to make the Greenways more accessible with improved links to the town centre. It suggests that further expansion of the bridleways network will be “essential”. It also supports measures to promote walking and cycling along rural lanes and asks that horse riding is included in this policy.

10.4 Earley Town Council

- 10.4.1. Earley Town Council (ETC) submitted its response to the LTP consultation on 7 February 2024.
- 10.4.2. ETC has already submitted to WBC - in response to the Council’s Speed Review in 2022 - suggestions for the application of 20mph limits across many residential roads in Earley, and for a reduction of speed limit from 40mph to 30mph on the [A329] Wokingham Road.
- 10.4.3. It would welcome further active travel facilities along more direct routes and requested cycle parking at all green spaces across Earley, especially at sports facilities.
- 10.4.4. The Town Council area does not have what one might consider a “Town Centre”, but it does have several small centres currently without any electric vehicle (EV) facilities. Earley has very limited WBC-sponsored EV charging stations and ETC would welcome extension to such networks.
- 10.4.5. ETC welcomed all actions to improve air quality through transition to zero emission vehicles and keeping traffic flowing smoothly. It suggests that there needs to be significant improvement to traffic flow through the use of more intelligent and agile automated traffic management systems, to reduce stop/start traffic and reduce pollution.

- 10.4.6. The Council remarks that Earley is well served with bus routes to Reading town centre along Wokingham Road and from the central belt along Rushey Way, but less well connected to Wokingham from the western and southern areas. It suggests a better interchange at the Royal Berkshire Hospital with increased routes and improved waiting facilities would be beneficial.
- 10.4.7. ETC states that "...a significant issue at Earley railway station is the lack of accessibility to the London bound platform. Currently, the level of usage at the station does not meet Network Rail's criteria for installing lifts like Wokingham and Bracknell stations, but this is a needed facility at Earley station to make train travel more accessible".

10.5 Reading Borough Council

- 10.5.1. Reading Borough Council (RBC) responded to the LTP consultation on 15 March 2024.
- 10.5.2. RBC supports the three key vision themes outlined in the draft LTP. It states that there are strong synergies with the five key themes outlined in its new Reading Transport Strategy 2040. It considers the aim of reducing the negative impacts with road transport to be central to the delivery of all three themes and must be associated with some bold and strong policies to reduce the dominance of travel by private vehicle.
- 10.5.3. It agrees with Wokingham's ambition to protect and enhance the strategic road and rail connectivity. However, it would like to see reference reaffirming Wokingham's support for a new Thames Crossing and associated sustainable enhancements, as outlined in Wokingham's previous LTP, Local Plan and in its Reading Transport Strategy 2040, alongside bus priority improvements to speed up journey times on Bus Rapid Transit corridors on strategic routes in both authorities linking to existing and new park and ride facilities.
- 10.5.4. RBC agrees with the general principles of the Hierarchy of Transport provision for the LTP which puts Walking and Wheeling and Cycling as well as Public and Shared Transport at the top and Diesel and Petrol Vehicles followed by Air Travel at the bottom. It particularly supports the objective for 50% of trips in Wokingham's towns to be made by active travel. RBC encourages the Council to show determination in delivering this, particularly where this involves reallocating road space to active travel which is likely to face vocal opposition. RBC commits to working with Wokingham on the delivery of cross-boundary active travel to provide integrated schemes.
- 10.5.5. RBC endorses the creation of attractive bus routes through increasing service frequencies and expanding the bus network to support the growing population. It suggests that this must be accompanied with the delivery of bus priority measures, including bus lanes and priority at junctions for the bus network to be an attractive alternative to private vehicle trips; it expects these to be outlined in Wokingham's next Bus Service Improvement Plan (BSIP).

- 10.5.6. RBC would like to see more bus priority measures to support services from Woodley, including Shepherds Lane into East Reading, to encourage both Woodley and Earley residents on to the bus network. This would link with the inbound bus lane on the London Road that RBC is delivering later in 2024.
- 10.5.7. It supports Wokingham's intention to work with partners to develop lower fares structures through the Enhanced Bus Partnership having seen the success of the £2 single and the Reading All-Bus initiative.
- 10.5.8. RBC agrees that park and ride is an important part of the transport network. RBC stated support for measures that will further enhance the facilities and services, particularly at both Winnersh and Thames Valley Park sites, to reintroduce services to Reading Town Centre. RBC also suggested considering linking to the new services for the Royal Berkshire Hospital and University of Reading from Winnersh.
- 10.5.9. RBC supports the Council's aspiration for increased capacity on the North Downs Line and the introduction of a stop at Winnersh Triangle on the Great Western Railway services. It also urges the Council to promote the enhancement of the services on the Waterloo line as were proposed before the pandemic.
- 10.5.10. Reading has made a pledge to be carbon neutral by 2030 and it supports any measures that assist Wokingham in also achieving carbon neutrality by 2030 through changing travel behaviour and vehicle propulsion. As outlined in the draft LTP, RBC remarks that this needs to be achieved against a backdrop of increasing population and it therefore supports measures that seek to introduce schemes and initiatives that enable sustainable transport from the outset as new developments are delivered.
- 10.5.11. RBC welcomes the opportunity to work with Wokingham and other neighbouring local authorities through the informal freight partnership to effectively manage freight across the region. It would also like to see more detail of the schemes and initiatives as they are developed alongside the LTP and its daughter documents.
- 10.5.12. Overall, RBC states that it is generally supportive of the approach outlined in the draft LTP, particularly in regard to creating healthy spaces for walking and cycling, supporting and developing the bus network and addressing the environmental impacts of transport including congestion. It encourages WBC to be bold and ambitious particularly on the key challenges around congestion, the environment and climate change.

10.6 Shinfield Parish Council

- 10.6.1. Shinfield Parish Council (SPC) responded to the draft LTP consultation on 1 March 2024 and SPC agreed or strongly agreed to all of the objectives and themes in the draft LTP.
- 10.6.2. It strongly supports the walking and cycling community but notes that - due to its semi-rural setting - without a robust bus network its communities are isolated. It suggests that the bus network is especially important to secondary school children travelling across the borough. For 90% of its population, the train station at Green Park is over one hour away by bus,

inferring that it is not a viable travel option. SPC identifies that the main challenge is how the LTP vision will be made a reality to meet the needs of Shinfield's residents.

- 10.6.3. The draft LTP vision to Create healthy and safe places ties in with SPC's vision for Safer, Healthier and Interesting Neighbourhoods for Everyone (SHINE). However, the LTP needs to recognise that not all residents are able to walk or wheel easily.
- 10.6.4. SPC supports the desire to move towards a carbon neutral environment and suggests that this requires significant capital input and effective engagement with Town and Parish Councils.
- 10.6.5. It strongly agrees with the objective for 50% Active Travel in Towns by 2030. It suggests that barriers to walking and wheeling must be removed, including improving safe routes to schools and easier road crossings. SPC supports the overall approach of the LCWIP but is not aware of the detailed funding or timetable for its implementation.
- 10.6.6. SPC supports the objective for Safer Streets for All. It suggests that a street lighting policy across the borough should be adapted to meet local circumstances to support this objective. It has identified priorities for safer walking including Hollow Lane roundabout and Beke Avenue. SPC requests that adequate footpaths be provided along Hyde End Road in Spencers Wood.
- 10.6.7. SPC also welcomes initiatives to reduce traffic volumes and speeds, which has been a publicly stated ambition of SPC for some time. 20mph speed limits in urban centres should be supported by 30mph as a maximum speed in all built up areas, with suitable controlled crossings where necessary as part of a holistic approach.
- 10.6.8. SPC indicates that school provision must be reviewed to ensure that it is sustainable, and for Shinfield residents this should mean not having to travel to secondary schools elsewhere. At a local level there needs to be viable safe routes to school for all schools.
- 10.6.9. The draft LTP includes a statement to increase My Journey engagement to promote sustainable and active travel for all. SPC writes that this should be to provide information for those that actively want to change to sustainable modes rather than being something that feels like it is being imposed on them.
- 10.6.10. The Council strongly agrees with the objective to enable Thriving Villages and Rural Centres and states that this should apply across the borough and not be restricted to Twyford and Wargrave as implied by the draft LTP.
- 10.6.11. SPC states that development should be infrastructure-led and modelled in a holistic manner. Under the Sustainable Development objective is a suggested policy to update the Wokingham Borough Council Living Streets design guidance. SPC states that in doing so "there must be serious and genuine consultation with local residents before any implementation".

- 10.6.12. Although the Council strongly supports sustainable development, it challenges the benefit of concentrating on long distance path network at the expense of more local networks.
- 10.6.13. SPC is in favour of mobility hub provision, suggesting that the School Green Centre/Lidl on Beke Avenue would make an ideal location.
- 10.6.14. The Council argues that any improvements to or provision of a high-quality travel corridor should be undertaken in partnership with residents and ‘not to them’.
- 10.6.15. The SPC’s response suggests that WBC needs to go beyond Dial a Ride and investigate on demand shared transport schemes that are available to all. It suggests a move away from point-to-point buses in rural areas. However, it challenges the promotion of car sharing and suggest instead that other on-demand options should be considered to support the objective of achieving net zero emissions.
- 10.6.16. The actions allied to the objective for High Quality Sustainable Travel Corridors indicates a policy to increase the frequency of bus services between Arborfield and Wokingham to provide four buses per hour. The Council suggest that this should be aligned with the existing Reading to Arborfield service (which runs every 20 minutes) to provide consistency and ensure connectivity.
- 10.6.17. The Council strongly agrees with the objective for clean air but asks why the actions are limited only to Wokingham and Twyford, stating “This is exactly what SPC has been wanting to see within the parish and yet we are not currently supported by WBC”.
- 10.6.18. SPC supports the provision of cargo bikes and states that it has been a strong user of the cargo bike and can speak for the benefits.
- 10.6.19. When invited to list alternative or additional actions SPC suggests should be included in LTP to tackle the challenges for travel across the borough, SPC notes that “LTP3 was about building more roads which has not really tackled the issues”. It writes that LTP comes across as aspirational but incremental. It continues that there needs to be some more innovative approaches and to embrace the changes in technology.
- 10.6.20. The stakeholder response concludes that SPC would welcome WBC adopting its existing proposals for traffic calming and volume reductions as, it suggests, “they fit very closely with the stated aim of LTP”. It suggests that a capacity review is needed at M4 Junction 11 and the Shinfield Arms Roundabout (Black Boy).
- 10.6.21. It adds that there should not be any further development within Shinfield parish until the road infrastructure can support the existing demands upon it. The delivery of agreed infrastructure must be when intended and not deferred to the end of development works. If WBC can achieve the objectives of the LTP then this will reduce current road usage to an acceptable level.
- 10.6.22. SPC concludes that, as a Parish Council, it agrees with the sentiments of the draft LTP, but the detail is not sufficiently specified.

10.7 Twyford Town Council

- 10.7.1. Twyford Town Council (TTC) provided its response on 23 February 2024. The Council supports investment in public transport, safe routes for walking and cycling and safety measures aligned with the LTP Vision. It stated that there are many elements in the plan that resonate with it, including improved walking, cycling and wheeling routes within Twyford and between Twyford and Wargrave, and public transport to Woodley.
- 10.7.2. TTC noted that the plan recognises the large catchment area of Twyford railway station, and that rail services and car parking continues to be in demand. It writes that the recent building of residential development in the northern part of Wokingham seem to have resulted in an increase in people from Wokingham using the Twyford station. TTC asked if the proposed plan to increase the hourly bus frequency between Wokingham and Twyford to a half-hourly service is sufficient during rush hours to address the issues. It added the lack of evening buses is a real disincentive for people in Twyford to use them for their daily journeys and therefore bus services also need to be extended into the evening to provide a viable alternative to the car for commuters from Woodley and Wokingham.
- 10.7.3. The Parish Council writes there is a common perception amongst Twyford residents that vehicles are larger, and speeds have increased through the village since the pandemic. It notes that at its last annual village meeting, the fear of speeding traffic has become more common than the concern over parking in the village as the major problem with road traffic. It asks that the LTP should address these fears as a priority.
- 10.7.4. The ambition to reduce speeds and to make driving in a built-up area safer must be met by specific measures to create more 20mph zones and to reduce rat runs through residential areas. The draft LTP mentions 'Twyford Crossroads environmental improvements' but it is unclear to the Council what these actions are. Its experience is that meaningful suggestions to reduce or discourage traffic from the centre of Twyford are resisted
- 10.7.5. TTC states that it is clear that the north south route through Twyford is a strategic one, but little thought seems to have been given to providing any alternatives.

10.8 Winnersh Parish Council's Planning and Transport Committee

- 10.8.1. Winnersh Parish Council's Planning and Transport Committee (the 'Committee') responded to the draft LTP consultation on 21st February 2024.
- 10.8.2. Winnersh Parish Council supports adopting 'Vision Zero' to eliminate deaths and serious injuries on roads. Vision Zero is a multi-national road traffic safety project that aims to achieve a road system with no fatalities or serious injuries involving road traffic. Their response suggested that the objectives relating to road safety in the LTP should be consistent with this vision.
- 10.8.3. The Committee was also concerned over the use of electric scooters. Whilst legal guidance is available on usage, they note this is not being enforced.

10.8.4. The Committee agree with changing the speed limits through Wokingham and taking traffic dominance out of the town, as well as through Winnersh on the Reading Road with appropriate signage, making use of the new bypass.

10.9 Wokingham Active Travel Community Hub (WATCH)

10.9.1. The Wokingham Active Travel Community Hub (WATCH) is a community group formed by volunteers to help make Wokingham a ‘great walking and cycling borough’. It provided its response to the LTP consultation on 6 March 2024.

10.9.2. WATCH welcomes the focus in this plan on sustainable travel and the reduction in the harmful side effects of transport. It comments that a long-term plan needs to be visionary and challenging, which, it writes, in most respects the draft is. The significant exception is the target for reducing serious injury and fatal collisions. It remarks that the target in the plan is for a 50% reduction in accidents. WATCH states that ‘we can and must do better. Vision Zero is an international strategy to eliminate all traffic fatalities and severe injuries. WATCH suggests that Wokingham Borough’s transport plan must set a similar objective and commit fully to measures that will make active travel safer and more attractive.

10.9.3. WATCH notes that the plan talks about assessing infrastructure on the basis of ‘cycling skill needed’, with the potential inference that a lack of skill may be the issue. It writes that cycling needs to be safe with the minimum of skill and any audit should assess the hazard to anyone with a minimum level of skill, not imply a need to increase skill levels.

10.9.4. The draft LTP proposes 20mph speed limits in urban centres “where supported”. WATCH flags a similar comment on page 14 of the draft LTP in relation to changes to increase the network of low traffic routes for walking, cycling and horse riding. It writes that these should be amended to say, “following consultation” but suggests that “support, however defined, is not required if the benefits are clear”.

10.9.5. It suggests that a holistic approach is required to walking and cycling routes, including a strategy for signage and cycle security. It comments that the current rate of cycle theft is a significant disincentive to active travel. This is a particular issue at stations and leisure facilities. The plan should include enforcement action and an integrated approach from operators, the council and the police.

10.9.6. WATCH notes that the LTP sets an objective of “adaption of network maintenance to increase resilience to a changing climate” but is then silent on how this may be achieved and there are no actions relating to this objective. Many existing walking and cycling routes follow sub-optimal pathways with inadequate drainage, forcing users onto busy roads. It requests that future plans consider this factor and include consideration for safe and accessible year-round use.

10.9.7. It comments that the network diagram on page 15 of the draft LTP is missing Active Travel links between Woodley-Earley, Woodley-Winnersh Triangle and Earley-Arborfield, all of which exist in the LCWIP.

- 10.9.8. WATCH welcomes the commitment to step-free crossings at Tan House / Carnival Hub. It adds that the bridge will require works to link it to the Molly Millars area, from which safe active travel routes from Finchampstead and Barkham are possible, to maximise its utility. It suggests that all pedestrian crossings of the railway need similar accessible ramps, including the Earley bridge and the Gypsy Lane crossing which will become increasingly important to the proposed development in South Wokingham.
- 10.9.9. It notes that the plan is based on 2011 census data rather than the more recent 2021 census. Whilst noting that the 2021 census is distorted by the Covid pandemic, given the importance of this plan it would like to see an analysis of the most important underlying data points against the more recent data.
- 10.9.10. On a point of detail, WATCH comments that the plan states a few times a desire to “reduce travel”. Travel itself can be a benefit to physical and mental health and wellbeing and, it suggests the objective should be to reduce travel which creates harm, for example emissions, congestion and loss of public realm for parking.
- 10.9.11. Finally, WATCH acknowledged that progress of LTP is dependent on funding. It suggests that a resource plan showing the combination of developer contributions, council funding and government grants used to deliver change would be beneficial to include.

10.10 Wokingham Town Council

- 10.10.1. Wokingham Town Council (WTC) submitted its response on 29 February 2024. It supports the three key themes identified in the draft plan, and notes and agrees the grouping of Wokingham Town with Winnersh as sharing common local transport characteristics. It is noted that the WTC response is similar, in parts, to the WATCH submission.
- 10.10.2. WTC welcomes and supports the commitments for town centres, including:
- Continued action to address Air Quality Management Areas;
 - Reducing through traffic with improved signage central to important to such changes;
 - Increasing active travel facilities, including measures to achieve the 50% local trip target to be reached;
 - Increase the availability of public EV charging;
 - A freight strategy for Wokingham town centre;
 - Infrastructure and speed limit changes to improve road safety, including a 20mph limit in within the urban centre;
 - Improved bus frequency and active travel links from the town to South Wokingham. It adds that Barkham and Finchampstead Roads both have a number of challenges; and
 - Commitment to step free access at the Tan House / Carnival Hub footbridge, adding that this will need to include links to the Molly Millars area and beyond.
 - Raised concerns about need for greater cycle security

- 10.10.3. The Council notes that the LTP talks of “increasing the network of quieter residential streets”. It proposes instead that the stated action should be a specific commitment to reducing residential area speed limits to 20mph which would be clearer and cost effective.
- 10.10.4. The Council remarks that women typically drive and cycle less than men but take the bus and walk more. Women's journeys tend to be more complex, involving multiple stops (for example, to drop off children at school, visit relatives, shopping), which means traditional bus services based do not always meet their needs. To illustrate this, WTC provided a link to “Public Transport and Gender: Briefing from the UK Women’s Budget Group on public transport and gender”, October 2019: The Council would like to see the LTP strategy and action plan acknowledge that different demographic groups experience different barriers and issues when it comes to travel, and to review data relevant to Wokingham Borough to understand the local needs of different demographic groups, so that any action plan can address these.
- 10.10.5. The Council closes with the observation that many of the measures in the LTP will require an overall strategy for road transport in the town area, including the new distributor roads. WTC’s Planning and Transport committee is keen to contribute to the detail of these plans in due course.

10.11 Wokingham Without Parish Council

- 10.11.1. The Council commented that the quality of work done, honesty, responsiveness and value for money from contractors working under the management of WBC on road and pavement maintenance and repair including surface, drainage, signage, kerbs, lighting and cleaning.
- 10.11.2. WWPC noted a lack of litter picking on the side of busy main road.
- 10.11.3. WWPC would like it noted that there is a lack of communication between Bracknell Forest Council and Wokingham Borough Council when planning road works/closures that impact the border areas and traffic flow.

10.12 Woodley Town Council

- 10.12.1. Woodley Town Council (WTC) Planning & Transport Committee provided comments on LTP in its response dated 1 February 2024.
- 10.12.2. The Council noted that the Wokingham / Winnersh quadrant currently has the highest uptake up of active travel, a reflection in part due to the transport initiatives already executed by WBC in that area. Given that the Earley / Woodley / Sonning quadrant is a similar 'urban' area with a large, concentrated population, it requested that the next phase of work should focus on this area to best progress the target of 50% active travel by 2030.
- 10.12.3. The Council commented that the document should include reference to improved walking and cycling signage.

- 10.12.4. WTC noted that the 'High Quality Travel Corridors' section (LTP p.21) refers to specific actions to improve physical access for disabled users. It suggests that there needs to be more explicit recognition of this group; for example, are wheelchair users to be categorised as 'pedestrians' and mobility scooters as 'wheelers'? A statement in the LTP would ensure the needs and aspirations of all disabled users are taken into account.
- 10.12.5. The Council noted that residents make use of rail services access Reading, Twyford, Earley, Winnersh Triangle and Wokingham stations. It would like the Plan to recognise that the key objective for Woodley residents is the ability to get to a rail stations easily and safely, preferably not by car. It commented that achieving this goal may require a variety of solutions (for example, by improving bus services and cycling routes to stations, by a stop between Wokingham and Reading on the North Downs line, by improving access to the London-bound platform and a zebra crossing over the Wokingham Road for Earley station). Acknowledging this requirement in the Plan, it suggests, would aid the chances of making incremental changes to encourage more rail travel.
- 10.12.6. It strongly supports the proposed audit of the road and cycling network and will task the Town Council's Cycling and Walking Task and Finish working group to consider how it can help with this and make use of the findings in Woodley.
- 10.12.7. The LTP makes specific reference to providing a step free railway crossing at Tan House / Carnival Hub. The Council requests the same reference is made in relation to Earley Station footbridge. It was also suggested the provision of access across the bridge from the open space at Loddon Park to Hurst should be included.
- 10.12.8. It was suggested the document would benefit from greater detail. One example given was in the Create healthy and safe places section, where reference is made to increasing the network of quieter rural roads and residential streets; it was suggested more detail as to how this might be achieved needs to be included in the LTP.
- 10.12.9. In the section entitled Healthy and Safe Places, WTC noted that there was reference to introducing 20mph speed limits in urban centres, where supported. The Council commented that this should be clearer as to be supported by whom.
- 10.12.10. Although the consideration of introducing e-scooter hire schemes is mentioned, it was suggested that as only pilot schemes were currently legal, this should either not be included to provide an unrealistic expectation or be clarified to state when / if legalised.

11 Summary

- 11.1.1. Public Consultation on the draft LTP 4 ran from the period 3 January 2024 to 8 March 2024.
- 11.1.2. Responses from approximately 500 members of the public were received, as well as feedback from a number of stakeholders and focused events with disability groups.
- 11.1.3. The LTP's three key themes to Create healthy and safe spaces, Develop the economy and Reduce environmental impacts were supported by at least three quarters of respondents.
- 11.1.4. Each of the themes are underpinned with a set of objectives and actions, all of which also received a positive response in the consultation.
- 11.1.5. The most supported objectives and actions were those to support thriving villages and rural centres, safer streets for all, protect and enhance strategic connectivity and a well-maintained network. While there was some variation in priorities depending on the place that respondents lived, a well-maintained network was in the top two for residents in all areas of Wokingham.
- 11.1.6. The least supported objectives related to freight, 50% active travel by 2030 and high-quality travel corridors, although twice as many people agreed with these than disagreed.
- 11.1.7. Respondents were also able to provide written comments. These provided several further suggestions relating to travel to school, maintenance, more measures to improve cycle security, and better quality and coordination of public transport services.
- 11.1.8. Stakeholder feedback highlighted strong support for the themes, objectives and outcomes. They also provided valuable feedback on how the LTP could be improved. This included improving accessibility at railway stations and bus stops, greater reference to equestrians and motorcyclists, and measures to improve ease of travel for those with a disability. Times when a bus pass can be used were stated by some of those with a disability as the biggest barrier to independence.
- 11.1.9. The stakeholder engagement highlighted in particular the lived experience of those with a disability and the key challenges they experience when travelling within the borough. It highlighted infrastructure barriers linked to maintenance, the challenges of those affected by noisy and inconsiderate behaviour on public transport, unstaffed railway stations and, in some cases, a lack of familiarity with how to use public transport. A recurring request was a request for the extension of times that a bus pass can be used, to allow its use before 09:30.
- 11.1.10. Overall, points relating to maintenance and inclusivity came through strongly in the consultation. Making the most of existing network and recognising that different users have different needs, including disabled users, women and girls. Many of the comments relating to inclusivity also relate to maintenance, such as streetlighting and vegetation management.



Appendix A

Summary of Comments by Theme

Create Healthy and Safe Places

This section summarises the comments received throughout the consultation which relate to creating healthy and safe places vision theme, objective and outcomes.

Suggestion	Outcome
The LTP needs to recognise and make reference to the ROWIP.	Details included in the LTP Strategy and Action Plans.
Suggest inclusion of horse riding and proposals for this in LTP.	Details added within the LTP Strategy and Action Plans.
Recognise motorcycles as part of transport solution and within LTP.	Motorcycles to be recognised in the Hierarchy of Transport.
Cycle parking at all green spaces, especially sports facilities.	Included as part of the strategy outcomes and in action plan.
Document should include reference to walking and cycling signage.	Included in LTP, including bridleway signage.
Include a strategy for cycle security within the LTP.	Secure parking as part of the LTP is considered sufficient.
Wording of 20mph speed limits to say, 'following consultation'.	Strategy text amended.
Include Neighbourhood Local Plans with the LTP.	Included as part of background text for Walking, Wheeling & Cycling.
Yearly travel lessons for those with a disability should be brought back - used to be available but lost funding a few years ago.	This service is still available but will look to include better marketing campaigns as part of LTP action plan.
Street lighting policy across the borough should be adapted to meet local circumstances.	Policy already exists for lighting to reflect the local area.
Amend 'network of quieter residential streets' to be a specific commitment of residential area speed limits of 20mph.	TBC - To be discussed in more detail with officers and members.
Consideration how to address seasonal variations in travel choice (i.e. cycling).	TBC- explore working with adjacent LTAs to understand level of demand and winter maintenance.
Better maintenance of cycle lanes.	Identified within the 2023/2024 Highways Maintenance and Management Plan – details tbc.
Improve marketing/awareness of California Greenway and other accessible routes.	Not included as part of LTP but to be explored further.

Suggestion	Outcome
Document would be benefit from greater detail - e.g. more detail on how a network of quieter residential streets will be created.	This information will be available as part of the Action Plan for the LTP.
Expand parking facilities in town centres to accommodate demand and reduce on-street congestion.	This is partly proposed but constrained by space and part of wider access improvements.
Increase funding improving access and safety during the school run.	Identified as part of LTP.
Increased parking enforcement near schools to prevent hazardous parking.	To be discussed in more detail with officers and members.
Expand parking facilities near schools, to reduce on-street congestion.	Not proposed, priority is improving safety and travel choice.
Ban or restrict HGVs access to Twyford village centre.	No route constraints to justify a ban and HGVs need access for delivery.
50% reduction in KSI collisions should be replaced with vision zero target.	50% considered the right level of ambition for this LTP.
Reduce travel should be updated to read 'reduce travel which creates harm, for example emissions/congestion.	With Digital Access at the top of the transport hierarchy, reducing travel is a key part of the theme.
LTP is missing active travel links between Woodley-Earley, Woodley-Winnersh Triangle, and Earley-Arborfield - all of which are in the LCWIP.	LTP short term action plan is developed from the LCWIP, as routes are delivered more can be added in future.
Adequate footpaths to be provided along Hyde Road and Spencers Wood.	Priorities are identified as part of LCWIP.
Ambition to reduce speeds in built up areas must include measures to ensure 20mph and reduce rat running through residential areas.	Identified as part of existing objective for quieter residential streets.
Introducing e-scooter hire schemes should either be clarified or removed based on that pilot schemes are only legal.	Scheme would not be introduced unless legal to do so.

Develop the Economy

This section summarises the comments received throughout the consultation and response to points which relate to the develop the economy vision theme.

Suggestion	Outcome
Recognise that the ability to get to a rail station is vital to strategic rail access.	Recognised and will be reflected in the final LTP.
Improve accessibility to London bound platform at Earley railway station.	Reflected in LTP Action Plan.
Provide clarity on position on a new Thames Crossing and associated enhancements.	Included in LTP
MyJourney travel planner should provide audio instructions.	Included in LTP, delivery subject to funding.
Increase car parking and rail services at Twyford station.	To be discussed in more detail with officers and members.
Utilise technologies to improve flow and make journeys more efficient.	Strategy text updated to include stronger reference to technology.
Provide more detail on how to adapt network maintenance to increase resilience.	To be explored as part of maintenance section in the LTP.
Increase focus on street lighting maintenance and to improve security.	Referenced as part of HAMP.
Maintain vegetation to ensure safe walking routes to and from schools.	To be explored as part of maintenance section in the LTP.
Linking park and ride sites to new services for the Royal Berkshire Hospital and University of Reading from Winnersh.	To be explored further with transport team.
Promote enhancement of Waterloo Line services as proposed before the pandemic.	Existing proposals in the LTP reflect engagement with Network Rail.
Improve roads before providing improvements/cycle training lessons.	LTP contains a mix of measures, including maintenance
Alternatives strategic North south travel through Twyford	Bypass not proposed. Improvements to Twyford crossroads instead in Action Plan

Reduce Environmental Impacts

Suggestion	Outcome
Increase recognition of disabled users' needs within high quality travel corridors.	Additional actions to be included in the LTP.
Extend bus priority improvements to existing and new park and ride sites.	Additional detail added into Action Plan.
Include more bus priority measures to support services into East Reading.	Bus priority measures reflect those in the BSIP.
Recognise other shared/on-demand travel options can also reduce emissions.	Reflected in LTP strategy text.
Need to also recognise role/potential of hydrogen propulsion	Reflected in LTP strategy text, noting this will require partnership working.
Implement rental schemes for cargo bikes and trailers	Scheme already exists
Balance traffic reduction with road capacity improvements and smarter traffic management.	Reflected in LTP strategy text regarding Cleaner Air.
Improve traffic flow using more intelligent and agile traffic management systems.	Reflected in LTP strategy text and Action Plan.
Reduce the number of traffic signals and/ or replace with smart traffic lights.	Referenced added as part of background text for the LTP.
Question over the overall impact and cost of electric vehicles (EVs).	Focus of the LTP aligns with Government targets on EVs.
Increased / extend operating hours for bus and rail services.	To explore further with operators through the LTP period.
Increase periods in which bus pass can be used by people with certain disabilities.	To be explored further with operators.
Include resource plan for the Action Plan to showing combination of funding.	Partial, as there remains uncertainty around associated funding.
All pedestrian crossings of the railway to include accessible ramps (i.e. Earley Bridge/Gipsy Lane)	High cost which impacts feasibility, but remain longer term ambition
Why actions for cleaner air are only limited to Twyford and Wokingham and no other areas?	Measures reflect AQMAs.
Request clarity on what the actions around Twyford crossroads are.	To be explored further.



Improve coordination between bus and rail services to make travel easier and quicker	To be explored further with operators.
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Appendix B

Support for Actions by Groups

Support for Actions by those with a disability

Rank	Actions	Those with a disability	All responses
1	Ensure safe and efficient access to major routes like the M4 and A329 (M); advocate for measures to reduce noise and air pollution from the M4.	80%	81%
2	Provide high quality bus stop infrastructure to serve new developments; simplify and enhance 'Leopard' bus routes serving new development.	77%	80%
3	Enhance accessibility for walking, cycling, and wheeling at public transport hubs; support capacity improvements on the North Downs Line; introduce more services between Reading, Wokingham, and Bracknell.	76%	80%
4	Wokingham town centre freight strategy; support the transition to cargo bikes	76%	48%
5	Twyford Crossroads environmental improvements; reduce through traffic and speed limit changes in Wokingham town centre; review and refresh Wokingham town road signs	73%	58%
23	Develop new Active Travel Design guidance.	44%	51%
24	Offer secure cycle parking and explore on-street cycle or e-scooter hire schemes.	39%	56%
25	Enhance digital accessibility for local residents and businesses; advocate for online service delivery; support the development and implementation of Mobility as a Service (MaaS) applications.	34%	55%

Support for Actions by those who do not travel by car

Rank	Actions	Those who do not travel by car	All responses
1	Provide high quality bus stop infrastructure to serve new developments; simplify and enhance 'Leopard' bus routes serving new development.	93%	80%
2	Enhance digital accessibility for local residents and businesses; advocate for online service delivery; support the development and implementation of Mobility as a Service (MaaS) applications.	93%	55%
3	Mitigate the impact of traffic movements on Wokingham Borough Council roads by promoting car sharing for businesses.	93%	54%
4	Enhance accessibility for walking, cycling, and wheeling at public transport hubs; support capacity improvements on the North Downs Line; introduce more services between Reading, Wokingham, and Bracknell.	89%	80%
5	Improve cycling and walking infrastructure between Arborfield and Wokingham town centre via B3349 Barkham Road, Finchampstead and Lower Earley Way; create high-quality cycle paths and active travel routes.	86%	62%
23	Develop new Active Travel Design guidance.	68%	51%
24	Offer secure cycle parking and explore on-street cycle or e-scooter hire schemes.	66%	56%
25	Wokingham town centre freight strategy; support the transition to cargo bikes	61%	48%

Support for Actions by those over 60

Rank	Actions	Over 60s	All responses
1	Ensure safe and efficient access to major routes like the M4 and A329 (M); advocate for measures to reduce noise and air pollution from the M4.	88%	81%
2	Provide high quality bus stop infrastructure to serve new developments; simplify and enhance 'Leopard' bus routes serving new development.	82%	80%
3	Enhance sustainability by increasing the utilisation of lower carbon materials in construction and highway maintenance; implement test and trial measures aimed at supporting LTP objectives while reducing maintenance requirements; coordinate proposed improvement schemes with the maintenance program; collaborate with operators to facilitate data sharing for improved maintenance activities in Wokingham	80%	75%
4	Enhance accessibility for walking, cycling, and wheeling at public transport hubs; support capacity improvements on the North Downs Line; introduce more services between Reading, Wokingham, and Bracknell.	75%	80%
5	Increase bus frequency and enhance journey times along priority corridors such as A327, A4/A321, A33, and routes connecting Wokingham Town to Arborfield and Twyford.	75%	75%
23	Offer secure cycle parking and explore on-street cycle or e-scooter hire schemes.	49%	56%
24	Develop new Active Travel Design guidance.	46%	51%
25	Wokingham town centre freight strategy; support the transition to cargo bikes	45%	48%

Support for Actions by those under 30 years

Rank	Actions	Over 60s	All responses
1	Public Transport Actions: Provide high quality bus stop infrastructure to serve new developments, Simplification and enhancement of 'Leopard' bus routes serving new development	92%	80%
2	Enhance local centres by installing new electric vehicle charging points and secure cycle facilities. Improve pedestrian access and safety in service centres. Foster community vitality through support for local events.	85%	73%
3	Prioritize active travel infrastructure with the continuation of the LCWIP and expansion of Greenways. Identify and improve quiet rural roads and green lanes for walking, cycling, wheeling, and horse riding. Update online maps for active travel routes and enhance local walking and cycling paths in Twyford and between Twyford and Wargrave.	85%	66%
4	Enhance accessibility for walking, cycling, and wheeling at transport hubs. Support capacity improvements on the North Downs Line and introduce more services between Reading, Wokingham, and Bracknell.	85%	80%
5	Appropriate secure cycle parking, electric vehicle charging facilities and identify suitable mobility hub provision for all new development, Provide high quality sustainable and active travel facilities for all in and to/from all strategic development locations.	85%	73%
23	Targeted infrastructure changes, cycle training, and network audits.	46%	56%
24	Standards Actions: Develop new Active Travel Design guidance.	42%	51%
25	Launch promotional campaigns to advocate for active travel and enhance My Journey engagement to promote sustainable transportation for all.	38%	52%

Support for Actions by car drivers

Rank	Actions	Car Drivers	All responses
1	Ensure safe and efficient access to major routes like the M4 and A329 (M); advocate for measures to reduce noise and air pollution from the M4.	81%	81%
2	Enhance accessibility for walking, cycling, and wheeling at public transport hubs; support capacity improvements on the North Downs Line; introduce more services between Reading, Wokingham, and Bracknell.	76%	80%
3	Provide high quality bus stop infrastructure to serve new developments; simplify and enhance 'Leopard' bus routes serving new development.	76%	80%
4	Transition to zero emission buses across the borough; support decarbonisation of rail services in Wokingham.	75%	74%
5	Installing new electric vehicle charging points and secure cycle facilities; improve pedestrian access and safety; support community vitality with local events.	71%	73%
23	Mitigate the impact of traffic movements on Wokingham Borough Council roads by promoting car sharing for businesses.	49%	54%
24	Develop new Active Travel Design guidance.	46%	51%
25	Launch promotional campaigns to advocate for active travel; enhance My Journey engagement to promote sustainable transportation for all.	46%	52%

Appendix C

LTP Consultation Questionnaire

Introduction

1. Are you responding as

- A Wokingham borough resident
- An elected borough councillor
- A town or parish councillor
- Representing an organisation
- Completing the survey for someone else
- Other (please specify):

2. If you are representing an organisation or individual, please tell us more, such as the name of the organisation

3. To what extent do you agree with our vision to connect people and places?

- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree
-

4. To what extent do you agree with our themes?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Create healthy and safe spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Develop the economy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce environmental impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following questions ask your views on the objectives of the first theme 'create healthy and safe spaces'. They are listed in the action plan, which can be found at the end of the draft local transport plan.

5. Objective: Safer streets for All

Outcome: Safer environment for all road users, with a reduction in serious injuries from road traffic collisions.

To what extent do you agree with this objective and outcome for this theme?

- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree
-

6. Objective: 50% Active Travel in Towns by 2030

Outcome: Healthier and more active towns that prioritise the movement of people with 50% of trips being made by foot or cycle.

To what extent do you agree with this objective and outcome for this theme?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

7. Objective: Thriving Villages and Rural Centres

Outcome: Villages and local centres that support local communities through a transport system that works for them.

To what extent do you agree with this objective and outcome for this theme?

- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree
-

The following questions ask your views on the actions for the first theme 'create healthy and safe spaces'. They are listed in the action plan, which can be found at the end of the draft local transport plan.

8. Objective: Safer Streets for All

Road Safety Actions:

- **Targeted infrastructure and speed limit changes to improve road safety on A4 and B3349 Barkham Road**
- **20mph speed limit in urban centres**
- **Ongoing Cycle Training Program to schools (Bikeability) and Adult Cycle Training**
- **Boroughwide audit of the road and cycling network to indicate the level of skill needed to travel by bicycle.**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

9. Objective: Safer Streets for All

School Travel Actions:

- **Promote sustainable and active travel for all at schools through the school Modeshift Awards scheme**
- **Deliver infrastructure to enable and support independent travel for all to schools and colleges**
- **Develop a Sustainable Routes to School Strategy**
- **School Street Pilot(s)**
- **Roll out of School Streets**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

10. Objective: 50% Active Travel in Urban Centres

Infrastructure Actions:

- **High quality walking, cycling and wheeling facilities and routes as identified in the boroughwide LCWIP**
- **Reduce dominance of vehicles in urban centres and residential areas**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

11. Objective: 50% Active Travel in Urban Centres

Access to Cycling Actions:

- Provide a range of secure cycle parking options at local destinations
- Investigate feasibility of on-street cycle or e-scooter hire scheme

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

12. Objective: 50% Active Travel in Urban Centres

Standards Actions:

- New Active Travel Design guidance

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

13. Objective: 50% Active Travel in Urban Centres

Engagement Actions:

- **Promotional campaign to promote active travel for all**
- **Increase My Journey engagement to promote sustainable and active travel for all**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

14. Objective: Thriving Villages and Rural Centres

Rural Centres Actions:

- **New electric vehicle charge points and secure cycle facilities at local centres**
- **Enhance pedestrian access for all and safety in local service centres**
- **Enable and support local events that support vitality of rural villages**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

15. Objective: Thriving Villages and Rural Centres

Active Travel Actions:

- Continued delivery of the LCWIP and network of Greenways
- Identify local priorities for quiet rural roads/green lanes to improve walking, cycling, wheeling and horse riding
- Update of active travel route web-based mapping
- Improved walking, cycling and wheeling routes within Twyford and between Twyford and Wargrave

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

The following questions ask your views on the objectives of the second theme 'develop the economy'. They are listed in the action plan, which can be found at the end of the draft local transport plan.

16. Objective: Protect and Enhance Strategic Road and Rail Connectivity

Outcome: Retained and enhanced strategic road and rail network for effective travel and freight movements.

To what extent do you agree with the objective and outcome for this theme?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

17. Objective: A Well-Maintained Transport Network

Outcome: A transport network that is well maintained for all modes, and which provides attractive and comfortable transport links for all users.

To what extent do you agree with the objective and outcome for this theme?

- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree
-

18. Objective: Support Sustainable Development

Outcome: Attractive transport connections and sustainable communities.

To what extent do you agree with the objective and outcome for this theme?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

The following questions ask your views on the actions for the second theme 'develop the economy'. They are listed in the action plan, which can be found at the end of the draft local transport plan.

19. Objective: Protect and Enhance Strategic Connectivity

Strategic Network Actions:

- **Maintain safe and efficient access to the M4 and A329 (M)**
- **Encourage and support National Highways to reduce noise and air pollution from the M4**

To what extent do you agree with the actions listed above?

- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree
-

20. Objective: Protect and Enhance Strategic Connectivity

Public Transport Actions:

- Improving walking, cycling and wheeling access for all at interchange facilities and stations in the borough
- Support increased capacity along the North Downs Line
- Support additional services between Reading, Wokingham and Bracknell

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

21. Objective: Protect and Enhance Strategic Connectivity

Freight Actions:

- Establish a forum to collaborate with neighbouring authorities and freight operators
- Develop and implement domestic and industrial freight management policies

To what extent do you agree with the objective and outcome for this theme?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

22. Objective: A Well-Maintained Network

Operational Maintenance Actions:

- **Increase the use of lower carbon materials in construction and highway maintenance**
- **Test and trial measures that can support LTP objectives and reduce maintenance**
- **Align proposed improvement schemes with the maintenance program**
- **Work with operators to share data to improve maintenance activities in Wokingham**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

23. Objective: Sustainable Development

Development Policy Actions:

- **Update of Wokingham Borough Council Living Streets design guidance**
- **New development layouts designed to Living Streets design principles**
- **Promote "My Journey" for Travel Plans and monitoring of travel impacts for all new developments**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

24. Objective: Sustainable Development

Sustainable Development Actions:

- **Appropriate secure cycle parking, electric vehicle charging facilities and identify suitable mobility hub provision for all new development**
- **Provide high quality sustainable and active travel facilities for all in and to/from all strategic development locations**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

25. Objective: Sustainable Development

Public Transport Actions:

- **Provide high quality bus stop infrastructure to serve new developments**
- **Simplification and enhancement of 'Leopard' bus routes serving new development**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

26. Objective: Sustainable Development

Infrastructure Delivery Actions:

- **Complete the South Wokingham Distributor Road and active travel package**
- **Infrastructure required to support new strategic scale development**
- **Complete the active travel, Greenways and Loddon Long Distance path in the Loddon Valley**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

The following questions ask your views on the objectives of the third theme 'reduce the environmental impacts'. They are listed in the action plan, which can be found at the end of the draft local transport plan.

27. Objective: High Quality Travel Corridors

Outcome: Increased attractiveness and convenience of walking, cycling, wheeling and public transport through improved facilities, better frequency and integration.

To what extent do you agree with this objective and outcome for this theme?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

28. Objective: Net zero carbon emissions

Outcome: Reduced impact on the environment of transport and new innovative measures to support the transition to net zero emissions.

To what extent do you agree with this objective and outcome for this theme?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

29. Objective: Clean air, removal of all air quality exceedances

Outcome: Improved air quality and the removal of all air quality exceedances in the borough.

To what extent do you agree with this objective and outcome for this theme?

- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree
-

The following questions ask your views on the actions for the third theme 'reduce the environmental impacts'. They are listed in the action plan, which can be found at the end of the draft local transport plan.

30. Objective: High Quality Sustainable Travel Corridors

Access for All Actions:

- **Access improvements for all at Tan House/Carnival Hub crossing**
- **Development of lower fares structure through the Enhanced Bus Partnership**
- **Continue to fund community Dial a Ride services**
- **Data sharing with operators, partners and innovators to improve performance and customer information**
- **Implement a high-quality sustainable transport corridor on the A329 between Reading, Winnersh, Wokingham and Bracknell.**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

31. Objective: High Quality Sustainable Travel Corridors

Public Transport Actions:

- **Increased bus frequency and improved journey times along priority bus corridors on A327**
- **Increased bus frequency and improved journey times along priority bus corridors on A4/A321**
- **Increased bus frequency and improved bus journey times along A33 from MereOak Park and Ride and south of M4**
- **Wokingham Town to Arborfield, half hourly bus service with aspiration to provide a 15-minute frequency**
- **Half hourly bus frequency between Wokingham and Twyford**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

32. Objective: High Quality Sustainable Travel Corridors

Cycle Network Actions:

- **Deliver high quality cycle facilities, including those in the Local Cycling and Walking Implementation Plan (LCWIP)**
- **Active travel facilities between Arborfield and Wokingham town centre along the B3349 Barkham Road**
- **Active travel facilities between Finchampstead and Wokingham town centre**
- **High quality cycle facilities along Lower Earley Way**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

33. Objective: Net Zero Emissions

Road Traffic Actions:

- **Reduce the impact of traffic movements on Wokingham Borough Council roads**
- **Promote car sharing for business**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

34. Objective: Net Zero Emissions

Digitalisation Actions:

- **Improved digital accessibility for local residents and business**
- **Encourage online service delivery**
- **Support the development and delivery of Mobility as a Service (MaaS) applications**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

35. Objective: Net Zero Emissions

Zero Emission Vehicles Actions:

- **Increase the provision of electric vehicle charging infrastructure**
- **Promote and encourage community electric vehicle charging**
- **Communication to publicise and promote benefits of electric vehicles**
- **Energy generation and electric charge points at car parks and park and ride sites**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

36. Objective: Clean Air

Access Actions:

- **Twyford Crossroads environmental improvements**
- **Reduce through traffic and speed limit changes in Wokingham town centre**
- **Wokingham town signage review and refresh**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

37. Objective: Clean Air

Freight Actions:

- **Wokingham town centre freight strategy**
- **Support transition to cargo bikes**

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
-

38. Objective: Clean Air

Public Transport Actions:

- Transition to zero emission buses across the borough
- Support decarbonisation of rail services in Wokingham

To what extent do you agree with the actions listed above?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

39. Please list alternative or additional actions you think should be included in our Local Transport Plan to tackle the challenges for travel across the borough?

1

.

2

.

3

.

4

.

5

.

40. Is there anything you would like to tell us about our draft Local Transport Plan?

41. Are you happy for us to contact you about your answers?

Yes

No

Email address and / or telephone number:

42. How do you usually travel for journeys of less than 5 miles? Select all that apply.

- | | |
|---|--|
| <input type="checkbox"/> Walk | <input type="checkbox"/> Bus |
| <input type="checkbox"/> Wheelchair or mobility scooter | <input type="checkbox"/> Train |
| <input type="checkbox"/> Scooter | <input type="checkbox"/> Car as a driver |
| <input type="checkbox"/> Cycle | <input type="checkbox"/> Car as a passenger |
| <input type="checkbox"/> Electric bike | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Motorcycle | <input type="text"/> |

43. How do you usually travel for journeys of more than 5 miles? Select all that apply.

- | | |
|---|--|
| <input type="checkbox"/> Walk | <input type="checkbox"/> Bus |
| <input type="checkbox"/> Wheelchair or mobility scooter | <input type="checkbox"/> Train |
| <input type="checkbox"/> Scooter | <input type="checkbox"/> Car as a driver |
| <input type="checkbox"/> Cycle | <input type="checkbox"/> Car as a passenger |
| <input type="checkbox"/> Electric bike | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Motorcycle | <input type="text"/> |
-

About you (optional)

The following questions are to ensure we take the views and needs of differing people into consideration and to understand your responses to the previous questions a little better. It is a legal requirement for us to ask these questions, but you are not obliged to answer any you do not wish to. The data acquired is used for this consultation only and cannot be used to identify you.

45. What is your postcode?

46. What town or parish do you live in?

47. What sex/gender do you identify as?

Female

Male

Transgender

Prefer not to say

Other (please specify):

48. How old are you?

17 or younger

40-49

18-20

50-59

21-29

60 or older

30-39

49. What race or ethnicity best describes you?

- | | |
|---|--|
| <input type="checkbox"/> Arabic | <input type="checkbox"/> White: British |
| <input type="checkbox"/> Asian/British Asian: Bangladeshi | <input type="checkbox"/> White: Other |
| <input type="checkbox"/> Asian/British Asian: Chinese | <input type="checkbox"/> Mixed race |
| <input type="checkbox"/> Asian/British Asian: Indian | <input type="checkbox"/> Gypsy/Traveller |
| <input type="checkbox"/> Asian/British Asian: Pakistani | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Black/British Black: African | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Black/British Black: Caribbean | <input type="text"/> |

50. What do you consider your religion to be?

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Buddhism | <input type="checkbox"/> Sikhism |
| <input type="checkbox"/> Christianity | <input type="checkbox"/> No religion |
| <input type="checkbox"/> Hinduism | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Islam | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Judaism | <input type="text"/> |

51. Which of the following terms best describes your sexual orientation?

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Asexual | <input type="checkbox"/> Heterosexual/Straight |
| <input type="checkbox"/> Bisexual | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Gay | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Lesbian | <input type="text"/> |

52. Have you undertaken any form of sex/gender reassignment?

- Yes
- No
- Prefer not to say

53. Are you currently pregnant or have you given birth within the last year?

- | | |
|------------------------------|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> Not applicable |
| <input type="checkbox"/> No | <input type="checkbox"/> Prefer not to say |

54. Do you have a disability, long-term illness or health condition?

- Yes
- No
- Prefer not to say
-

