



# WOKINGHAM BOROUGH COUNCIL

A Meeting to consider an **INDIVIDUAL EXECUTIVE MEMBER DECISION** will be held in LGF6 - Civic Offices, Shute End, Wokingham RG40 1BN on **WEDNESDAY 29 NOVEMBER 2023 AT 11.00 AM**

Susan Parsonage  
Chief Executive  
Published on 21 November 2023

**Note:** Members of the public are welcome to attend the meeting or participate in the meeting virtually, in accordance with the Council's Constitution. If you wish to participate either in person or virtually via Microsoft Teams, please contact Democratic Services: [Democratic.services@wokingham.gov.uk](mailto:Democratic.services@wokingham.gov.uk)

The meeting can also be watched live using the following link:  
<https://youtube.com/live/ucK2n2gGwAs?feature=share>

This meeting will be filmed for inclusion on the Council's website. Please note that other people may film, record, tweet or blog from this meeting. The use of these images or recordings is not under the Council's control.



# WOKINGHAM BOROUGH COUNCIL

## Our Vision

***A great place to live, learn, work and grow and a great place to do business***

### Enriching Lives

- Champion outstanding education and enable our children and young people to achieve their full potential, regardless of their background.
- Support our residents to lead happy, healthy lives and provide access to good leisure facilities to complement an active lifestyle.
- Engage and involve our communities through arts and culture and create a sense of identity which people feel part of.
- Support growth in our local economy and help to build business.

### Safe, Strong, Communities

- Protect and safeguard our children, young and vulnerable people.
- Offer quality care and support, at the right time, to prevent the need for long term care.
- Nurture communities and help them to thrive.
- Ensure our borough and communities remain safe for all.

### A Clean and Green Borough

- Do all we can to become carbon neutral and sustainable for the future.
- Protect our borough, keep it clean and enhance our green areas.
- Reduce our waste, improve biodiversity and increase recycling.
- Connect our parks and open spaces with green cycleways.

### Right Homes, Right Places

- Offer quality, affordable, sustainable homes fit for the future.
- Build our fair share of housing with the right infrastructure to support and enable our borough to grow.
- Protect our unique places and preserve our natural environment.
- Help with your housing needs and support people to live independently in their own homes.

### Keeping the Borough Moving

- Maintain and improve our roads, footpaths and cycleways.
- Tackle traffic congestion, minimise delays and disruptions.
- Enable safe and sustainable travel around the borough with good transport infrastructure.
- Promote healthy alternative travel options and support our partners to offer affordable, accessible public transport with good network links.

### Changing the Way We Work for You

- Be relentlessly customer focussed.
- Work with our partners to provide efficient, effective, joined up services which are focussed around you.
- Communicate better with you, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough.
- Drive innovative digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.

**For consideration by the Executive Member for Travel, Transport & Highways**

**Officers Present:**

Rob Curtis, Senior Specialist, Transport Planning

<b>IMD NO.</b>	<b>WARD</b>	<b>SUBJECT</b>	<b>5 - 32</b>
IMD 2023/27	All Wards	<b>READING TRANSPORT STRATEGY – WOKINGHAM BOROUGH COUNCIL RESPONSE TO CONSULTATION</b>	

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# Agenda Item IMD29

## INDIVIDUAL EXECUTIVE MEMBER DECISION REFERENCE IMD: 2023/27

<b>TITLE</b>	Reading Transport Strategy - Wokingham Borough Council response to consultation
<b>DECISION TO BE MADE BY</b>	Executive Member for Active Travel, Transport and Highways - Paul Fishwick
<b>DATE, MEETING ROOM and TIME</b>	29 November 2023, 11:00 Shute End, LGF 6
<b>WARD</b>	(All Wards);
<b>DIRECTOR / KEY OFFICER</b>	Director, Place and Growth - Giorgio Framalocco

### **PURPOSE OF REPORT (Inc Strategic Outcomes)**

Reading Borough Council (RBC) have recently started consultation on the draft of their new Local Transport Plan (named the Reading Transport Strategy 2040). The consultation is open until Monday 11th December 2023 and, as a neighbouring local authority, Wokingham Borough Council (WBC) has been invited to comment upon the plan.

As a neighbouring authority it is important to assess how Wokingham Borough and its residents and businesses will be affected by the plan and also to ensure that the plan meets any requirements the borough may have in future.

This report sets out a recommended response to the consultation which closes on the 11 December.

### **RECOMMENDATION**

It is recommended that the Lead Member for Highways and Transport approves the proposed response as set out in Appendix 2.

### **SUMMARY OF REPORT**

This report outlines the key areas of interest to Wokingham Borough in Reading Borough's Local Transport Plan (LTP).

Appendix 1 provides a summary of the issues in the consultation document which impact WBC.

Appendix 2 sets out a recommended response to the consultation which closes on 11 December 2023.

Although Wokingham Borough Council are generally supportive of the LTP and its proposed policies and schemes, this does come with some caveats and concerns.

Cross-boundary schemes are very important between RBC and WBC to facilitate connectivity between the boroughs and further afield. In order for these schemes to be successful it is essential that there is clear co-operation and co-working.

**Key areas of concern include:**

**Congestion in Wokingham** – how any of the proposal might impact on the current situation.

**Demand Management** – ensuring that the proposed measures are fair and do not impact on the borough negatively.

**Public Transport** – ensuring that routes in Wokingham are considered where changes in Reading are proposed and Wokingham’s residents do not bear the brunt of any changes. Ensuring that Reading BSIP project completed close to the borough boundary also account for potential changes that WBC might wish to make. It is also possible that if there were funds available, RBC could contribute to these from their BSIP fund.

**Park and Ride** – ensuring that these are viable in future and are a more attractive option including by reducing prices through sharing revenues generated in Reading Town Centre.

**Schemes and their Delivery** - Whilst we support many of the schemes we need to ensure that where infrastructure is installed that benefits both parties (e.g. Park and Ride sites in Wokingham) there should be a contribution to their construction as well as ongoing revenue support where appropriate.

**Third Thames Crossing** - Although the scheme is half in Wokingham borough and half in South Oxfordshire district, the majority of the benefits will be felt by Reading residents. WBC remains supportive, however, it is essential that a financially sustainable model for construction and ongoing maintenance be identified. It is also essential that this is designed as a sustainable route corridor and not an extension of the A3290/A329(M).

## Background

Reading Borough Council have recently started [consultation](#) on the draft of their [new Local Transport Plan \(named The Reading Transport Strategy 2040\)](#). The consultation is open until Monday 11<sup>th</sup> December 2023 and, as a neighbouring Local Authority, Wokingham Borough Council has been invited to comment upon the plan.

The strategy is a statutory document that sets out Reading's plans for developing their transport network to 2040 and beyond. Although it focuses primarily on improvements within Reading Borough it also includes cross-boundary schemes which includes schemes within, or impacting upon, the Wokingham area as well as some proposals that are wholly within Wokingham Borough. As a neighbouring local authority Wokingham Borough Council is listed as a key delivery partner in the Reading Transport Strategy 2040.

## Vision

The strategy is developed around the following transport vision:

*“Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities.”*

## Objectives

This vision is underpinned by five objectives which are as follows:

- **Creating a Clean and Green Reading** – Provide transport options to deliver modal shift, enhance quality of life, reduce emissions and improve air quality to create a carbon neutral town.
- **Supporting Healthy Lifestyles** – Create healthy streets to encourage active travel and lifestyles, improve accessibility to key destinations and increase personal safety.
- **Enabling Sustainable and Inclusive Growth** – Enable sustainable growth and connect communities so that everyone can benefit from Reading's success.
- **Connecting People and Places** – Promote the use of sustainable modes of transport by providing attractive alternatives to the private car, helping to provide a transport network that is fast, affordable, connected and resilient.
- **Embracing Smart Solutions** – Use technology to manage the network efficiently and allow informed travel choices, whilst enabling Reading to become a smart, connected town of the future.

## Business Case (including Analysis of Issues)

### Challenges

The Challenges and Opportunities section identifies seven key challenges:

1. Adapting to the Future
2. Improving Air Quality
3. Reducing Congestion
4. Providing Affordable and Accessible Travel for All
5. Removing Barriers to Healthy Lifestyles

6. Achieving Good Accessibility to Local Facilities and Employment
7. Accommodating Development

## Policies

Having identified these challenges, the draft plan proposes 32 policies to address them. These fall into six areas:

- **Multi-modal policies** including sustainable transport, equality and inclusivity, the environment and climate change.
- **Public transport policies** including rail, buses, taxis and private hire vehicles, waterways, mobility as a service, shared autonomous vehicles and travel information.
- **Active travel policies** including healthy streets, public space, walking and cycling, school travel, and public rights of way.
- **Network Management Policies** to manage travel demand and improve quality of life for residents.
- **Network management policies** including road safety, parking and enforcement, motorcycles, freight, smart solutions and highway asset management.
- **Communication and engagement policies** including training and education, incentivisation and public engagement.

## Schemes

As part of their Transport Strategy, Reading Borough Council have included a wide range of proposed schemes and initiatives, which includes strategic cross-boundary schemes which may impact upon Wokingham Borough. These schemes have been categorised as the following typologies:

- **Multi-Modal schemes** – this category includes major transport corridors, cross-Thames travel, connecting neighbourhoods and enhancements to the Inner Distribution Road (IDR). This will also include investigating demand management schemes.
- **Public transport schemes** – this category includes upgrades and enhancements to railway stations, bus rapid transit corridors, Park and Rides, Superbus network, community transport, concessionary travel, Mobility as a Service and demand responsive transport.
- **Network management schemes** – this category includes neighbourhood and highway management, parking schemes and management, road safety schemes, intelligent transport systems, electric vehicle charging, car clubs and smart city initiatives.
- **Communication and engagement schemes** – this category includes marketing, travel information, training, school travel accreditation programme, progress reporting and public engagement.

The summary document in Appendix 1 sets out those schemes which are proposed in Reading's LTP and are likely to have the greatest impact upon Wokingham Borough.

The recommended response to the consultation in Appendix 2 sets out our response, particularly toward policies and schemes which are likely to have the greatest impact upon Wokingham Borough.



## Responses from Members and Parish and Town Councils

Ward Members and our Town and Parish Councils were provided with the summary document and asked to raise any particular concerns they would like officers to consider in the response. The timescales for the consultation were quite short and some Town/Parish Councils indicated that they did not have time in their meeting cycle to be able to consider the consultation, however, a number of responses were received. A summary of these responses are included below:

Respondent	Summary of Response
<b>Wokingham Town Council</b>	<ul style="list-style-type: none"> <li>• LTP is in line with expectations</li> <li>• Improvements to active travel and public transport welcome</li> <li>• Importance of cooperation between WBC and RBC</li> </ul>
<b>Charles Margetts</b> Cllr for Finchampstead North	<ul style="list-style-type: none"> <li>• Supportive of the use of Mere oak P&amp;R</li> <li>• Promotion of Waterloo to Reading line should be considered and footbridge onto Earley Station Platforms.</li> <li>• Need for RBC and Reading Buses to financially support Winnersh Park and Ride</li> </ul>
<b>Woodley Town Council</b>	<ul style="list-style-type: none"> <li>• The committee will respond directly to the LTP Consultation</li> </ul>
<b>Gary Cowan</b> Cllr for Arborfield	<ul style="list-style-type: none"> <li>• Ensure inclusion of Climate Emergency comments into the LTP response</li> </ul>

Other responses were received from officers in the council including from Highways, Economic Development and the Climate Emergency Teams.

## FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

***The Council faces unprecedented financial pressures as a result of; the longer term impact of the COVID-19 crisis, Brexit, the war in Ukraine and the general economic climate of rising prices and the increasing cost of debt. It is therefore imperative that Council resources are optimised and are focused on the vulnerable and on its highest priorities.***

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	n/a	n/a	n/a
Next Financial Year (Year 2)	n/a	n/a	n/a
Following Financial Year (Year 3)	n/a	n/a	n/a

### Other financial information relevant to the Recommendation/Decision

This response is regarding Reading Borough Council's LTP. Where appropriate we have requested that any scheme affecting WBC should be funded by Reading BC to ensure that the benefits their residents receive are not paid for by Wokingham BC.

**Cross-Council Implications** (how does this decision impact on other Council services, including property and priorities?)

The Reading LTP will potentially impact on some of Wokingham borough's roads and its road users. Our response has had input from other services in the council so that their needs can be considered, including Economic Development and the Climate Emergency Team; the objectives of Reading Borough Council broadly align with our own, our concern, as set out in the response, is that there might be unintended consequences on Wokingham from the schemes.

**Public Sector Equality Duty**

This is a response to a consultation, whilst our public sector equality duty has been taken into account whilst considering our response we have not produced a separate EQIA as the actions will ultimately be carried out by Reading borough Council and they would be expected to complete necessary EQIA as part of their processes as the plan develops and is delivered.

<b>SUMMARY OF CONSULTATION RESPONSES</b>	
<b>Director – Resources and Assets</b>	
<b>Monitoring Officer</b>	
<b>Leader of the Council</b>	

<b>For Highways use only</b>	
<i>If your item is not about a highways matter you do not need to complete the Town and Parish Council information or the Local Ward Member information</i>	
<b>Town and Parish Councils</b>	
<b>Local Ward Members</b>	

<b>Reasons for considering the report in Part 2</b>

<b>List of Background Papers</b>
App 1 – Reading LTP Consultation Summary
App 2 – Consultation Response

<b>Contact</b> Robert Curtis	<b>Service</b> Place
<b>Telephone No</b> Tel: 0118 974 6489	<b>Email</b> robert.curtis@wokingham.gov.uk

# Reading Transport Strategy 2040 - Statutory Consultation

## **Background**

Reading Borough Council have recently started [consultation](#) on the draft of their [new Local Transport Plan \(named The Reading Transport Strategy 2040\)](#). The consultation is open until Monday 11<sup>th</sup> December 2023 and, as a neighbouring Local Authority, Wokingham Borough Council has been invited to comment upon the plan.

The strategy is a statutory document that sets out Reading's plans for developing their transport network to 2040 and beyond. Although it focuses primarily on improvements within Reading Borough it also includes cross-boundary schemes which includes schemes within, or impacting upon, the Wokingham area as well as some proposals that are wholly within Wokingham Borough. As a neighbouring local authority Wokingham Borough Council is listed as a key delivery partner in the Reading Transport Strategy 2040.

## **Overview**

### **Vision**

The strategy is developed around the following transport vision:

*“Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities.”*

### **Objectives**

This vision is underpinned by five objectives which are as follows:

- **Creating a Clean and Green Reading** – Provide transport options to deliver modal shift, enhance quality of life, reduce emissions and improve air quality to create a carbon neutral town.
- **Supporting Healthy Lifestyles** – Create healthy streets to encourage active travel and lifestyles, improve accessibility to key destinations and increase personal safety.
- **Enabling Sustainable and Inclusive Growth** – Enable sustainable growth and connect communities so that everyone can benefit from Reading's success.
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- **Embracing Smart Solutions** – Use technology to manage the network efficiently and allow informed travel choices, whilst enabling Reading to become a smart, connected town of the future.

## Challenges

The Challenges and Opportunities section identifies seven key challenges:

1. Adapting to the Future
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4. Providing Affordable and Accessible Travel for All
5. Removing Barriers to Healthy Lifestyles
6. Achieving Good Accessibility to Local Facilities and Employment
7. Accommodating Development

## Policies Proposed

There are 32 policies proposed by the Reading Local Transport Plan (LTP) which impact the schemes that will be progressed in Reading and will therefore potentially impact upon Wokingham. The draft plan proposes 32 policies to address their key challenges and opportunities.

These fall into six areas:

- **Multi-modal policies** including sustainable transport, equality and inclusivity, the environment and climate change.
- **Public transport policies** including rail, buses, taxis and private hire vehicles, waterways, mobility as a service, shared autonomous vehicles and travel information.
- **Active travel policies** including healthy streets, public space, walking and cycling, school travel, and public rights of way.
- **Network Management Policies** to manage travel demand and improve quality of life for residents.
- **Network management policies** including road safety, parking and enforcement, motorcycles, freight, smart solutions and highway asset management.
- **Communication and engagement policies** including training and education, incentivisation and public engagement.

## Schemes

As part of their Transport Strategy Reading Borough Council have included a wide range of proposed schemes and initiatives, which includes strategic cross-boundary schemes which may impact upon Wokingham Borough. These schemes have been categorised as the following typologies:

- **Multi-Modal schemes** – this category includes major transport corridors, cross-Thames travel, connecting neighbourhoods and enhancements to the Inner Distribution Road (IDR). This will also include investigating demand management schemes.

- **Public transport schemes** – this category includes upgrades and enhancements to railway stations, bus rapid transit corridors, Park and Rides, Superbus network, community transport, concessionary travel, Mobility as a Service and demand responsive transport.
- **Network management schemes** – this category includes neighbourhood and highway management, parking schemes and management, road safety schemes, intelligent transport systems, electric vehicle charging, car clubs and smart city initiatives.
- **Communication and engagement schemes** – this category includes marketing, travel information, training, school travel accreditation programme, progress reporting and public engagement.

## **Schemes with direct involvement of, or impact on, Wokingham Borough**

There are a number of schemes and initiatives proposed as part of the Reading Transport Strategy 2040 which will either involve Wokingham Borough Council as a “delivery partner” and be cross-boundary or have direct impact due to proximity to the borough boundary.

### **Multi-Modal Schemes**

#### **Transport Corridor Multi-Modal Enhancements [\(Page 98\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*Multi-modal enhancements to major transport corridors, which could include:*

- *Reallocation of road space to walking, cycling and public transport*
- *Improved pedestrian and cycle provision, including wider, more accessible routes and upgraded /new crossings*
- *Improved public transport provision, including bus priority infrastructure, travel information and stop facilities*
- *Increase in capacity at active travel and public transport pinch points*
- *Traffic signal upgrades*
- *Safety enhancements*
- *Removal of excessive street furniture*
- *Increased landscaping and vegetation*
- *Introduction of pedestrian and cyclist rest areas*
- *Delivery of digital roads, to enable improved management and maintenance*

The following map, Figure 1, is also included in the document. This indicates the following routes of note in Wokingham Borough:

- A33
- A327 / Shinfield Road
- A329 / Wokingham Road
- A4 / London Road

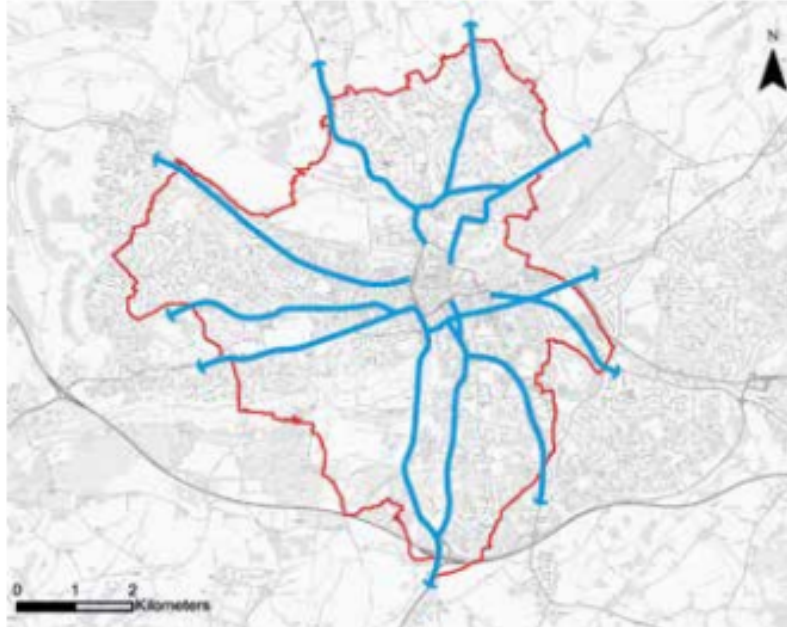


Figure 1 – Map of Transport Corridor Multi-Modal Enhancements  
Source: Reading Transport Strategy 2040, Draft for Consultation - June 2023

### **Cross-Thames Travel ([Page 101 / 102](#))**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*A fundamental review of travel options across the River Thames to enhance sustainable choices and help reduce the negative impacts of traffic congestion in residential areas of Reading, South Oxfordshire and Wokingham.*

*The focus of the scheme will be on promoting sustainable travel and addressing the issues resulting from the limited existing river crossings in Caversham, Sonning and Henley which cause significant congestion during peak times. This results in poor air quality, carbon emissions and travel delays for these local communities.*

*The scheme will include enhancing existing public transport, walking and cycle routes across the river, alongside fundamentally reviewing new options including the need for an additional river crossing and associated orbital route around the north of Caversham to link a new crossing with the A4074. Due to the scale of the scheme, it is likely to be delivered in phases, reflective of funding and land availability.*

### **Connecting Neighbourhoods ([Page 103](#))**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*The main objective of this scheme is to better connect neighbourhoods in the Reading urban area to enable direct trips between areas which do not need to enter central Reading.*

*Improvements in infrastructure and services for walking, cycling and public transport, linking key mobility hubs, residential areas and employment areas.*

*These improvements would reduce the need for people to travel into the town centre when they do not have an origin or destination within the centre, reducing the number of vehicles making through trips on the IDR. They will also enable around-town travel by public transport without needing to change services in the town centre.*

### **Demand Management ([Page 104 / 105](#))**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*Demand for travelling in low occupancy vehicles will need to be managed in order to achieve the overall vision of this strategy, alongside providing better alternatives to travel by sustainable modes.*

*Managing demand will contribute towards overcoming key challenges including the declared climate emergency, high levels of through-traffic, vehicle emissions causing poor air quality and the forecast levels of housing and economic development.*

*Continuing with a high dependency on carbon intensive transport is not a sustainable option. Therefore, alongside providing sustainable alternatives we must manage demand on the network to help to achieve the overall vision for Reading. This will involve delivering some or all of the schemes set out in this section mindful of equity.*

*The introduction of demand management measures will provide revenue to enable investment in sustainable transport options to provide attractive alternatives to the private car, increasing options for sustainable travel around the town.*

## **Public Transport Schemes**

### **Superbus Network ([Page 106](#))**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*A network of high-quality, high-frequency branded bus routes and infrastructure (bus shelters, real-time information, accessible buses and bus stops, Wi-Fi and USB charging on buses etc.), with reduced fares.*

*Bus priority (potentially involving the reallocation of road space) should be further delivered to enable the bus services to avoid the impacts of congestion.*

*Additionally, the expansion of the red route scheme along high frequency routes to improve traffic flow.*

*Cyclists, motorcyclists and taxis will generally be permitted to use bus priority infrastructure provided to support our Superbus network.*

*Additional scheme information is included in the Bus Service Improvement Plan.*

### **Concessionary and Discounted Travel [\(Page 107\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*We provide statutory concessions in accordance with national legislation, which allow older and disabled people to travel on buses for free during off-peak times. Additionally, we also provide concessionary travel for disabled people and their carers during peak times, and travel at all times on dial-a-ride services for eligible pass holders.*

*We will investigate the potential to provide further concessions for other sustainable trips within Reading. Potential options for this could include discounted or free travel for:*

- Different population sectors (for example people aged under 18 or people living in low-income households)*
- Different trip types (for example travel to school or trips in certain parts of Reading)*
- Different trip times (for example off-peak travel for more users or peak travel for older people.)*

*We will also work with operators to introduce a 'touch in, touch out' system with a daily capped fare, and a simpler fare structure.*

### **South Reading Bus Rapid Transit (BRT) Corridor [\(Page 110\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*Delivery of a BRT route along the A33, providing direct, frequent and reliable bus travel between MereOak Park and Ride, south Reading business parks, Green Park Station, Kennet Island, Madejski Stadium and Reading town centre.*



*Initial phases of this scheme have been delivered as funding is secured, however there still remains significant sections along the A33, particularly northbound towards the town centre, where the BRT should be delivered to provide a continuous bus priority facility between MereOak Park and Ride and Reading town centre.*

*The scheme will be developed to enable sustainable development on this key growth corridor in Reading, which includes a number of potential future development sites.*

### **Bus Rapid Transit (BRT) Corridors [\(Page 111\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*There are high levels of congestion during peak periods and poor air quality along key corridors in Reading, which have a significant impact on the health and wellbeing of local residents. Therefore, the provision of high-quality Bus Rapid Transit (BRT) corridors will help to address these issues by providing a realistic alternative to the private car.*

*The BRT network will be designed to meet a set of standards above and beyond our Superbus Network, and will be futureproofed for future public transport modes other than bus. BRT will deliver dedicated public transport lanes and routes, allowing for segregation of public transport and general traffic. Reallocation of road space for the BRT will be considered, where land is constrained, in order to achieve traffic reductions and air quality improvements.*

*Provision of BRT along key corridors in Reading would provide a sustainable travel option, reducing congestion and improving air quality to deliver benefits to local residents.*

### **MereOak Park and Ride Mobility Hub Expansion [\(Page 112\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*MereOak Park and Ride opened in 2015 with 570 spaces and is extensively used by people travelling from south of Reading, and the M4. It is served by Greenwave buses to Reading town centre, Madejski Stadium, Green Park and the Royal Berkshire Hospital. MereOak is also the coach stop for Reading for National Express coach services.*

*There is potential for the Park and Ride to become a major transport interchange hub, encouraging further use of the Park and Ride, with the provision of additional facilities and car parking at the site.*

*We will deliver increased parking provision, new electric vehicle charging points, and a facilities hub (which could include toilets, a waiting room and café, for example).*

*This scheme would support proposed development on the A33 corridor, as well as within Reading town centre.*

### **Winnersh Triangle Park and Ride Mobility Hub Enhancements [\(Page 113\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*Winnersh Triangle Park and Ride provides a key link for those travelling from the south and east of Reading. Further enhancements are proposed to increase parking capacity and improve for the Park and Ride services.*

*The improvements delivered will need to cater for the growth of future technologies including the provision of more electric charger points.*

*Wokingham Borough Council are extending parking provision by decking the car park that will allow an increase in the parking spaces. This will cater for the demand with an increase in provision of electric charging points for both cars and buses to adapt to changing technologies. Waiting facilities and associated amenities will also be upgraded to enhance user experience.*

*East Reading BRT would improve the journey times and reliability of the supporting bus services.*

### **Park and Ride Mobility Hubs [\(Page 114 / 115\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*The provision of a comprehensive Park and Ride network for Reading serving the town centre. These facilities will increase demand for public transport services, therefore enabling more viable services with greater frequency.*

*The provision of Park and Ride facilities alone will provide benefits. However, the benefits of this scheme will be maximised through the delivery of BRT corridors and the Superbus Network, which will introduce public transport priority and service frequency enhancements, alongside other supporting schemes.*

*We are committed to working with our delivery partners to deliver improved public transport services to Reading, for the benefit of their residents.*

*We will also work with landowners to consider the potential for utilising existing car parks to accommodate Park and Ride Mobility Hubs, where appropriate.*

### **Mobility as a Service (MaaS) [\(Pages 119 to 121\)](#)**

Although Wokingham Borough Council is not listed as a delivery partner for this scheme, multi-modal journeys may travel between Wokingham and Reading. The summary in the draft for this scheme is as follows:

*Establish a sustainable MaaS scheme allowing residents, commuters and visitors to simply plan, pay for and undertake multi-modal journeys through an easy-to-use app linked to a single payment platform. MaaS can be set up as a pay as you go or as a monthly subscription for services.*

*This would link various modes and operators such as bus services, rail services, cycle hire, e-scooters, taxis, car share and car hire.*

## **Active Travel Schemes**

### **Strategic Pedestrian Routes [\(Page 123\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*In line with our Local Cycling and Walking Infrastructure Plan (LCWIP), we will provide improvements that follow the Healthy Streets principles. This will encourage walking and improve options for multi-modal interchange on key walking routes which connect major employment areas, transport mobility hubs, the town centre and district hubs across the Reading area. Improvements should reduce conflict with traffic and other road users and improve safety and perception of safety. Further work will be undertaken to identify strategic pedestrian routes for improvements, which could include:*

- *Roadspace reallocation*
- *Enhanced public space*
- *Resurfacing*
- *Lighting and CCTV*
- *New/improved crossings*
- *Improved signage*
- *Street clutter removal and consolidation*
- *Introduction of pedestrian and cyclist rest areas*
- *Increased landscaping and vegetation*

### **Local Pedestrian Routes [\(Page 124\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*In line with our Local Cycling and Walking Infrastructure Plan (LCWIP), we will create a network of local pedestrian routes that connect people to local facilities and provide feeder links to the strategic pedestrian network, as well as the wider transport network, including mobility hubs/key interchanges across the borough.*

*We will incorporate the Healthy Streets principles as part of these enhancements.*

### **Strategic and Town Centre Cycle Routes [\(Page 125\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*Given the compact nature of Reading Borough, there is significant opportunity for improvements to increase cycling levels and create a shift away from private car travel.*

*We will create a strategic cycle network based on the principles set out in our Local Cycling and Walking Infrastructure Plan (LCWIP) and Healthy Streets, connecting major destinations (including education, employment centres and transport mobility hubs) along key transport corridors and in the town centre. These routes include both radial and orbital routes as well as enhanced routes within the town centre.*

*Improvements will include reallocating road space, segregation from traffic for people who walk and cycle, surface improvements, crossing enhancements, parking restrictions, signage, reducing street furniture and increasing accessibility for all.*

*Associated public space improvements would enhance key corridors including those in deprived areas.*

### **Shinfield Road Active Travel Improvements [\(Page 126\)](#)**

Although Wokingham Borough Council is not listed as a delivery partner for this scheme, this scheme curtails very close to the boundary between Reading and Wokingham. The summary in the draft for this scheme is as follows:

*We have secured funding from the Government's Active Travel Fund to deliver significant active travel improvements on Shinfield Road between Christchurch Green and Shinfield Rise.*

*Improvements include:*

- *Segregated cycle lanes in each direction*
- *Early release for cyclists at the three signalised junctions*
- *Improved cycle provision at all junctions*
- *Raised tables at select junctions to encourage lower vehicle speeds*
- *New and improved crossings of Shinfield Road*
- *Footway widening*
- *Introduction of double yellow lines to prevent parking obstructing active travel*
- *Bus stops marked on the carriageway*
- *A new shared space for pedestrians and cyclists near to the junction with Cedar Road/Elm Road*

### **Local Cycle Routes [\(Page 129\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*In line with our Local Cycling and Walking Infrastructure Plan (LCWIP), we will create a new or improved local cycle network along lightly trafficked routes, linking communities to local facilities such as shops, leisure facilities, healthcare and education.*

*Cycle facilities will include a mixture of shared or segregated foot/cycleways, on-carriageway cycle lanes, cyclist awareness signage and crossing facilities. Shared use facilities will have an interim role to play as we transition towards the provision of segregated cycle infrastructure.*

*Improvements to borough-wide local routes are proposed as part of the LCWIP. These routes will take into account different types of cycles for those with particular mobility needs.*

*We will incorporate the Healthy Streets principles as part of these enhancements.*

### **Micro-Mobility Hire Scheme [\(Page 133\)](#)**

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*The provision of a new cycle hire scheme to serve Reading through new infrastructure or upgrade the existing cycle hire infrastructure.*

*Develop the hire fleet to include the provision of e-bikes and/or e-scooters, with the latest technology, subject to appropriate legislation being in place.*

*Provision of further docking stations to improve affordable access to cycling across the wider Reading urban area.*

## **Network Management Schemes**

### **Parking Schemes and Management [\(Page 135\)](#)**

Although Wokingham Borough Council is not listed as a delivery partner for this scheme, any changes to parking management in proximity to the borough boundary may have an impact upon parking in Wokingham. The summary in the draft for this scheme is as follows:

*Management of parking in the Borough, in line with our Parking Strategy, includes technological advances which now enable our kerbs and parking spaces to be managed dynamically, improving efficiency of usage.*

*This encompasses all types of parking including, on-street, off-street car parks, Park and Ride, and resident permit parking. This could also help better manage the impacts of streetworks on parking, through incorporation of our Streetworks Permits.*

*Kerb-space could be booked for a variety of uses, such as general parking, disabled parking, short-stay parking, loading, servicing or as a bus stop. Usage could be managed through dynamic pricing, with higher charges applied for certain booking types at particular times of day. Improved efficiency of kerbspace will allow us to remove on-street parking that obstructs pedestrian, cycle or public transport routes.*

*We will also be able to manage charges for on-street and off-street parking, to discourage travel during peak periods and to encourage modal shift away from car to sustainable transport such as buses or Park and Ride.*

### **Intelligent Transport Systems (ITS) - Managing Travel on the Roads [\(Page 140\)](#)**

“Neighbouring Local Authorities” is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*Smarter solutions (such as Big Data, machine learning and artificial intelligence) are transforming the way we understand how our networks are operating and our ability to predict future operation and the management decisions that can be made.*

*We are building a predictive system based on machine learning, which fuses a number of network datasets (for example Bluetooth journey time monitoring, Automatic Number Plate Recognition, traffic loops and bus position data). In addition, we are deploying an Internet of Things (IoT) communications platform that will help us collect real-time network condition data.*

*The system being built will provide network operators with enhanced information to both manage the network and provide traveller information. Further work is needed to fully integrate this system into the existing strategy management tools to fully realise its value to network management and develop a comprehensive digital roads network.*

### **Smart City Initiatives [\(Page 142 / 143\)](#)**

Although Wokingham Borough Council is not listed as a delivery partner for this scheme, any changes to network management in Reading. The summary in the draft for this scheme is as follows:

*Transport impacts on a wide range of services delivered by the Council, being a driver for everything from economic growth and business rate retention to social isolation, mental and physical health and education and to, most critically, meeting our climate targets.*

*Transport is a derived demand, meaning it is there to get people or goods from A to B, with the need to travel being defined by the activities that the individual is undertaking or the destination of the goods. Very few trips are made purely for the journey.*



*With transport having such a cross authority role, there is significant potential for our transport team to work more closely across the authority to tackle the challenges around the sustainable delivery of transport. This will build on previous initiatives such as the Beat the Street programme which was jointly delivered by health and transport teams to encourage active travel.*

## **Communication and Engagement Schemes**

### **Travel Information and Advice [\(Page 145\)](#)**

“Neighbouring Local Authorities” is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*Travel information enables people to make informed choices about how they travel. We will provide or facilitate high quality, real-time travel information through a number of means, which could include:*

- *Mobile apps*
- *Real-time information boards*
- *Variable message signage*
- *Print (including accessible forms such as Braille and foreign language formats)*
- *Our website*
- *Personalised travel advice*
- *Information boards and signage*

*We will develop a wayfinding strategy to share our information and we will open up our data for public use, allowing the private sector to develop travel information apps*

*We recognise the diverse needs of our residents, and we will ensure travel information and advice is provided in accessible formats.*

### **Progress Reporting and Public Engagement [\(Page 148\)](#)**

“Neighbouring Local Authorities” is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

*We will provide regular updates on progress in delivering the RTS and associated transport projects and schemes. This will include updates through a variety of measures such as press releases, residents’ newsletters and via social media platforms to inclusively engage with Reading’s residents, businesses and visitors.*

*Consultations will be undertaken to inform and engage Reading’s residents on the development of schemes and initiatives, and ensure wider public support.*

*Engagement with residents within and outside the Borough will be undertaken to spread awareness and help achieve the goals set out in this Strategy.*

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## Appendix 2 - Consultation Response

### Introduction

Reading Borough Council (RBC) have recently started [consultation](#) on the draft of their [new Local Transport Plan \(named the Reading Transport Strategy 2040\)](#). The consultation is open until Monday 11th December 2023 and, as a neighbouring local authority, Wokingham Borough Council (WBC) have been invited to comment upon the plan.

The strategy is a statutory document that sets out Reading's plans for developing their transport network to 2040 and beyond. Although it focuses primarily on improvements within Reading Borough it also includes cross-boundary schemes which includes schemes within, or impacting upon, the Wokingham area as well as some proposals that are wholly within Wokingham Borough. As a neighbouring local authority Wokingham Borough Council is listed as a key delivery partner in the Reading Transport Strategy 2040.

The online consultation questionnaire has six questions, some with multiple parts. Each question is detailed in the following section, along with a suggested WBC response, where applicable.

This Appendix sets out our proposed response to the questions asked in the consultation as well as further comments to be provided to Reading.

#### Response to be sent by email:

*Thank you for giving Wokingham Borough Council the opportunity to respond to this consultation. Please find our response, approved by our Executive Member for Active Travel, Highway and Transport, below:*

### 1. General Commentary

- 1.1. WBC believe that cross-boundary schemes are very important between Reading BC and Wokingham BC in order to help facilitate connectivity between the boroughs and further afield. These schemes are important for residents and businesses in both boroughs as it enhances community mobility and stimulates economic growth. WBC are looking to support these schemes and work closely with Reading on any schemes that operate across the boundary or with potential impacts upon WBC. This clear co-operation is essential to successful schemes.
- 1.2. All five objectives fit well with WBC's forthcoming economic development strategy and this reiterates the importance of the LTP from an economic development standpoint.

1.3. It is clear from the LTP that RBC are planning for greater accessibility into their borough by public transport. Part of it this will increase use of WBC's road network and car parks, potentially adding facilities to enable them to become transit hubs (for instance the Park and Rides). This might impact upon our air quality and net zero targets; therefore, these sites should be managed on our terms and to WBC's requirements. It is also important as part of this that any new routes or improvements are fully funded, potentially by Reading (possibly using BSIP funding or perhaps from future revenue generated by any demand management initiatives), and provided at no extra cost to WBC or Wokingham residents. A full business and traffic model produced by RBC would be important to WBC to understand the planned levels of use, impacts and operating costs of these transit hubs and their impact on WBC's road network.

## **2. Policies**

### **Multi-Modal**

2.1. WBC are broadly supportive of the six multi-modal policies (RTS1 to RTS6). Recognising the importance of measures to address the ongoing Climate Emergency, WBC will continue to partner with RBC, along with its other neighbouring authorities, to bring forward measures to encourage further and more significant modal shift to more sustainable modes. However, when considering schemes that involve the reallocation of road space, the expected impacts on the road networks in neighbouring boroughs should be fully understood and quantified. This must ensure that congestion and air quality problems within Reading Borough are not just shifted outside the borough and onto the road networks of the neighbouring boroughs.

### **Public Transport**

2.2. WBC are broadly supportive of the six public transport policies (RTS7 to RTS12). However, WBC consider Policies RTS8 and RTS9 should be expanded, as appropriate, to include the following:

- As part of the evolution and upgrade of Park and Ride sites, existing and proposed sites, along with their associated bus services, should become self-funding;
- Support should be provided for improved/step free access to both platforms at Earley Station;
- Enhanced service provision and faster journey times on the Reading to London Waterloo rail line as the line runs parallel to the A329 between Bracknell and Reading and additional modal shift to this rail line could play a key role in reducing congestion along this route;
- Delivery of the Heathrow Western Rail Link to be expediated as much as possible;

- The electrification of the North Downs Line and associated service improvements; and
- Prior to the opening of the Heathrow Western Rail Link, maintain and encourage development of the existing coach services to Heathrow Airport that operate from Reading Station (RailAir) or Mere oak Park and Ride (National Express) as well as from TVP Park and Ride.

### **Active Travel**

- 2.3. As partners on the Local Cycling and Walking Infrastructure Plan, WBC are broadly supportive of the four active transport policies (RTS13 to RTS16). However, when considering schemes that involve the reallocation of road space, the expected impacts of the road networks in neighbouring boroughs should be fully understood and quantified, to ensure that congestion and air quality problems within Reading Borough are not just shifted onto the road networks of the neighbouring boroughs.
- 2.4. In bidding for funding for routes we would prefer to work together to ensure continuity along these routes as much as possible to help increase uptake and prevent high quality facilities reaching a boundary and just stopping. This will require further planning and potential re-prioritising routes within our respective LCWIP documents to ensure our plans align well.

### **Network Management Policies**

- 2.5. WBC are broadly supportive of the twelve network and demand management policies (RTS17 to RTS29), subject to the following caveats:
- A full business and traffic model produced by RBC would be important to WBC to understand the planned levels of use, impacts and operating costs of these transit hubs and their impact on WBC's road network.
  - It is important that any parking or demand management measures implemented on RBC roads do not lead to increased parking or congestion issues on neighbouring WBC roads; and
  - It is important that any innovations are shared across borough boundaries and that future services such as Mobility as a Service are able to operate on a wider scale across the Berkshire and Thames Valley area on a single platform with a common payment system for the benefit of all residents across Berkshire and the Thames Valley and not just RBC residents.
- 2.6. Further to this it should be noted that RBC have a number of policies surrounding Freight (under policy RTS23, Freight and Sustainable Distribution), WBC currently have a freight policy under development. It will be important that this is considered in discussions between the boroughs. Policy 24.2 on the delivery of freight consolidation centres and their potential route suggestions are of great interest; any potential locations and subsequent route suggestions should not be used to shift freight traffic onto

the WBC network from elsewhere, though conversely, depending on the site selection, we might also be interested in the potential for sharing use of these consolidation centres.

### **Communication and Engagement Policies**

- 2.7. WBC are supportive of the two network and communication and engagement policies (RTS30 and RTS31).
- 2.8. Policy RTS32 is around aviation. This policy refers to lobbying for access enhancements to Heathrow and Gatwick (including rail access) and monitoring and engaging with Unmanned Aerial Vehicles (UAV). WBC are supportive of improved rail links with the airports as well as the electrification and decarbonisation of the North Downs Line.

### **3. Schemes with direct involvement of, or impact on, Wokingham Borough**

- 3.1. Please find below a table which summaries the schemes which most direct affect Wokingham Borough along with our response to these; we would be pleased to continue to work with Reading Borough Council on all of these to help us both achieve the best outcomes for both parties.

<b>Multi-Modal Schemes</b>	
<p>Transport Corridor Multi-Modal Enhancements <a href="#">(Page 98)</a></p>	<p>As a delivery partner, WBC is broadly supportive of this scheme although, as space is reallocated away from the private car, it is important to ensure that vehicles do not transfer to using alternative routes, thereby shifting congestion, parking and/or air quality issues onto the WBC network.</p> <p>As four of these routes enter Wokingham Borough it is important the Reading Borough Council work closely with WBC to ensure effective enhancements and to prevent creating a barrier to transport at authority boundaries.</p>
<p>Cross-Thames Travel <a href="#">(Page 101 / 102)</a></p>	<p>As a delivery partner, WBC are supportive of this scheme. However, this scheme will require further work alongside the Climate Emergency Team in WBC to prevent adverse impact upon our Climate Emergency Action Plan.</p> <p>This scheme is also a TFSE priority scheme and has had support from a Cross Travel Working Group. We continue to support the project though with the following caveats/concerns:</p> <ul style="list-style-type: none"> <li>• The consideration of the benefits and disbenefits related to a the potential emissions increase including accounting for the emissions produced during construction.</li> <li>• A full business case and emissions assessment would be required for the project as we would be pleased to continue to develop this in partnership as funding become available.</li> <li>• It is also essential that this be a sustainable route corridor and not an extension of the A3290/A329(M).</li> </ul>
<p>Connecting Neighbourhoods <a href="#">(Page 103)</a></p>	<p>It should be noted that there are no distinct schemes highlighted for this section of the plan. Therefore, it is difficult to identify any specific impacts. Further information would be required once the schemes are determined in further detail.</p>
<p>Demand Management <a href="#">(Page 104 / 105)</a></p>	<p>Elements of this scheme could potentially lead to an increase in traffic within Wokingham Borough to sites such as train stations as neighbouring boroughs act as intermediaries to access Reading. This may require WBC to review infrastructure required to support this.</p>
<b>Public Transport Schemes</b>	

<p>Superbus Network <a href="#">(Page 106)</a></p>	<p>As a delivery partner, WBC are supportive of this scheme, however, improvements must be administered fairly and consistently between both boroughs and it should not impact affordability of, or access to, services to residents located outside Reading Borough.</p>
<p>Concessionary and Discounted Travel <a href="#">(Page 107)</a></p>	<p>As a delivery partner, WBC supports this scheme. However, it is important that it does not lead to increases in bus fares outside Reading Borough. In line with WBC LTP3 Policy PT4, WBC consider that it is essential that bus fares on bus services both within Wokingham Borough and across its boundaries are affordable. Any alterations to fare structures or concessionary fare policies should be administered fairly and consistently both within and outside of the Reading Borough boundary and should not impact affordability of services to residents located outside Reading Borough.</p> <p>Given the potential for confusion on cross border services, it is essential that a common approach is agreed between both authorities, that in turn benefits the residents of both authorities.</p>
<p>South Reading Bus Rapid Transit (BRT) Corridor <a href="#">(Page 110)</a></p>	<p>As a delivery partner, WBC supports this scheme which will help boost usage of Mereok Park and Ride and should also consider how this can assist residents of Shinfield and the surrounding area.</p>
<p>Bus Rapid Transit (BRT) Corridors <a href="#">(Page 111)</a></p>	<p>As a delivery partner, WBC supports this scheme which will help unlock development in Wokingham Borough and enhance the bus service offered at existing and proposed Park and Ride sites.</p>
<p>Mereok Park and Ride Mobility Hub Expansion <a href="#">(Page 112)</a></p>	<p>As a delivery partner, WBC are supportive of this scheme as it will also help the site become self-funding.</p> <p>However, this expansion should not come at cost to WBC. Any funding from this should come from revenue generated from any demand management measures in Reading BC or potentially from Reading's BSIP as these hubs will support access to the town, thereby making demand management schemes possible.</p>
<p>Winnersh Triangle Park and Ride Mobility Hub Enhancements <a href="#">(Page 113)</a></p>	<p>As a delivery partner, WBC are supportive of this scheme as it will also help the site become self-funding.</p> <p>However, these enhancements should not come at cost to WBC. Any funding from this should come from revenue generated from any demand management measures in Reading BC or potentially from Reading's BSIP as these hubs will support access to the town, thereby making demand management schemes possible.</p>

<p>Park and Ride Mobility Hubs (<a href="#">Page 114 / 115</a>)</p>	<p>As a delivery partner, WBC are supportive of this scheme as it will also help the site become self-funding.</p> <p>However, this expansion should not come at cost to WBC. Any funding from this should come from revenue generated from any demand management measures in Reading BC or potentially from Reading's BSIP as these hubs will support access to the town, thereby making demand management schemes possible.</p>
<p>Mobility as a Service (MaaS) (<a href="#">Pages 119 to 121</a>)</p>	<p>WBC recognises the importance of adapting to the future and supports the development of Mobility as a Service but would encourage increased emphasis around knowledge sharing and partnership working to ensure the adoption of a common approach across Berkshire and the Thames Valley to maximise the benefits for all residents.</p> <p>It should be noted that this scheme is in its early stages, therefore, it is difficult at this stage to understand the full potential impacts without further project details. Further detail is requested once this scheme is further developed.</p>
<p><b>Active Travel Schemes</b></p>	
<p>Strategic Pedestrian Routes (<a href="#">Page 123</a>)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
<p>Local Pedestrian Routes (<a href="#">Page 124</a>)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
<p>Strategic and Town Centre Cycle Routes (<a href="#">Page 125</a>)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
<p>Shinfield Road Active Travel Improvements (<a href="#">Page 126</a>)</p>	<p>Although Wokingham Borough Council is not listed as a delivery partner for this scheme, this scheme curtails very close to the boundary between Reading and Wokingham.</p> <p>When this scheme is progressed, it is important the WBC are consulted as a stakeholder on this scheme to ensure that there are no adverse impacts upon the highway close to the boundary in WBC and to ensure that any required continuation of the scheme in WBC can be considered.</p>
<p>Local Cycle Routes (<a href="#">Page 129</a>)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
<p>Micro-Mobility Hire Scheme (<a href="#">Page 133</a>)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
<p><b>Network Management Schemes</b></p>	

<p>Parking Schemes and Management <a href="#">(Page 135)</a></p>	<p>WBC is broadly supportive of these schemes although, as space is reallocated away from the private car, it is important to ensure that these reallocated vehicles do not transfer to using alternative routes within Wokingham Borough, thereby shifting congestion, parking and/or air quality issues onto the Wokingham Borough network.</p> <p>Any changes to parking, particularly in the proximity of the borough boundary, and for sites which have parking in both boroughs, must be discussed with WBC before being implemented. Any changes to parking could have an adverse impact upon parking levels in WBC or impact use of stations in Wokingham Borough.</p>
<p>Intelligent Transport Systems (ITS) - Managing Travel on the Roads <a href="#">(Page 140)</a></p>	<p>WBC are broadly supportive of this scheme.</p> <p>However, where it notes <i>"Develop smart alternatives to M4 closure diversions and subsequent gridlock in Reading through smart traffic management. Traffic lights dynamically respond to incidents and help redirect traffic around the town"</i> this must take into account any impact on WBC. Given WBC's proximity to the M4 these actions could lead to future changes where traffic may be diverted away from Reading's traffic network and onto WBC's traffic network.</p>
<p>Smart City Initiatives <a href="#">(Page 142 / 143)</a></p>	<p>As a partner in the Thames Valley Berkshire Smart Cities Cluster project, WBC are supportive of this scheme.</p> <p>It should be noted that this scheme is in its early stages, therefore, it is difficult at this stage to understand the full potential impacts without further project details. Further detail is requested once this scheme is further developed.</p>
<p><b>Communication and Engagement Schemes</b></p>	
<p>Travel Information and Advice <a href="#">(Page 145)</a></p>	<p>WBC are broadly supportive of this scheme.</p>
<p>Progress Reporting and Public Engagement <a href="#">(Page 148)</a></p>	<p>WBC are broadly supportive of this scheme.</p>