



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE** will be held in David Hicks 1 - Civic Offices, Shute End, Wokingham RG40 1BN **MONDAY 4 SEPTEMBER 2023 AT 7.00 PM**

A handwritten signature in black ink, appearing to read 'Susan Parsonage', written in a cursive style.

Susan Parsonage
Chief Executive
Published on 24 August 2023

The role of Overview and Scrutiny is to provide independent “critical friend” challenge and to work with the Council’s Executive and other public service providers for the benefit of the public. The Committee considers submissions from a range of sources and reaches conclusions based on the weight of evidence – not on party political grounds.

This meeting may 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.

Our Vision
<i>A great place to live, learn, work and grow and a great place to do business</i>
Enriching Lives
<ul style="list-style-type: none"> • Champion excellent 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 enable healthy choices for everyone. • Engage and empower our communities through arts and culture and create a sense of identity for the Borough which people feel part of. • Support growth in our local economy and help to build business.
Providing Safe and Strong Communities
<ul style="list-style-type: none"> • Protect and safeguard our children, young and vulnerable people. • Offer quality care and support, at the right time, to reduce the need for long term care. • Nurture our communities: enabling them to thrive and families to flourish. • Ensure our Borough and communities remain safe for all.
Enjoying a Clean and Green Borough
<ul style="list-style-type: none"> • Play as full a role as possible to achieve a carbon neutral Borough, sustainable for the future. • Protect our Borough, keep it clean and enhance our green areas for people to enjoy. • Reduce our waste, promote re-use, increase recycling and improve biodiversity. • Connect our parks and open spaces with green cycleways.
Delivering the Right Homes in the Right Places
<ul style="list-style-type: none"> • Offer quality, affordable, sustainable homes fit for the future. • Ensure the right infrastructure is in place, early, 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, where it is needed most, to live independently in their own homes.
Keeping the Borough Moving
<ul style="list-style-type: none"> • Maintain and improve our roads, footpaths and cycleways. • Tackle traffic congestion and 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 in offering affordable, accessible public transport with good transport links.
Changing the Way We Work for You
<ul style="list-style-type: none"> • Be relentlessly customer focussed. • Work with our partners to provide efficient, effective, joined up services which are focussed around our customers. • Communicate better with customers, 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.
Be the Best We Can Be
<ul style="list-style-type: none"> • Be an organisation that values and invests in all our colleagues and is seen as an employer of choice. • Embed a culture that supports ambition, promotes empowerment and develops new ways of working. • Use our governance and scrutiny structures to support a learning and continuous improvement approach to the way we do business. • Be a commercial council that is innovative, whilst being inclusive, in its approach with a clear focus on being financially resilient. • Maximise opportunities to secure funding and investment for the Borough. • Establish a renewed vision for the Borough with clear aspirations.

MEMBERSHIP OF THE COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE

Councillors

Chris Johnson (Chair)
David Cornish
Charles Margetts

Peter Dennis (Vice-Chair)
Norman Jorgensen
Alistair Neal

Laura Blumenthal
Pauline Jorgensen
Marie-Louise Weighill

Substitutes

Jane Ainslie
Catherine Glover
Rachelle Shepherd-DuBey

Andy Croy
Stuart Munro
Alison Swaddle

Phil Cunnington
Caroline Smith
Shahid Younis

ITEM NO.	WARD	SUBJECT	PAGE NO.
24.		APOLOGIES To receive any apologies for absence.	
25.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the meeting held on 3 July 2023.	7 - 14
26.		DECLARATION OF INTEREST To receive any declarations of interest.	
27.		PUBLIC QUESTION TIME To answer any public questions A period of 30 minutes will be allowed for members of the public to ask questions submitted under notice. The Council welcomes questions from members of the public about the work of this committee. Subject to meeting certain timescales, questions can relate to general issues concerned with the work of the Committee or an item which is on the Agenda for this meeting. For full details of the procedure for submitting questions please contact the Democratic Services Section on the numbers given below or go to www.wokingham.gov.uk/publicquestions	

28.

MEMBER QUESTION TIME

To answer any member questions.

28.1

Gary Cowan has asked the Chairman of the Community and Corporate Overview and Scrutiny Committee the following question:

Question

All of us in public life share a common duty to protect our local taxpayer's interest which is critical for sound financial management and key to ensuring that every pound spent by local government is used to support the communities they serve.

At Exec I asked to see the business case for the purchase of the care home on Barkham Road including all the costs incurred by the Borough Council.

The reply I was given stated as the Borough Council had signed a non-disclosure agreement I could not have that information.

There are councils which have got into serious financial difficulties over external investment and have effectively gone bankrupt.

Keeping a tight rein on such spending would appear to be right and proper hence my interest in all external investment not just this one.

My question is how does this council with due diligence manage its checks and balances on investments such as this to ensure the Councils are properly protected.

29. None Specific

ARTS AND CULTURE STRATEGY UPDATE

15 - 30

To consider an update to the ongoing delivery of the Arts and Culture Strategy.

30. None Specific

HIGHWAYS AND TRANSPORT - CUSTOMER SERVICE, POTHOLES AND SMALL PROJECTS

31 - 52

To consider a presentation on service delivery within Highways and Transport service, including Customer Service, Potholes and Small Projects.

31. None Specific

LOCAL TRANSPORT PLAN 4

53 -
298

To consider the draft Local Transport Plan 4 (LTP4).

32. None Specific

ACTION TRACKER

299 -
300

To consider the Committee's Action Tracker.

33. None Specific

WORK PROGRAMME

To consider the Committee's Work Programme for the remainder of the 2023/24 municipal year.

**301 -
310**

Any other items which the Chairman decides are urgent

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading

CONTACT OFFICER

Callum Wernham

Tel

Email

Postal Address

Democratic & Electoral Services Specialist

0118 237 9559

democratic.services@wokingham.gov.uk

Shute End, Wokingham, RG40 1BN

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MINUTES OF A MEETING OF THE COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE HELD ON 3 JULY 2023 FROM 7.00 PM TO 9.45 PM

Committee Members Present

Councillors: Peter Dennis (Vice-Chair), Laura Blumenthal, David Cornish, Norman Jorgensen, Pauline Jorgensen and Marie-Louise Weighill

Other Councillors Present

Councillors: Catherine Glover, Rachelle Shepherd-DuBey, Sarah Kerr, Ian Shenton and Imogen Shepherd-DuBey

Officers Present

Narinder Brar (Head of Enforcement & Safety), Neil Carr (Democratic & Electoral Services Specialist), Graham Ebers (Deputy Chief Executive and Director, Resources & Assets) and Giorgio Framaliccio (Director, Place & Growth)

12. APOLOGIES

Apologies for absence were submitted from Chris Johnson, Charles Margetts and Alistair Neal.

Catherine Glover and Rachelle Shepherd-Dubey attended the meeting as a substitutes.

13. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee, held on 22 May 2023, were confirmed as a correct record and signed by the Chair.

14. DECLARATION OF INTEREST

A declaration of interest was submitted from Rachelle Shepherd-Dubey in relation to item 17 – Directorate Priorities – Resources and Assets – on the grounds that Imogen Shepherd-Dubey, her spouse, was involved in presenting the report and responding to Member questions.

15. PUBLIC QUESTION TIME

There were no public questions.

16. MEMBER QUESTION TIME

There were no Member questions.

17. DRAFT WOKINGHAM VIOLENCE AGAINST WOMEN AND GIRLS (VAWG) STRATEGY

The Committee considered a report, set out at Agenda pages 49 to 72, which provided a follow-up to the briefing given to the Committee in November 2022 and detailed progress in the development of the draft Violence against Women and Girls (VAWG) Strategy 2023/26.

Sarah Kerr (Executive Member for Climate Emergency and Resident Services) attended the meeting to present the report and answer Member questions, supported by Narinder Brar (Head of Enforcement and Safety).

The report stated that the Wokingham Community Safety Partnership had taken significant steps to improve its response to tackling and ending VAWG. This included strategies

covering domestic abuse, serious violence and exploitation and radicalisation (within the PREVENT agenda). In addition, a local Wokingham VAWG Strategy was seen as essential in coordinating a robust approach.

The draft VAWG Strategy was nearing completion having been considered by a number of key stakeholder groups. It was aimed to achieve final approval of the strategy by the Council's Executive in the autumn of 2023. Alongside the strategy, the Council was seeking White Ribbon Accreditation which would help the organisation to tackle VAWG.

The following priorities were included in the draft VAWG Strategy. They reflected priorities set out in the national VAWG Strategy and the strategy produced by Thames Valley Police:

- Putting the victim/survivor at the centre of service design and delivery;
- Taking a strategic, system-wide approach to commissioning;
- Having a clear focus on perpetrators and holding them to account;
- Safeguarding and supporting individuals and victims at every point with a strong emphasis on early identification and help;
- Raising local awareness of the issues and involving, engaging and empowering communities to seek, design and deliver solutions;
- Changing inappropriate attitudes and behaviours of men and boys.

In the ensuing discussion, Members raised the following points and questions.

What progress had the Council made in achieving White Ribbon accreditation? It was confirmed that meetings with White Ribbon had taken place. This included an introductory meeting with Members followed by two informal meetings with officers. This was a three year process, following the Executive decision to seek accreditation in November 2022. Work was ongoing to develop the accreditation work programme.

The VAWG Strategy include a detailed action plan. Was there a risk that this could generate additional demand from other parts of the local community? If so, would WBC have adequate resources to respond? It was confirmed that the action plan was in line with the VAWG Strategy developed by Thames Valley Police. This was a long-term process, so it would be difficult to measure progress in the short term. Implementation of specific measures such as safer by design, improved street lighting and parking could be monitored.

What were the top 3 deliverable arising out of the VAWG Strategy? It was confirmed that the voice of survivors/victims would be embedded within the strategy and action plan. There would also be a focus on feelings of safety – where to find help if an incident occurred. This fitted into wider targets around crime reduction in the Borough.

Once the VAWG Strategy was approved, how will WBC ensure sufficient resources are available for implementation? It was confirmed that a key element would be to work with survivors/victims to identify gaps and weaknesses in current procedures. Resourcing gaps had not been identified yet, but it was accepted that this work would progress within the financial challenges facing the Council. It was important that potential avenues for communication are explored to ensure that the key messages in the strategy hit home.

Was the Council talking to neighbouring authorities about their experiences and strategies? It was confirmed that such discussions were taking place, for example with Basingstoke and Deane Borough Council.

RESOLVED That:

- 1) Sarah Kerr and Narinder Brar be thanked for attending the meeting to present the report and answer Member questions;
- 2) Comments and feedback from the Committee be fed into the development of the VAWG Strategy;
- 3) The Committee receive a further update on the VAWG Strategy and Action Plan in due course.

18. DIRECTORATE PRIORITIES - RESOURCES AND ASSETS

The Committee considered a presentation from Graham Ebers, Deputy Chief Executive and Director of Resources & Assets, set out at Agenda pages 13 to 26. The presentation gave details of the Resources & Assets Service Delivery Plan for 2023/24. The plan gave details of service priorities, opportunities, risks and challenges for 2023/24.

Imogen Shepherd-Dubey, Executive Member for Finance, attended the meeting to provide a Member perspective on the Service Delivery Plan and the broader challenges facing the Council.

The presentation provided an analysis of key issues facing the different services within Resources and Assets, viz:

- Finance – providing a strategic financial function and an enabling role to support service delivery across the organisation.
- Governance Services – custodian of the Council’s constitutional, legal and governance arrangements.
- Commercial Property – managing the Council’s property assets to meets strategic objectives and the needs of services and residents.
- Sport and Leisure – creating physical active communities, reducing isolation and narrowing the health inequality gap.

Graham Ebers stated that value for money was at the centre of everything the Council did. Officers used data and insight to identify needs which were then ranked into priorities. Decisions were then taken with Members on the most cost-effective way to meet those priority needs.

In the ensuing discussion, Members raised the following points and questions.

What steps were being taken to improve business-case evaluation? It was confirmed that bid templates were being enhanced and managers had been informed that bids must be well developed before submission. Some business cases were good. It was a matter of bringing all bids to that level. Overview & Scrutiny had an important role to play in scrutinising business cases before final decisions were taken.

Members suggested setting up a small informal group to work with Graham Ebers on ways to improve the quality of business cases. This would focus on an improved template for business cases which would be reported back to the Committee in due course. David Cornish, Peter Dennis, Norman Jorgensen and Pauline Jorgensen volunteered to join this group.

The Governance Services section included an opportunity relating to fraud identification and recovery – was anything specific planned? It was confirmed that the Council had strong counter fraud policies. The data showed that this was a relatively small issue for the Council.

One of the risks for Governance Services was “Member/officer relationships leading to complaints and reputational damage. How big was this risk? Could the Council charge for handling complaints relating to Town and Parish Councils? It was confirmed that Code of Conduct complaints were handled by the Standards Committee. The majority of complaints were made by Members against other Members. Further consideration could be given to the point about charging for handling complaints relating to Town/Parish Councillors.

The Governance Services Opportunities included revisiting all-out elections. Council had made a clear decision on this matter, so why was it listed as an opportunity? It was confirmed that officers felt that the question of all-out elections should be reviewed again in a few years.

The timeframe for developing a new strategy appeared to be 6-9 months. This appeared to be a long time bearing in mind the pace of change in local government. A similar point was made about the decision making process for key decisions via the Executive and Council. It was confirmed that the Council Constitution was being reviewed with one aim being the streamlining of decision making. 2024 may provide an opportunity to review the way the Council operates following the all-out election.

Did the Council measure value for money delivered through partnerships with private companies? It was confirmed that officers maintained a strong focus on procurement and contract management in order to ensure that value for money was being delivered.

RESOLVED That:

- 1) Graham Ebers and Imogen Shepherd-Dubey be thanked for attending the meeting to answer Member questions;
- 2) The priorities, challenges and opportunities for Resources and Assets in 2023/24 be noted;
- 3) An informal working group be set up to develop a model business case template, with a report back to the Committee in due course;
- 4) the working group comprise Councillors David Cornish, Peter Dennis, Norman Jorgensen and Pauline Jorgensen, supported by Graham Ebers and Sally Watkins.

19. DIRECTORATE PRIORITIES - PLACE AND GROWTH

The Committee considered a presentation (Supplementary Agenda) which gave details of the priorities, opportunities and challenges facing the department for Place and Growth in 2023/24.

Giorgio Framallicco, Director, Place and Growth, attended the meeting to give the presentation and answer Member questions.

The presentation highlighted the opportunities and challenges for each of the key service areas within Place and Growth, as follows:

- Planning – delivery of a new Local Plan and a robust land supply; delivery of Strategic Development Locations; review of Community Infrastructure Levy; Planning links to key corporate strategies;
- Environment & Safety – new arrangements for collection of waste and recycling; Biodiversity Net Gain; Domestic Abuse Housing Alliance accreditation;
- Economic Development and Growth – homelessness and management of the Council's housing assets; Climate Emergency; economic development and skills; arts and culture;
- Highways and Transport – Local Transport Plan 4; maintaining a safe highways network; sustainable transport, active travel and reducing emissions from transport (climate emergency).

In the ensuing discussion, Members raised the following points and questions.

The presentation highlighted a large number of priority areas. Were there key short term priorities? It was confirmed that the department's remit was a balance between the development of key plans/strategies and the day to delivery of services. The latter included a focus on customer service and responding to Member queries.

What was the current timeframe for publication of the new Local Plan? It was confirmed that a timeline for development and agreement of the plan would be submitted to the Executive in July.

It was noted that some residents took up a disproportionate amount of officer time. These contacts often moved into the corporate complaints process. It was noted that long running issues needed to be handled within a framework in order to ensure that staff resources were not tied up.

Peter Dennis raised an issue relating to Seaford Court. Officers confirmed that a written response would be provided.

Economic Development and Arts and Culture – how far up the priority list were these activities? It was confirmed that these areas received a light touch for the Director. However, they were important issues in relation to the local economy and the health and wellbeing of the Borough. It was noted that the Arts and Culture Strategy would be submitted to the Committee's meeting in September 2023.

RESOLVED That:

- 1) Giorgio Framallicco be thanked for attending the meeting to answer Member questions on Place & Growth priorities for 2023/24.
- 2) the Place & Growth priorities, opportunities and challenges for 2023/24 be noted.

20. COMMUNITY SAFETY PARTNERSHIP UPDATE

The Committee considered a report, set out at Agenda pages 27 to 48, which provided an update on the work of the Community Safety Partnership.

Narinder Brar, Head of Enforcement and Safety, attended the meeting to present the report and answer Member questions.

The report stated that in 2022/23, the Community Safety Partnership Board had been chaired by the Council's Chief Executive, Susan Parsonage. During the year, the partnership made progress on its key workstreams, including domestic abuse, Prevent and Channel, substance misuse, anti-social behaviour, serious violence and exploitation and violence against women and girls.

The Wokingham Community Safety Strategy (adopted in June 2021) focussed on three strategic priorities underpinned by five specific aims, as follows:

Strategic Priorities:

- Listening to the needs and concerns of local residents;
- Intervening early and preventing issues from escalating;
- Working together to protect vulnerable residents.

Specific Aims:

- Working with communities to deal with crime and anti-social behaviour hot-spots;
- Reducing the harm caused by domestic abuse;
- Reducing incidents of serious violence and knife crime;
- Tackling the exploitation of children, young people and vulnerable adults;
- Reducing incidents of residential burglary and theft from vehicles.

The report stated that all crime had seen an increase of 11.4% (841 offences) in the year ending 31 March 2023 when compared to the same period in 2021/22. Increases had been seen largely in categories relating to theft including shoplifting, bike theft and theft from and of vehicles. There were 83 more harassment incidents and 72 more domestic abuse incidents. Crimes that had decreased included drugs possession, trafficking, possession of weapons and public order offences.

In the ensuing discussion, Members raised the following points and questions.

Some of the figures in the Crime Performance Summary (page 40) appeared high – what geographic area did the figures relate to? It was confirmed that the data in the tables on page 40 related to the Wokingham Borough.

Members had received positive feedback on the work of the ASB team. The team had been in place for 12 months and continued to work closely with the Community Safety

team, Thames Valley Police, Town and Parish Councils and other local stakeholders. 40 fixed penalty notices had been issued for fly tipping/littering.

Was there data on the amount of fly tipping cleared as well as the number of prosecutions? It was confirmed that this information could be collected and shared with Members. The process was education, engagement, then prosecution.

Shoplifting had increased by 114% over the year. Could more be done in terms of prevention? It was confirmed that there was a national increase in levels of shoplifting. Initiatives included the sharing of data on incidents in real time and improved CCTV coverage. It was likely that the current economic situation and the cost of living crisis were having an impact on the increasing level of shoplifting.

There were ongoing problems relating to nuisance from car meets. A recent event took place at the Mere oak Park and Ride. What additional steps could be taken to tackle car meets? It was confirmed that a Public Space Protection Order had been issued to tackle issues in Wokingham. Officers were working with Thames Valley Police with a view to the police using their powers at Mere oak. Officers tried to take proportionate action – repeat offenders received fixed penalty notices. It was suggested that further Member/officer discussions take place outside the meeting.

In relation to CCTV, etc., did officers have access to sufficient technology to support their work? It was confirmed that there was always a demand for technology, including mobile CCTV. This issue was kept under review.

RESOLVED That:

- 1) Narinder Brar be thanked for presenting the report and answering Member questions;
- 2) Member comments on the report be fed back to the Community Safety Partnership;
- 3) further information be provided to Members on specific issues raised at the meeting;
- 4) the Council's ASB team be congratulated on their achievements over the past year.

21. WOKINGHAM ANTI-ABUSE CHARTER UPDATE

The Committee considered a report, set out at Agenda pages 73 to 76, which provided an update on the Wokingham Anti Abuse Charter.

The report stated that the Anti Abuse Charter had been approved in January 2021. It made a commitment to prevent any form of violence or abuse against anyone in the Borough. Since then a lot of activity had taken place in separate but connected workstreams, including hate crime, domestic abuse, violence against women and girls (VAWG), anti-social behaviour and criminal exploitation. Because of these linkages, the report recommended that the update on the Anti Abuse Charter form part of the annual Community Safety Partnership update report.

In the ensuing discussion, Members raised the following points and questions.

Was the Anti Abuse Charter update report being referred to the Equality Forum for consideration and comment? It was confirmed that the report was being shared with the Equality Forum – it would also feed into the Council’s Equalities Action Plan.

Members agreed that the Anti Abuse Charter should be incorporated into the annual Community Safety Partnership update. However, it was important that the Charter was not diminished as part of the process. Appropriate publicity should be provided to ensure that the Charter’s profile was retained.

RESOLVED That:

- 1) the update on the Wokingham Anti Abuse Charter be noted;
- 2) progress relating to the Anti Abuse Charter be reported to Members in conjunction with the annual Community Safety Partnership update report.

22. ACTION TRACKER

The Committee considered the regular Action Tracker report, as set out at Agenda pages 77 to 78.

RESOLVED: That the Action Tracker report be noted.

23. WORK PROGRAMME

The Committee considered its work programme for 2023/24.

Members noted the number of items on tonight’s Agenda and questioned whether additional meetings may be necessary in order to allow effective scrutiny of items.

It was noted that a report on the Local Transport Plan 4 would be submitted to the Committee at its meeting in September. Members also requested updates on customer service in highways and transport services, communication on issues such as potholes and the process for approving small projects such as amended speed limits.

It was requested that a further update on the VAWG Strategy be submitted to the Committee at one of its October meetings.

It was also requested that an update on the new waste and recycling arrangements be submitted to the relevant O&S Committee in 2024.

The Chair provided an update on the Committee’s submission to Thames Valley Police in relation to its proposed reorganisation.

RESOLVED: That:

- 1) the Committee’s work programme be amended to reflect the points raised by Members;
- 2) the Chair and Vice-Chair discuss the possibility of additional meetings in order to ensure effective scrutiny of items on the work programme.

TITLE	Update on Arts and Culture Strategy
FOR CONSIDERATION BY	Community and Corporate Overview and Scrutiny Committee on 4 th September 2023
WARD	None Specific
LEAD OFFICER	Director, Place and Growth - Giorgio Framalocco

OUTCOME / BENEFITS TO THE COMMUNITY

Arts and culture can bring added value to communities helping to address issues such as health and social inequalities, as well as being used as an economic driver and as a place shaper helping to create a strong cultural identity. For Wokingham Borough, although a substantial part of the Borough could be deemed as affluent and able to afford to take part in cultural activities outside of the area, this means unfortunately that the Borough could also be seen as culturally poor with more significant differences in cultural participation between the more affluent and least affluent residents. Working strategically with internal services and with external partners to maximise cultural opportunities will enhance quality of life, help strengthen communities and grow the Borough's reputation as a great place to live, to visit and to work in.

RECOMMENDATION

That the Committee notes the progress made against the Wokingham Borough Arts and Culture Strategy since its adoption in February 2021 and recognises the potential positive impact arts and culture provision can have against other Council service areas and budgets.

SUMMARY OF REPORT

Background

The Wokingham Borough Arts and Culture Strategy (2020-2030) was adopted in February 2021.

This is a 10-year strategy and identifies a vision supported by six key priorities which have been informed by consultation with the public, town and parish councils, cultural organisations and the wider business community. The vision states that *'by 2030 Wokingham Borough will be recognised regionally and nationally as a dynamic cultural hub, a Borough of surprises that delight across all our towns and villages, a Borough where everyone can access or get involved in creating high quality cultural experiences and where creativity is nurtured across all age-groups'*. The six priorities that will help this vision to be realised are:

1. Enhancing cultural identity and sense of 'place'.
2. Fostering social interaction and community cohesion.
3. Improving health and well-being.
4. Developing opportunities for children and young people.
5. Supporting economic growth.
6. Maximising partnerships and collaboration.

In 2016, the Department for Culture, Media and Sport (DCMS) produced its 'Culture White Paper', the first for over 50 years. Drawing on an extensive evidence base, the paper was clear about the benefits of culture suggesting that systemic investment in culture provides 'a powerful cocktail of public good and commercial return'.

Through developing an Arts and Cultural Strategy the Council seeks to help its communities benefit from these nationally acknowledged benefits by developing the cultural offer here in Wokingham Borough. Developing the arts and culture offer helps build on Wokingham's identity and reputation, providing opportunities for cultural participation which will help benefit the health and well-being of residents as well as helping to attracting visitors and investment from outside the Borough. In this regard the Strategy will also link directly with delivery of the Council's strategic priorities of 'Enriching Lives' and 'Safe, Strong Communities'. It also feeds into a number of key strategies including health and wellbeing, tackling poverty and economic development.

The UK Shared Prosperity Fund (UKSPF) is an economic development fund awarded to each local authority as part of the Government's levelling up agenda. Wokingham Borough Council was awarded a total of £1m over a three-year period for three local priorities including communities and place; support for local businesses; people and skills. The Council's allocation has key strands including an arts and culture strand and an associated allocated budget which is paying for a Senior Cultural Development Officer on a 2 year fixed term contract. The postholder has been in place since January 2023 and is focussed on the following arts and culture workstreams:

- **Health and Wellbeing** – utilising arts based approaches and creative social prescribing to improve and support health and wellbeing for both children and adults
- **Economic Development** – an arts and culture project proposal utilising the UKSPF budget allocation for arts and culture
- **Education** - supporting schools and education settings in increasing access to professional arts and culture activities for pupils, and CPD for teacher/education professionals
- **Place Making** – including securing/utilising developer contributions for arts and culture public realm projects, and incorporating cultural elements into the Borough's significant place making projects where feasible
- **Strategic Partnerships** – working collaboratively with internal partners to embed arts and culture across the organisation as well as building partnerships with external partners to maximise opportunities

The current arts and culture work programme has the following aims and objectives:

- Improve and support health and wellbeing through arts based approaches.
- Use arts and culture to support and contribute to economic development.
- Primarily but not exclusively, through the UKSPF Arts & Culture Project develop a cultural identity for the Borough, increase access to, and participation in arts and cultural activity. The project will also seek to raise awareness and understanding of Climate Change and the Council's Climate Change Emergency Action Plan, using creativity to explore these issues and help influence behavioural changes around sustainability.
- Secure Developer contributions to include where relevant, the use of arts and culture to improve public realm, increase social cohesion, and/or improve health and wellbeing
- Broker, develop and manage partnerships with external organisations to raise the cultural profile of the Borough and enable the development and delivery of arts and culture projects.
- Embed arts and culture into a range of services across the Council.
- Develop and establish joint/cross service working, project development and delivery maximising resource and opportunities for the benefit of the Borough.

Analysis

Since the Arts and Culture Strategy was adopted in February 2021 a number of actions have been successfully progressed. This includes the following:

- Recruitment of a Senior Cultural Development Officer on a 2 year fixed term contract as part of the Council's UKSPF allocation. This is a strategic role helping to embed arts and culture across service areas and link in with Council priorities.
- Development of an Arts and Culture proposal as part of the UKSPF arts and culture grant allocation which will help develop the Borough's cultural identity and encourage participation in arts and cultural activities.
- Brokering new partnerships and initiating projects with the following external partners, for example: University of Reading, Charlie Waller Trust, the British Museum, the Natural History Museum, Berkshire Music Trust, House of Imagination, National Saturday Club, National Academy for Social Prescribing, the V&A Museum, Dundee.
- Establishing links with the following internal service areas including Children's Services, Adult Social Care, Education, Education Psychology, Public Health, Housing, Library Service, Economic Development and Customer Experience.
- Developing and implementation of a new arts and health programme schools focussing on supporting and improving children and young people's mental health (from September 2023).
- Development and implementation of a professional training and mentoring programme for school Nurture Assistants enabling them to delivery the above programme and embed it into schools in a sustainable way.
- Development of a new arts based programme to support pupils with Stage 1 or 2 Emotionally Based School Avoidance.
- Development and implementation of an arts based programme for vulnerable adults (e.g. people with learning difficulties via CLASP (counselling life advice suicide prevention charity), and people with moderate anxiety and depression via Wokingham Recovery College) to support and improve mental health and wellbeing.
- Developed an arts based and multi-agency approach to work with housing associations to target vulnerable tenants such as care leavers to address issues such as tenancy sustainment. Pilot project to commence Autumn 2023. Working with Housing Association's to plan further project delivery.
- Input into Adult Social Care, Social Care Future Event. Presented and co-delivered a workshop with University of Reading on the new arts based project to support and improve mental health and wellbeing.
- Working with Public Health on the Inequalities Project and on arts based community engagement to inform the Inequalities Plan. This work will feed into and help inform future arts and culture programmes.
- Development of a Wokingham Borough Cultural Education Partnership (CEP) CEPs are a network across England, set up by Arts Council England in 2015). This followed a consultation and engagement project with children and young people to ascertain what arts activities they participate in, what they would like to participate in, barriers, and what they gain from engaging in arts and culture.
 - This work was funded by Artswork through a 10k grant. Artswork were one of 10 Bridge Organisations setup by Arts Council England, supported by the Department for Education, to facilitate joint working between local authorities, statutory services e.g. schools, youth justice, health, and community settings working with children and young people, and professional arts and culture organisations, solely for the benefit of children and young people.
 - A local specialist organisation was commissioned to work with young people to co - design and deliver a series of creative workshops for children and

young people to collect information. A film was created by local young people working with a film maker to capture children and young people's thoughts. An online survey was also made available. This led to the development of a Wokingham Borough CEP, its activities, and has helped inform some other work including, for example, the development of a National Saturday Club (see below), and arts based approaches to improving and supporting mental health. The Council is exploring linking up with neighbouring CEPs and opportunities for joint funding bids and projects.

- To note whilst there are a range of different partners as part of the Wokingham Borough CEP, more resource is required for this to grow and deliver cultural programmes.
- The National Saturday Club to commence in the Borough from October 2023 which is part of the National Saturday Club Film & Screen Programme funded by the British Film Institute, the National Saturday Club, external funders, and supported by the Department for Education. This is a national scheme which works in partnership with local schools, colleges, and professional cultural organisations. The scheme is targeted for those in low income families, looked after children, and those whose parents/carers have not attended university. There is evidence to support increased career aspirations, and educational progression.
- Delivery of Arts Awards in the Borough's libraries from September 2023. Arts Awards enable children and young people to undertake a structure programme leading to an assessed and accredited award for Explore, Bronze, Silver and Gold. Gold level includes UCAS points. 'Discover' is the non-assessed and is suitable for young children, people with moderate to more severe learning difficulties, adults with low literacy, and those for whom English is not their first language.
- Development and expansion of a Creative Network for teachers and education professionals, with the purpose of knowledge sharing, and hear from guest presenters from the creative industries who offer free/accessible creative learning programmes and/or sector advice and training re: skills, training and careers.
- Development of an Arts, Business and Culture Forum as a key partnership vehicle focussed on developing partnerships and collaborative working. This group has been built on a previous Arts and Culture Alliance (which ceased due to the pandemic) and a 'world café' event which highlighted the desire to continue with an external partnership model. The current group brings together town centre managers, arts groups, local businesses from across the Borough, to develop, deliver, and promote arts activity with the aim of increasing partnership working between the arts and business sectors, increasing participation in and access to the arts for the benefit of residents and support the local economy. The forum meets regularly and has run a successful networking session which brought together local arts and business representatives to share information and create opportunities for joint working.
- Working with the Planning Policy team to assess whether a new policy is required to secure developer contributions for SDL (strategic development location) arts based health and wellbeing programmes, community and social cohesion projects, placemaking through arts based community engagement and public realm, and creative industries skills and training.
- Inclusion of the above within the new Local Plan.
- Securing developer contributions for public realm enhancements in Shinfield West involving the community.
- Worked with the Libraries Manager, and Adult Social Care on a bid to Arts Council England for 500k to support the capital development of a library branch and the delivery of activities for vulnerable residents, and those on low incomes.

The Senior Cultural Development Officer is part of the following corporate groups helping embed arts and culture into the Council's strategic approach:

- Social Isolation and Loneliness Group which reports to Health & Wellbeing Board.
- Tackling Poverty Strategy Action Plan Year 2 Scoping and Delivery Planning Groups for a. Leading a Fulfilling Life, b. Education, c. Training and Jobs
- Social Value Policy Group re: the inclusion of arts, culture and heritage.
- Community Vision Group

Whilst the Covid pandemic changed the consumption of arts and culture for a period of time and prevented the delivery of many arts and culture events both locally and nationally, there is now a re-focus on arts and culture, especially with the opportunities this brings with regards to furthering and supporting wider agendas around tackling poverty, addressing social, health, and education inequalities, engaging communities, and maximising partnerships and opportunities. The Council has made huge strides in linking arts and culture with the different strategic priorities, maximising opportunities by working with a range of external partners.

There has been a good proportion of work in the arts and cultural field delivered to date as evidenced above. This has been delivered with no direct budget and has relied on external support for projects via strategic partnership brokerage and working. Arts and culture has a key role to play within the local authority and will help to provide savings in Council budgets by providing preventative programmes and activities (such as helping to address mental health and wellbeing and supporting tenant sustainability). There are challenges in the lack of resource. There is no dedicated budget for arts and culture other than the UKSPF grant allocation which has paid for the Senior Cultural Development Officer post which is for a fixed term period. Whilst part of the current work programme will create sustainability, there is an issue longer term around resourcing arts and culture activity.

Next steps

- Delivery of the Arts and Culture service plan for 2023/24
- Contracting on the arts and culture project proposal as part of the UKSPF's arts and culture grant allocation
- Develop a method of evaluation, including cost-benefit analysis which the Council can apply to its arts and culture projects to measure the wider benefits and impact of arts and culture. This will then help inform the development of future projects, provide an evidence base for supporting future funding bids, and the continuation of arts and culture work as part of the Council's delivery of services.

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)	None	Yes	
Next Financial Year (Year 2)	None	Yes	
Following Financial Year (Year 3)	None	Yes	

Other financial information relevant to the Recommendation/Decision

Financial resource which was required for new Senior Cultural Development Officer post and arts and culture project is being funded from the UK Shared Prosperity Fund grant allocation to the Council.

Cross-Council Implications

Arts and culture supports a range of other Council priorities and areas of work. These include, health and wellbeing, economic development, community cohesion, education, and help improve health and wellbeing.

Public Sector Equality Duty

Our Public Sector Equality Duty has been taken into account. Enhancing the Borough's cultural offer will increase cultural engagement and ensure that all sectors and stakeholders make a positive contribution and enable access to cultural opportunities irrespective of background, social or economic circumstances.

Climate Emergency – *This Council has declared a climate emergency and is committed to playing as full a role as possible – leading by example as well as by exhortation – in achieving a carbon neutral Wokingham Borough by 2030*

The arts and culture project (being paid for out of the Council's UKSPF arts allocation) will raise awareness of climate emergency and hopefully influence behaviours around sustainability.

Reasons for considering the report in Part 2

None

List of Background Papers

Wokingham Borough Arts and Culture Strategy 2020-2030

Contact Frances Haywood	Service Economy and Housing
Telephone No 07769 955068	Email frances.haywood@wokingham.gov.uk



2021-2030

Wokingham Borough Arts & Culture Strategy

February 2021

»» Why Have a Cultural Strategy

This strategy links directly to our community vision established in 2020 with the ambition for Wokingham Borough to be a great place to live, learn, work and grow and a great place to do business.

The Strategy was initially drafted immediately prior to the onset of the Covid pandemic and the immense challenges that this has presented to us all and society as a whole. The cultural sector has been particularly hard hit with performances and events cancelled, income decimated and planning for the future compromised. The resulting lack of opportunities to engage in cultural activities has thrown into stark relief how important this is to our health & well-being and to the quality of our lives. As we hopefully emerge from the restrictions and crippling impact of the pandemic later in 2021 this ambitious 10 year strategy can play a part in creating the post-pandemic future we want to see.

Despite current challenges it remains an exciting time for Wokingham Borough. Economically strong with a high quality of life that is recognised nationally as one of the best in the country and well developed plans to further bolster success through investment and regeneration to deliver new housing, infrastructure and thriving town centres.

But we know that quality of life is about much more than just having a job and a house. Our population is growing significantly, becoming more diverse and increasingly wanting convenient local access to high quality and stimulating culture and leisure opportunities. Taking part in creative acts delights and fulfils us, and helps us to relate to the wider world and we all have the potential to develop our creativity further. Culture and exposure to high quality cultural experiences should be a 'must have' for all, regardless of background or personal circumstances.

Connection to place, a sense of identity and being creative are important to us all. Nor are these things a 'nice to have', they are integral to the well-being of our residents, the future of our young people and to support the Borough's continued economic success.

This 10 year strategy is about sustained development of the quality and appeal of the cultural 'offer' across the Borough, to ensure it is both commensurate with our economic strength and as transformational over time as our plans for regeneration: not only maintaining but enhancing quality of life, strengthening communities and growing the Borough's reputation as a great place to live, to visit and to work in.

*Cultural Strategy: To provide clarity the Arts Council's definition of 'culture' is adopted for defining the scope and content of the strategy: In this strategy we use culture to mean all those areas of activity associated with the artforms and organisations that Arts Council England supports: collections, combined arts, dance, libraries, literature, museums, music, theatre and the visual arts.

»» Introduction

As recently as 2016 the Department for Culture, Media and Sport (DCMS) produced and presented to Parliament its 'Culture White Paper', the first for over 50 years. The White Paper was very clear about the benefits of culture and why the Government should invest to support its development:

1. The intrinsic value: the enriching value of culture in and of itself;
2. The social value: improving educational attainment and helping people to be healthier; and
3. The economic value: the growing contribution culture makes to economic growth and job creation.

The White Paper was intended to be a vision of 'culture in action', rejuvenating our society and national and local economies. The White Paper was based on an extensive evidence base, including the Warwick Commissions report: 'Enriching Britain: culture, creativity and growth' published in 2015. This report presented a powerful argument for a more systemic investment in cultural and creative talent at a national level, 'a powerful cocktail of public good and commercial return'. Significantly, the report emphasised the role of culture in 'place shaping' and the importance of locality, investing in culture but ensuring that this was grounded in and responsive to the distinct character of places and the aspirations of local communities (with the added benefits of enhancing accessibility and growing audiences).

At both national and local level the case for purposeful development of, and investment in, the cultural offer and the creative sector is compelling. Through a Cultural Strategy the Council and the wider cultural sector can better realise the nationally acknowledged benefits of developing the cultural offer here in Wokingham Borough: creating a 'buzz', building identity and reputation whilst benefitting the health and well-being of residents and attracting visitors and investment. Ultimately to make Wokingham Borough a cultural destination of the future. In this regard the Strategy will also link directly with delivery of the Council's strategic priorities of 'Enriching Lives' and 'Safe, Strong Communities'.

'We want to see communities that are more socially cohesive and economically robust, and in which residents experience improved physical and mental well-being as a result of investment in culture.'

'Shaping the next ten years' Draft Strategy 2019 Arts Council England.

Wokingham - 17 Parishes – One Borough

Wokingham's excellent quality of life is grounded in its rich mix of towns and villages (each with its own heritage and character), complemented by beautiful countryside and open spaces and interspersed with high quality business parks that attract talent from all over the world. The number and range of cultural organisations, covering many different genres and activities, across the Borough is also a real strength, providing a wealth of opportunities to both participate in and to experience culture in its many forms. This diversity of place and people is a unique cultural asset that can be embraced and further developed, not only for the benefit of each 'place' and its people but for the Borough as a whole – building and strengthening networks across the cultural sector and audiences to create a greater sense of identity and enhancing the Borough's reputation as a cultural hub.

Whilst the dispersed nature of settlements in the Borough presents challenges, not least the resultant lack of obvious major cultural venues, this cultural strategy recognises the great potential offered by the distinctiveness of the 17 parishes and their communities: a network of creative people and places that can be strengthened and a cultural offer that can be enhanced, improving access to high quality cultural experiences right across the Borough.

Nor will this only benefit the Borough's residents, an enhanced reputation as a cultural hub helps attract businesses, including in the fast growing creative industries, supports the recruitment and retention of employees and draws in visitors from further afield to bolster economic success.

The Cultural Strategy is therefore an integral component of broader plans and initiatives for future growth, economic success and an excellent quality of life.

Vision

By 2030 Wokingham Borough will be recognised regionally and nationally as a dynamic cultural hub, a Borough of surprises that delight across all our towns and villages, a Borough where everyone can access or get involved in creating high quality cultural experiences and where creativity is nurtured across all age-groups.



»» Strategy and Priorities

Essentially this strategy identifies key priorities that will enable this vision to be realised and an initial route-map, via a dynamic and evolving Action Plan, of how we plan to get there. The priorities have been informed by consultation with the public, town and parish councils, cultural organisations and the wider business community. Across all these key stakeholders there is a real appetite and energy for making the Borough more of a cultural destination and realising the many benefits that flow from this.

The early consultation has highlighted the following six key priorities:

- 1. *Enhancing cultural identity and sense of 'place'.***
- 2. *Fostering social interaction and community cohesion.***
- 3. *Improving health and well-being.***
- 4. *Developing opportunities for children and young people.***
- 5. *Supporting economic growth.***
- 6. *Maximising partnerships and collaboration.***

Implicit in all of these is the need to significantly enhance the Borough's current cultural offer in order to increase cultural engagement, to ensure that all sectors and stakeholders make a positive contribution and to enable access to cultural opportunities irrespective of background, social or economic circumstances. The extensive current network of cultural organisations in the Borough provides a great platform from which to achieve this step-change.

In addition the consultation on the draft strategy also flagged the significance of connecting the strategy to the Climate Emergency and ambition for the Borough to be carbon neutral. Arts and cultural activities provide great opportunities to both explore and promote themes linked to environmental issues and protecting our planet for future generations. Practical action can also be taken to ensure that cultural activities are as close to carbon neutral as possible and, for example, this is already a key consideration in plans to commission public art linked to the development of the Carnival Hub complex in Wokingham. These themes will be further developed and integrated with the ongoing development of the Action Plan.

»» Cultural Ambitions for 2030

1. Enhance cultural identity and sense of 'place'

- All 17 parishes have a clear cultural footprint and distinct offer that is contributing to the Borough's overall identity and reputation as a dynamic cultural hub.
- High profile cultural events, activities or installations that have a regional and national reputation and profile.
- Cultural enhancement of the public realm, both public art and activities, to create interest and excitement across the Borough.
- Culture and cultural opportunities are integrated into regeneration and renewal plans as part of place-making strategies as the Borough's population grows.
- New and enhanced cultural venues are attracting large numbers of residents and visitors and are financially sustainable.
- The Borough's Town Centres are vibrant and thriving with an extensive, varied and renowned cultural programme across all the main towns.

2. Fostering Social Interaction and Community Cohesion

- An expanded and varied programme of events across the Borough that attracts a wide range of people from different backgrounds and with different interests.
- Cultural organisations know their audiences and make concerted efforts, in partnership with the Council, to reach out and engage with under-represented groups thereby diversifying their audiences and fostering cohesion.
- Cultural activities and programmes break down perceptions and stereotypes and stimulate new ways of thinking.
- The Council's network of libraries and community centres have a popular, thriving and stimulating cultural offer accessed by a wide demographic.
- Communities are actively engaged and involved in developing the Borough's cultural capital and co-producing work that is meaningful to them.

3. Improving Health and Well-being

- 'Cultural Commissioning' and social prescribing of cultural activities by health and social care organisations is an integral part of their activities to improve well-being.
- Cultural organisations, where applicable, fully understand and can evidence and promote their relevance to, and impact on, the health and well-being agenda.
- Links between culture and sports and leisure activities, both indoors and outdoors, are well developed with extensive cross-promotion, joint working, sharing of venues and this is generating mutual benefits for both sectors.
- A lively and regular programme of cultural activities has extended reach and participation rates, reducing social isolation and enhancing emotional and mental well-being.
- Cultural interventions not only improve individual well-being, they also raise awareness of key health issues and increase accessibility and engagement for more vulnerable residents.

»» Cultural Ambitions for 2030

4. Developing Opportunities for Children and Young People

- A focus on those children and young people who might otherwise miss out on great cultural experiences means that every young person can access opportunities whatever their background and can develop their creative potential
- There is a strong cultural offer in early years' settings and libraries catering for young children and their families, supporting the early development of creativity and better attainment in later years
- Schools have embraced culture and creativity within the curriculum with a high proportion of local schools achieving 'Artsmark' accreditation for the quality of their cultural offer to students
- There are a wide range of accessible and exciting cultural activities outside of school settings and during school holidays that are enhancing learning opportunities and fostering creativity.
- Children and young people have a strong 'voice' in determining the nature of the cultural opportunities available to them, both in and out of school settings, and their views have a strong influence in shaping provision, thereby raising engagement and participation.

5. Supporting Economic Growth

- The enhanced cultural reputation of the Borough and major events are bringing in greater number of visitors and boosting spend in the local economy.
- The creative, digital and film industries are thriving in the Borough boosting the overall level and pace of economic growth
- Creative cultural hubs have developed providing spaces for creative start-ups and attracting private-sector investment.
- Reading University and Bracknell & Wokingham College are centres of excellence for cultural learning, providing a pipeline of talent and career pathways into the cultural sector and creative industries.
- The Borough's cultural reputation is supporting inward investment, employment growth and the attraction and retention of skilled workers
- The increased cultural offer locally has supported growth of the night and day time economies helping local centres and businesses thrive.

6. Maximising Partnerships and Collaboration

- There is a more co-ordinated and strategic approach to programming, marketing and promotion of cultural events and activities across the Borough to the benefit of the whole sector and to audiences.
- The use of public assets to host and promote cultural activities is maximised, including those buildings and spaces in Council ownership.
- There are strong and collaborative relationships across tiers of local government with Parish, Town and Borough Councils working collectively to maximise the impact of cultural activities and assets.
- There are strong networks across the growing cultural sector that foster collaboration and innovation, raising quality and increasing engagement.
- With support and investment from the Local Enterprise Partnership (LEP), collaboration between the public and private sectors is embedded with strong business support for cultural activities and organisations.
- There are close links with major national institutions that are helping to drive up standards, embed innovation and best practice, raise profile and increase funding into the cultural sector and associated initiatives.

»» Developing and Delivering the Strategy

Appropriately 'Partnerships and Collaboration' has emerged from consultation as one of the key priorities for a cultural strategy. The scale of ambition outlined above means that delivery of the strategy can only be achieved with the sustained engagement, support and enthusiasm of a wide range of stakeholders working together. The Council's investment in a new Cultural Development Officer post in April 2020 reflects the importance of establishing capacity to support this collaboration and joint-working.

A key function of this strategy and the initial action plan is to garner ongoing feedback and ideas and, in particular, to continue to gather partner and stakeholder contributions to further develop the action plan over time and to foster involvement and collaboration. The establishment of the Arts & Cultural Alliance in October 2020 as a key partnership vehicle for delivering the strategy is a major step forward and pays testimony to the enthusiasm and commitment of the many cultural organisations in the Borough. The Alliance has played a key role in developing the initial action plan and will continue to be pivotal to the delivery of the strategy into the future.

The action plan will also inform the Council's medium term financial plan setting process and the identification of opportunities for funding from other sources, acknowledging that certainly in the short-term the funding environment remains challenging.



➤➤ Indicative Cultural Events

International Street Concert



Wokingham Children's Book Festival

➤➤ Indicative Cultural Events

Dinton Outdoor Cinema



Woccea

Photo Credit - Title Page from top

Left Bottom - Wokingham International Street Concert - Wokingham Town Council Event,;

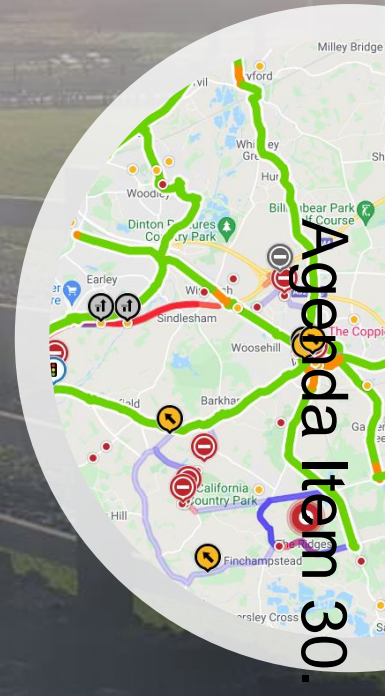
Page 4 - picture from online Art Challenge 2020 e.g. by creator Helen Wright;

Page 8 - Wokingham Children's Book Festival - Photographer Stewart Turkington (Authors: Adam and Charlotte Guillain) Wokingham Town Council Event,

Page 9 - Wokingham International Street Concert - (Act: Trenchtown Experience);

Wokingham Children's Book Festival - Photographer Stewart Turkington (Author: Clare Bevan)

Page 10 - Dinton Outdoor Cinema - Photographer Stewart Turkington **Bottom Right** - Woccea App logo



Overview and Scrutiny

Highways and Transport

Customer Service

Potholes

Small Projects

Questions

32



Highways & Transport

33

Customer Service

Traffic Management & Road Safety

Highways Capital Programme Delivery

Highway Assets

Traffic Signals

Highways Development Management

Contract Management

Reactive Highways

Public Transport

My Journey

Street Lighting

Major Highway Projects

Active Travel (LCWIP)

Community Transport

Local Transport Plan

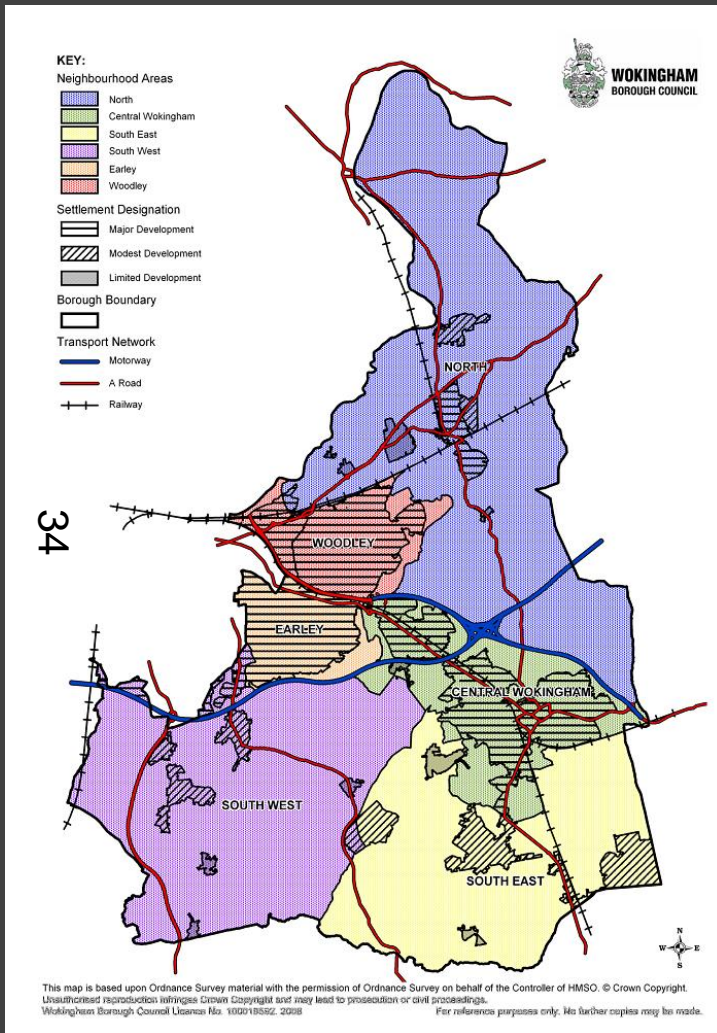
Home to School Transport

Parking Services and Enforcement

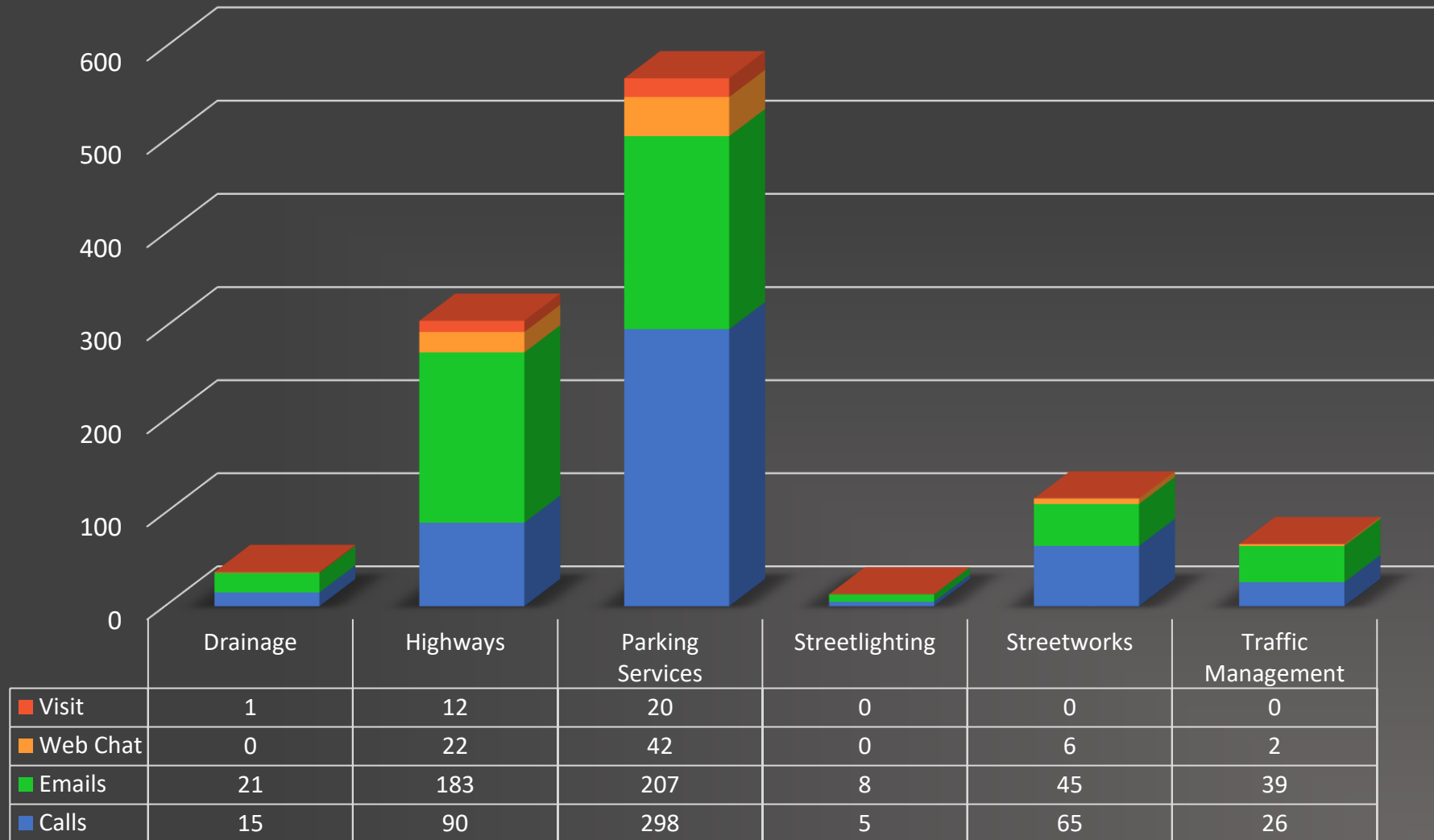
Streetworks

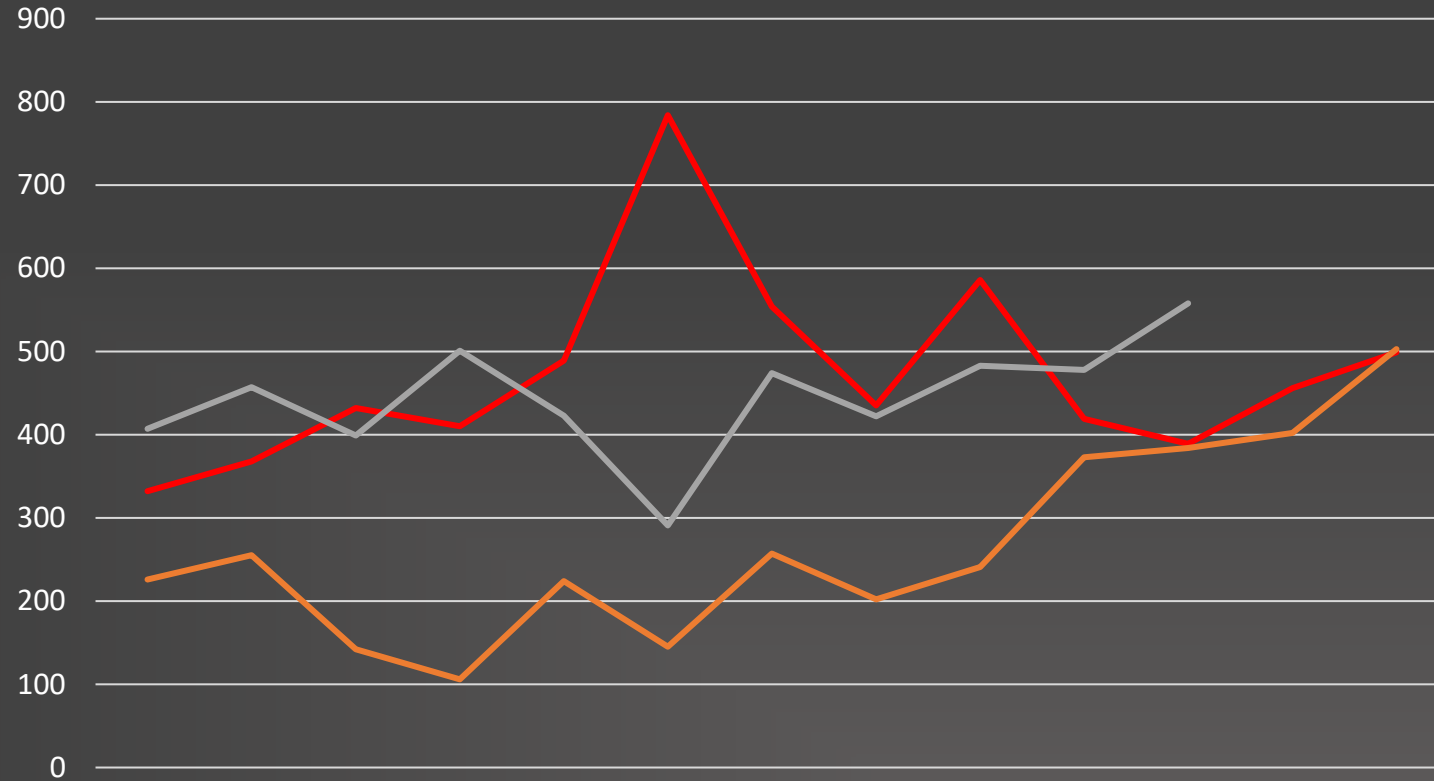
Transport Planning

Wokingham Borough Highway Network



Asset Group	Description
Roads and footways	<p>725 km of roads (including 9 km of motorway)</p> <p>829 km of roadside footways</p> <p>5 km of linking footpaths</p> <p>53 km of off-road cycleways</p> <p>9 km of on-road cycleways</p> <p>35,000 Road Gullies</p> <p>4,500 manholes</p>
Structures	243 structures (including 85 bridges, 77 footbridges, excluding earthworks/VRS system)
Street lighting	<p>16,953 lighting units</p> <p>2,152 lit signs and traffic bollards</p> <p>Various other associated equipment</p>
Street furniture	Signs, fencing, bins, bollards, benches, street name plates, cycle stands, etc.





	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23
— Calls taken by Customer Service	332	368	432	410	489	784	554	435	586	419	389	456	499
— Emails received by Customer Service	226	255	142	106	224	145	257	202	241	373	384	402	503
— Calls taken by Volkers	407	457	399	501	423	291	474	422	483	478	558		464

One Team

Partnerships

CRM system (Logging / Tracking / Monitoring / Reporting)

3'c Training

Key Performance Indicators

Contract management and enhanced processes

Market Engagement

Best Practice

Recruitment

Website Improvements

Traffic & Travel / Comms

One.Network

Process Mapping

Frequently Asked Questions

Collaborative Planning

38 Potholes



Causes – surface cracks, water and traffic

- Water seeps into asphalt, freezes and expands
- Asphalt is weakened
- Grit accelerates freeze-thaw process
- Defective utility companies works

Reporting

website

WBC ([report a problem webpage](#))



Fix My Street



Phone

39

Phone WBC and select Highways option (2)

Issues causing immediate danger should always be reported by phone to 0118 974 6000 (select option 2 for Highways) Monday to Friday, 9am to 5pm.

Call **0800 212 111** if it is outside of our office hours.

The screenshot shows the Wokingham Borough Council website's reporting page. At the top left is the council logo. On the right, there are navigation links for 'Council services' and 'Your Council', and a search bar. The breadcrumb trail reads: Home > Roadworks and outdoor maintenance > Report a problem with roads and streets. The main heading is 'Report a problem with roads and streets', followed by the sub-heading 'Report potholes, road damage, faults and more'. Below this is a section titled 'In this section' containing a grid of 13 buttons, each with a link to a specific reporting category: 'Report flooding and problems with drainage', 'Report potholes and road damage', 'Report problems with streetlights and lit bollards', 'Report problems with traffic lights', 'Report broken or missing signs', 'Report problems with road markings', 'Report problems with public rights of way', 'Report problems with manhole covers', 'Report debris or obstruction in the road', 'Request dead animal removal', 'Report an abandoned vehicle', 'Report fly-posting', and 'Report a problem with litter bins'.

Highway Defects - Including Potholes

Category 1

Defects that require urgent attention because they represent an immediate or imminent hazard to the highway user prioritised as follows:

Cat 1A – Works to be repaired or made safe within 2 hours of notification to the Contractor.

Cat 1B – Works to be repaired or made safe within 24 hours of notification to the Contractor.

Category 2

Defects which are deemed not to represent an immediate or imminent hazard to highway users, nor will they deteriorate to become a hazard before they are repaired within 28 days for Category 2A or before the next inspection cycle for Category 2B prioritised as follows:

Cat 2A – Works to be repaired within 28 days.

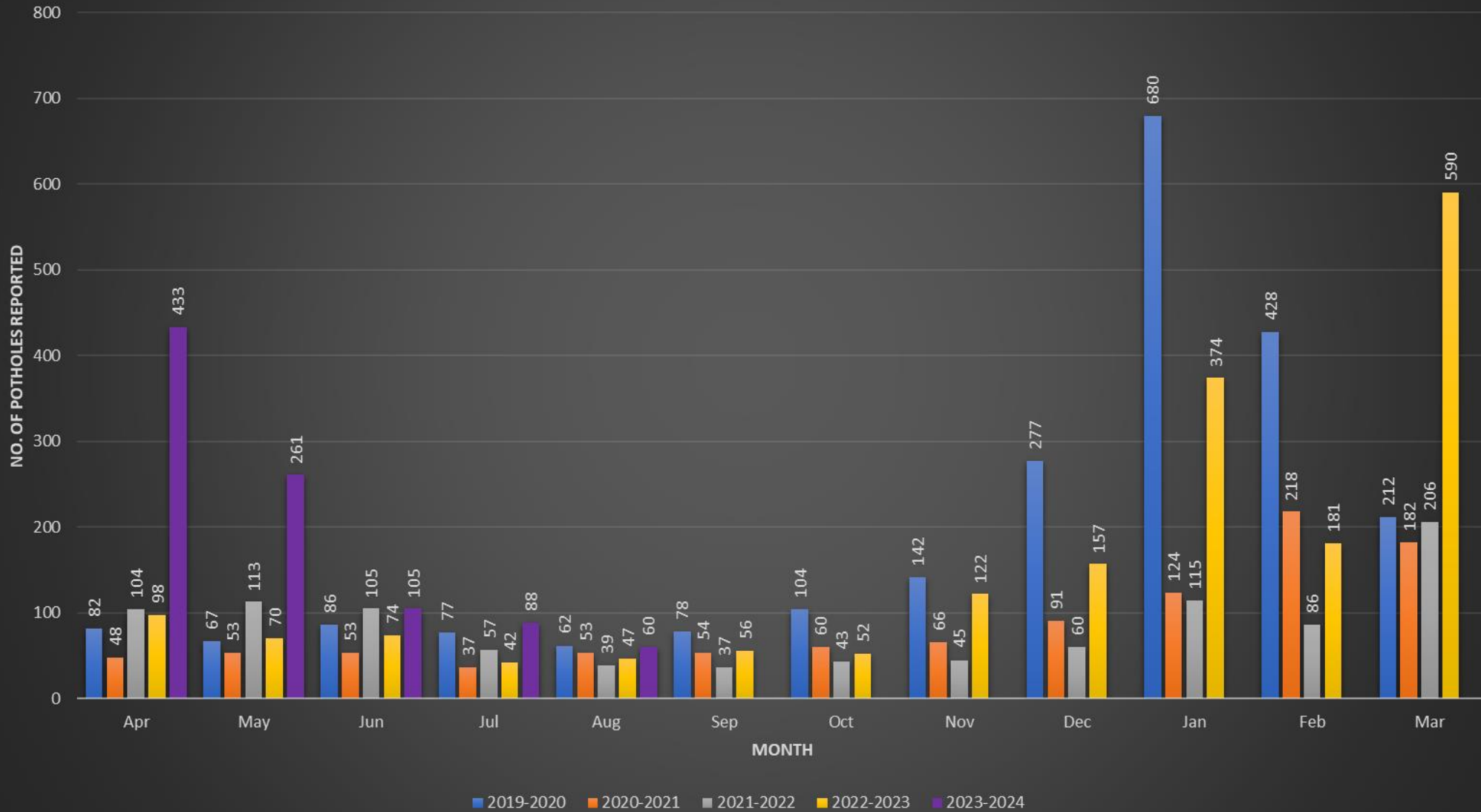
Cat 2B – Works to be referred to the Asset Owners to be considered for Planned Maintenance

- The council has a WHIP (Wokingham Highway Inspection Policy)
- The WHIP is fundamental to Wokingham discharging its duty as a highway authority under Section 41(1) of the Highways Act 1980, to maintain all highways maintainable at public expense.
- Driven and Walked inspections
- All safety defects that represent a risk to highway users are recorded and the level of response determined on the basis of the Highway Safety Inspector's judgement.
 - For example, the degree of risk from a pothole depends upon not merely its depth but also its surface area, the severity of the side wall and location. The Highway Safety Inspector will adopt a risk based approach to determine whether to take, or not to take action, and what action if determined necessary.
- Work completion (2 hours, 24 hours, 28 days or longer)

Table 9: Risk Matrix

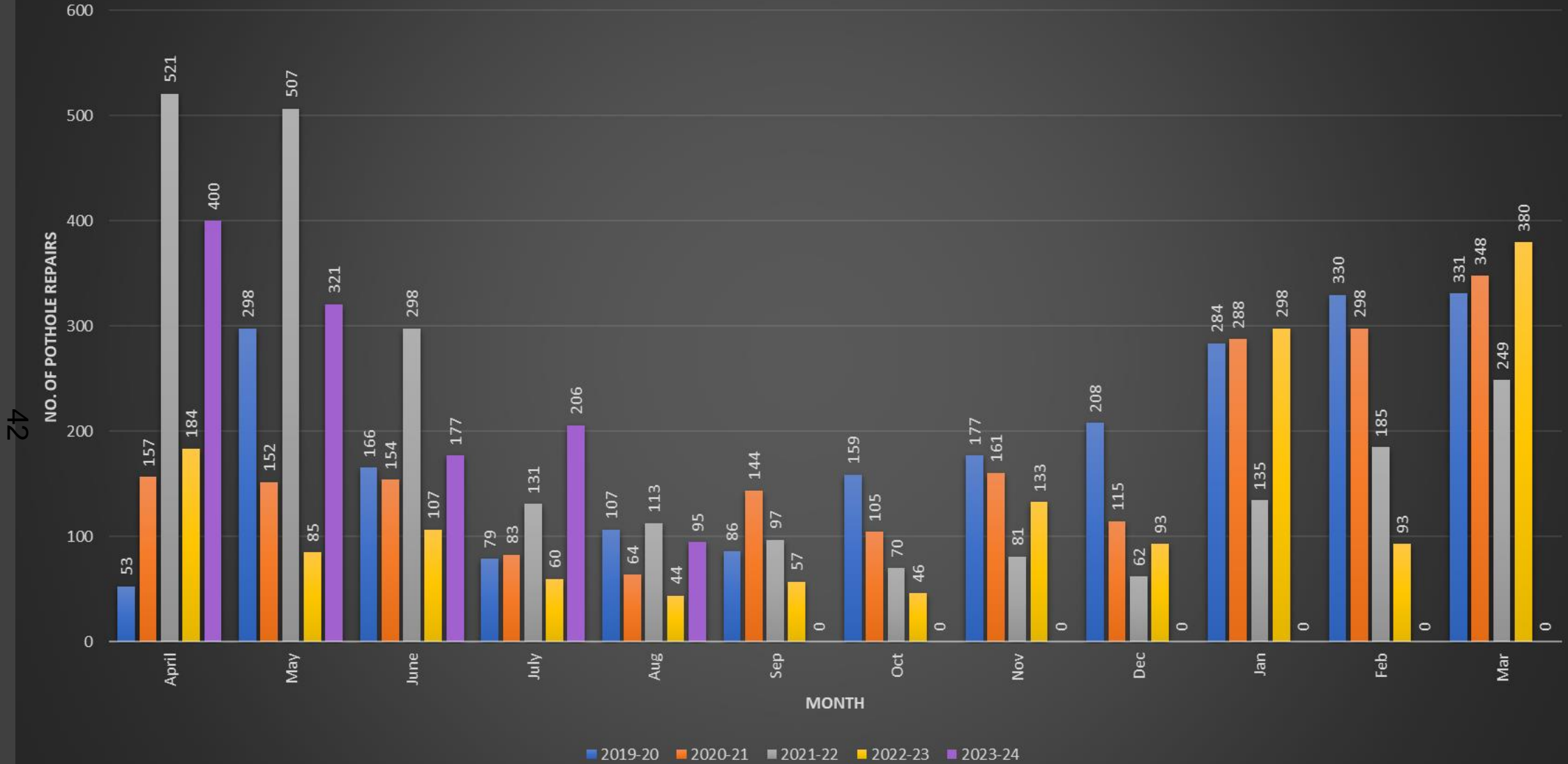
Severity of Incident	Likelihood of Incident			
	Very Low (1)	Low (2)	Medium (3)	High (4)
Negligible (1)	1	2	3	4
Minor (2)	2	4	6	8
Significant (3)	3	6	9	12
Severe (4)	4	8	12	16
Response Category	Cat 2B	Cat 2A	Cat 1B	Cat 1A

Pothole Reports via the Highways Information Management System (HIMS), April 2019 to August 2023 (Aug 2023 data provisional)



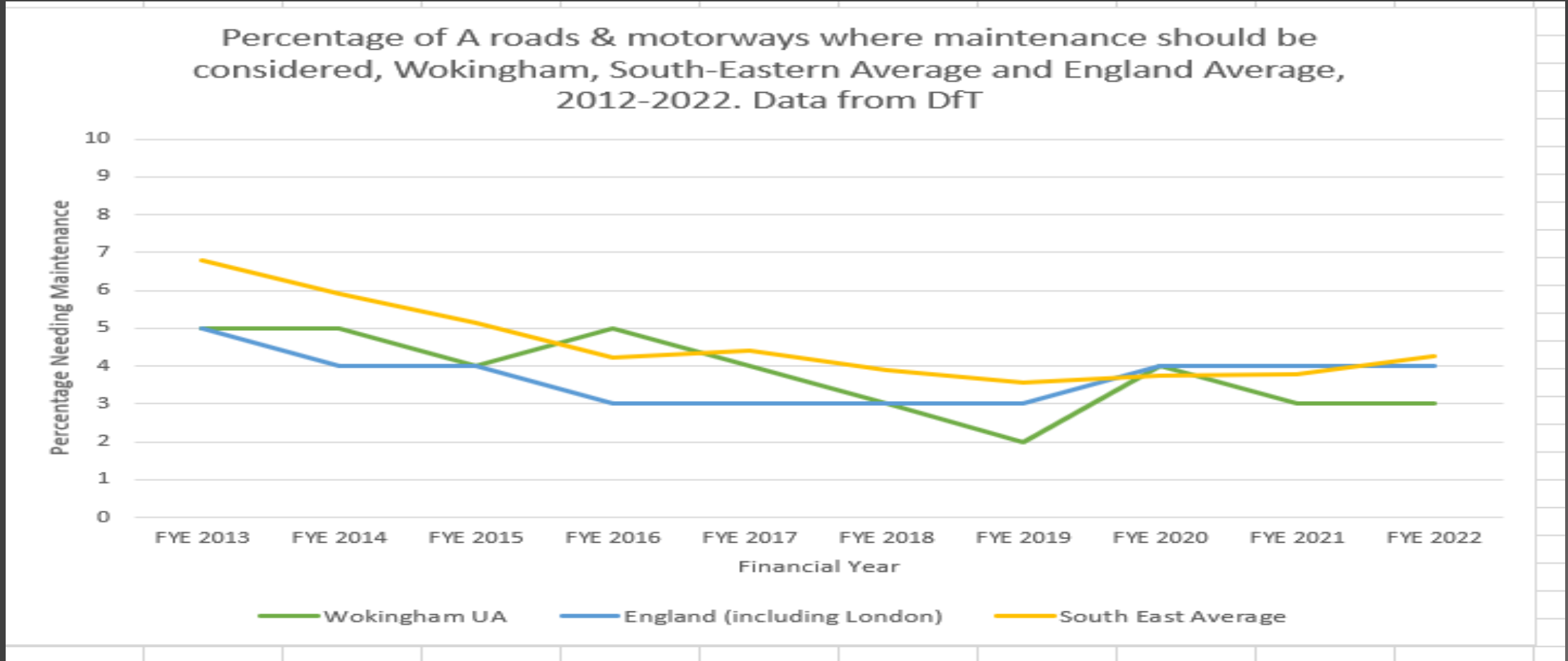
41

Pothole Repairs per Month, 2019 to 2023 (Aug 2023 numbers provisional)

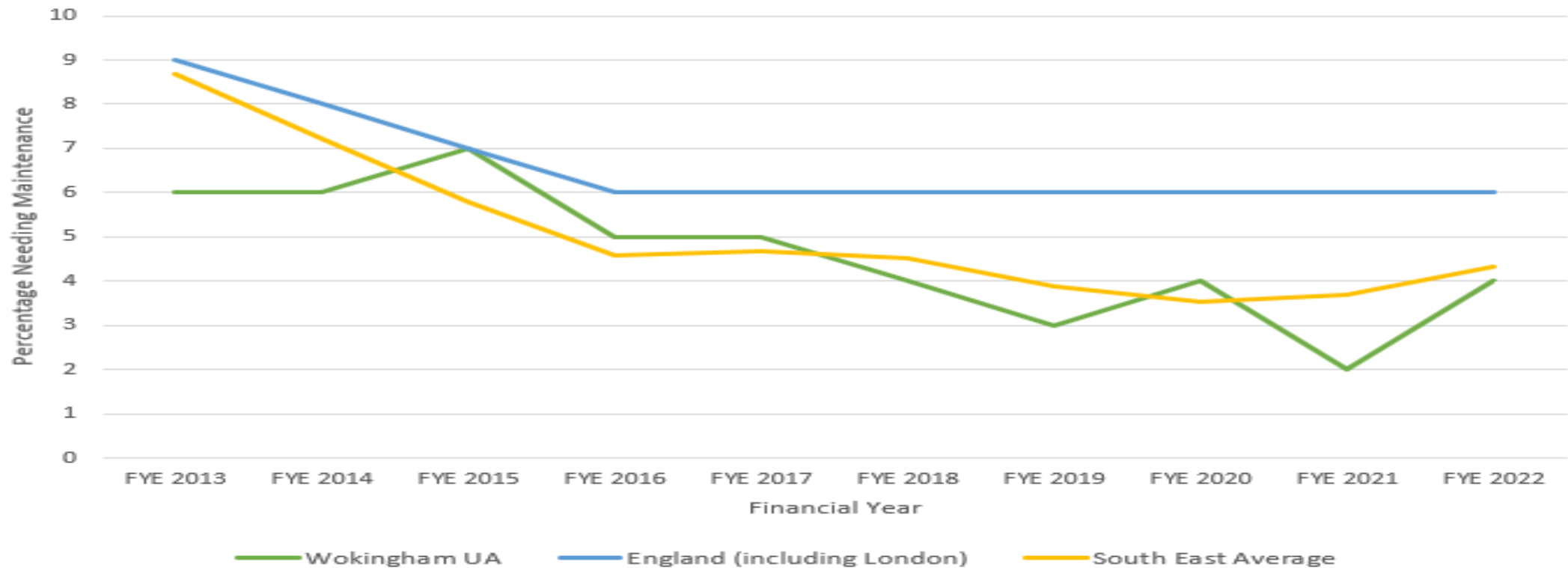


WBC road network overview

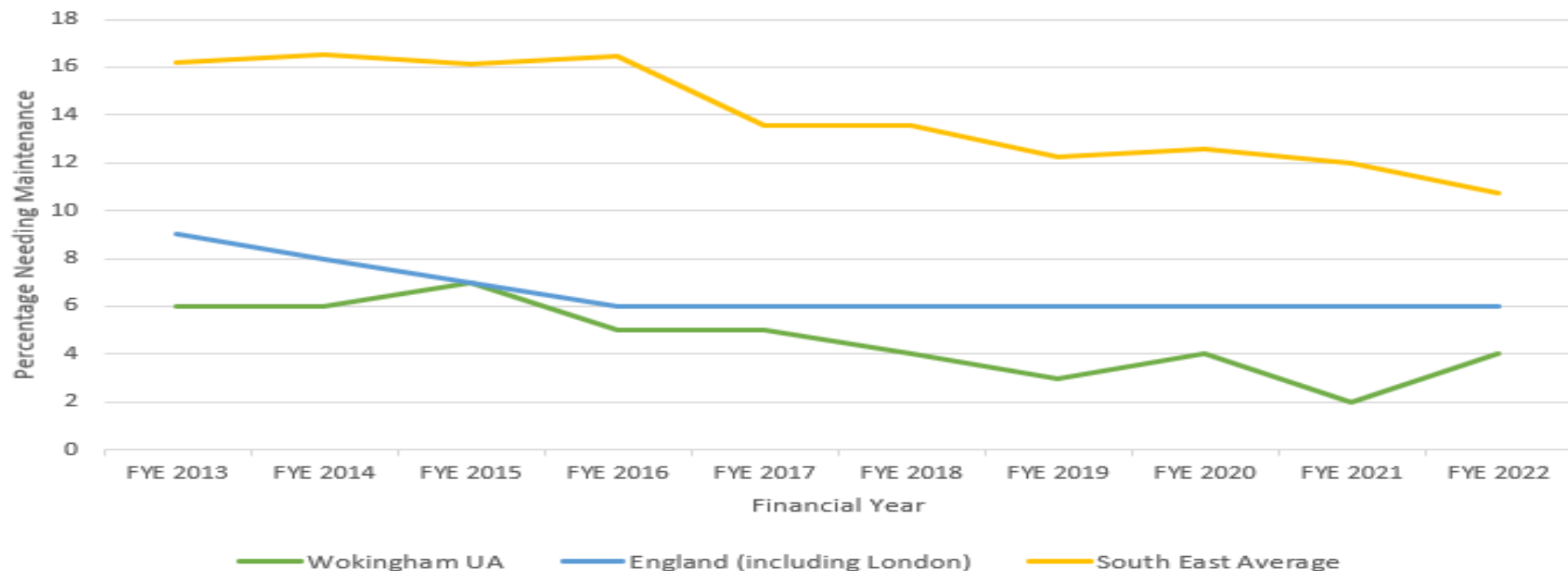
43



Percentage of B & C roads where maintenance should be considered,
Wokingham, South-Eastern Average and England Average, 2012-2022.
Data from DfT



Percentage of unclassified roads where maintenance should be considered, Wokingham, South-Eastern Average and England Average, 2012-2022. Data from DfT



Traffic Management Small Project

46



Main functions within the traffic management team

- **Parking Services and Enforcement**
- **Traffic Signals**
- **Personal Injury Accident data analysis & Local Safety Schemes**
- **Pedestrian Crossings**
- **Traffic Regulation Orders**
- **Vehicle Crossovers**
- **Road Signs**
- **Road Markings**
- **Traffic Calming**
- **Road Safety**

47

Traffic Management Requests

- Typical requests include:
 - Pedestrian crossings
 - Parking restrictions
(School Keep Clears, Single Yellow Lines, Double Yellow Lines)
 - Road Signing / Road Markings
 - Traffic Calming
 - Speed limit changes

Average number of request per annum received by the Traffic Management Team

200+ for parking restrictions/amendments across the borough

40+ for pedestrian crossings

100+ for traffic calming/speed limits

75+ requests for signing/lining

150 applications for Vehicle crossovers

- All requests should be made via the Councils website
- Assessments will include analysis of collisions and personal injury accidents, existing traffic speeds & road conditions (including presence of/issues relating to parking), signing, pedestrian and cycle activity, ease to cross the road, existing facilities, impact of change on surrounding area and whether design requirements can be met.
- For Speed limit changes, liaison with the Police is key.
- Should a small (<£10k) proposal be supported, delivery will be subject to budgets, and any statutory processes i.e. TRO, Executive Sign off.
- Larger, (>£10k) schemes would be subject to budgets, and forecast planning in the capital programme, and any statutory processes i.e. TRO, Executive Sign off.

Traffic Management Service Requests

[Traffic management \(wokingham.gov.uk\)](http://wokingham.gov.uk)



[Home](#) > [Roadworks and outdoor maintenance](#) > [Traffic management](#)

Traffic management

Request new road signs, markings and new traffic management

In this section

[Apply for a Traffic Regulation Order](#)

[Apply for access protection markings](#)

Apply for markings for your dropped kerb

[Apply for new traffic management](#)

[Road markings](#)

[Road signs](#)

[Traffic calming](#)

[Wokingham Traffic Regulation Orders \(TROs\) Procedures](#)

50 TRO Process

- **Requests requiring a TRO will first be assessed by officers**
 - If speed limit relates, traffic data will be collected, and results discussed with the police.
- **If supported a scheme will be drawn up**
- **Informally consultation with affected residents and local councillors.**
- **Agreed scheme will then be taken through the statutory process**
 - Advertise Notice of Proposal for a 21 day during which Objection are sought
- **Depending on responses received decision to proceed will be via IEMD or at EXECUTIVE**
- **Legal process to Seal order and then to publish Notice of Making before ordering works to implement**

Questions



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TITLE	Local Transport Plan 4 (LTP4)
FOR CONSIDERATION BY	Community and Corporate Overview and Scrutiny Committee on 4 September 2023
WARD	None Specific;
DIRECTOR	Giorgio Framalitto – Director of Place and Growth

OUTCOME / BENEFITS TO THE COMMUNITY

The planned implementation of transport schemes and promotions as part of a considered strategic plan for transport reflecting changing travel trends and a greater focus on the climate emergency, which the borough council declared in 2019.

RECOMMENDATION

That the Community and Corporate Overview and Scrutiny Committee consider the draft LTP4 and offer comment and recommendations where appropriate.

SUMMARY OF REPORT

The Local Transport Plan is a statutory requirement of the council deriving from the Transport Act 2000. The current Local Transport Plan (LTP) 2011-2026 has provided many improvements like the Wokingham Greenways, enhancements to Wokingham town centre, the Arborfield Cross Relief Road, the North Wokingham Distributor Road, upgrades to railway stations and more.

Most of the schemes included in the current LTP are complete. With changing travel trends and a greater focus on the climate emergency, which the borough council declared in 2019, the Plan is being refreshed to better reflect the community's needs.

The updated LTP will be an important part of the authority's goal of making Wokingham borough a net-zero carbon producer. With a significant part of the current LTP having been delivered, changing technology and government policy, a better understanding of travel habits and with climate change, there is a need to refresh the transport strategy to address current priorities and the needs of our communities.

The council is seeking approval to put the draft LTP out to public consultation. The LTP will support our local priorities, including a prosperous economy, improving the quality of life for residents, reducing the environmental impact of transport, and the first stages in the transition of the transport sector towards lower carbon emissions and Net Zero.

Work to understand travel patterns, trends and emerging opportunities, and engagement with local and regional stakeholders has been undertaken in the development of this new LTP. The draft document provides a summary of the evidence informing the Plan, including engagement completed in spring 2023, and details several objectives under three themes: reduce environmental impacts; grow the economy; and create healthy and safe places. The LTP concludes with an action plan.

Background

The Local Transport Plan (LTP) is a statutory requirement of the council deriving from the Transport Act 2000.

Most of the schemes included in the current LTP 2011-2026 are complete. With changing travel trends and a greater focus on the climate emergency, which the borough council declared in 2019, the Plan is being refreshed to better reflect the community's needs.

The last LTP was produced in 2011 and a lot has changed. New transport infrastructure has been delivered and the borough's population has grown. With the growing influence of digital services and further shifts in travel behaviour since the COVID-19 pandemic, the way we access services and amenities has also changed.

Wokingham is one of the fastest growing local authorities in the UK and our population has increased by 15% over the last decade, from 157,000 in 2011 to 177,500 in 2021. Over the next 10-20 years the population of the borough is expected to increase to 200,000.

A growing population can increase demand on the transport system. However, the way people access services has also been changing, notably through a growing use of digital services. Consequently, the average number of trips made per person has been reducing, with the National Travel Survey showing that each individual now makes 12% fewer trips in 2019 than they did in 2000.

The number of cars owned in the borough has increased over the last decade and Wokingham has one of the highest levels of car ownership in the country, yet each car is being used less than before and this growing car ownership has not led to additional travel.

Future transport investment will need to deliver on local priorities and development, and be adaptable to changing climate, technology and economy. The impacts of climate change are already starting to be felt. This will impact on future travel and the operation and maintenance of our transport networks. The Council declared a climate emergency in 2019 and has committed to doing as much as possible to achieve carbon neutrality by 2030.

Local transport accounts for a third of the carbon emissions in the borough. In addition, there are similar levels of carbon emissions arising from major transport links through our area, such as the rail network and the M4. To get to Net Zero in line with local or national targets, we will need to make significant changes and at a faster rate of change than that observed to date. Although the transition to zero emission vehicles will help to reduce our emissions, their impact is relatively small in the short term but the benefits will become more noticeable as their use becomes more widespread.

The updated LTP will accommodate changing technology and government policy, our changing travel habits (especially post-pandemic) and include measures to address climate change, current priorities and the needs of our communities.

The LTP sets out a pipeline of schemes to support a changing borough to provide an overarching transport strategy and action plan for Wokingham Borough. It will support our local priorities, including a prosperous economy, improving the quality of life for residents, reducing the environmental impact of transport, and the first stages in the transition of the transport sector towards lower carbon emissions and Net Zero.

Analysis of Issues

Work to understand travel patterns, trends and emerging opportunities in the development of the new LTP has included a review of data specific to Wokingham borough and engagement with local and regional stakeholders. The draft document provides a summary of the evidence informing the Plan, including ‘principles’ engagement completed in spring 2023.

The LTP lists its objectives under three themes: reduce environmental impacts; grow the economy; and create healthy and safe places. It also brings together complementary transport strategies, such as the Bus Service Improvements Plan (BSIP) and Local Cycling and Walking Infrastructure Plan (LCWIP). The LTP concludes with an action plan.

The LTP aligns with other plans and strategies that the Council has produced, such as the Local Plan and Council Plan, and National and Regional strategies such as the Transport for South East sub-national transport body (STB).

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)	See below	Yes	Revenue and Capital
Next Financial Year (Year 2)	See below	Yes	Revenue and Capital
Following Financial Year (Year 3)	See below	Yes	Revenue and Capital

Other financial information relevant to the Recommendation/Decision

The LTP development has been funded using existing revenue budgets. The LTP will be delivered from several funding sources including LTP integrated block, developer/Community Infrastructure Levy (CIL) contributions and external grant funding. The speed of delivery is dependent on funding, and our only currently guaranteed source of funding is from the LTP integrated block.

The council has a good record in securing external funding and central to this has been developing infrastructure schemes and integrating infrastructure plans with new development. An updated LTP will enable the council to be opportunistic when funding becomes available.

Recent government announcements for bus services and walking and cycling improvements are well aligned with priorities set out in the LTP. Opportunities to align the delivery of the Plan with planned maintenance and/or renewals will also be identified. Such integration will ensure better value for money and reduce disruption for users of the transport network.

Proposed annual programmes for LTP promoted-measures will be included in the capital programme.

Public Sector Equality Duty

An initial impact assessment has been completed that identifies no potential issues.

Climate Emergency – *This Council has declared a climate emergency and is committed to playing as full a role as possible – leading by example as well as by exhortation – in achieving a carbon neutral Wokingham Borough by 2030*

The LTP has reducing environmental impacts as one of its three themes supported by several objectives. The LTP acknowledges the importance of the Climate Emergency Action Plan and include measures throughout to address climate change to help reduce the impact of road transport on carbon emissions

Reasons for considering the report in Part 2

N/A

List of Background Papers

Scrutiny LTP4 Draft Strategy
 Scrutiny LTP4 Draft Action Plan
 Scrutiny LTP4 Evidence Base
 Scrutiny LTP4 Principles Report

Contact Robert Curtis

Service Delivery and Infrastructure

Telephone No 0118 974 6489

Email robert.curtis@wokingham.gov.uk

Local Transport Plan 4

Draft Issue 23 August 2023



2023

Wokingham Borough Council

DRAFT

Contents

1. Background	1
2. Looking Back	2
3. Looking Forward	4
4. Travel and the Transport Network	7
5. Spring 2023 Engagement	11
6. Local Transport Plan Vision	13
7. Local Transport Plan Strategy	17

DRAFT

1. Background


- 1.1 Wokingham Borough is a thriving area, with great opportunities and one of the fastest growing Local Authority areas in the country.
- 1.2 Transport infrastructure plays a significant role in creating a successful economy whilst also enabling residents to access a range of services and amenities. Transport can, however, have negative impacts. It is currently one of the largest polluting sectors, and noise, fumes and speed of traffic each impact negatively on a healthy lifestyle.
- 1.3 Transport policy therefore needs to strike the right balance between improving people's quality of life, supporting the economy and reducing the environmental impacts of transport.
- 1.4 The Local Transport Plan (LTP) sets out the approach for all aspects of transport across the borough. Our last LTP, LTP3, was written in 2011 and comprised of the following five goals.

- 1. Highways:** To have a resilient, safe highway network that balances capacity for all users, promotes sustainable travel and enhances economic prosperity of the borough.
- 2. Active Travel:** To work with partners to promote walking and cycling as a health-enhancing physical activity for all of our residents.
- 3. Public Transport:** To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable, and affordable alternative to car.
- 4. Smarter Choices & Demand Management:** To enable people who live, visit and work in the borough to make informed, safe, and sustainable travel decisions.
- 5. Strategic Projects** To manage the demand for travel to ensure that people have choices to access to different destinations, whilst minimising the adverse effects of congestion.

- 1.5 Good progress has been made delivering on the LTP. However, with a significant part of the strategy having been delivered, changing technology and government policy, and a better understanding of travel habits and climate change, there is a need to refresh the transport strategy to address current priorities and the needs of our communities.
- 1.6 Work to understand travel patterns, trends and emerging opportunities, and engagement with local and regional stakeholders has been undertaken in the development of this new LTP and we are now consulting on this draft to ensure that it reflects your views.

2. Looking back


- 2.1 The last LTP was produced in 2011 and a lot has changed. New transport infrastructure has been delivered and the borough’s population has grown. With the growing influence of digital services and further shifts in travel behaviour since the COVID-19 pandemic in 2020, the way we access services and amenities has also changed.
- 2.2 The LTP sets out a pipeline of schemes to support a changing borough. We have made good progress to deliver these improvements. This includes:
- New relief roads at Shinfield, Winnersh and Arborfield, the extension to Nine Mile Ride and the North Wokingham Distributor Road.
 - Improvements to public transport, including the upgrade of Wokingham Station and park and ride sites, albeit their usage has been impacted by the pandemic.
 - Wokingham Town Centre and Peach Place improvements.
 - New facilities for walking and cycling, including our ambitious Greenways network to improve access and leisure opportunities throughout the borough; and
 - a 45% reduction in injuries from road traffic collisions since 2008.
- 2.3 Along with the new infrastructure, we have improved our engagement to promote safer and more sustainable travel with the creation of My Journey. As part of a comprehensive programme and promotion of sustainable travel and behaviour change campaigns, My Journey manages our Modeshift awards scheme with local schools, helping to ensure every child can learn how to safely ride a bike, and provides travel information to new developments that help to reduce car travel and promote lower carbon travel choices.



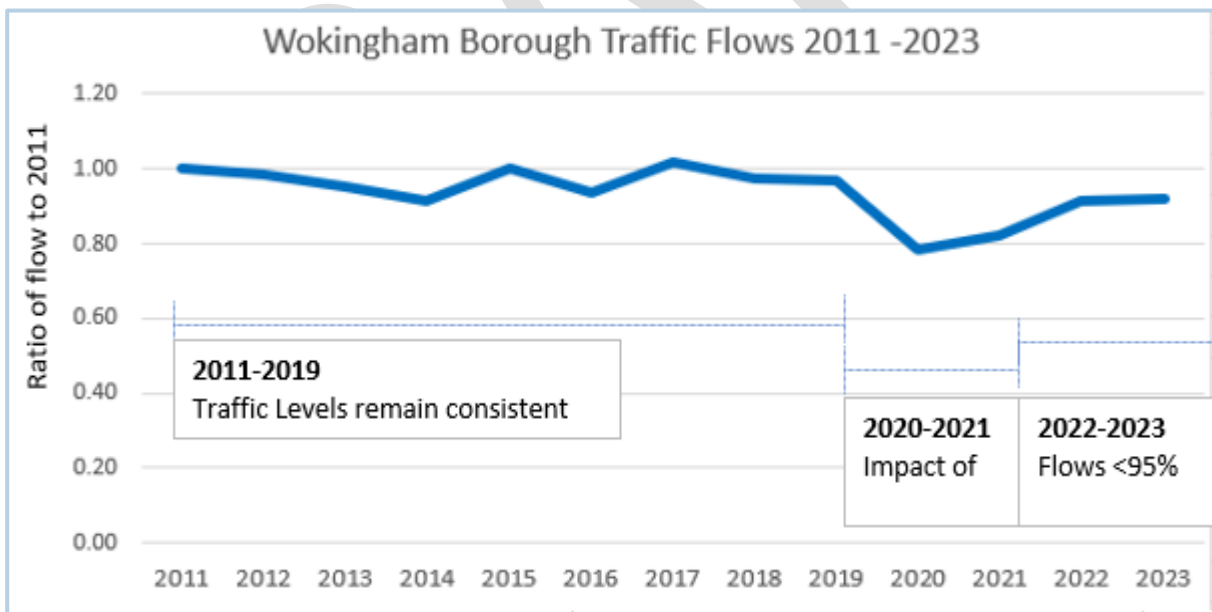
Having started in 2012, My Journey Wokingham has grown into is a borough-wide active and sustainable travel behaviour change campaign that aims to help and inspire Wokingham residents, employees, and visitors of all ages to walk, scoot, cycle and use public transport.

Successes of Myjourney to date include providing travel information packs to encourage sustainable travel from new development sites and a DEFRA funded Air Quality Project, running until October 2023, to increase active travel and encourage behavioural changes to improve air quality in the borough.

My Journey also works with primary and junior schools in the borough, training over 80% of Year 6 students in Bikeability Level 1 and 2. It is providing a range of resources to schools to achieve their national Modeshift STARS award. My Journey is proud to have been awarded Local Authority of the Year in 2020 at the national Bikeability awards.



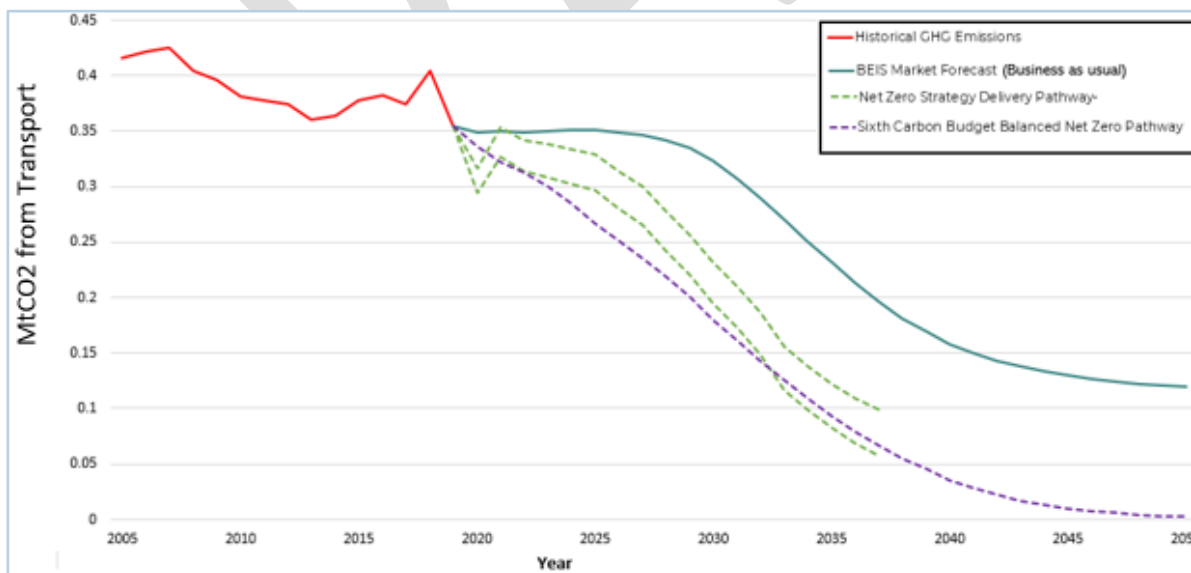
- 2.4 Wokingham is one of the fastest growing local authorities in the UK. People are choosing to move from the neighbouring areas of Reading and Bracknell to live in Wokingham Borough. In addition, we are living longer. As a result, our population has increased by 15% over the last decade, from 157,000 in 2011 to 177,500 in 2021. A growing population can increase demand on the transport system.
- 2.5 The way people access services has also been changing, notably through a growing use of digital services. The number of trips made has been reducing, with the National Travel Survey showing that each individual now makes 12% fewer trips in 2019 than they did in 2000.
- 2.6 The number of cars owned in the borough has increased over the last decade and Wokingham has one of the highest levels of car ownership in the country. However, each car is being used less than before and this growing car ownership has not led to additional travel.
- 2.7 Overall traffic volumes have not increased, instead remaining relatively stable despite the growth in population. There appears to be a reduction in private car use when compared with pre-pandemic use, and the times at which people travel has also changed slightly. However, overall traffic levels are similar due to a higher number of goods vehicles and ‘white vans’ which has been growing. So, after a dip in travel during and after the lockdowns of 2020, traffic levels in the borough have bounced back and in summer 2023 were only a few percent below the pre-pandemic traffic levels.



- 2.8 Many of the changes to why and how often we travel have been accelerated by the pandemic in 2020. For example, home working is a realistic choice for some, made possible by new technology. While it is too early to tell the long-term impacts of the pandemic on transport, it shows the potential for significant changes in behaviour to take place in a relatively short period of time.

3. Looking Forward

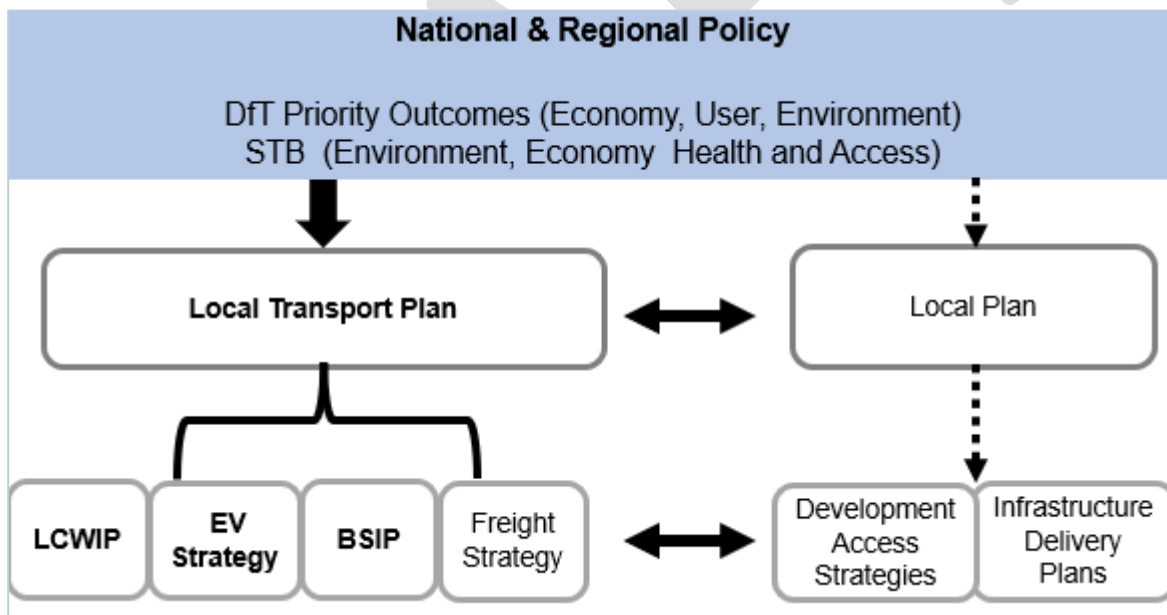
- 3.1 Looking ahead, transport investment in the borough should support local priorities and be adaptable to changing climate, technology and economy. In addition, the population of the borough is expected to increase to 200,000 over the next 10-20 years.
- 3.2 The impacts of climate change are already starting to be felt. This will impact on future travel and the operation and maintenance of our transport networks. The Council declared a climate emergency in 2019 and has committed to doing as much as possible to achieve carbon neutrality by 2030. A climate emergency action plan (CEAP) has been developed and specific transport targets, to help achieve this.
- 3.3 Local transport accounts for a third of the carbon emissions in the borough. In addition, there are similar levels of carbon emissions arising from major transport links through our area, such as the rail network and the M4.
- 3.4 The route from current emissions towards carbon neutrality can be shown through pathways. These show that to be carbon neutral in line with local (2030) or national (2050) targets we will need to make significant changes and at a faster rate of change than that observed to date.
- 3.5 Although the transition to zero emission vehicles will help to reduce our emissions, the pathways show that their impact is relatively small in the short term, but the benefits will become more noticeable as their use becomes more widespread. As such, zero emission vehicles alone are unlikely to be sufficient to meet net zero targets so changes in our behaviour and travel in the short term will also be required.



Historical Transport Emissions, business as usual and Net Zero strategy pathways

- 3.6 Wokingham Borough has three Air Quality Management Areas (AQMA), which are where pollution has exceeded legal limits. These are located in Wokingham Town Centre, at Twyford Crossroads and along the M4 motorway running east-west across our borough. Noise pollution is also highest adjacent to the M4 motorway.

- 3.7 Transport is one of the key building blocks of health and a successful transport system helps all residents to thrive. Whilst changes to the transport system to address the negative impacts of transport and reduce the impact on the environment may not always be easy, they provide new opportunities to improve health, wellbeing and the quality of the places people live in, and reduce unfair and preventable differences in people's health and opportunities.
- 3.8 Technology has already had a significant impact on how we travel and, going forward, technology and zero emission vehicles will play a significant role in changing how we live our lives. New technologies can also unlock new ways to collect data and information and improve how we manage our transport networks.
- 3.9 The LTP brings together complementary transport strategies, such as the Bus Service Improvements Plan (BSIP), Local Cycling and Walking Infrastructure Plan (LCWIP), an Electric Vehicle Strategy and a Freight Strategy to provide an overarching transport strategy and action plan for Wokingham Borough.
- 3.10 The LTP also aligns with other plans and strategies that the Council has produced, such as the Local Plan and Council Plan, and National and Regional strategies such as the Transport for South East sub-national transport body (STB).



- 3.11 A new Local Plan to enable further housing and employment development in the borough is being developed alongside the LTP. The Local Plan proposes continued strategic development at Arborfield, South Wokingham and Shinfield. The 2021 Local Plan consultation also proposed a new Strategic Development Location (SDL) at Hall Farm between Shinfield and Earley.
- 3.12 New development and changing demographic characteristics are likely to change the demand for travel. An ageing population will make different types of trips to those of working age, and active families moving into new housing tend to make more trips than those more established residential areas.

3.13 The LTP will need to complement and align transport strategy with the emerging Local Plan to support the provision of appropriate transport infrastructure for new and existing residents, and for the Local Plan to support the ambitious plans set out in the LTP.

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4. Travel and the Transport Network

- 4.1 The majority of our population lives in the urban areas in the north and west of the borough and along the A329 corridor. Wokingham Town is our largest settlement and is the cultural and administrative centre of the borough. The A329 and North Downs railway line connect us to our neighbours in Reading and Bracknell.
- 4.2 Our travel can be broadly summarised as
- **35% of residents work within the borough.** Short distance urban trips are typically made on foot or by cycle, but car use is dominant in more rural areas.
 - **35% of residents travel to nearby destinations** including Reading, Bracknell, Slough, Maidenhead and Windsor.
 - **30% of residents travel elsewhere** with around 10% of residents working in London and typically travelling by public transport, and 20% to other regional destinations with the private car used for over 90% of these trips.
- 4.3 Those parts of the borough adjacent to the Reading, including towns like Earley and Woodley as well as the village of Shinfield, are generally urban and benefit from bus services extending out from Reading. The River Loddon and Dinton Pastures Country Park separate these areas from Winnersh and Wokingham to the southeast. Those residents living in urban areas are generally closer to services and employment, have more travel choice and the greatest potential to walk, cycle or use public transport.
- 4.4 Areas to the north around Remenham and southwest at Swallowfield and Farley Hill are notably more rural in character and extend over the largest geographic area of the borough. Their lower population densities result in more limited local services and facilities, and this is reflected in higher car ownership where there is generally a greater number of cars per household than in our urban areas. However, data suggests that a smaller proportion of rural residents drive to work compared to urban areas. Reasons for this might include more rural residents accessing services digitally and is reflected in part by a greater proportion of rail use, especially from Twyford station.
- 4.5 There are six railway stations in the borough located at Twyford and served by Elizabeth Line services to Reading and London Paddington, Wargrave on the Henley Branch Line, and Earley, Winnersh Triangle, Winnersh and Wokingham on the Reading-London Waterloo and the North Downs Line to Guildford and Gatwick Airport.
- 4.6 Wokingham station is the busiest railway station in the borough and has benefitted from improvements to the station, forecourt and local traffic circulation during the last LTP period. Twyford has also benefitted from the introduction of electrified rail services and the recent start of Elizabeth Line operations providing a direct service into and across central London to Shenfield.
- 4.7 Crowthorne station provides an alternative to Wokingham for residents in Finchampstead and the southeast of the borough, and Green Park has provided new

opportunities and rail access to Reading and Basingstoke for our residents in Shinfield in particular.

- 4.8 The frequency and extent of bus services varies across the borough, and this has been impacted by a reduction in use following Covid-19. Areas adjacent to Reading, along the A329 corridor and the A4, benefit from the most regular services, generally served by routes focused on Reading which has one of the highest levels of bus use per head in the country. Outside of the urban areas, bus service provision is varied with typically less frequent services between Wokingham, Arborfield and Finchampstead, and between Wokingham and Twyford.
- 4.9 Park and ride sites at MereOak and Thames Valley Park are linked by a single, high frequency bus service via Reading town centre or the hospital. However, Coppid Beech park and ride and Winnersh Triangle park and ride are not currently operating with a bus service as demand for park and ride services nationally has not recovered at the rate of other bus services after the pandemic. The park and ride services provide additional capacity into Reading and also access to a high-quality bus service that is not always viable in lower density rural areas.
- 4.10 The borough is well connected to major strategic roads. The M4 motorway crosses east to west through Wokingham, and the A329(M) provides a similar role north-south between Reading and Bracknell. These roads are accessed at Coppid Beech, Winnersh Triangle, Thames Valley Park and at M4 Junction 11 near Shinfield. The connectivity provided by these strategic routes supports our local economy and enables residents and business to access services and amenities regionally and nationally. Significant local roads include the A4, A33, A321, A327 and A329.
- 4.11 As mentioned earlier, there are social, economic and environmental impacts associated with road transport such as injuries from traffic collisions, noise, air quality and carbon emissions. Those locations with a higher incidence of collisions in the borough include the A4, A329, B3349 and the B478. Vulnerable road users also experience a higher number of collisions in areas including Twyford and Remenham in the north, Arborfield and Newland in the south, and in and around the town centres of Woodley and Wokingham.

Area-based Analysis

- 4.12 Travel and socio-demographic data indicate that travel patterns vary across the borough. Data analysis suggest there are four areas, each with distinct travel characteristics.
- Wokingham and Winnersh
 - North Wokingham
 - Earley, Woodley and Shinfield
 - South Wokingham

Wokingham and Winnersh

- 4.13 Wokingham and Winnersh have the highest levels of self-containment and active travel in the borough, with the proportion of internal commuting trips made by foot or cycle similar to that made by car. Many residents of these towns live within walking distance of a primary or secondary school - although this doesn't necessarily mean a student attends classes at their nearest school - and a quarter of residents also work in Wokingham or Winnersh.
- 4.14 Bracknell is the most common destination for work outside the borough followed by Reading. The area is well connected to Reading and Bracknell with railway stations at Winnersh, Winnersh Triangle and Wokingham and bus services along the A329 operating at a 15-minute frequency during weekdays. There are also hourly bus services between Wokingham and Twyford, Barkham, Finchampstead, Arborfield and Shinfield.
- 4.15 The A329, and in particular Wokingham town centre, can suffer from traffic congestion and poor air quality. The new Winnersh Relief Road has helped to alleviate congestion at Winnersh Crossroads and improvements to Market Square in Wokingham has enhanced the urban realm, but there remains an Air Quality Management Area (AQMA) that covers Peach Street, Broad Street, Shute End, Denmark Street and London Road, with the greatest levels of pollution at Shute End.
- 4.16 There is new development located to the north and south of Wokingham. New infrastructure such as the North Wokingham Distributor Road has been completed and includes a new north-south crossing of the railway, and the first section of the South Wokingham Distributor Road has been built connecting the A329 to Waterloo Rd and enabling the closure of Waterloo Road level crossing. The remaining sections of the South Wokingham Distributor Road will come forward as the South Wokingham SDL is built out over the coming years.

North Wokingham

- 4.17 The North Wokingham rural area to the north of the A329(M) includes Remenham and Twyford. This area makes use of the east-west corridors for travel, these being towards Reading in the west and Slough, Windsor and London to the east.
- 4.18 There are high levels of rail travel from this area with Twyford station offering frequent Elizabeth Line services to Reading, Maidenhead and London, and Wargrave giving access to the Henley Branch Line which connects to the Elizabeth Line at Twyford. Twyford railway station has a large catchment area and, despite a drop in use during Covid-19, rail services and car parking continues to be in demand.
- 4.19 There are regular bus services on the A4 London Road corridor towards Reading, but services are fewer elsewhere in the area. However, some community transport services operate benefiting the residents in those areas.

Earley, Woodley and Shinfield

- 4.20 Areas in and around Woodley, Earley and Shinfield about the Reading conurbation and travel to Reading accounts for nearly a third of trips from these areas.
- 4.21 The area benefits from high bus frequencies radiating out from Reading Town Centre and consequently has the greatest levels of bus usage in the borough. However, walking and cycling levels are low, accounting for just a third of internal commuting trips and for 10% of all commuting trips.
- 4.22 Reading Borough Council's BSIP identifies Fast Transit Public Transport Corridors (FTPT) along the A327 and A329 routes into Wokingham, as well as quality public transport corridors connecting Woodley to Twyford, and Reading to Shinfield and Arborfield. If delivered, these routes would enhance the existing bus services and benefit the residents of Wokingham Borough.
- 4.23 Earley station is served by trains to Reading, Wokingham, Guildford and London Waterloo, and Reading Green Park station served by trains to Reading and Basingstoke is well located for residents of Shinfield. Rail, however, represents a smaller proportion of travel choice from this area group than other parts of the borough.

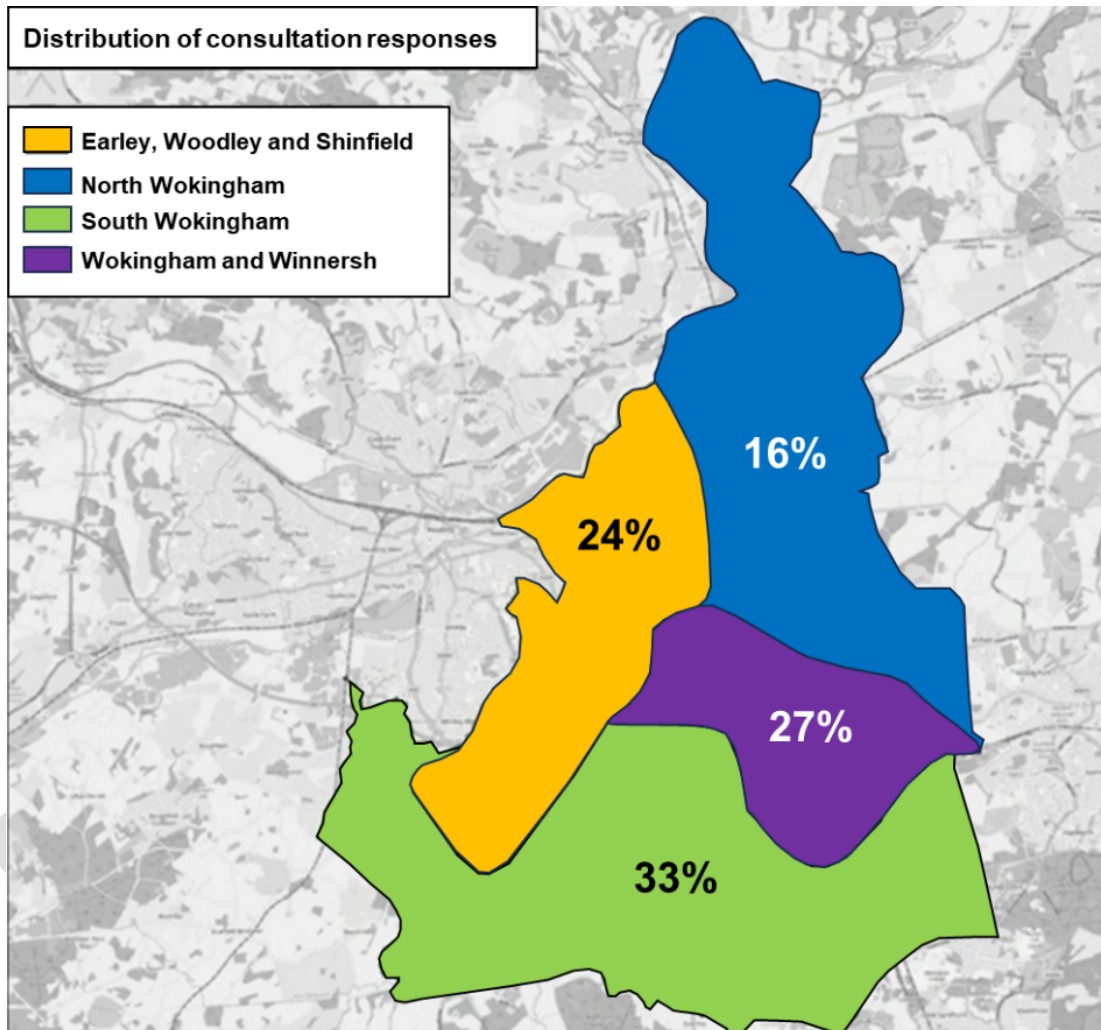
South Wokingham

- 4.24 Residents in the generally rural areas of South Wokingham and including the larger settlements of Arborfield and Finchampstead show a more diverse range of travel destinations when compared to other parts of the borough.
- 4.25 The new community at Arborfield continues to grow. Among the 3,500 allocated dwellings, over 1,000 have been completed along with new primary and secondary schools. The new community has higher levels of walking and cycling than other rural areas, which is a positive travel trend that should be developed further, and benefits from the California Greenway route to Finchampstead.
- 4.26 The Leopard bus route connects Arborfield to Wokingham and Reading via Finchampstead and Shinfield. The frequency of this served was reduced to hourly following the COVID-19 pandemic, but a growing population along the route will provide new travel demand to support increasing bus service frequency.
- 4.27 The Arborfield Cross Relief Road (Observer Way) was completed in 2020 to support the new SDL and to reduce traffic passing through Arborfield Cross, and the Nine Mile Ride extension completed in 2022.

5. Spring 2023 Engagement

5.1 A survey seeking resident’s views on transport in Wokingham, how they travelled and potential changes was conducted in early 2023.

5.2 The consultation survey received feedback from a range of stakeholder organisations and 750 public responses from across the borough. A full report of the survey and analysis of the results is provided as part of the draft LTP consultation material.



5.3 Responses to the survey aligned with the evidence base in that car is the most popular mode of transport for travel, accounting for the majority of trips over five miles. Walking, and to a lesser extent cycling, also accounted for a significant proportion of short trips by residents of Wokingham, Winnersh, Woodley, Earley and Shinfield.

5.4 The most commonly raised concerns about current transport facilities were:

- The safety of children walking and cycling to school.
- Maintenance of roads and footpaths in the borough.
- A lack of travel options.
- That current infrastructure is not cycle friendly

5.5 Respondents were asked to rank the importance of several measures in urban centres. The top three themes were pedestrian safety, clean air and traffic congestion.

5.6 Views on several statements for change listed in the consultation were sought to understand priorities for residents. The findings indicated varying levels of support with 90% agreeing on the need for air quality to be within legal limits, 60% willing to change their travel habits to reduce emissions, but with only 40% agreeing with the concept of parking charges based on vehicle emissions.

Level of Agreement on Potential Transport Changes

Statement	Level of Agreement
Air quality should be within legal limits	Very High
The LTP should help reduce emissions from transport	Very High
Rural lanes be made safer for walking and cycling	High
I would accept slightly longer journeys by car to make it safer to use active travel modes to school	High
I would be willing to change my travel habits to reduce emissions	High
I support redesignation of roads in my nearest town to provide more outdoor spaces for businesses, provided access was retained	High
Reducing on street parking in nearest town to provide more outdoor spaces for businesses,	More in favour than against
Would accept slightly longer journeys by car if it meant less traffic on the streets where respondents tend to go.	More in favour than against
Different parking charges based on vehicle emissions	More against than in favour
Access charges for the most polluting vehicles to improve air quality	More against than in favour

5.7 Formal responses were also received from stakeholder groups, including Parish Councils, Reading Buses, Cycling UK, the British Horse Society and the University of Reading. Points raised by these groups included:

- Concerns about traffic speed and safety.
- A need to link bridleways / rights of way with shared use paths.
- The impact of planned and emergency roadworks on public transport.
- Make alternatives to driving as easy and as cheap as possible.

5.8 The consultation feedback provided a guide to local priorities from the borough's residents and stakeholders to help shape and inform the LTP. The responses also highlighted particular areas of concern around maintenance and safety for active travel and indicated support to improve air quality and reduce carbon emissions.

6. Local Transport Plan Vision

- 6.1 The Local Transport Plan will support our local priorities, including a prosperous economy, improving the quality of life for residents, reducing the environmental impact of transport, and the first stages in the transition of the transport sector towards lower carbon emissions and carbon neutrality.
- 6.2 The LTP vision has been developed from existing national, regional and local policies. This has led to three themes and associated objectives:

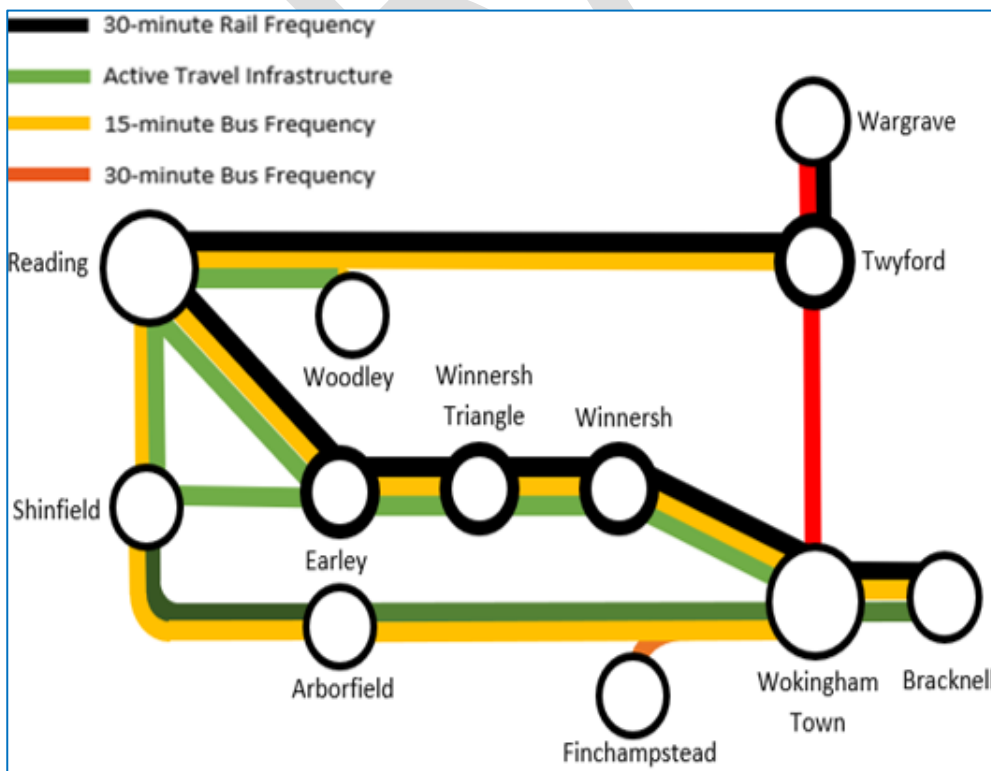
Reduce environmental impacts	Net zero carbon emissions
	Clean air, removal of all air quality exceedances
	High quality sustainable travel corridors
Grow the economy	Well-maintained transport network
	Enable sustainable development
	Protect and enhance strategic connectivity and freight
Create healthy and safe places	50% Active Travel in towns
	Safer streets for all, 50% reduction in KSIs
	Thriving villages and town centres

Reduce environmental impacts

- 6.3 Consistent with local, regional and national targets, the LTP will support the transition of the transport sector to low emission vehicles and carbon neutrality. Achieving this will require improved travel choice and changes in travel behaviour to reduce travel and congestion. We will also need change to the use of zero emission vehicles in preference of those using fossil fuels.
- 6.4 Consistent with the aims in the Wokingham Borough Council Plan and Climate Emergency Action Plan (CEAP), the LTP will support growing use of digital technology. This includes improving digital accessibility and promoting remote working where possible.
- 6.5 We will expand the role of My Journey to help individuals and businesses develop bespoke travel policies and promote car sharing schemes and active travel opportunities.

- 6.6 An electric vehicle strategy will set out priority actions for zero emission vehicles and, to reflect the growing and changing technology, be updated periodically throughout the LTP period. We will deliver electric vehicle charge points in areas with limited off-street parking and the highest density of housing, including Wokingham town centre, Winnersh and Earley. We will also improve charging facilities and investigate opportunities to generate energy at our park and ride car parks.
- 6.7 There will also need to be innovative ways of increasing access to zero emission vehicles including the development of a Car Sharing Strategy. We will look to increase the number of public charging points across the borough and promote the sharing existing private charge points, known as Peer-to-Peer charging, to further increase the range of charging options.
- 6.8 Clean air in our communities was identified as a priority from the spring 2023 consultation. The removal of all air quality exceedances in the current AQMAs in Wokingham town centre and Twyford will be a short-term priority for the LTP.
- 6.9 We will also produce a freight strategy to better manage the growing number of light and heavy good vehicles. Carbon savings attributed to this action relate to an overall reduction in use of goods vehicles or switching to low emission versions.
- 6.10 The strategy will seek to improve travel choices and safety by implementing high-quality travel corridors for walking, cycling and public transport as set out in our Local Cycling Walking and Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP) documents. This will be targeted at those areas serving the greatest number of people and where improved bus services can be viable.

Aspirational Sustainable Travel Network



- 6.11 The priorities for active travel are identified in our Local Cycling and Walking Infrastructure Plan. These include but are not limited to the: A329 Reading - Winnersh - Wokingham - Coppid Beech Roundabout; Barkham Road; Central Wokingham; Finchampstead Road; Lower Early Way; and links to Twyford and Twyford Station.
- 6.12 Bus services play a crucial role in the transport offer. We will implement proposals in the Bus Service Improvement Plan and seek to initially increase patronage on existing routes, improve service frequencies and reliability, and then expand the bus network in the borough to support our growing community.
- 6.13 We will also investigate and deliver measures to improve access for all that will help reduce health inequalities and reduce unfair and preventable differences. This includes seeking lower fares for bus travel, improvements to the railway crossing at Tan House/Carnival Hub to provide a step free railway crossing and continuing to fund dial-a-ride services to serve rural communities.

Grow the economy

- 6.14 Maximising our existing assets is vital in keeping the borough moving, and a well-maintained transport system was a priority from the consultation. We will trial changes, investigate new approaches using technology to better monitor the network, and align proposed improvements with planned maintenance schedules to reduce disruption. We will also reduce the carbon footprint of highway maintenance and construction.
- 6.15 Strategic Development Locations, set out in the new Local Plan, will provide new homes to thousands of future residents along with new education, retail and employment facilities. Aligning transport and land use planning will reduce the environmental impact of new development to enable sustainable development. Infrastructure delivered in the larger developments will provide safe walking, cycling and attractive public transport routes within and from these developments.
- 6.16 Access to national transport networks is vital to the economy. We will work with our partners and stakeholders to protect and enhance our strategic road and rail connectivity. This will help to effectively transport people, goods and services within the borough and to neighbouring areas.
- 6.17 Central to this is improving access to and interchange at railway stations across the borough. We will support changes and improvements at Twyford station and improve cycle parking and interchange at stations across the borough.
- 6.18 We will work with and encourage rail operators to increase capacity on the North Downs Line and to introduce a Winnersh Triangle stop on the existing Reading-Guildford-Redhill rail service as well as supporting improved services at our railway stations and measures to decarbonise the railway.

Create healthy and safe places

- 6.19 Through the LTP we will help to build and maintain healthy communities, attractive environments and work towards reducing unfair and preventable differences in people's health and opportunities.
- 6.20 Aligned with national policy, there will be an objective for 50% of trips in our towns to be made by active travel. This will be achieved by delivering the active travel infrastructure in our Local Cycling and Walking Infrastructure Plan. To achieve this, we will need to improve facilities for active travel and reduce the dominance of road traffic using a range of measures. We will also improve cycle parking and access and investigate the potential for an on-street public cycle or e-scooter hire scheme through the production of a Future Mobility Strategy.
- 6.21 Outside of urban areas, continued delivery of the Greenways network alongside the LCWIP will bolster active travel commuting and leisure opportunities whether by walking, cycling or wheeling. It will, however, take time to create a network of new off-road routes. Therefore, we will also trial locally supported changes to increase the network of low traffic routes for walking, cycling and horse riding, with priority given to those that improve access to services and amenities such as education and the Greenways.
- 6.22 Rural villages and local towns bring communities together and provide local services and employment that reduce the need to travel. We will support vibrant local centres by improving access and public realm, providing local parking facilities, and helping to enable local communities to provide events in their area.
- 6.23 The LTP will continue to implement measures to improve road safety and help achieve a further 50% reduction in serious and fatal road traffic collisions. This will include targeted measures at areas with the highest collision rates including the A329, B3349 and A4 corridors.
- 6.24 We will continue to investigate locations for the introduction of school streets, to ensure that children and young people can walk and cycle to school safely and improve health. In some locations, targeted network changes could improve access for active travel and provide safer environments in immediate vicinity of schools, shops and other public spaces.
- 6.25 More detail on the measures to achieve this strategy are set out on the following pages.

7. Local Transport Plan Strategy

Reduce environmental impacts

■ Net zero carbon emissions

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

- Reduction of total traffic movements on Wokingham Borough Council roads
- Collaborate with supporting partners and innovators in developing new solutions for decarbonising transport, including proposals from neighbouring Local Authorities.
- Support improved digital accessibility for local residents and business.
- Electric Vehicle charging infrastructure in areas with limited off-street parking
- Promotion of peer-to-peer electric charging networks to meet growing demand for EV charging.
- Energy generation at park and ride sites.
- Explore potential for a network of shared electric vehicles (car clubs)

■ Clean air, removal of all air quality exceedances

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

- Reduction of traffic and/or changes to access and speed limits, to reduce pollution and remove air quality exceedances in Wokingham Town Centre.
- Wokingham Town Centre Freight Strategy
- Twyford Town Centre improvements – improve air quality, safety for cycling and pedestrians, and reliability of public transport services.
- Support the transition to zero emission buses and new vehicles across the borough.
- Support rail industry and train operators to decarbonise the rail network.

■ High Quality Travel Corridors

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

Boroughwide

- Improve access to public transport, including disabled parking, enhancement of bus stops and level access improvements at stations and Tan House Bridge.
- Work with partners to develop a lower fares structure through the Enhanced Bus Partnership
- Continue to support community dial-a-ride services.

Earley, Woodley and Shinfield:

- Increased bus Frequency and improved bus journey times along priority bus corridors including the A4/A321, A33, A329 and A327.
- High Quality cycle facilities as identified in our LCWIP including
 - A329: Winnersh Triangle – Earley- Royal Berkshire Hospital
 - Woodlands Avenue - Church Road – University
 - Lower Earley Way
- Improved interchange and access facilities at Earley rail station.

Wokingham & Winnersh:

- Delivery of a high-quality sustainable transport corridor along the A329 connecting Reading - Winnersh - Wokingham - Coppid Beech Roundabout and Bracknell.
- Improve access to and facilities at stations along the North Downs Line.

South Wokingham:

- Increase bus service frequency between Wokingham Town, Arborfield and Finchampstead, initially to half hourly with aspiration to develop a 15-minute service.
- Upgrade active travel facilities along the B3349 Barkham Road to create an active travel corridor connecting Arborfield and Wokingham Town Centre.
- Upgrade active travel facilities along the A321 Finchampstead Road.

North Wokingham:

- Improve the forecourt and interchange facilities at Twyford station with consideration of parking issues at the station and surrounding area.
- Reduce bus service journey times and improve reliability along the A4 corridor
- Improve active travel facilities into Twyford including to and from Wargrave.

Grow the economy

■ Protect and Enhance Strategic Road and Rail Connectivity

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

- Maintain safe and efficient access to the A329(M) and M4
- Increase service capacity along the North Downs Line
- Increase local service frequency on the Reading to Waterloo rail line.
- Continue working with neighbouring authorities through the informal freight partnership to effectively manage freight across the region.
- Develop and implement freight management policies.

■ 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.

- Test and trial measures that could reduce maintenance needs, and contribute towards targets for active travel, air quality, biodiversity and/or road safety.
- Identify opportunities to link enhancement schemes with highway maintenance.
- Adaption of network maintenance to increase resilience to a changing climate.
- Work with operators to share operational and real time data to improve transport services and maintenance.
- Increase use of lower carbon, lower maintenance and/or recycled materials in construction, maintenance and highway renewals.
- Higher priority given to footpath and cycle path maintenance and gritting.

■ Support Sustainable Development:

Outcome: Attractive transport connections and sustainable communities.

- Development layouts in accordance with Wokingham 'Living Streets' design guide to provide streets that are attractive to and permeable for pedestrians and cyclists.
- Continue to promote contributions to My Journey for all new developments as an option instead of Travel Plans.
- Provide and retain appropriate levels of secure cycle parking, vehicular parking and electric vehicle charging provision.
- High quality sustainable travel options to/from all strategic development locations.
- Delivery of off-site infrastructure required to support new strategic development.

Create healthy and safe Places

■ Safer streets for All

Outcome: Safer environment for all road users, with a 50% reduction in serious injuries from road traffic collisions

- Targeted infrastructure and, where appropriate, speed limit changes to improve road safety at identified cluster sites, including Wokingham Town Centre, A4 and B3349.
- Trial and delivery of School Streets and safer routes to school across the borough.
- Increase the network of quieter rural roads and residential streets.
- Boroughwide Cycle Skills Network Audit

■ 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.

- High quality cycle facilities as identified in the borough's LCWIP.
- Reduce the dominance of vehicles to enable improved pedestrian environment and space for businesses in town centres
- 20mph speed limits to improve safety for walking and cycling in towns.
- Consider E-scooter hire schemes to improve door-to-door transport options.
- Improve access to green space, especially across Lower Earley Way and to the River Loddon
- Increase engagement through My Journey and expand its support and promotion of road safety, public transport and active travel.
- Secure cycle parking, including adapted cycle parking, at local destinations.

■ Objective: Thriving Villages and Rural Centres

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

- Enhance pedestrian access, safety, EV charging, secure cycle parking and motorcycle parking facilities at local destinations.
- Support opportunities for temporary highway closures for local events to support vitality of rural villages.
- Continued expansion of Greenways network, to create safer and more attractive environment for pedestrians, cyclists and, where appropriate, horse riding.
- Identify local priorities for improving walking, cycling and horse riding and trial changes to increase network of low traffic rural/green lanes.
- Update of active travel route web-based mapping and physical activity challenges.

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Wokingham Borough Council

LOCAL TRANSPORT PLAN 4

Evidence Base

Draft



Wokingham Borough Council

LOCAL TRANSPORT PLAN 4

Evidence Base

CONFIDENTIAL

PROJECT NO. 70102232

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WSP

2 London Square
Cross Lanes
Guildford, Surrey
GU1 1UN

Phone: +44 148 352 8400

WSP.com



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CONTENTS

1	INTRODUCTION	1
1.1	BACKGROUND	1
1.2	STRUCTURE OF THE REPORT	1
2	LOCATION AND DEMOGRAPHICS	2
2.1	LOCATION	2
2.2	CURRENT POPULATION	2
2.3	FUTURE POPULATION PROJECTIONS	4
2.4	MIGRATION	5
2.5	DEPRIVATION	7
3	TRANSPORT EMISSIONS	9
3.1	INTRODUCTION	9
3.2	CARBON	9
3.3	AIR QUALITY	10
4	ENVIRONMENT	15
4.1	TOWNSCAPE AND HERITAGE	15
4.2	NATURAL ENVIRONMENT	16
4.3	FLOOD RISK	17
4.4	WATERWAYS	18
5	HEALTH & WELLBEING	19
5.1	INTRODUCTION	19
5.2	HEALTH INEQUALITIES	20
5.3	OBESITY	21
5.4	PHYSICAL ACTIVITY	22

6	ECONOMY AND EMPLOYMENT	24
<hr/>		
6.1	ECONOMIC ACTIVITY	24
6.2	EMPLOYMENT	25
6.3	TYPES OF EMPLOYMENT	26
6.4	SKILLS AND OCCUPATIONS	27
6.5	EARNINGS	28
6.6	BUSINESS AND EMPLOYMENT	29
6.7	BUSINESSES BY SIZE AND SECTOR	31
6.8	BUSINESS START-UPS AND CLOSURES	32
6.9	BUSINESS SURVIVAL RATES	32
6.10	GROSS VALUE ADDED	33
6.11	GVA BY SECTOR	33
6.12	ECONOMIC INACTIVITY	34
6.13	UNEMPLOYMENT	35
7	ACCESSIBILITY	36
<hr/>		
7.1	ACCESS TO SERVICES	36
7.2	ACCESS TO EDUCATION	38
7.3	CHILDREN AND YOUNG PEOPLE	39
7.4	ACCESS TO A CAR	39
8	DIGITAL ACCESSIBILITY	41
<hr/>		
8.1	INTRODUCTION	41
8.2	CHANGING THE NEED TO TRAVEL	41
8.3	IMPACT OF DIGITAL ON JOURNEY PURPOSE	42
8.4	IMPACTS OF COVID-19	42
9	TRAVEL PATTERNS	44
<hr/>		
9.1	BOROUGHWIDE COMMUTING PATTERNS	44
9.2	TRAVEL TO WORK – MODE CHOICE	44



9.3	TRAVEL TO WORK – DISTANCE	47
9.4	TRAVEL PATTERNS BY WARD	48
9.5	SELF-CONTAINMENT AND COMMUTING PATTERNS	50
9.6	WORKING FROM HOME AND CHANGES IN 2021	51
9.7	SETTLEMENT COMMUTING PATTERNS	53
10	REGIONAL AND NEIGHBOURING AUTHORITY TRANSPORT PLANS	57
10.1	INTRODUCTION TO TRANSPORT FOR THE SOUTH EAST	57
10.2	TRANSPORT STRATEGY	57
10.3	TRANSPORT STRATEGY AND WOKINGHAM BOROUGH	59
10.4	STRATEGIC INVESTMENT PLAN FOR THE SOUTH EAST	59
10.5	READING TRANSPORT STRATEGY 2036	60
11	FUTURE DEVELOPMENT	66
11.1	OVERVIEW	66
11.2	STRATEGIC DEVELOPMENT LOCATIONS (SDLS)	68
12	ACTIVE TRAVEL	70
12.1	INTRODUCTION	70
12.2	ACTIVITY LEVELS ACROSS THE BOROUGH	70
12.3	PUBLIC RIGHTS OF WAY	72
12.4	WALKING	73
12.5	GREENWAYS	75
12.6	CYCLING	77
13	PUBLIC TRANSPORT – PROVISION AND USE	78
13.1	RAIL – WOKINGHAM BOROUGH	78
13.2	RAIL – READING AND BRACKNELL	80
13.3	RAILWAY STATION CATCHMENTS	81
13.4	TRAVEL TO WORK DATA	83
13.5	RAILWAY STATION SUSTAINABLE MOBILITY PLANS	85



13.6	BUSES& COACHES	86
13.7	BUSES – USAGE	91
13.8	COMMUNITY TRANSPORT	93
13.9	TAXIS AND PRIVATE HIRE VEHICLES	94
13.10	AIR	95
14	SHARED AND FUTURE MOBILITY	96
14.1	TRANSPORT FOR THE SOUTH EAST FUTURE MOBILITY STRATEGY	96
14.2	WOKINGHAM BOROUGH LOW EMISSION TRANSPORT STRATEGY	98
14.3	WOKINGHAM BOROUGH COUNCIL SHARED MOBILITY AND CAR CLUBS STRATEGY	100
14.4	WOKINGHAM BOROUGH COUNCIL ELECTRIC VEHICLE STRATEGY	102
15	FREIGHT	106
15.1	INTRODUCTION	106
15.2	NATIONAL POLICY	106
15.3	REGIONAL POLICY	106
15.4	ROAD FREIGHT	107
15.5	RAIL FREIGHT	109
16	TRAFFIC AND ROAD NETWORK	111
16.1	ROAD NETWORK	111
16.2	ROAD MAINTENANCE	111
16.3	CHANGES IN TRAFFIC VOLUME BY VEHICLE TYPE	113
16.4	CHANGES IN TRAFFIC VOLUMES ACROSS THE BOROUGH	114
16.5	DAILY ATC TRAFFIC PROFILE BY TYPOLOGY	117
16.6	CONGESTION AND DELAYS	121
16.7	WOKINGHAM BOROUGH COUNCIL PERMIT SCHEME	124
16.8	PARKING	124
17	ROAD SAFETY	126



17.1	OVERALL COLLISION TRENDS	126
17.2	CASUALTIES BY AGE AND GENDER	128
17.3	CASUALTIES BY MODE	129
17.4	VULNERABLE ROAD USERS	131
17.5	ROUTE ANALYSIS	134
18	SUMMARY	137
18.1	LOCATION AND DEMOGRAPHICS	137
18.2	TRANSPORT EMISSIONS	137
18.3	ENVIRONMENT	138
18.4	HEALTH	138
18.5	ECONOMY AND EMPLOYMENT	138
18.6	ACCESSIBILITY	139
18.7	DIGITAL ACCESSIBILITY	139
18.8	TRAVEL PATTERNS	140
18.9	REGIONAL AND NEIGHBOURING AUTHORITY TRANSPORT PLANS	141
18.10	FUTURE DEVELOPMENT	141
18.11	ACTIVE TRAVEL	142
18.12	PUBLIC TRANSPORT – PROVISION AND USE	142
18.13	SHARED AND FUTURE MOBILITY	143
18.14	FREIGHT	144
18.15	TRAFFIC AND ROAD NETWORK	144
18.16	ROAD SAFETY	145

TABLES

Table 2-1 - 2021 populations of local authority districts bordering Wokingham Borough	3
Table 2-2 - Population of Wokingham by age group in 2011 and 2021	3
Table 2-3 - Net migration from June 2014 to June 2019 in/out of Wokingham Borough from bordering local authority districts	5
Table 2-4 - Average English IMD score and rank of Wokingham Borough from bordering local authority district (2019)	7
Table 3-1 – Locations in Wokingham Borough that exceed the annual NO ₂ Legal Limit	12
Table 4-1 - Designated historic buildings and areas in Wokingham Borough	15
Table 4-2 - Nature conservation designations in Wokingham Borough	16
Table 6-1 - Percentage of people aged 16-64 in employment in 2018	26
Table 6-2 - 2018 Breakdown of the resident workforce by occupational classification	27
Table 6-3 - 2018 gross median weekly resident and workplace earnings	29
Table 6-4 - Number of employee jobs, 2010 to 2018	30
Table 6-5 - Business demography, 2018	32
Table 6-6 - Survival rates of businesses founded in 2013	33
Table 7-1 - Household car ownership in Wokingham Borough	39
Table 7-2 - 2018 household car ownership by household income quintile, in England	40
Table 9-1 - Distance travelled to work for resident adults aged 16 to 74 in Wokingham Borough, by mode	48
Table 9-2 – Key Destinations for Work Trips from different parts of Wokingham Borough	49
Table 10-1 – Summary of aims for each package within the Wessex Thames Area	59
Table 10-2 – Summary of each intervention within Wokingham for each package	60
Table 10-3 – Schemes relating to Wokingham within the Reading Transport Strategy	63
Table 12-1 - Proposed Greenways Network routes	76
Table 13-1 – Rail Patronage Levels for Rail Stations across Wokingham Borough and Reading Station and Bracknell Station	82
Table 13-2 – Summary of Areas for Improvement in Railway Station Mobility Plans	85
Table 13-3 – Change in Bus Patronage – 2009/2010 – 2017/2018	92
Table 14-1 - Transport for the South East Future Mobility Place-Based Bundles for Wokingham	97

Table 14-2 – Identified Measures and Timescales to Decarbonise Transport in Wokingham Borough	99
Table 16-1 - Percentage of network where maintenance should be considered	112
Table 16-2 - Average delays and speeds on locally managed A roads	121
Table 17-1 - 2018 casualty rates for the six unitary authorities that govern Berkshire	127
Table 17-2 - Comparison of pedestrian, cyclist and motorcyclist casualty statistics	131

FIGURES

Figure 2-1 - Parish and Town Councils in Wokingham Borough	2
Figure 2-2 - Projected change in population from 2018 to 2043, by area	5
Figure 2-3 - Wokingham Borough migration by age band, year to June 2019	6
Figure 2-4 - Level of deprivation by Lower Super Output Area in Wokingham Borough	8
Figure 3-1 – Greenhouse gas emissions associated with different modes across the UK between 1990 to 2018	9
Figure 3-2 - Map of Wokingham town centre AQMA including diffusion tube locations and annual mean NO ₂ concentrations in 2019	12
Figure 3-3 – M4 AQMA, diffusion tube locations and annual mean NO ₂ concentrations	13
Figure 3-4 - Twyford AQMA, diffusion tube locations and annual mean NO ₂ concentrations	14
Figure 4-1 - Map of the River Thames	18
Figure 5-1 - Hospital admissions with a primary diagnosis of obesity 2019/20	21
Figure 5-2 - Trends in childhood obesity in Wokingham Borough and England	22
Figure 6-1 - Economically active people aged 16+ in Wokingham Borough since 2004	24
Figure 6-2 - Main employment Areas in Wokingham Borough	25
Figure 6-3 - Breakdown of employee jobs by full/part-time, 2018	26
Figure 6-4 - Wokingham Borough workplace and resident earnings, 2007-2018	28
Figure 6-5 - Growth in enterprises and employee jobs in Wokingham Borough since 2010	30
Figure 6-6 - Number of business enterprises by size, 2018	31
Figure 6-7 - Growth in GVA since 1998	33
Figure 6-8 - Breakdown of Wokingham Borough GVA by sector, 2018	34
Figure 6-9 - Unemployment rates since 2004	35

Figure 7-1 - Foodstores (Left) and Healthcare Facilities (Right) in Wokingham Borough	37
Figure 7-2 – Residents distance to Primary Schools (left) and Secondary Schools (right)	38
Figure 7-3 - Car ownership by household tenure type in Wokingham Borough	40
Figure 8-1 - Change in Average Trips per Person for Different Journey Purposes Between 2002 and 2021	42
Figure 8-2 - Change in Trips, Distance and Time of Trips Between 2002 and 2021	43
Figure 9-1 - Method of travel to work for resident adults aged 16 to 74 (Acc. Census 2011)	45
Figure 9-2 Method of travel to work for resident adults aged 16 to 74 (Acc. Census 2021)	45
Figure 9-3 - Method of travel to work for resident adults aged 16 to 74, by area of residence	46
Figure 9-4 - Distance travelled to work for resident adults aged 16 to 74	47
Figure 9-5 - Cross boundary commuting to and from Wokingham Borough in 2011	51
Figure 9-6: Comparison of Work from home (Digital) and proportion of Car as mode of travel to work.	52
Figure 9-7 - Commuting patterns in Wokingham town	53
Figure 9-8 - Commuting patterns in Winnersh	54
Figure 9-9 - Commuting patterns in Twyford	54
Figure 9-10 - Commuting patterns in Lower Earley	55
Figure 9-11 - Commuting patterns in Finchampstead	56
Figure 10-1 - The Areas Covered within Transport for the South East	57
Figure 10-2 - Reading Transport Strategy Region and Surrounding Areas	61
Figure 10-3 - PM Peak Car Congestion Impacting Bus Services	62
Figure 10-4 - Proposed Strategic Public Transport Network for Reading	62
Figure 10-5 - Existing Local Cycle Network in Reading	63
Figure 11-1 – Local Plan Update proposed spatial strategy	67
Figure 12-1 - Walking and Cycling Mode Share of Commuter Trips	71
Figure 12-2 - Public Rights of Way in Wokingham Borough	72
Figure 12-3 - Common Walking Routes across Wokingham Borough	74
Figure 12-4 - LCWIP Core Walking Zone - Wokingham town Centre	75
Figure 12-5 - Proposed Wokingham Borough Greenway Routes	76
Figure 12-6 – Cycle Demand (Left) and LCWIP proposed Cycle Network (right)	77

Figure 13-1 - Railway Stations in Wokingham Borough	78
Figure 13-2 - 1km Railway Station Catchments	81
Figure 13-3 – Rail Mode Split Across Wokingham Borough	84
Figure 13-45 - Bus Frequency Map - AM Peak (07:00-09:00)	88
Figure 13-5 - Percentage change in bus passenger journeys since 2009/10	92
Figure 13-6 - Bus and Rail Modal Split Comparison	93
Figure 13-7 - Growth in taxis	94
Figure 13-8 - Growth in registered private hire vehicles	95
Figure 14-1 - Predicted Car Club Demand in Wokingham Borough	101
Figure 14-2 - Existing and Planned Electric Vehicle Car Parking Spaces (left) and Forecast of the Propensity for Residents to Swith to EVs (right) across Wokingham Borough	102
Figure 14-3 - Existing and Forecast Uptake of Registered EVs in Wokingham Borough	103
Figure 14-4 - SSEN Network Capacity at Substations in / near to Wokingham Borough	104
Figure 14-5 - Gap Anaylsis of EV Charging Provision across Wokingham Borough	105
Figure 15-1 - Percentage of HGVs on Wokingham Borough’s major and minor road networks	107
Figure 15-2 - 2019 AADT for HGVs on Major Roads in Wokingham	108
Figure 15-3 - Western Route through Wokingham - 2019 Forecast Freight Flows	109
Figure 15-4 - Key Freight Routes through Wokingham and Daily Usage along the Wessex Route	110
Figure 16-1 - Wokingham Borough Resilient Road Network	113
Figure 16-2 - Traffic growth on Wokingham Borough’s major roads since 2002, by mode	114
Figure 16-3 - Location of the ATC counters in Wokingham Borough	115
Figure 16-4 - Change in AADT Flows between 2003 – 2018	116
Figure 16-5 - Average AADT flow for each typology area	117
Figure 16-6 - Typical traffic flow profiles	117
Figure 16-7 - Average workday profile for each typology	118
Figure 16-8 - Average workday profile for Wokingham and Winnersh Typology	119
Figure 16-9 - Average workday profile for Edge of Reading Typology	119
Figure 16-10 - Average workday profile for Rural (N) Typology	120
Figure 16-11 - Average workday profile for Rural (S) Typology	121



Figure 16-12 - Map showing AM peak congestion levels across Wokingham Borough	122
Figure 16-13 - Map showing PM peak congestion levels across Wokingham Borough Map showing PM peak congestion levels across Wokingham Borough	123
Figure 17-1 - Number of casualty road traffic accidents in Wokingham Borough	126
Figure 17-2 – Comparison of percentage change in all casualties since 2008	127
Figure 17-3 - Casualties by age and gender group from collisions in Wokingham Borough in 2008 (above) and 2018 (below)	129
Figure 17-4 - All casualties from collisions in Wokingham Borough by user type	130
Figure 17-5 - KSI casualties from collisions in Wokingham Borough by user type	130
Figure 17-6 - KSI casualties from collisions in Wokingham Borough by user type	133
Figure 17-7 - EuroRAP risk rating of motorways and A roads in Wokingham Borough for 2015-2017	136

1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. WSP have been commissioned by Wokingham Borough Council to develop their next Local Transport Plan, LTP 4.
- 1.1.2. As part of these works, WSP have produced an evidence base. The focus of this report is to provide an overview of empirical data of the existing social, environmental and transport conditions within Wokingham Borough to inform the LTP4.
- 1.1.3. A comprehensive evidence base will assist in determining the areas key social, physical and economic characteristics. This helps to ensure that transport investment focuses on the key challenges facing Wokingham Borough.

1.2 STRUCTURE OF THE REPORT

- 1.2.1. The report is set out in the following sections:
 - Section 2 – Location and Demographics
 - Section 3 – Transport Emissions
 - Section 4 – Environment
 - Section 5 – Health
 - Section 6 – Economy and Employment
 - Section 7 – Accessibility
 - Section 8 – Digital Accessibility
 - Section 9 – Travel Patterns
 - Section 10 — Regional and Neighbouring Authority Transport Plans
 - Section 11 – Future Development
 - Section 12 – Active Travel
 - Section 13 – Public Transport – Provision and Use
 - Section 14 – Shared and Future Mobility
 - Section 15 – Freight
 - Section 16 – Traffic and Road Network
 - Section 17 – Road Safety
 - Section 18 – Summary

2 LOCATION AND DEMOGRAPHICS

2.1 LOCATION

2.1.1. Wokingham Borough is an inland unitary authority within the Royal County of Berkshire in the South East region of England. It is located between the urban areas of Reading and Bracknell. It is made up of the following fourteen parish and three town councils, as shown in Figure 2-1.

PARISH COUNCILS

- | | | | |
|------------------------|---------------------|------------|-----------------|
| ■ Arborfield & Newland | ■ Barkham | ■ Charvil | ■ Finchampstead |
| ■ Hurst | ■ Remenham | ■ Ruscombe | ■ Shinfield |
| ■ Sonning | ■ Swallowfield | ■ Twyford | ■ Wargrave |
| ■ Winnersh | ■ Wokingham Without | | |

TOWN COUNCILS

- | | | |
|----------|-------------|-----------|
| ■ Earley | ■ Wokingham | ■ Woodley |
|----------|-------------|-----------|

Figure 2-1 - Parish and Town Councils in Wokingham Borough



Source: Wokingham Borough Council, 2022

- 2.1.2. The M4 motorway runs east to west through the centre of the Borough linking it with London, Heathrow Airport, the South West and South Wales. The A329(M) runs north-west to south-east providing links to Reading, Bracknell and the M3 via the A322. Other key roads passing through the Borough include the A4, A33, A321, A327 and A329.
- 2.1.3. The Borough has six railway stations: (i) Twyford, (ii) Wargrave, (iii) Earley, (iv) Winnersh Triangle, (v) Winnersh, and (vi) Wokingham. Twyford lies on the Great Western main line which provides links to London, Oxford, the South West and South Wales and on the Elizabeth Line providing travel through London. Wargrave lies on the branch line providing a link between Twyford and Henley-on-Thames. Earley, Winnersh Triangle, Winnersh and Wokingham all lie on the London Waterloo to Reading line and Wokingham also lies on the North Downs Line between Reading, Guildford and Gatwick Airport.
- 2.1.4. National Express also provide coach services to London, Gatwick and Heathrow Airports, the South West and South Wales from Mereok Park and Ride site. Mereok Park and Ride is located to the south of M4 Junction 11. The Thames Path National Trail and NCN routes 4 and 23 also pass through the Borough.

2.2 CURRENT POPULATION

- 2.2.1. The population of the Borough is centred on its four main urban centres of Earley, Winnersh, Wokingham town and Woodley along with the two communities of Finchampstead and Twyford. Wokingham town is the largest settlement in the Borough, containing just over a quarter of the total population. It is also the main commercial, cultural and administrative centre.
- 2.2.2. Based on the 2021 census data, the population of Wokingham Borough is 177,500. The borough has an above average population density, with 992 people per square km compared with 434 people per square km across England as a whole. The population density range in the borough is from around 150 people per square km in Hurst to 3,700 persons/sq. km in South Lake.
- 2.2.3. When compared to the local authority districts it borders, Wokingham Borough is the third smallest by area but has the third-largest population density, behind only Bracknell Forest and Reading, as shown in Table 2-1.

Table 2-1 - 2021 populations of local authority districts bordering Wokingham Borough

Local authority district	Geography	Area (sq. km)	Population	Population density (people per sq. km)
Reading	Unitary authority	40	174,200	4355
Bracknell Forest	Unitary authority	109	124,600	1143
Wokingham	Unitary authority	179	177,500	992
Windsor and Maidenhead	Unitary authority	197	153,500	779
Wycombe	Non-metropolitan district	325	174,641	538
Hart	Non-metropolitan district	215	99,400	462
Basingstoke and Deane	Non-metropolitan district	634	185,200	292
West Berkshire	Unitary authority	704	161,400	229
South Oxfordshire	Non-metropolitan district	679	149,100	219

Source: Office for National Statistics (ONS), 2021 Census, Crown Copyright 2021

- 2.2.4. Between 2011 and 2021, Wokingham Borough’s population increased by 15% from 154,380 to 177,500 (increase of 23,120). This is more than double the population growth across England and Wales of approximately 6.3% over the same period.
- 2.2.5. Of the total Wokingham Borough’s population of 177,500, 19% were aged 15 years and under, 63% aged 16-64 and 17% post-retirement (65+).
- 2.2.6. Table 2-2 shows the growth of different age groups between 2011 and 2021. The population of traditional working-age people (16-64) in Wokingham Borough increased by 11% (5,278 people), whereas there was a larger growth in the post-retirement age band (65+) of 28% (6,711).

Table 2-2 - Population of Wokingham by age group in 2011 and 2021

Age Bracket (Years)	2011	2021	% Change
0-15	29,322	34,600	18%
16-64	101,269	112,400	11%
65+	23,789	30,500	28%
Total population	154,380	177,500	15%

Source: Office for National Statistics (ONS), 2021 Census, Crown Copyright 2021

- 2.2.7. Table 2-3 shows that Wokingham Borough is broadly in line with many of the local authority districts it borders. However, Reading and Bracknell Forest both have a higher proportion of working age residents and lower percentage of post-retirement age residents.

Table 2-3 – Breakdown of population by age bracket for Wokingham and adjacent local authority districts in 2021

Local authority district	0-15	16-64	65+
Basingstoke and Deane	18%	65%	17%
Bracknell Forest	19%	66%	15%
Hart	18%	62%	20%
Reading	18%	70%	12%
South Oxfordshire	17%	62%	21%
West Berkshire	18%	63%	19%
Windsor and Maidenhead	18%	64%	18%
Wokingham	19%	63%	18%
Wycombe	21%	61%	19%
England	17%	64%	19%

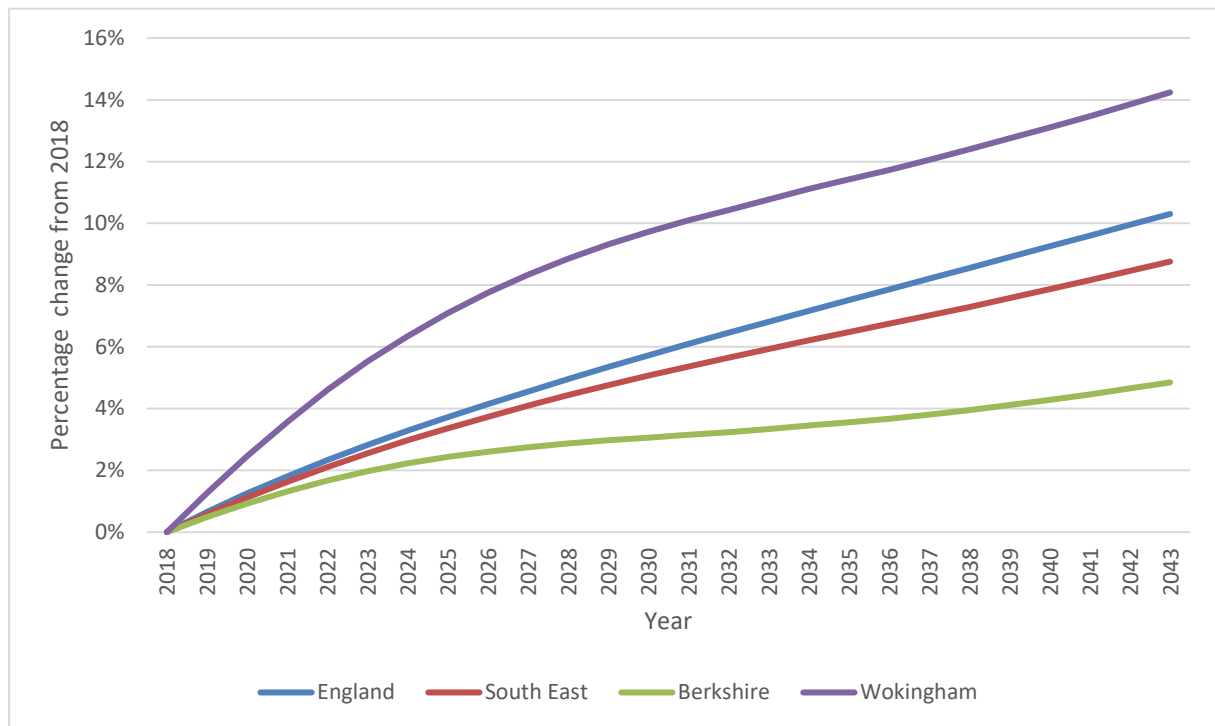
Source: ONS Census 2021, Crown Copyright 2021

- 2.2.8. Based on ONS Census 2021, the 16-64 age group in Wokingham exhibits an older population structure in comparison to the national average in England. Notably, Wokingham has a lower proportion of adults aged 20 to 35 years in comparison to England and there is a substantial proportion of older working-age individuals aged 40 to 55.
- 2.2.9. Although the proportion of residents aged 65 and above does not surpass the England average, this aging trajectory is anticipated to exhibit a higher rate of increase compared to other geographic areas.

2.3 FUTURE POPULATION PROJECTIONS

- 2.3.1. Figure 2-2 presents the projected increase in population between 2018 and 2043 in Wokingham Borough, Berkshire, the South East and across England. The growth rates suggest Wokingham Borough experiencing slightly higher growth rates than others.
- 2.3.2. In Berkshire, however, population growth rates are projected to be slower with a rise in population of 5% between 2018 and 2043. The population growth in Berkshire shows some minor fluctuations, but overall, it maintains a moderate growth trajectory.
- 2.3.3. In Wokingham Borough, the projected growth equates to an additional 23,922 people over the 25-year period. The recent 2021 census population data however shows that between 2011 and 2021 there has been a growth of 23,120 (15%) in population. This indicates population growth could be above the 25-year projections.

Figure 2-2 - Projected change in population from 2018 to 2043, by area



Source: ONS 2018 population projections, Crown Copyright 2019

2.4 MIGRATION

2.4.1. Table 2-3 summarises the net migration into / out of Wokingham Borough from the bordering local authority districts between June 2014 and June 2019. It shows that across the five-year period, 24,530 people moved into Wokingham Borough from bordering local authority districts and 19,383 people moved out of Wokingham Borough to bordering local authority districts.

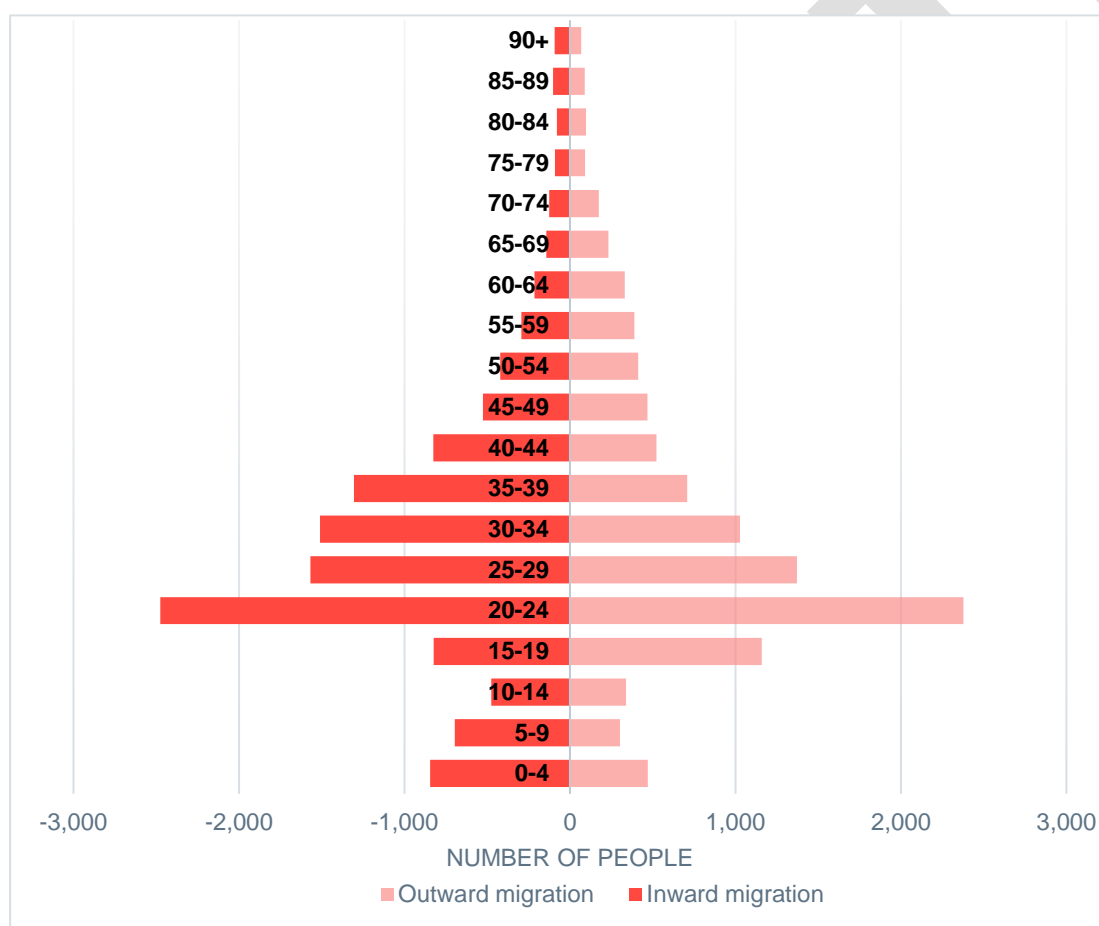
Table 2-3 - Net migration from June 2014 to June 2019 in/out of Wokingham Borough from bordering local authority districts

Local authority district	Migration in	Migration out	Net migration
Reading	12,759	8,123	4,636
Windsor and Maidenhead	2,386	1,209	1,177
Bracknell Forest	4,684	3,706	978
South Oxfordshire	989	1,224	-235
Hart	903	1,257	-354
Basingstoke and Deane	1,052	1,485	-433
West Berkshire	1,757	2,379	-622
Total	24,530	19,383	5,147

Source: ONS June 2019 internal migration matrices of moves, Crown Copyright 2019

- 2.4.2. The overall net migration from most of the boarding local areas are often very small, with similar numbers migrating in and out of Wokingham Borough. The notable exception is Reading, where migration into Wokingham Borough far exceeded outward migration. This accounted for approximately 1000 per year migrating from Reading into Wokingham.
- 2.4.3. Figure 2-3 breaks down inward and outward migration by age band in 2019 up to the month of June for Wokingham Borough. It shows that amongst 15-to-24-year-olds, outward migration exceeds inward migration, with a total of 3,299 moving into the Borough and 3,536 moving out. This is largely due to school leavers moving on to attend university or to pursue opportunities elsewhere.
- 2.4.4. However, amongst 25-to-49-year-olds, inward migration far exceeds outward migration, with a total of 5,734 moving into Wokingham Borough and only 4,009 moving out. This indicates that postgraduates and professionals relocate to the Borough.
- 2.4.5. Amongst the those aged over 65 there was a slightly smaller net outward migration of 140.

Figure 2-3 - Wokingham Borough migration by age band, year to June 2019



Source: ONS June 2019 internal migration moves by age band, Crown Copyright 2019

2.5 DEPRIVATION

- 2.5.1. The English Index of Multiple Deprivation (IMD) scores recorded by the Ministry of Housing, Communities and Local Government in 2019 for Wokingham Borough and the bordering local authority districts are shown in Table 2-4. In this table, a rank of 1 indicates the most deprived local authority district in England and a rank of 317 indicates the least deprived local authority district in England.

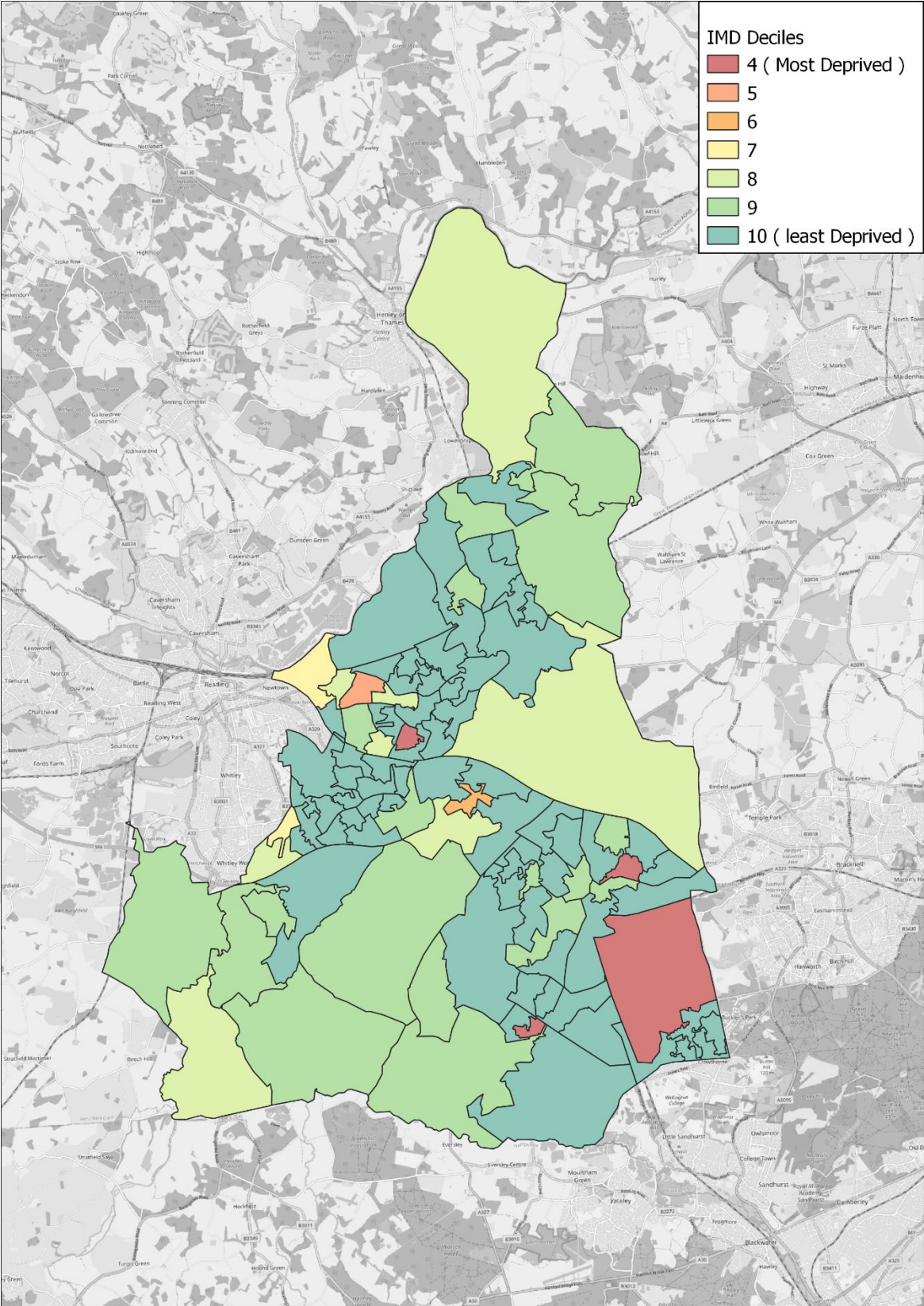
Table 2-4 - Average English IMD score and rank of Wokingham Borough from bordering local authority district (2019)

Local authority district	IMD - Average score	IMD - Rank of average score (1 to 317)
Reading	19.6	141
Basingstoke and Deane	12.8	243
Wycombe	10.7	281
Bracknell Forest	10.2	286
West Berkshire	10.0	289
South Oxfordshire	8.5	302
Windsor and Maidenhead	8.4	304
Wokingham	5.8	316
Hart	5.5	317

Source: Ministry of Housing, Communities and Local Government Indices of Multiple Deprivation 2019, Crown Copyright 2019

- 2.5.2. Table 2-4 shows that Wokingham Borough is the second least deprived local authority district in England. The majority of the bordering local authority districts are also some of the least deprived areas in England. The main exception is Reading, which is ranked 141. Reading also has 5% of its Lower Super Output Areas (LSOAs) that are considered to be in the 10% most deprived in England.
- 2.5.3. Figure 2-4 illustrates the levels of deprivation by LSOA in Wokingham Borough. It shows that, although Wokingham Borough is the second least deprived local authority district in England, it still has four LSOAs that are in the 4th most deprived deciles in England. These areas are shown in light red on the map and cover an area to the south-east of Wokingham town centre; part of the Norreys Estate near Wokingham town centre; part of Finchampstead; and a part of Woodley.
- 2.5.4. Based on 2019 mid-year population estimates these four LSOAs accounted for 4% of the population in the Borough. Deprivation is likely to also exist outside of these four LSOAs.

Figure 2-4 - Level of deprivation by Lower Super Output Area in Wokingham Borough



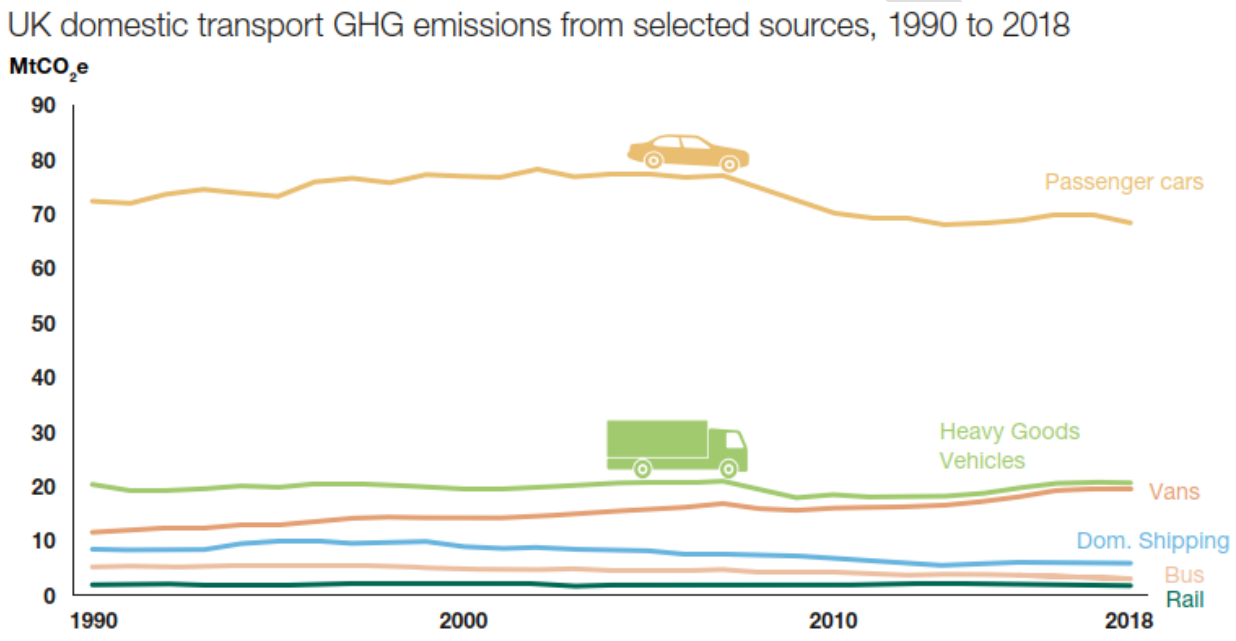
Source: IMD deciles 2019, Ministry of Housing, Communities and Local Government, Crown Copyright 2019

3 TRANSPORT EMISSIONS

3.1 INTRODUCTION

- 3.1.1. Wokingham Borough Council declared a climate emergency in 2019 and commitment to playing as full a role as possible to reduce carbon footprint and to be net zero by 2030.
- 3.1.2. In March 2020, the Department for Transport published ‘Decarbonising Transport: Setting the Scene’ ahead of the government’s anticipated Net Zero Strategy. This document was published to start building a picture around the changes required to the transport industry as it produces the highest levels of greenhouse gas emissions within the UK.
- 3.1.3. The document highlights that passenger cars have produced the greatest amount of greenhouse gases emissions within the transport industry, as shown in Figure 3-1 below.

Figure 3-1 – Greenhouse gas emissions associated with different modes across the UK between 1990 to 2018



3.2 CARBON

- 3.2.1. The Wokingham Climate Emergency Action Plan (CEAP) was developed in 2020 to define the activities to be undertaken by the borough council to help reach carbon neutrality by 2030. The action plan was developed in accordance with the international, national and regional legislations such as UN Sustainable Development Goals, The Clean Growth, Road to Zero, draft Berkshire Local Industrial Strategy (BLIS) and Thames Valley Berkshire Local Economic Partnership Strategic Economy Plan through a collaboration effort supported by public consultations since August 2019.
- 3.2.2. The CEAP was prepared based on the current context whilst considering the aspirations of future. In addition, the action plan also aligns with the Council Plan priorities including provision of clean and green spaces in addition to becoming net zero, thereby keeping the borough moving by encouraging active and sustainable travel modes and enriching residents’ lives.

- 3.2.3. As part of its commitment towards carbon neutrality the council also updates the action plan every year in the annual climate emergency progress report based on the assessment of the current situation and determines its future actions in relation to the 2030 target.
- 3.2.4. As of 2020, based on government data and estimated using the Department for Energy Security and Net Zero (DESNZ) method, Wokingham Borough's carbon footprint was 505 ktCO₂. The carbon footprint comprised
- Transport emissions (31.2%),
 - Emissions from industrial and commercial sector (21.1%), and
 - Domestic sector emissions (47.7%),
- with a contribution of (-) 3.2% from carbon sequestration projects.
- 3.2.5. Within the Borough, transport emissions contribute 162.93 ktCO₂ to the overall carbon footprint of the Borough in 2020. Traffic on A-roads account for 61.2 ktCO₂, minor roads account for slightly more at 94.15 ktCO₂ and other modes of transport account for the least at 7.55 ktCO₂.
- 3.2.6. Based on the global framework of Greenhouse Gas Protocol, the emissions occurring inside and outside Wokingham borough were divided into the following three categories:
- **Scope 1:** Emissions associated with combustion of fuels directly by a consumer. Within Wokingham this mainly refers to gas use from heating, cooking and hot water, and petrol / diesel used by vehicles whilst they are on the Borough's roads/
 - **Scope 2:** Energy which is purchased from elsewhere but used by a consumer. Within Wokingham this means the electricity used in the borough. The emissions are created at power stations located outside of Wokingham, but the electricity is used within the Borough supplied via the electricity grid.
 - **Scope 3:** Emissions resulting from the behaviour and activity of a consumer but occurring from sources outside of their control. Within Wokingham these are generally consumption-based emissions, which are out of the scope of the Borough's carbon footprint. However, the council will support behavioural change through the actions in this plan.
- 3.2.7. It is worth noting that these figures exclude sectors that are beyond the council's scope of influence. An example of this is the emissions from major transport links such as the M4 which creates 100.02 ktCO₂ and is managed by National Highways. Another example is diesel rail trains which contribute 6.19 ktCO₂ and are managed by Network Rail and other rail companies.

3.3 AIR QUALITY

- 3.3.1. Air pollution has a negative impact on the health of those living and working in areas with poor air quality. There is strong evidence that air pollution causes the development of coronary heart disease, stroke, respiratory conditions, lung cancer, exacerbates asthma and has a contributory role

in mortality. Public Health England (PHE) figures state that 130 annual deaths are attributed to fine particulate matter (PM) air pollution in the Wokingham Borough Council area annually¹.

- 3.3.2. Under the Environment Act 1995 all Local Authorities are required to assess air quality against a set of national targets for seven key pollutants. These include, carbon monoxide, benzene, 1,3-butadiene, lead, nitrogen dioxide, sulphur dioxide and fine particles (PM10).
- 3.3.3. The two components of exhaust gases that are of most concern for human health are nitrogen dioxide (NO₂) and particulate matter (PM) and in Wokingham Borough, and across the UK, road vehicles are the largest polluting sector² with vehicle emissions being the primary reason for air quality breaches in Wokingham Borough.
- 3.3.4. Air Quality Management Areas (AQMA) must be declared where pollution exceeds legal limits set in the Air Quality (England) Regulations 2007. Under the reserve powers of the Localism Act 2011 any fines can be passed down to local authorities whose act or omission contributes to a breach.
- 3.3.5. After declaration, the authority must prepare an Air Quality Action Plan (AQAP) within 12-18 months setting out measures it intends to put in place in pursuit of the objectives. Typically, the recorded exceedances are for Nitrogen Dioxide based on the following criteria;
- Annual mean NO₂ Concentration of 40 µg/m³.
 - Hourly mean NO₂ Concentration of 200 µg/m³ not exceeded more than 18 times a year.
- 3.3.6. Wokingham Borough has three AQMA as detailed below;
- Wokingham town Centre AQMA covering Peach Street, Broad Street, Shute End, Denmark Street and London Road in Wokingham town centre, declared in 2015
 - Twyford Crossroads AQMA covering the A321 crossroads in Twyford, declared in 2015.
 - Wokingham M4 AQMA covering along and either side of the M4 throughout the whole borough, declared in 2001 and amended in 2004.
- 3.3.7. Table 3-1 below shows the locations in Wokingham Borough that exceeded the NO₂ legal requirement of 40 µg/m³ in 2017, 2018, 2019, 2020 and 2021 alongside the AQMA sites.
- 3.3.8. In 2020 and 2021, all locations were below the legal limit, although these years may be considered as anomalous years due to the impact of the Covid-19 pandemic reducing private vehicle usage for large parts in these years.

¹ Estimating Local Mortality Burdens associated with Particulate Air Pollution, PHE 2014

² Causes of Pollution, Defra 2011

Table 3-1 – Locations in Wokingham Borough that exceed the annual NO₂ Legal Limit

Location	Site Type	Annual Mean NO ₂ Monitoring Results: Non-Automatic Monitoring (µg/m ³)				
		2017	2018	2019	2020	2021
Wokingham Centre AQMA	Roadside	39.2	33.4	36.7	24	27.6
Giggling Spring, Shute End	Roadside	44	41.3	41.8	28.6	36.5
Buckingham Court	Roadside	45	36	38.6	25.9	31.2
Rectory Rd, Wokingham	Roadside	49.1	39.3	39.3	29	31.9
M4 AQMA	Roadside	39.1	30.1	33.3	20.7	23
Twyford Crossroads AQMA	Roadside	44.9	42.6	42.8	31	32.5
1 Waltham Rd, Twyford	Roadside	41.8	35.7	36.9	23.3	27.8

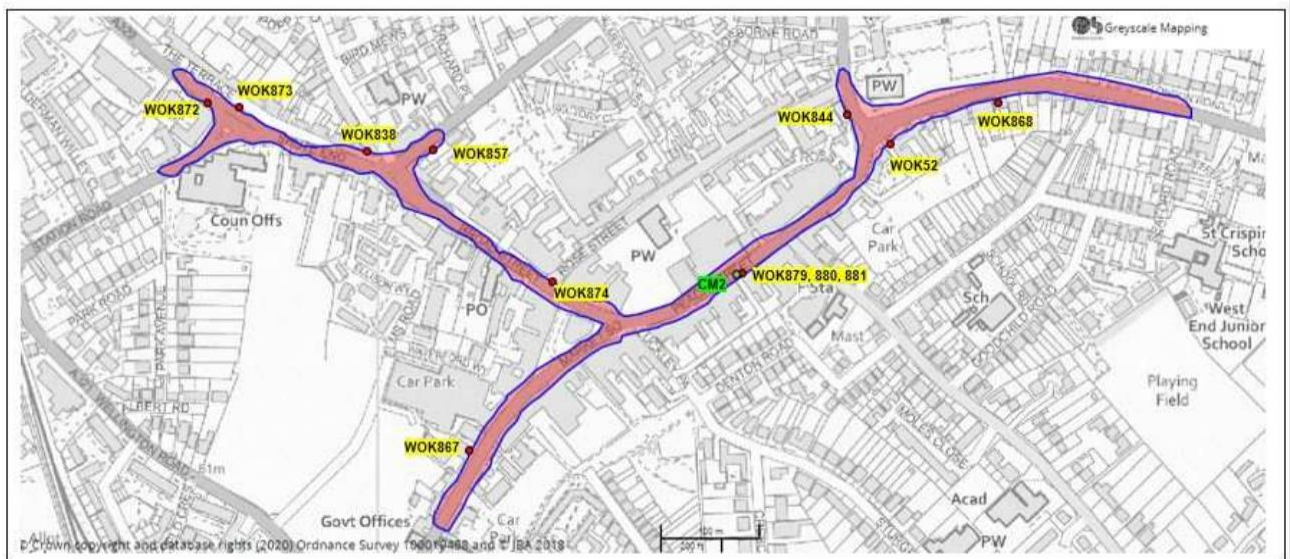
Source: Wokingham Annual Air Quality monitoring reports

3.3.9. Figure 3-2 below shows the location of NO₂ diffusion tubes within the Wokingham town Centre AQMA in 2019/2020. There are 8 diffusion tube sites within the area, including a triplicate and a Continuous Monitor.

3.3.10. The tube (WOK 838) located on Shute End was the only area that exceeded the legal limit.

Figure 3-2 - Map of Wokingham town centre AQMA including diffusion tube locations and annual mean NO₂ concentrations in 2019

Diffusion Tube	WOK 872	WOK 873	WOK 857	WOK 874	WOK 844	WOK 867	WOK 52	WOK 868	WOK 879	WOK 880	WOK 881	WOK 838	CM2
NO ₂ Annual Mean Concentration (µg/m ³)	32.4	24.7	39.9	28.9	38.6	23.7	30.3	27.7	36.3	36.5	37.3	41.8	33.0
									Triplicate Average 36.8				

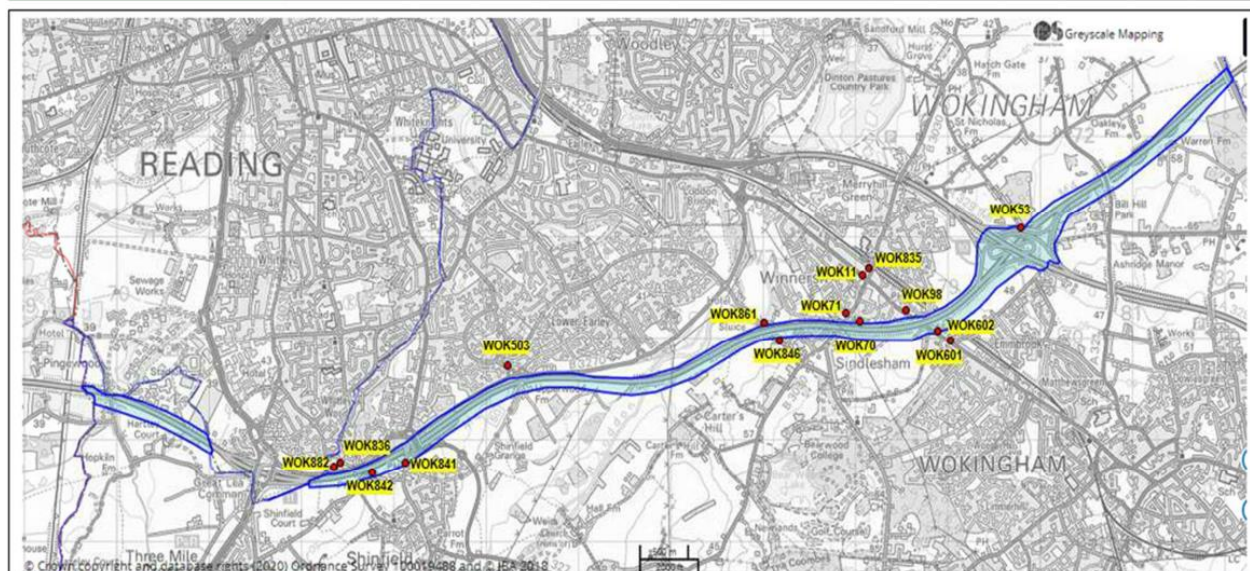


Source: Wokingham Borough Council LAQM Annual Status Report 2020

- 3.3.11. Figure 3-3 below shows the location of NO₂ diffusion tubes within the M4 AQMA in 2019/2020. No tubes within the area exceeded the legal limit.
- 3.3.12. Significant changes to the road layout around the M4 AQMA have taken place in the last 3 years with the opening of the new motorway bridge and the Shinfield Eastern Relief Road. This has seen the movement of traffic on the A327 away from this monitoring location further east to the other side of Shinfield. Roadworks within the borough on the M4 with a speed limit of 50/60mph have been in place during much of 2018, 2019 & 2020 which may also account for the reduction in levels.

Figure 3-3 – M4 AQMA, diffusion tube locations and annual mean NO₂ concentrations

Diffusion Tube	WOK 882	WOK 836	WOK 842	WOK 841	WOK 503	WOK 861	WOK 846	WOK 71	WOK 70	WOK 11	WOK 835	WOK 98	WOK 602	WOK 601	WOK 53
NO ₂ Annual Mean Concentration (µg/m ³)	37.3	27.0	20.0	33.3	27.5	23.2	21.6	31.9	25.5	32.0	26.6	25.4	21.2	20.0	21.1

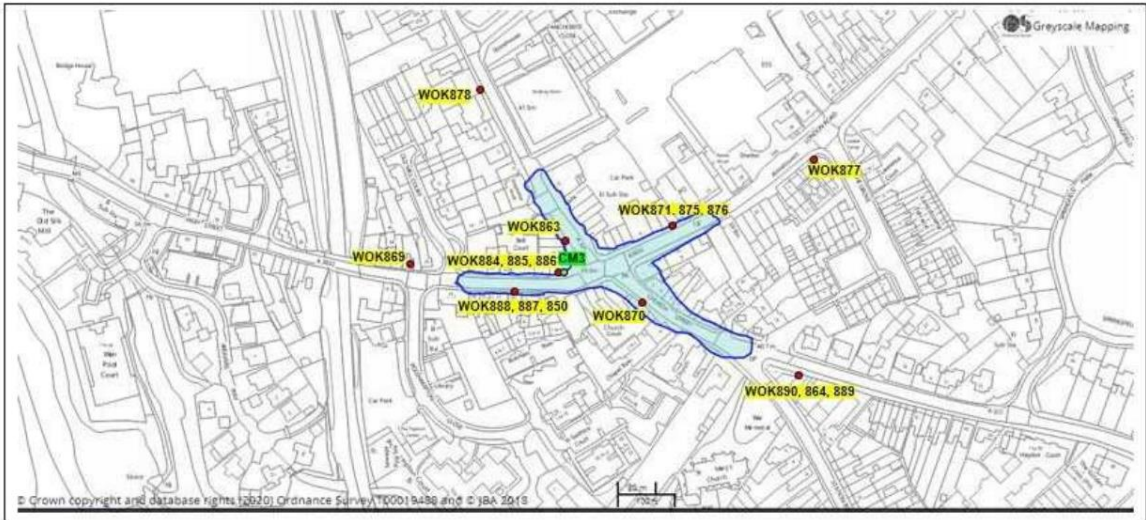


Source: Wokingham Borough Council LAQM Annual Status Report 2020

- 3.3.13. Figure 3-4 shows the location of NO₂ diffusion tubes within the Twyford Crossroads AQMA. The tubes (WOK 888, 887 and 850) located on the south side of the High Street exceeded the legal limit in 2019.

Figure 3-4 - Twyford AQMA, diffusion tube locations and annual mean NO2 concentrations

Diffusion Tube	WOK 878	WOK 863	WOK 877	WOK 890	WOK 889	WOK 864	WOK 869	WOK 884	WOK 885	WOK 886	CM3	WOK 871	WOK 875	WOK 876	WOK 888	WOK 887	WOK 850	WOK 870
NO ₂ Annual Mean Concentration (µg/m ³)	25.7	30.7	22.9	36.2	37.9	36.9	27.1	30.5	30.8	30.1	29.9	27.0	27.7	27.3	43.3	43.8	41.2	29.0
				Tripllicated Average 37.0				Tripllicated Average 30.5				Tripllicated Average 27.3			Tripllicated Average 42.8			



Source: Wokingham Borough Council LAQM Annual Status Report 2020

3.3.14. Within the Air Quality Action Plan, five key priority actions have been identified which are reducing passenger cars; reducing HGVs; reducing buses or increasing hybrid or electric buses; encouraging sustainable transport; and reduction in total vehicles. It also includes measures for Wokingham town Centre and Twyford Crossroads as well as more generic / borough wide measures.

4 ENVIRONMENT

4.1 TOWNSCAPE AND HERITAGE

- 4.1.1. Wokingham Borough's historic environment is one of the county's greatest assets. Features range from prehistoric monuments to structures of the industrial revolution, from historic townscapes to fields and gardens, and from castles to mansions.
- 4.1.2. The quality of streets and highway space in all towns and villages, not just those areas classed as historic, is important to quality of life, and makes Wokingham Borough an attractive place for people to live in, work in, or visit.
- 4.1.3. Historic England's (HE) National Heritage List for England (NHLE) draws together all listed buildings, registered parks and gardens, battlefields, scheduled monuments, World Heritage Sites and conservation areas. Table 4-1 shows the NHLE data for Wokingham Borough. Listed buildings and registered parks and gardens come in three categories of 'significance':
- Grade I for buildings of the highest significance;
 - Grade II*; and
 - Grade II.

Table 4-1 - Designated historic buildings and areas in Wokingham Borough

Type	Category	Number	Number at risk
Listed buildings	Grade I	9	0
Listed buildings	Grade II*	40	0
Listed buildings	Grade II	601	0
Listed buildings	Total	650	0
Registered Parks and Gardens	Grade I	0	0
Registered Parks and Gardens	Grade II*	3	1
Registered Parks and Gardens	Grade II	2	0
Registered Parks and Gardens	Total	5	1
Other	Battlefields	0	0
Other	Scheduled monuments	18	4
Other	World Heritage Sites	0	0
Other	Conservation areas	16	0

Source: Historic England, NHLE, 2020 (correct as of March 2020)

- 4.1.4. Traffic and transport have a significant impact upon the built environment. Transport infrastructure is a key determinant of the form of our towns and villages and roads are often the only modern man-

made features in large areas of open countryside. In addition to the proportion of HGVs, speed, severance and segregated facilities, the choice of street materials, street furniture, signs, lighting and trees also affect the quality of streetscapes and local amenity.

4.1.5. Levels of traffic and parked cars also have a significant impact. Vibration, air pollution and accidental collisions from traffic can damage buildings and street furniture, whilst visual intrusion and noise can diminish people's enjoyment of historic sites, towns and villages.

4.1.6. The potential significant effects of transport on this historic environment include:

- Damage to historic roadside buildings by traffic vibration, in particular, HGVs;
- Damage to historic buildings (particularly stone) from the effects of air pollution and collisions;
- Loss of historic bridges due to road widening;
- The ambience of conservation areas can be adversely affected by the presence of traffic and inappropriately placed street furniture; and
- Cultural monuments may be severed from their setting due to the intrusion of vehicles, including those of people visiting the monument.

4.2 NATURAL ENVIRONMENT

4.2.1. The extent of Wokingham Borough's biodiversity is reflected in the number of statutory designations for nature conservation, as shown in Table 4-2.

Table 4-2 - Nature conservation designations in Wokingham Borough

Site type	Number of sites in Wokingham Borough	Total area covered within Wokingham Borough (ha)
Special Area of Conservation (SAC)	0	0
Sites of Special Scientific Interest (SSSI)	5	34.15
Regionally Important Geological and Geomorphological Sites (RIGS)	2	43.44
Internationally protected wetland sites (Ramsar)	0	0
Registered Common	11	6.97
National Nature Reserves (NNR)	11	95.90

Source: Department for Environment, Food and Rural Affairs, 2020 and Berkshire Geoconservation Group

4.2.2. The interaction of biodiversity and the road network is significant and potential areas of concern include:

- Wildlife casualties through collisions with motor vehicles;
- Land take and associated habitat loss of fragmentation through new transport infrastructure schemes or increased traffic;
- Increased disturbance to wildlife populations;
- Changes in air quality, water quality, noise, vibration, light emissions, dust deposition as a result of construction and operation; and
- Creation of barriers to movement.

4.3 FLOOD RISK

4.3.1. There are a number of different types of flooding that does or could affect Wokingham:

- Surface water flooding mainly affects Riseley, Swallowfield and Shinfield although historically it has also affected Earley and Woodley;
- Groundwater flooding primarily affects Sonning, Woodley, Earley and Winnersh;
- Main river and ordinary watercourse flooding could affect parts of Winnersh, Woodley, Earley, Charvil, Twyford and Swallowfield located within the River Loddon flood zone. Historically, it has also affected the River Thames at Sonning Bridge and Emm Brook around Wokingham town;
- Sewer flooding could affect key town centres;
- Highway flooding affects the urban areas including Wokingham town, Earley and Woodley and historically it has affected Swallowfield, Hurst and Arborfield along with parts of the A329 and A327; and
- Reservoir flooding could affect the areas surrounding the seven major reservoirs across the Borough.

4.3.2. Wokingham Borough experienced four significant flooding events between 2000 and 2013. The 2013 event affected many of the same locations as the 2000 and 2007 events and also significantly impacted key infrastructure routes across the Borough, including many of the main routes between Reading and Wokingham when the River Loddon burst its banks.

4.3.3. Under the Flood and Water Management Act (2010) Wokingham Borough Council became a Lead Local Flood Authority, responsible for managing local flood risk from surface water, groundwater and ordinary watercourses in Wokingham.

4.3.4. One of the new duties placed on Lead Local Flood Authorities (LLFAs) to assist with the management of local flood risk is to 'develop, maintain, apply and monitor' a Local Flood Risk Management Strategy which the Borough adopted in April 2015. The objectives of this Strategy are:

- Continue to improve knowledge and understanding of current and future local sources of flood risk within Wokingham;
- Continue to work collaboratively and develop effective partnerships with other Flood Risk Management Authorities and local communities to deliver a sustainable, cost effective approach to flood risk management that reduces flood risk and provides wider environmental and social-economic benefits where possible;
- Ensure that land use planning and application decisions take full account of flood risk, avoiding development in inappropriate locations, preventing an increase in flood risk and minimising existing flood risk wherever possible;
- Maintain and, where necessary, improve local flood risk management infrastructure and work with riparian landowners to ensure privately owned flood defence assets, features and Ordinary watercourses, are well maintained to reduce risk.
- Ensure that emergency plans and responses to flood incidents are effective and that communities are prepared and resilient to local flood risk; and
- Identify national, regional and local funding mechanisms to deliver flood risk management solutions and schemes.

4.4 WATERWAYS

- 4.4.1. There only navigable waterway in Wokingham Borough is the River Thames which runs from Lechlade near Swindon through Reading and London into the sea to the south of Essex. It forms the northern boundary of the Borough from just to the east of Reading to just south of Medmemham, which lies between Henley-on-Thames and Marlow.
- 4.4.2. To the east of the Borough, the River Thames provides links into the River Wey and the Basingstoke Canal, and to the west of the Borough, it provides links into the Kennet and Avon and Oxford canals, as shown on Figure 4-1.

Figure 4-1 - Map of the River Thames



Source: <https://www.waterways.org.uk/pdf/wwwaterwaysmap>

- 4.4.3. In addition to their primary function, the towpaths and paths adjacent to the River Thames offer excellent opportunities for cycling and walking, with the 294km Thames Path forming part of the National Trail network.

5 HEALTH & WELLBEING

5.1 INTRODUCTION

- 5.1.1. Transport is a key building block of health which is needed to help all residents thrive and reduce unfair and preventable differences and in people's health and opportunities. This can include enabling access to services, enabling physical activity and the impact of emissions and noise on health.
- 5.1.2. The 2016 Chartered Institute for Highways and Transportation discussion paper 'A Transport Journey to a Healthier Life'³ highlighted how transport policy and procedure can contribute to the health and wellbeing agenda. It found that:
- The reintroduction of public health responsibilities into local government offers real opportunities for integrated working across council departments and to integrate practical and measurable health and wellbeing benefits with transport projects and investment;
 - The health and wellbeing benefits of transport investment need to be widened to measure the full range of physical and mental health and wellbeing impacts, to better influence funding decisions,
 - The local planning system does not take sufficient account of health and wellbeing in decision-making and would benefit from the inclusion of mandatory health impact assessments;
 - The influence of transport choices on people's mental health and wellbeing is being overlooked by existing policy and practice. For example, mental health and wellbeing can be enhanced by improving air quality, reducing noise/traffic volumes and maintaining access to services enhances older people's wellbeing and quality of life; and
 - The transport sector is failing to take account of the full health and wellbeing benefits of walking. In places where there is a focus on improving the walking environment, such as town centres, there is a lack of evaluation of the health and wellbeing benefits and consequences.
- 5.1.3. In 2019, the three Health and Wellbeing Boards for Wokingham, West Berkshire and Reading took a decision to develop a shared Berkshire West Health and Wellbeing Strategy 2021-2020. Working closely with local partners from health, social care, voluntary sector and residents to identify five priorities which include
- 1) reducing the difference in health between different groups of people
 - 2) supporting individual at high risk of poor health outcomes to live healthy lives
 - 3) help families and children in early years
 - 4) promote good mental health and wellbeing for all children and young people and
 - 5) Promote good mental health and wellbeing for all adults
- 5.1.4. Wokingham's Wellbeing Board built on this strategy and the priorities publishing their own Strategy into Action adding a sixth priority of creating and promoting physically active communities.

³ <http://www.ciht.org.uk/en/document-summary/index.cfm/docid/1DFB69FB-64B0-4221-8675F55F64DCA1E2>

- 5.1.5. Transport plays an important roles in helping the local authority deliver on these health and wellbeing priorities. Making active travel and transport an easy, equitable and accessible choice for all residents has the potential of being a key component in how we will achieve a healthier Wokingham in the future and reduce the unfair and preventable differences in health and opportunities.

5.2 HEALTH INEQUALITIES

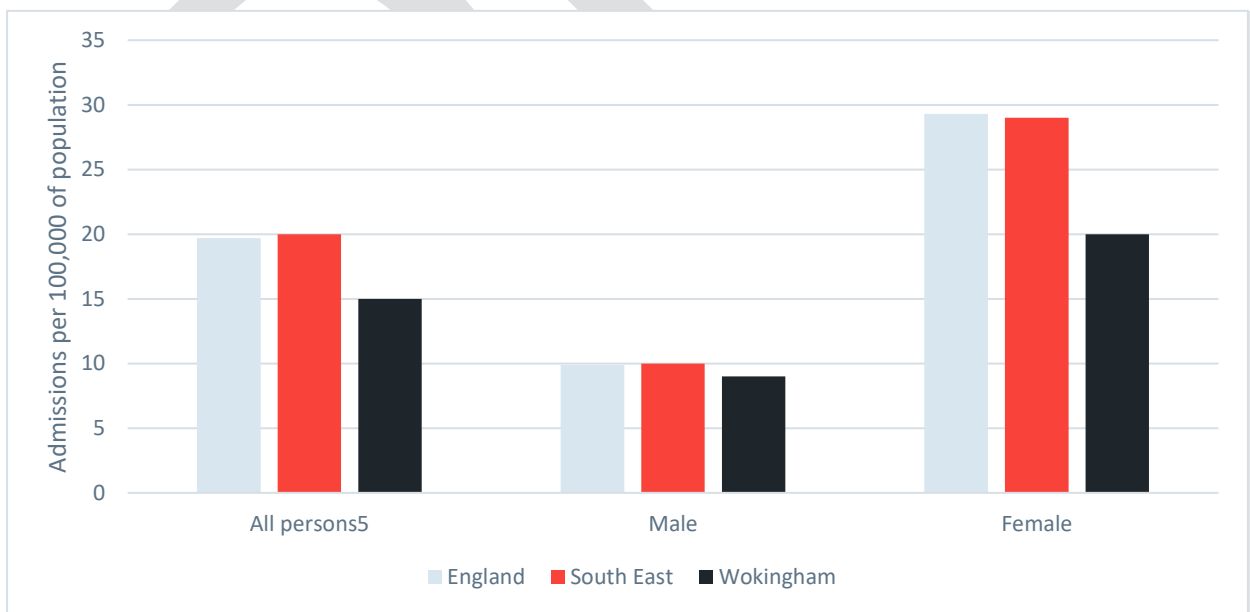
- 5.2.1. Transport enables access to work, education, social networks and services that can improve people's opportunities and community cohesion. The relationship between transport and health is both complex and socio-economically patterned. For example, there is a clear social gradient in access to work and services, with greater freedom to travel linked to increased car ownership and income increases. Likewise, not having good access to transport increases inequalities.
- 5.2.2. This is further evidenced in the 2010 report 'Fair Society, Healthy Lives, The Marmot Review'⁴, which provided a strategic review of health inequalities in England post-2010. The review found that there remains a social gradient in health, where the lower a person's social position, the worse their health is.
- 5.2.3. One of the six policy objectives identified in the Marmot Review to tackle the health inequalities that persist within England was the need to create and develop healthy and sustainable places and communities. Travel was recognised as a key element and the review highlighted the importance of a sustainable transport system, investment in transport, improving active travel across the social gradient and fully integrating the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality.
- 5.2.4. Whilst good transport connectivity can help contribute to reducing health inequalities, there are additional benefits from having and promoting physical activity such as reduced risk of a range of illnesses and improvements to mental health. Therefore, policies seeking to increase active travel should consider the impacts on health inequalities and work to target communities progressively across the social gradient.
- 5.2.5. According to the Public Health England (now known as Office for Health Improvement and Disparities (OHID)) Public Health Outcomes Framework and its 2018-2020 slope index of inequality in life expectancy at birth within English local authorities (based on local deprivation deciles within each area), Wokingham Borough has lower than average levels of health inequality. In men the variation in life expectancy across the social gradient was 6.1 years and in women it's 4.5 years for 2018-2020. This compares with 9.7 years for men and 7.9 years for women at the national level for 2018-2020.
- 5.2.6. Similarly, the 2016-2018 slope index of inequality in life expectancy at 65 within Wokingham Borough is 3.6 years for men and 2.5 years for women. This compares with 5.2 years for men and 4.8 years for women at the national level.

⁴ <http://www.instituteofhealthequity.org/resources-reports/fair-society-healthy-lives-the-marmot-review/fair-society-healthy-lives-full-report-pdf.pdf>

5.3 OBESITY

- 5.3.1. Obesity is a significant and growing health problem in the UK. In Wokingham Borough, obesity accounts for a large and growing burden of disease.
- 5.3.2. Obesity is not spread equally throughout the population and inequalities do exist. There are complex factors which lead to an individual's vulnerability to being overweight or obese. When considering factors which support healthy BMI, it must be recognised that there are disparities which exist in that not all are available to everyone in equal measures. Social, economic and environmental environments in which people live can shape their outcomes, and affordable and/or accessible transport is an important factor in this.
- 5.3.3. England's obesity data indicates those at increase risk are people older age groups, those who are economically inactive or unemployed, people with physical or learning disabilities and people with severe mental illness (SMI). Consequently, people in older age groups and those living in the most deprived areas of Wokingham Borough are more likely to be obese than the other parts of the borough.
- 5.3.4. Two thirds (63%) of the adult population in England are overweight or obese and the prevalence is increasing year on year, having increased from 61% in 2015/16.
- 5.3.5. The number of adults overweight or obese in Wokingham is also a growing burden. 60.2% of adults were overweight/obese in 2020/21 compared to 50.7% in 2015/16.
- 5.3.6. Figure 5-1 shows the number of hospital admissions for men and women with a primary obesity diagnosis in 2019/20 at the local, regional and national level. Wokingham Borough saw lower rates of hospital admissions than the South East of England. Female admissions are far higher than men. Amongst men, admission rates were almost half those observed in both the South East and England.

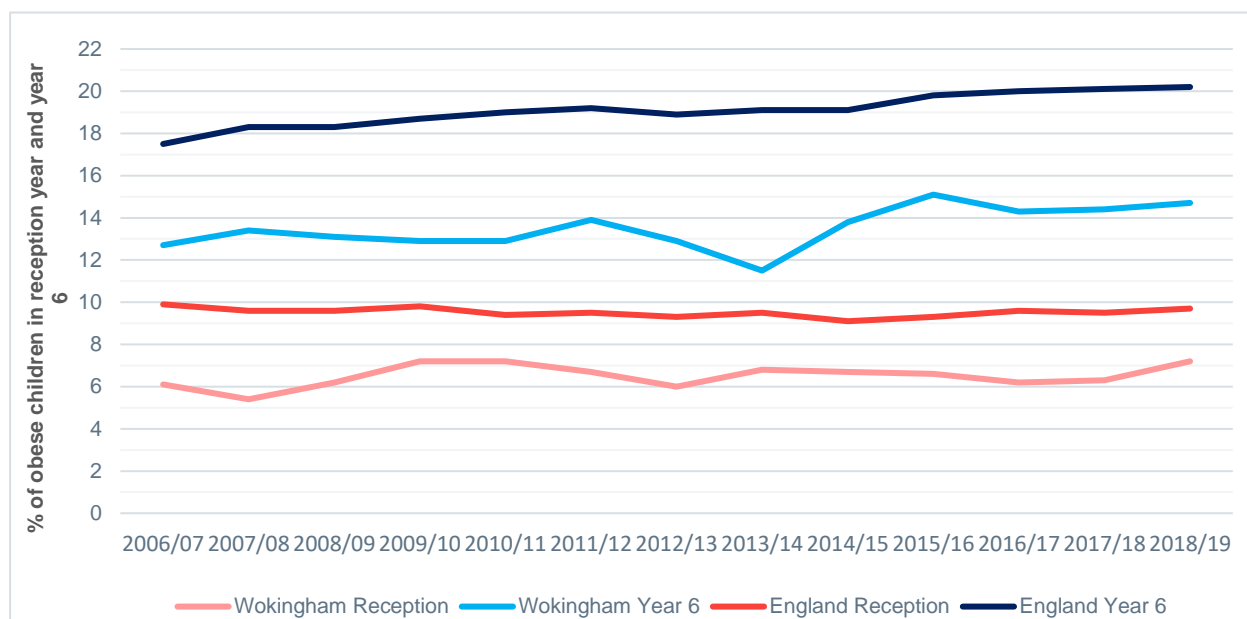
Figure 5-1 - Hospital admissions with a primary diagnosis of obesity 2019/20



Source: NHS Digital Statistics on Obesity, Physical Activity and Diet in England, 2021

5.3.7. Figure 5-2 shows the obesity levels in reception and year 6 children between 2006/07 and 2018/19 in Wokingham Borough and across England. Obesity levels amongst reception aged children in Wokingham Borough (7.2%) are much lower than in England (9.7%) in 2018/19. Obesity in year 6 children is notably higher than reception aged children, Despite Wokingham being below the national level, obesity in year 6 children is still approximately 50% more common than in reception aged children.

Figure 5-2 - Trends in childhood obesity in Wokingham Borough and England



Source: NHS National Child Measurement Programme

5.4 PHYSICAL ACTIVITY

- 5.4.1. The UK Chief Medical Officers' Physical Activity Guidelines, published in 2019, recommend that adults should aim to be physically active every day. Adults should be accumulating at least 150 minutes of moderate activity (such as brisk walking or cycling) or 75 minutes of vigorous activity (such as running) across the week.
- 5.4.2. The Guidelines state that there is moderate to strong evidence that physical activity will reduce the risk in adults of all-cause mortality, coronary heart disease, eight types of cancer, stroke, type 2 diabetes, dementia, anxiety, depression, weight issues and sleep problems.
- 5.4.3. In 2017/18, the Public Health England: Physical Activity Tool showed that Wokingham Borough was one of the top 20 local authority districts in England for physical activity in adults, with 73.5% of its adults considered physically active. However, OHID's Physical Activity Tool showed that in 2020/21 the percentage of physical active adults had decreased to 68.4%. Wokingham is now similar to England which is 65.9% and the South East of England which is 69.2%. Similarly the percentage of physical inactive adults in Wokingham increased - it was 13.9% in 2018/19 and was 19.7% in 2020/21.
- 5.4.4. In 2019/2020, physical activity in children and young people in Wokingham was 43.9% which was similar to England (44.9%) and the South East of England average (47.5%). This had improved from

2018/2019 when it was 41.1% of children and young people and Wokingham was one of the bottom 20 local authority districts in England for physical activity in children and young people.

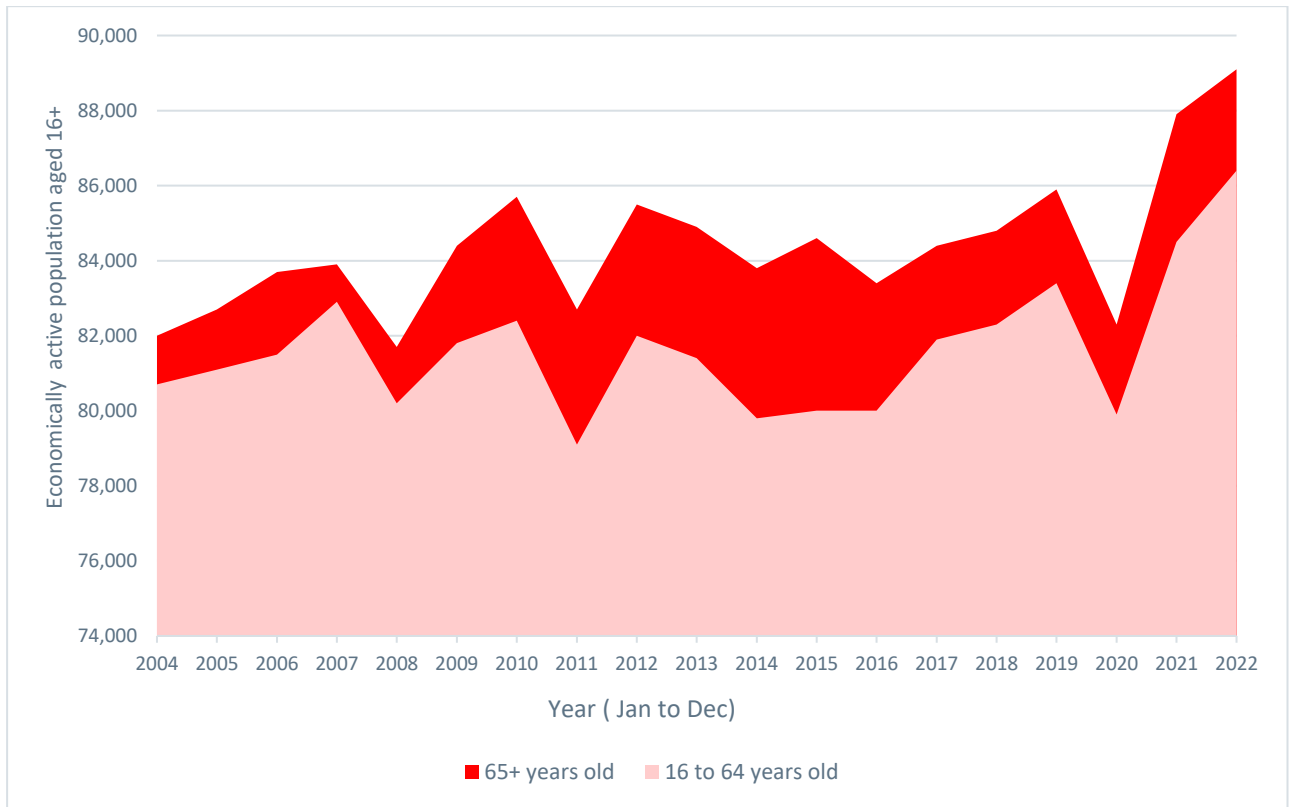
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6 ECONOMY AND EMPLOYMENT

6.1 ECONOMIC ACTIVITY

6.1.1. The number of economically active people aged 16 years and older in Wokingham Borough is shown in Figure 6-1.

Figure 6-1 - Economically active people aged 16+ in Wokingham Borough since 2004



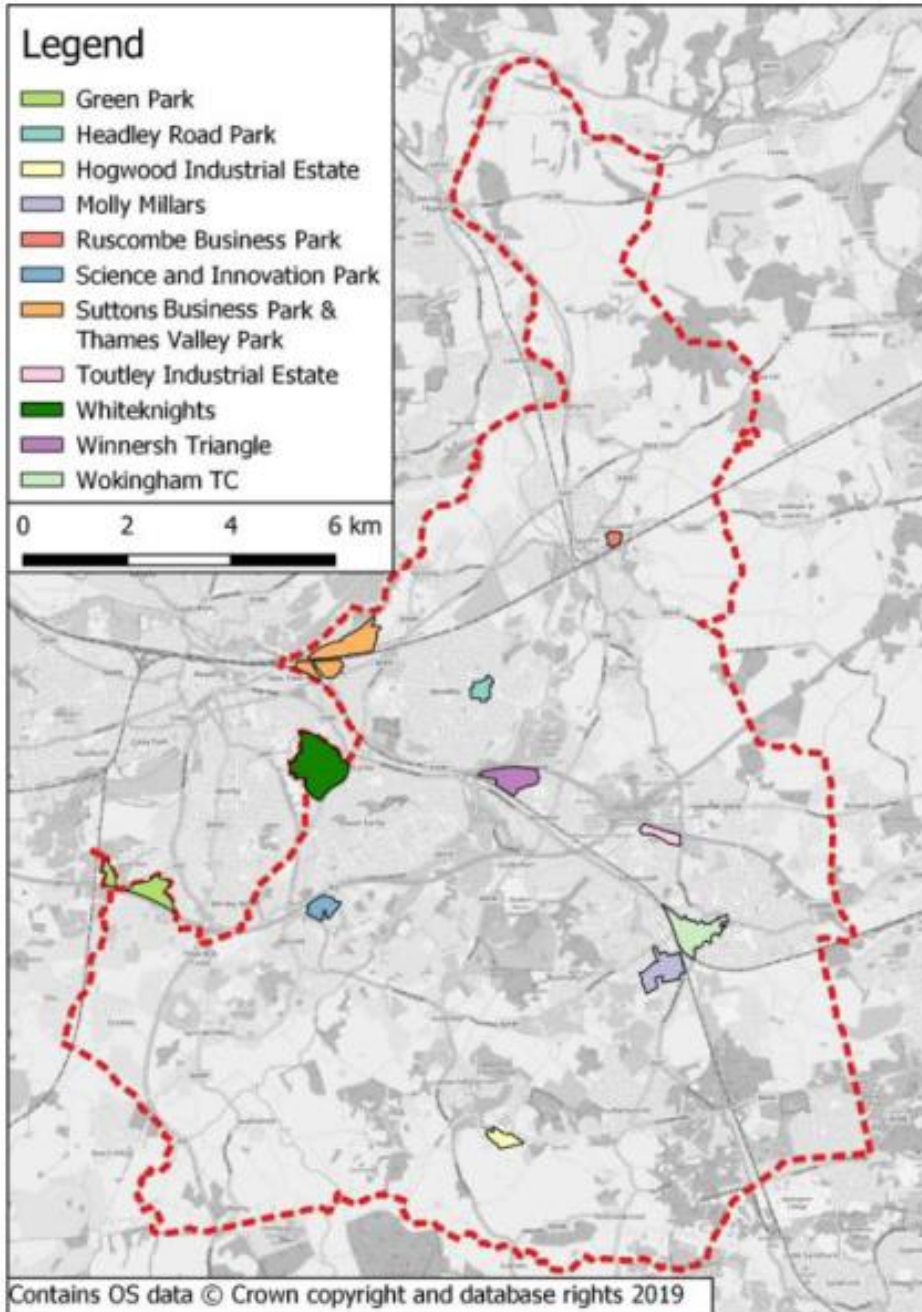
Source: 2022 ONS Annual Population Survey, Crown Copyright 2019

- 6.1.2. Figure 6-1 shows that the number of economically active people 16 years and older in Wokingham Borough has increased by 7,100 people or 8.7% between 2004 and 2022, although this number has fluctuated annually. This compares with a much bigger increase of 12.4% and 13.8% over the same period in the South East and England respectively.
- 6.1.3. Since 2015, the number of economically active people aged 16 to 64 years old has exhibited an upward trend in Wokingham Borough, increasing by 64,00 people or 8%. This compares with the South East and England, which have exhibited rises of only 2.4% and 2.6% respectively.
- 6.1.4. Conversely, since 2015, the percentage of economically active people aged 65 years and older has exhibited an upward trend in Wokingham Borough, increasing by 4,500 people or 5.3%. This compares with the South East, which saw a smaller rise of 2.9% and England, which saw an increase of 3.0%.
- 6.1.5. There were 89,100 economically active people in Wokingham Borough in 2022, which was the equivalent of 84.8% of the population aged 16 to 64 years old.

6.2 EMPLOYMENT

6.2.1. As shown below in Figure 6-2, there are 11 key employment areas within the Borough. These include areas in and around Wokingham town, Winnersh and towards the Reading facing towns. There are also some employment centres in the rural areas in the north and south of the Borough.

Figure 6-2 - Main employment Areas in Wokingham Borough



Source: OS, Wokingham Borough Council, 2018

6.2.2. As shown in Table 6-1, 80.7% of Wokingham Borough residents aged 16-64 were in employment in 2018, which compares favourably with both the South East and Great Britain due to both higher economic activity rates and lower levels of unemployment. The percentage of people aged 16-64 in

employment who are self-employed in Wokingham Borough is similar to the percentage in Great Britain but lower than the percentage in the South East.

Table 6-1 - Percentage of people aged 16-64 in employment in 2018

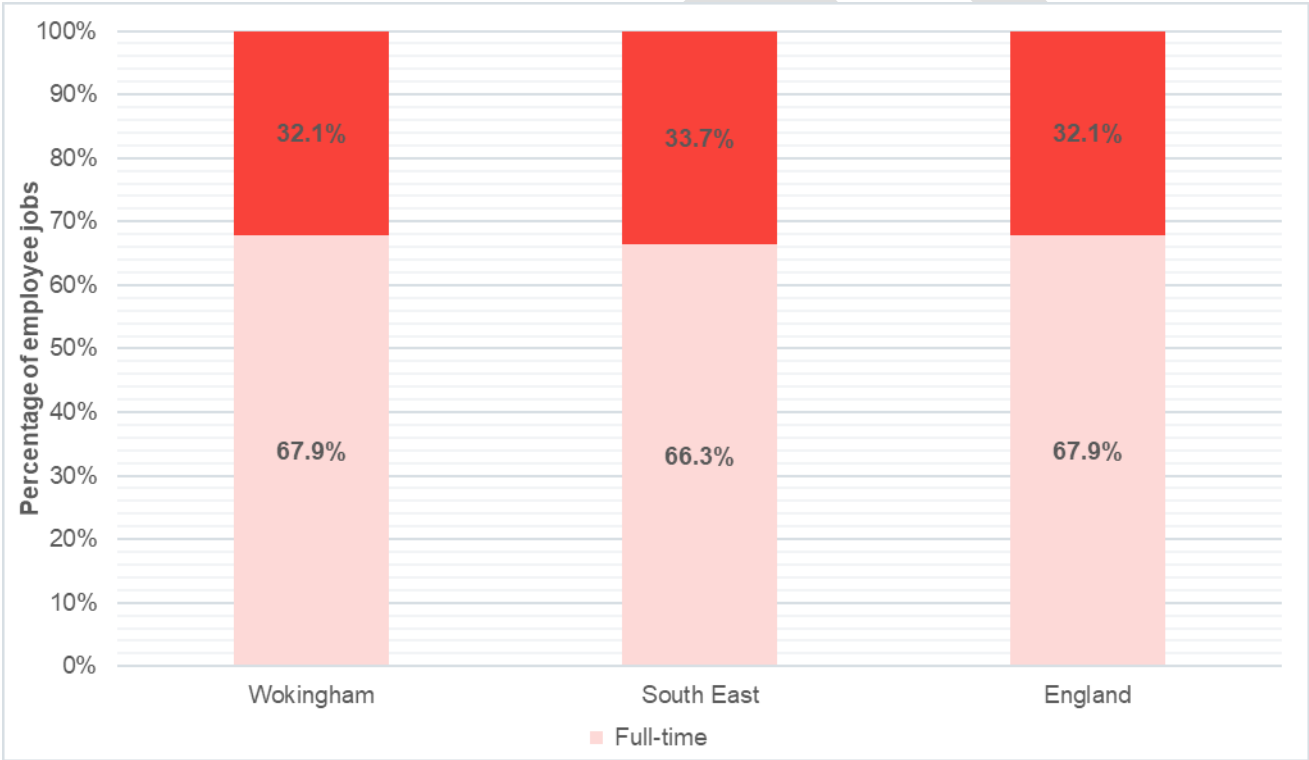
	Wokingham	South East	England
In employment	80.7%	78.0%	75.4%
Employees	69.6%	65.9%	64.2%
Self-employed	10.7%	11.8%	10.9%

Source: 2018 (to December) ONS Annual Population Survey, Crown Copyright 2019

6.3 TYPES OF EMPLOYMENT

6.3.1. Figure 6-3 illustrates the breakdown of full-time and part-time employees in Wokingham Borough, the South West and in Great Britain.

Figure 6-3 - Breakdown of employee jobs by full/part-time, 2018



Source: 2018 ONS BRES, Crown Copyright 2019

6.3.2. Figure 6-3 shows that, In Wokingham Borough, the penetration of part-time jobs matches levels observed across England at 32.1% of all employee jobs. This is slightly lower than the 33.7% level observed in the South East.

6.3.3. Prevalence of part-time work can be an indicator of under-employment and so these results highlight the robustness of the local economy in the Borough.

6.4 SKILLS AND OCCUPATIONS

- 6.4.1. According to the ONS annual population survey, the Wokingham Borough resident population of working age (16-64) people is highly qualified, with 53.7% having qualifications equivalent to at least National Vocational Qualification Level 4 in 2018, compared to 42.2% in the South East and only 39.0% across England.
- 6.4.2. In contrast, the proportion of the Wokingham Borough resident population of working age (16-64) people with no qualifications is very low at 3.8% in 2018, compared to 5.6% in the South East and 7.6% across England.
- 6.4.3. Table 6-2 presents the 2018 breakdown of resident workforce by occupational classification for Wokingham Borough, the South East and England. It shows that a higher percentage of Wokingham Borough residents are employed in Standard Occupational Classification (SOC) major group 1-3 occupations compared with the regional and national averages. In particular, 28.5% of Borough residents are employed in professional occupations, compared with just 22.4% regionally and 20.8% nationally.
- 6.4.4. In all other occupational classifications, Wokingham Borough has a lower percentage of residents employed when compared to regional and national levels, reflecting again the highly skilled nature of the local workforce.

Table 6-2 - 2018 Breakdown of the resident workforce by occupational classification

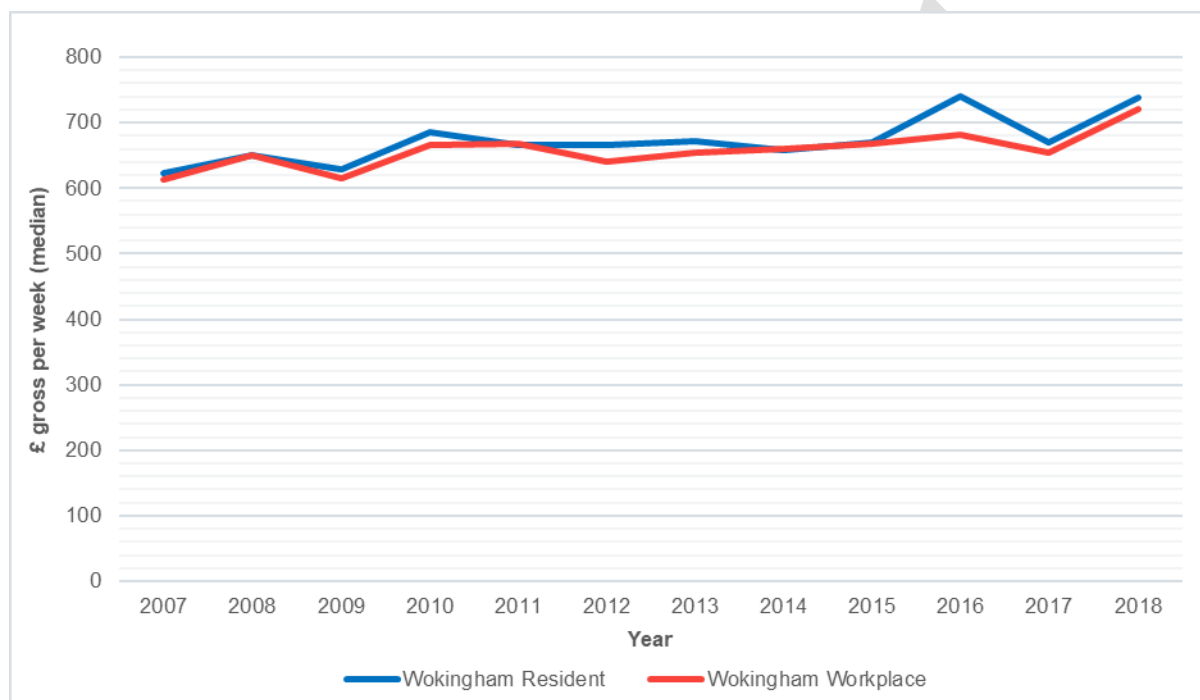
Occupation	Wokingham	South East	England
Managers, directors and senior officials	14.3%	12.2%	11.1%
Professional occupations	28.5%	22.4%	20.8%
Associate professional & technical occupations	18.3%	16.2%	14.9%
SOC 2010 major group 1-3	61.3%	50.9%	46.9%
Administrative and secretarial occupations	9.6%	10.3%	10.1%
Skilled trades occupations	8.6%	9.5%	9.9%
SOC 2010 major group 4-5	18.2%	19.9%	20.0%
Caring, leisure and other service occupations	6.8%	8.6%	8.9%
Sales and customer service occupations	5.2%	7.3%	7.4%
SOC 2010 major group 6-7	12.1%	16.0%	16.4%
Process, plant and machine operatives	2.8%	4.4%	6.3%
Elementary occupations	5.7%	8.7%	10.3%
SOC 2010 major group 8-9	8.5%	13.2%	16.7%

Source: 2018 ONS Annual Population Survey, Crown Copyright 2019

6.5 EARNINGS

- 6.5.1. Figure 6-4 shows the change in median workplace and resident earnings per week in Wokingham Borough between 2007 and 2018. It shows the slight upward trend in both workplace and resident earnings in Wokingham Borough. It also highlights that, in the majority of years, people residing in Wokingham Borough earned more, on average, than people working in Wokingham Borough.

Figure 6-4 - Wokingham Borough workplace and resident earnings, 2007-2018



Source: 2018 ONS Annual Survey of Hours and Earnings, Crown Copyright 2019

- 6.5.2. Table 6-3 details the gross median salaries earned by residents and workers in Wokingham Borough, its bordering local or unitary authorities, the South East, and England.
- 6.5.3. The table shows that Wokingham Borough resident earnings are higher than those earned in any of its bordering local or unitary authorities and are significantly higher than both the regional and national levels. This highlights that the high skill level of residents in Wokingham Borough is translating into higher salaries for its residents.
- 6.5.4. Unlike all its bordering local or unitary authorities, workplace earnings in Wokingham Borough are broadly in line with resident earnings.
- 6.5.5. Also, like resident earnings, workplace earnings in the Borough are also higher than those of any of its bordering local or unitary authorities and are significantly higher than both the regional and national levels.
- 6.5.6. This highlights that, as well as providing highly paid jobs for its residents, Wokingham Borough is also attracting highly paid workers into the Borough.

Table 6-3 - 2018 gross median weekly resident and workplace earnings

Region or authority	2018 gross median weekly resident earnings (£)	2018 gross median weekly workplace earnings (£)
England	574.80	574.80
South East	614.90	589.10
Basingstoke and Deane	681.10	620.30
Bracknell Forest	608.90	682.80
Hart	669.20	622.20
Reading	613.00	657.00
South Oxfordshire	698.70	568.50
West Berkshire	633.30	683.00
Windsor and Maidenhead	718.70	651.90
Wokingham	737.60	720.00
Wycombe	651.00	622.90

Source: 2018 ONS Annual Survey of Hours and Earnings, Crown Copyright 2019

6.6 BUSINESS AND EMPLOYMENT

- 6.6.1. There were 87,000 employee jobs in Wokingham Borough in 2018, which represents an increase of 17,000 compared with 2009 (24.3%). Table 6-4 shows that the number of employee jobs in both the South East and England have risen at a much slower rate of 9.7% and 12.5% respectively.

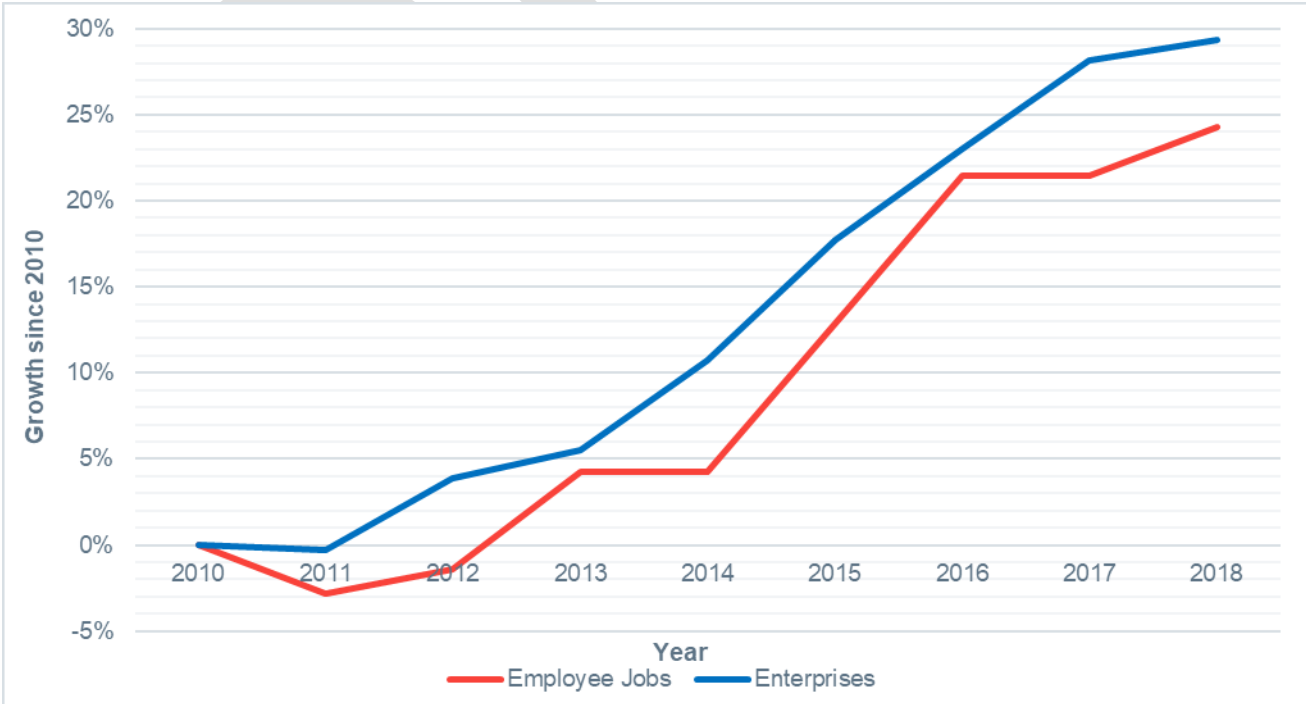
Table 6-4 - Number of employee jobs, 2010 to 2018

Year	Wokingham	South East	England
2010	70,000	3,783,000	23,085,000
2011	68,000	3,756,000	23,073,000
2012	69,000	3,780,000	23,256,000
2013	73,000	3,825,000	23,561,000
2014	73,000	3,908,000	24,286,000
2015	79,000	4,073,000	25,044,000
2016	85,000	4,147,000	25,477,000
2017	85,000	4,107,000	25,829,000
2018	87,000	4,151,000	25,976,000

Source: 2018 ONS Business Register and Employment Survey (BRES), Crown Copyright 2019

6.6.2. As shown in Figure 6-5, the growth in the number of enterprises since 2010 closely mirrors the growth in the number of jobs which these enterprises have created, suggesting that many of the new enterprises are relatively small in size, providing only a limited number of new employment opportunities.

Figure 6-5 - Growth in enterprises and employee jobs in Wokingham Borough since 2010

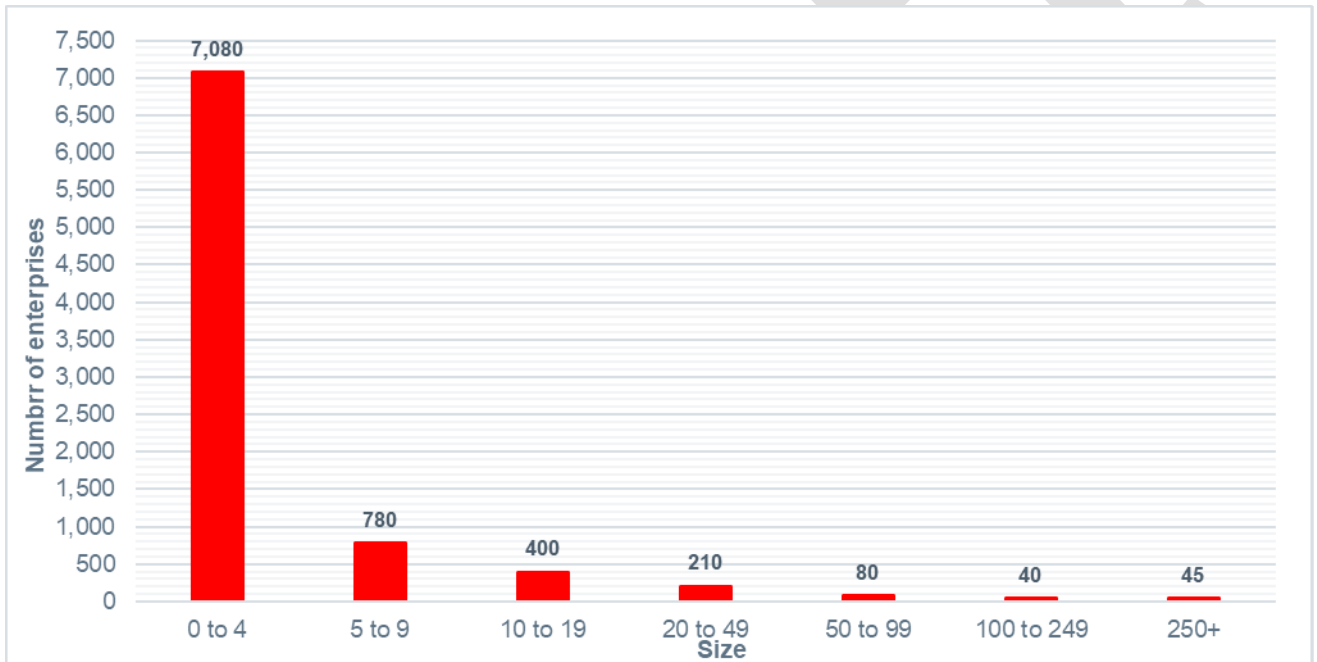


Source: 2018 ONS Inter-Departmental Business Register (IDBR), 2018 BRES, Crown Copyright 2019

6.7 BUSINESSES BY SIZE AND SECTOR

- 6.7.1. Wokingham Borough is principally a small business economy, with more than nine out of ten of the 8,635 enterprises registered for either VAT or PAYE employing fewer than 10 in 2018. As shown in Figure 6-6, more than 80% of enterprises (7,080) have four or fewer employees. Only 45 employers in the Borough have a workforce of 250 or more, and as such are not classified as small and medium sized enterprises.
- 6.7.2. Nationally and regionally, small enterprises also dominate, with those with fewer than 10 employees accounting for just under 90% of the total in both the South East and England.

Figure 6-6 - Number of business enterprises by size, 2018



Source: 2018 ONS IDBR, Crown Copyright 2019

- 6.7.3. The highly skilled nature of Wokingham Borough's economy is reflected in the 2018 breakdown of enterprises by sector, which shows 43.3% of all enterprises registered for PAYE and/or VAT are classified as either in the professional, scientific and technical sector or the information and communication sector⁵. This compares with just 27.8% regionally in the South East and 23.9% nationally in England.
- 6.7.4. The two sectors with the most employees in Wokingham Borough in 2018 are also the professional, scientific and technical sector and the information and communication sector. The next two sectors

⁵ ONS, IDBR, UK Business: Activity, Size and Location, 2018

with the most employees are the business administration and education sector, and together these four sectors account for half of all jobs in the Borough⁶.

6.8 BUSINESS START-UPS AND CLOSURES

- 6.8.1. Table 6-5 shows that 1,140 new businesses were established in Wokingham Borough in 2018, with only 905 businesses closing. The number of active businesses in the Borough has increased each year steadily from 8,230 in 2013 to 9,735 in 2018. As a percentage of the total number of active businesses, the start-up rate in Wokingham Borough is 11.7%, which matches the percentage in the South East but is lower than the national percentage of 13.1%.
- 6.8.2. Business closures rates are, however, lower in Wokingham Borough than regional and national averages, at 9.3% in 2018, compared with 10.0% regionally and 11.5% nationally, highlighting the lower business churn rate in the Borough.

Table 6-5 - Business demography, 2018

	Wokingham	South East	England
Business start-ups	1,140	52,795	340,045
Business closures	905	44,785	297,895
Active businesses	9,735	449,605	2,586,645
Start-ups as % of active businesses	11.7%	11.7%	13.1%
Closures as % of active businesses	9.3%	10.0%	11.5%

Source: 2018 ONS Business Demography, Crown Copyright 2019

6.9 BUSINESS SURVIVAL RATES

- 6.9.1. Table 6-6 shows that, of all businesses established in Wokingham Borough in 2013, over 94% were still operating a year later. However, by the end of year three, just under two-thirds were still trading, and after five years, just over half had ceased operations.
- 6.9.2. When compared to regional and national survival rates, businesses established in the Borough in 2013 showed stronger rates of survival at the one, four and five-year marks than their regional counterparts and in each of the five years compared to national rates.

⁶ ONS, BRES, 2018

Table 6-6 - Survival rates of businesses founded in 2013

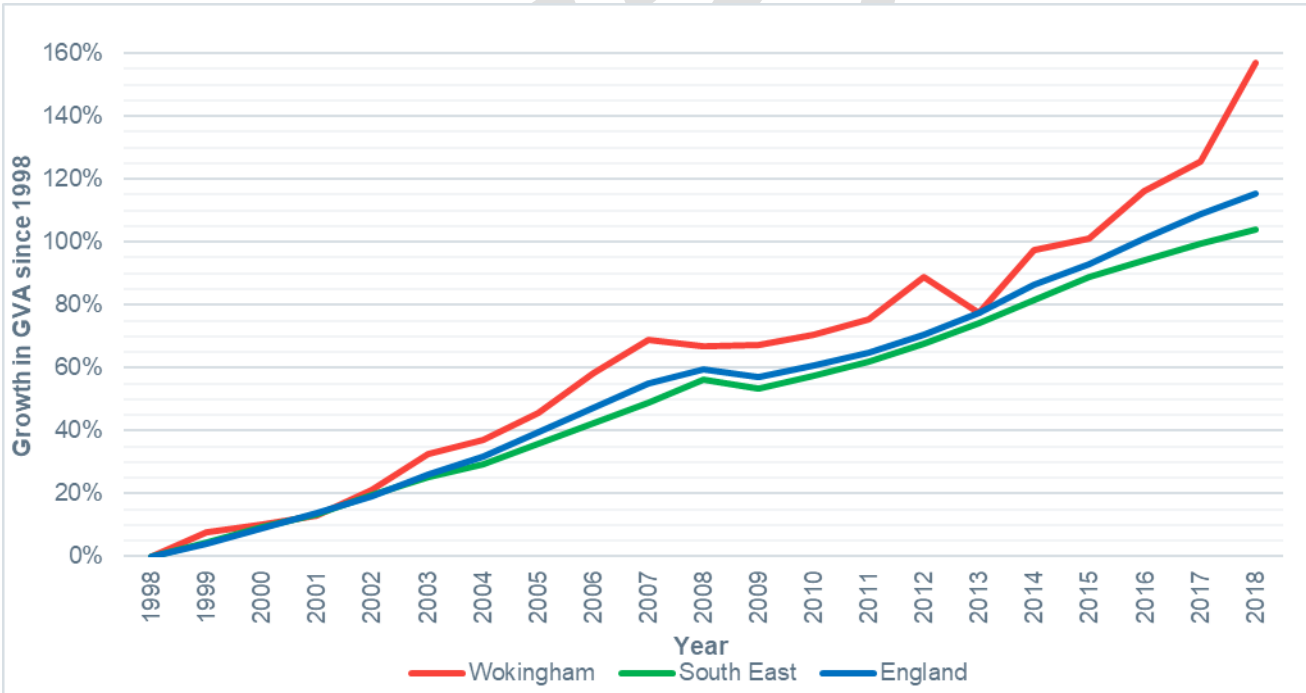
	% of Businesses Surviving after 1 year	% of Businesses Surviving after 2 years	% of Businesses Surviving after 3 years	% of Businesses Surviving after 4 years	% of Businesses Surviving after 5 years
Wokingham	94.5%	76.3%	63.0%	53.9%	46.6%
South East	94.0%	76.9%	63.2%	53.4%	44.6%
England	93.6%	75.1%	60.9%	51.2%	42.5%

Source: 2018 ONS Business Demography, Crown Copyright 2019

6.10 GROSS VALUE ADDED

- 6.10.1. Figure 6-7 shows the long-term growth trend in Gross Value Added (GVA) since 1998 in Wokingham Borough, the South East and England. It shows that regional and national growth in GVA since 1998 has been broadly similar but below that observed in Wokingham Borough.
- 6.10.2. In 2018 GVA in Wokingham Borough was £7,429 million, which represented a 14.0% increase from 2017. This increase was significantly higher than the 2.3% observed regionally and the 3.1% observed nationally.

Figure 6-7 - Growth in GVA since 1998



Source: 2018 ONS Regional GVA by Local Authority in the UK, Crown Copyright 2019

6.11 GVA BY SECTOR

- 6.11.1. The relatively high GVA in Wokingham Borough is influenced by the types of industries which make up the Wokingham Borough economy. The two main sectors are information and communication

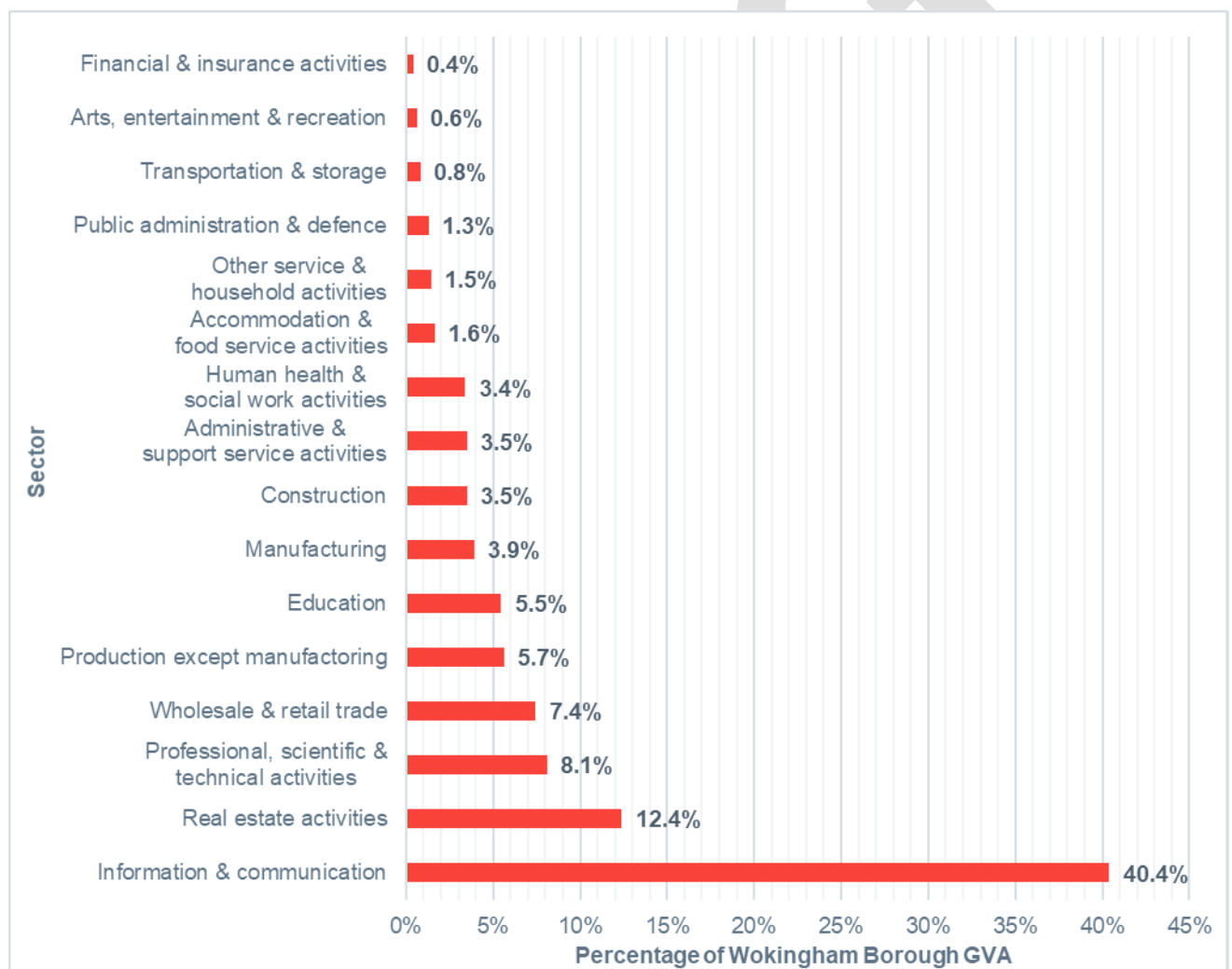
and real estate which together account for more than 50% of all GVA generated in Wokingham Borough in 2018.

6.11.2. The fastest growing sectors in Wokingham Borough, in terms of GVA generation, in the 10 years to 2018 were:

- Information and communication (+173.1%)
- Production except manufacturing (+169.2%)
- Transportation and storage (+117.2%)
- Professional, scientific and technical activities(+113.1%)

6.11.3. In contrast, the finance and insurance activities have declined by 96.2% over this period.

Figure 6-8 - Breakdown of Wokingham Borough GVA by sector, 2018



Source: 2018 ONS, Crown Copyright 2019

6.12 ECONOMIC INACTIVITY

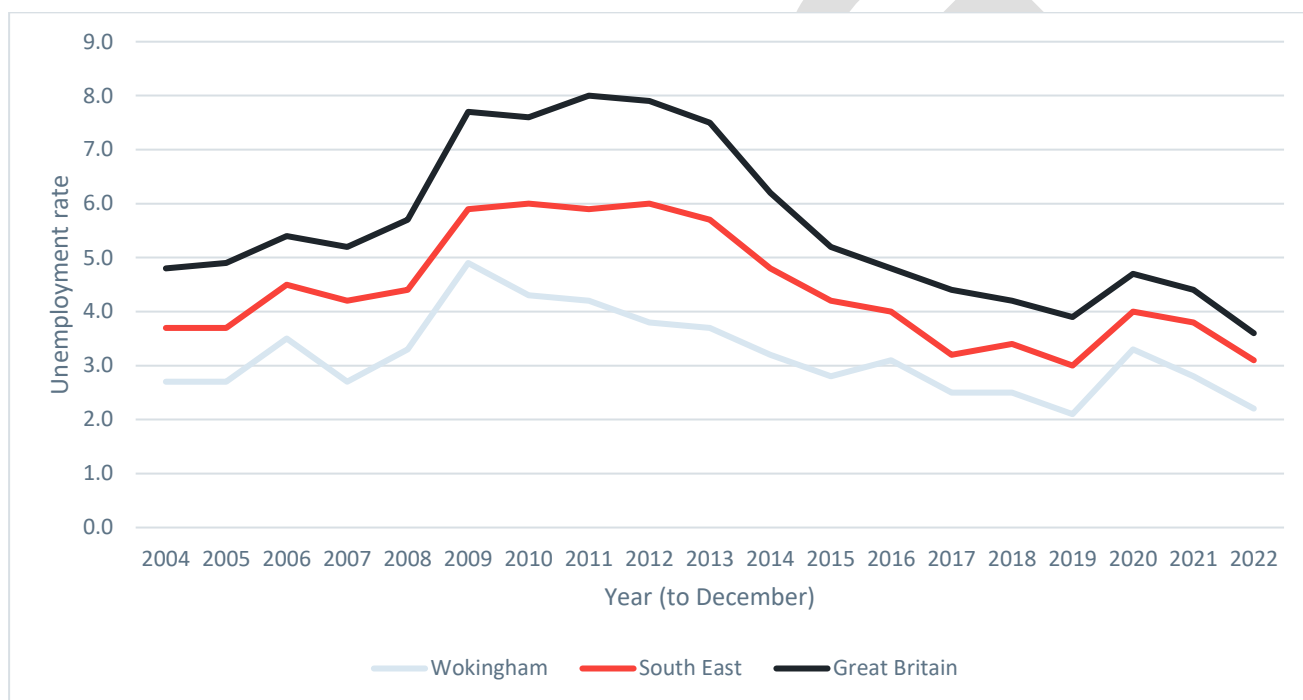
6.12.1. According to the 2018 ONS Annual Population Survey, there were 17,400 (17.5%) Wokingham Borough residents aged 16 to 64 who were not part of the labour force in 2018. The two main

reasons for economic inactivity were studying (29.9%) and looking after a family or home (24.7%). Of those people that were economically in 2018, only 2,400 people (13.8%) would like to work.

6.13 UNEMPLOYMENT

6.13.1. Estimated unemployment rates since 2004 are shown in Figure 6-9 for Wokingham Borough, the South East and England.

Figure 6-9 - Unemployment rates since 2004



Source: 2018 ONS Annual Population Survey, Crown Copyright 2019

- 6.13.2. Figure 6-9 shows that estimated unemployment rates in Wokingham Borough peaked in 2009 at 4.9% (4,100 people). However, since 2004, the estimated unemployment rate in Wokingham Borough has broadly followed the same trend as that observed in the South East and England, while remaining lower, except in 2009.
- 6.13.3. In 2020 and 2021, a significant increase in unemployment rates was observed, and this can be attributed to the impact of the COVID-19 pandemic.
- 6.13.4. In 2022, unemployment rates fell to their lowest level, with an estimated 2.2% of the Wokingham Borough population aged 16 years and older (1,900 people) unemployed⁷.

⁷ The International Labour Organisation defines the unemployment rate as the percentage of the population who are not in employment but who are seeking work and are available to work. They do not necessarily claim benefits.

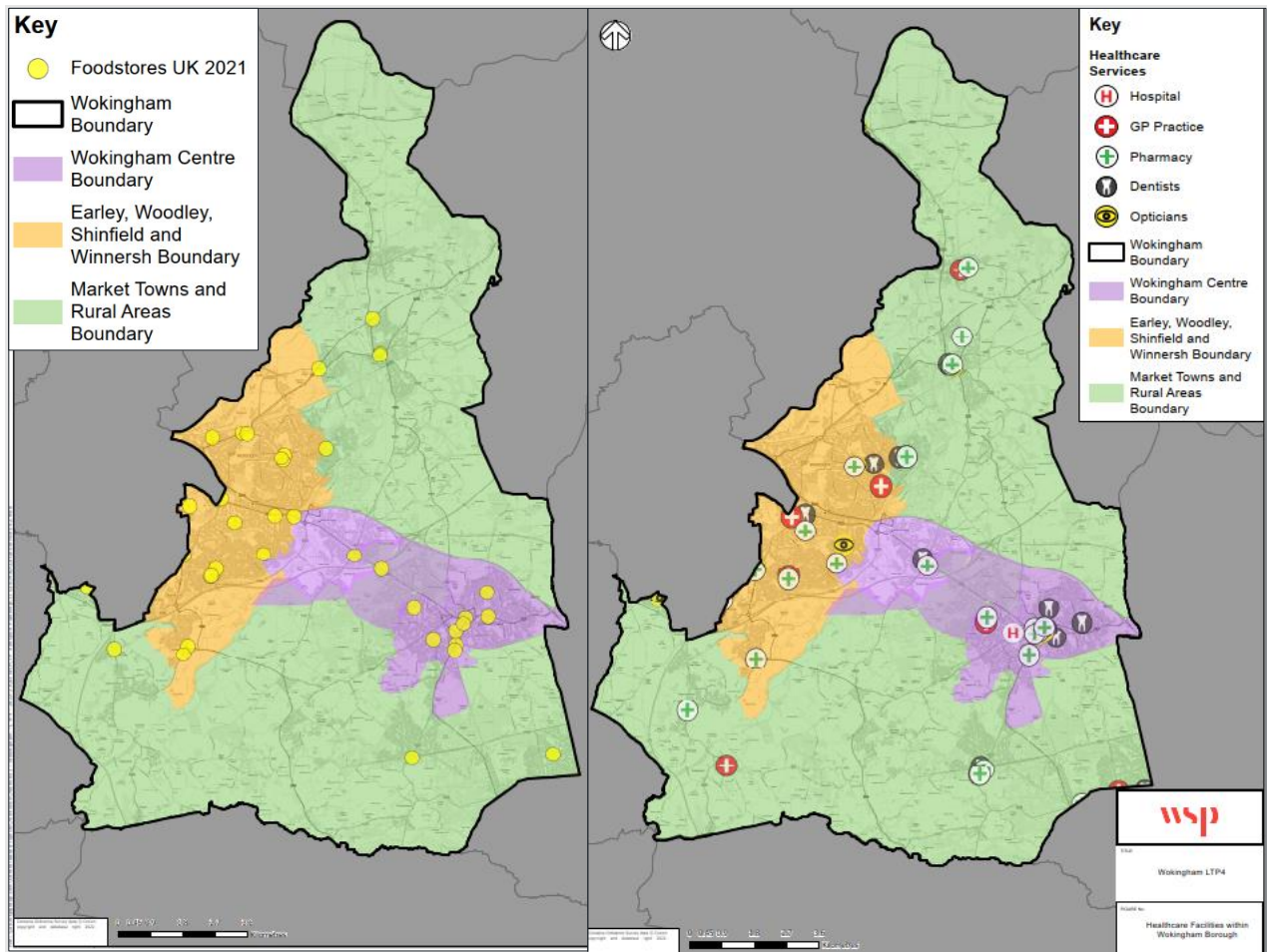
7 ACCESSIBILITY

7.1 ACCESS TO SERVICES

- 7.1.1. With a mix of urban and rural areas in the Borough, access to goods and services can vary significantly especially outside the main towns.
- 7.1.2. 'Geographical Barriers to Services' is a sub-domain of the 'Barriers to Housing and Services' domain, which is one of the domains that make up the Index of Multiple Deprivation (IMD). This sub-domain focuses on the travelling distances by road from selected facilities and services and shows that 20 of the 99 LSOAs in Wokingham Borough are within the top 10% most deprived nationally, a slight increase from 19 in 2015⁸. Just over a fifth of the Wokingham Borough population live in these 20 LSOAs and consequently do not have easy access to facilities, services or employment.
- 7.1.3. Figure 7-1 below shows the local facilities within Wokingham Borough. Food stores are shown on the left-hand side as yellow circles and healthcare facilities are shown on the right hand side with symbols to represent hospitals, GP Practices, Pharmacies, Dentists and Opticians.

⁸ IMD 2015 and 2019, Ministry of Housing, Communities & Local Government

Figure 7-1 - Foodstores (Left) and Healthcare Facilities (Right) in Wokingham Borough

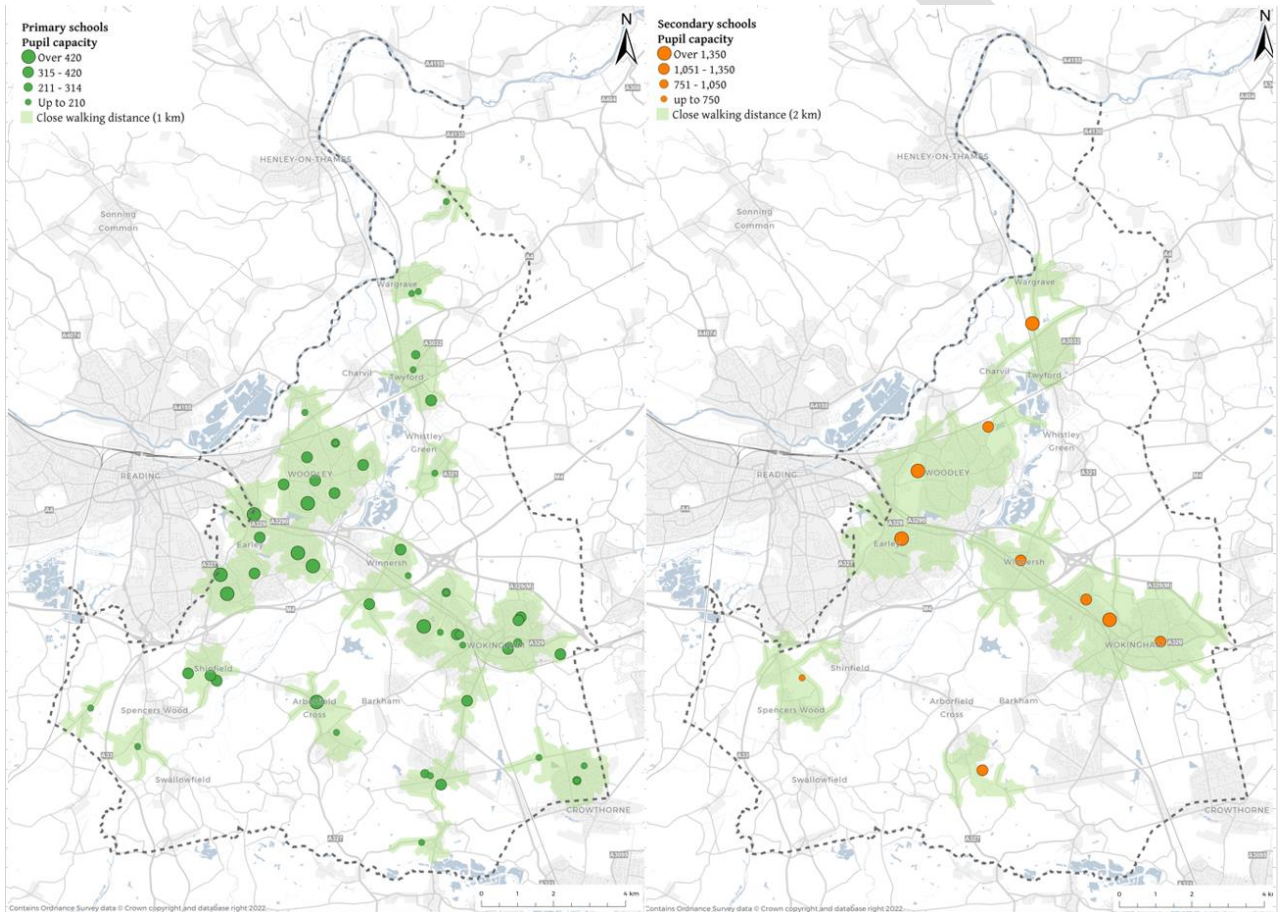


- 7.1.4. The figure above shows that there are many local facilities within Wokingham town and Winnersh, as shown by the purple boundary. Within this area there are a total of 11 food stores and 15 health care services. There is also relatively good coverage within the Earley, Woodley and Shinfield, as indicated by the orange boundary. Within this area there are a total of 19 food stores and 17 healthcare facilities.
- 7.1.5. In the more rural areas to the north and south, indicated by the green boundaries, there are a much lower number of services available. In the north of the borough, Twyford and Wargrave are the only two areas that hold local services. In the south of the borough, there are three food stores identified, these are south of Wokingham town in Finchampstead and Crowthorne as well as south of Shinfield in Three Mile Cross. Healthcare facilities are in Finchampstead, Three Miles Cross and Swallowfield. With a lower range of services, potentially accessibility problems could include
- Access to employment not available on the required days or at the required times of day;
 - Access to shopping, leisure and tourism opportunities in evenings and on Sundays;
 - Access to health services when times of transport services do not coincide with appointments;
 - Increased journey times for educational services

7.2 ACCESS TO EDUCATION

- 7.2.1. On the left, **Figure 7-2** below shows the close walking (1-2km) (green area) and 2mile (pink area) catchment of primary schools within the borough.
- 7.2.2. The majority of Wokingham town, Winnersh, Woodley, Earley and Shinfield are within close catchment of primary schools. However, the majority of the rural areas in the north and south of the borough are in the wider catchment of primary schools but not within walking distance.
- 7.2.3. Similarly, the right-hand side of the figure shows the close walking (green area) (1mile) and 3mile (pink area) catchment of secondary schools within the borough. This shows there is a higher proportion of students within close walking distance of a secondary school. However, as seen with the primary schools, residents of rural areas in the north and south of the borough are less likely to live within an easy walkable distance to a school.
- 7.2.4. Parts of Remenham and Aston in the north of the borough and Riseley in the south of the borough fall out of the wider catchment for both primary and secondary schools.

Figure 7-2 – Residents distance to Primary Schools (left) and Secondary Schools (right)



7.3 CHILDREN AND YOUNG PEOPLE

- 7.3.1. Poor accessibility for children and young people can limit their independence and opportunities.
- 7.3.2. In most cases, parents are responsible for making arrangements for their child to get to school and schools are encouraged to promote sustainable travel to parents and students. Schools are also encouraged to develop travel plans in consultation with parents and children. The My Journey Wokingham platform works with Modeshift STARS to provide a step-by-step platform for schools to create this travel plans and many schools in Wokingham have them in place.
- 7.3.3. School buses can be a common method to increase sustainable travel. However, students that travel to school by dedicated school bus can be limited in taking part in extra-curricular activities or extra study before or after school.
- 7.3.4. The safety of walking routes and availability of public transport to and from school is also an important consideration. Where a child attends their nearest school (where a place is available), where there does not exist a suitable walking/public transport route then the Local Authority provides free transport.
- 7.3.5. For young people of working age, the high costs of car ownership and limited public transport in the more rural areas of the Borough can limit their options for training and work. It also places a restriction on their independence, as they are often dependent upon lifts for any non-school travel, due to either the lack of alternatives or the safety and security concerns of their parents.
- 7.3.6. More limited evening and Sunday bus service provision across the Borough can also restrict young people's access to leisure activities and work opportunities outside the school/college day.

7.4 ACCESS TO A CAR

- 7.4.1. Table 7-1 shows that car ownership is very high across Wokingham Borough with just 9.0% of households in the Borough without access to a car. This compares with just under a fifth (16.9%) of households in the South East and just over a quarter of households (23.5%) in England⁹.

Table 7-1 - Household car ownership in Wokingham Borough

Classification	Households with access to car	Households without access to car	% of households without access to car
Wokingham	62922	6242	9%
South East	3165868	642098	16.9%
England	17919987	5516098	23.5%

Source: ONS (2021) Census, QS416EW, Crown Copyright 2019

⁹ ONS (2011) Census

7.4.2. The 2018 National Travel Survey data, detailed in Table 7-2, shows a strong link between income and car ownership in England. This is shown by 46% of households in the lowest income quintile not having a car, while 49% of the highest income quintile have two or more cars and vans.

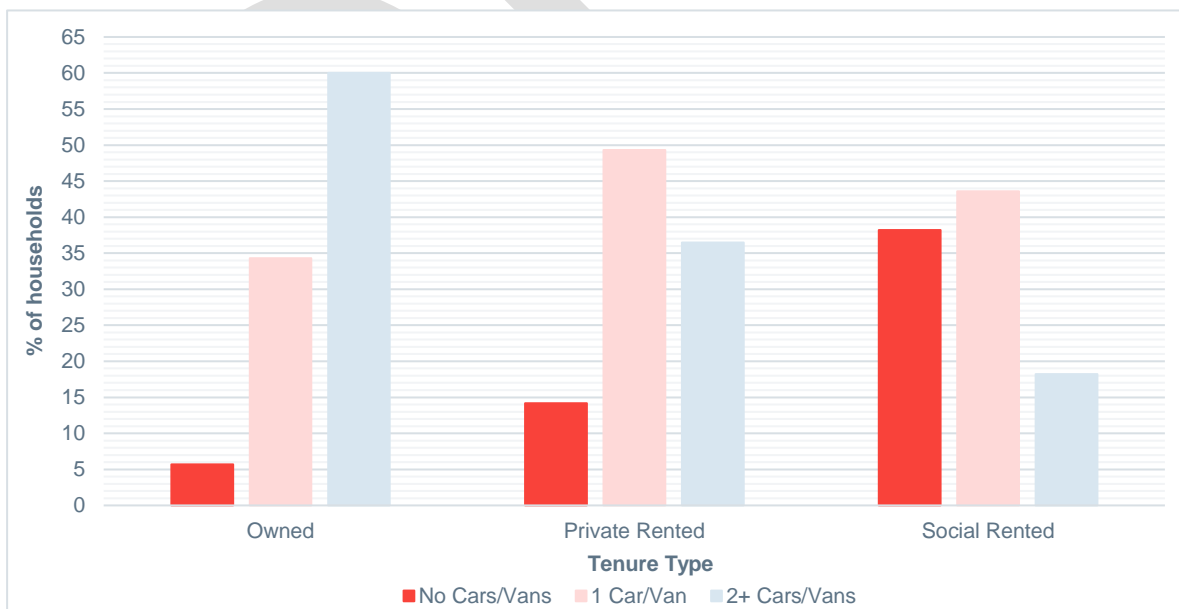
Table 7-2 - 2018 household car ownership by household income quintile, in England

Income quintile	No car / van	One car / van	Two or more cars / vans
Lowest real income level	46%	38%	16%
Second level	28%	47%	25%
Third level	17%	46%	37%
Fourth level	15%	36%	49%
Highest real income level	13%	37%	49%
All households	24%	41%	35%

Source: DfT, National Travel Survey 2018 (NTS0703)

7.4.3. Figure 7-3 demonstrates the relationship between household tenure type and car ownership in Wokingham Borough. This shows that 60% of privately owned households own two or more cars / vans. This compares to only 18% of socially rented households owning two or more cars and vans. The proportion of households with no cars also shows a clear correlation between the two variables, with just 6% of privately owned households not owning a car, compared to 14% and 38% for privately rented and socially rented households respectively.

Figure 7-3 - Car ownership by household tenure type in Wokingham Borough



Source: ONS (2011) Census, Crown Copyright 2019

8 DIGITAL ACCESSIBILITY

8.1 INTRODUCTION

- 8.1.1. Despite not always being front and centre of transport strategies, the growth in digital access is arguably the single largest change to transport over the last twenty years. Growth in smarter/hybrid working practices or the ability to use technology to allow faster and more efficient access to goods and services have fundamentally changed the need to travel.
- 8.1.2. 97% of the population have access to superfast broadband. There is however a distinction between digital connectivity and digital accessibility. Connectivity relates to the digital infrastructure (e.g. a fast and reliable connection to the internet), whereas accessibility relates to an individual's ability to use that infrastructure, such as whether users have the capability to use digital solutions to support their needs. Similar to how accessibility is considered in public transport, a similar approach should also be considered to digital accessibility.

8.2 CHANGING THE NEED TO TRAVEL

- 8.2.1. An overview of changing travel patterns can be obtained from the National Travel Survey. This provides a guide of the total number of trips for a range of different journey purpose, and shown in the following Table shows a fall of 12% of trips per person between 2000 and 2019.

TRIP PURPOSE	2000	2010	2019	1995-2019 % DIFF
Commute and business	211	179	168	-21%
Personal Business and other escort	190	193	171	-13%
Shopping	228	197	181	-24%
Other leisure	134	149	177	28%
Visiting friends	188	150	130	-32%
Education	122	114	125	8%
Total	1073	982	952	-12%

- 8.2.2. Since 2000, there has been a particularly large decrease in visiting friends and shopping trips, representing 1 in 4 shopping trips and 1 in 3 trips to visit friends.
- 8.2.3. Other leisure trips are the only purpose where a clear increase is present and Education trips have increased slightly, alongside population growth.

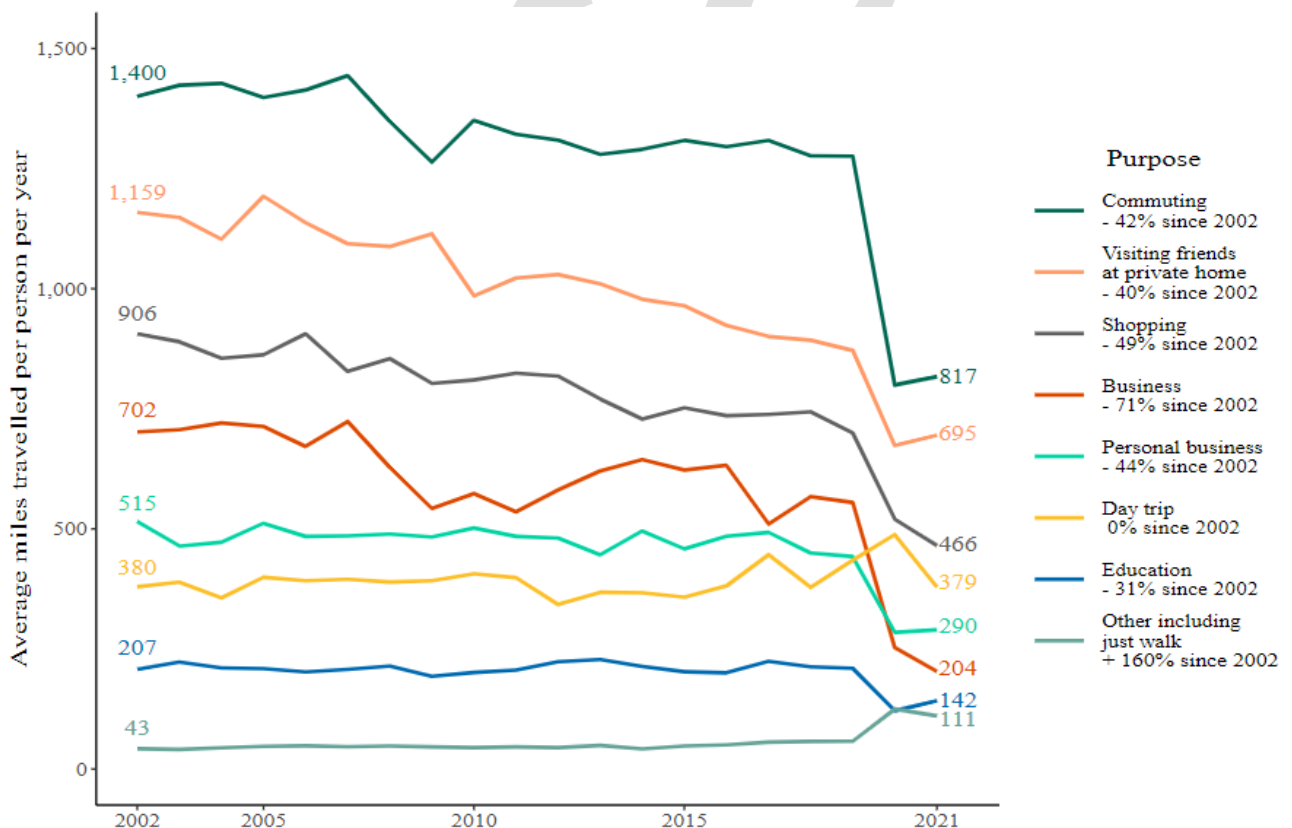
8.3 IMPACT OF DIGITAL ON JOURNEY PURPOSE

- 8.3.1. Internet sales have been steadily increasing over the last 15 years, accounting for 20% of all sales by 2019. There was a significant uplift during the COVID-19 pandemic, although the early indications are that the percentage of internet sales is reverting to the pre-pandemic trend with 25% of sales made online in November 2021. Alongside this shift, there has also been an increase in LGVs, likely reflecting an increase in home delivery.
- 8.3.2. Online banking has also seen a significant surge, with the proportion of people undertaking online banking increasing from 32% in 2005 to 93% in 2022.
- 8.3.3. NHS Digital found that around 200,000 appointments and repeat prescriptions arranged through the NHS App between April and December 2021 which would previously have been made by people driving to their local surgery.” The implementation of the NHS app saves over 20 thousand journeys a month across the UK, lowering congestion and saving residents time and money.

8.4 IMPACTS OF COVID-19

- 8.4.1. The change in 2019 to 2020, reflecting the COVID-19 pandemic was even more stark, with commuting and business showing the largest change of any trip purpose.
- 8.4.2. To further the information above, Figure 8-1 below shows travel in all types of sectors are down a significant amount from the turn of the century.

Figure 8-1 - Change in Average Trips per Person for Different Journey Purposes Between 2002 and 2021

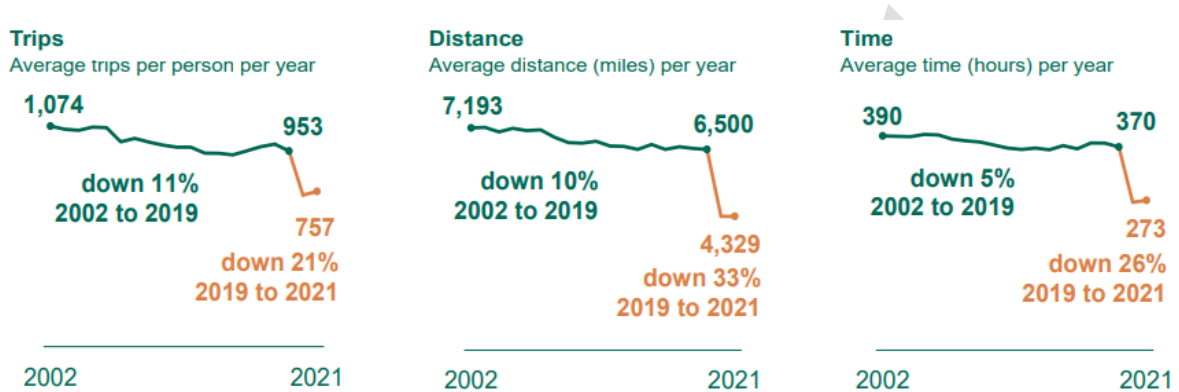


Source: National Travel Survey, 2022

8.4.3. Despite the main percentage decrease being a result of COVID-19, there was an existing downward trend occurring. Day trips and other walking trips are the only travel reasons that are up from 2002.

8.4.4. Figure 8-2 shows the change in trips, distance and time of trips between 2002 and 2021. Trips, distance travelled, and time are all down following COVID-19. These trends were all originally coming down, but the restrictions imposed forced a major drop in trips, distance travelled and time. The drop in distance was greater than the drop in number of trips – possibly inferring that longer distance trips are those that are most likely to be being made digitally.

Figure 8-2 - Change in Trips, Distance and Time of Trips Between 2002 and 2021



Source: National Travel Survey Fact Sheet, 2021

9 TRAVEL PATTERNS

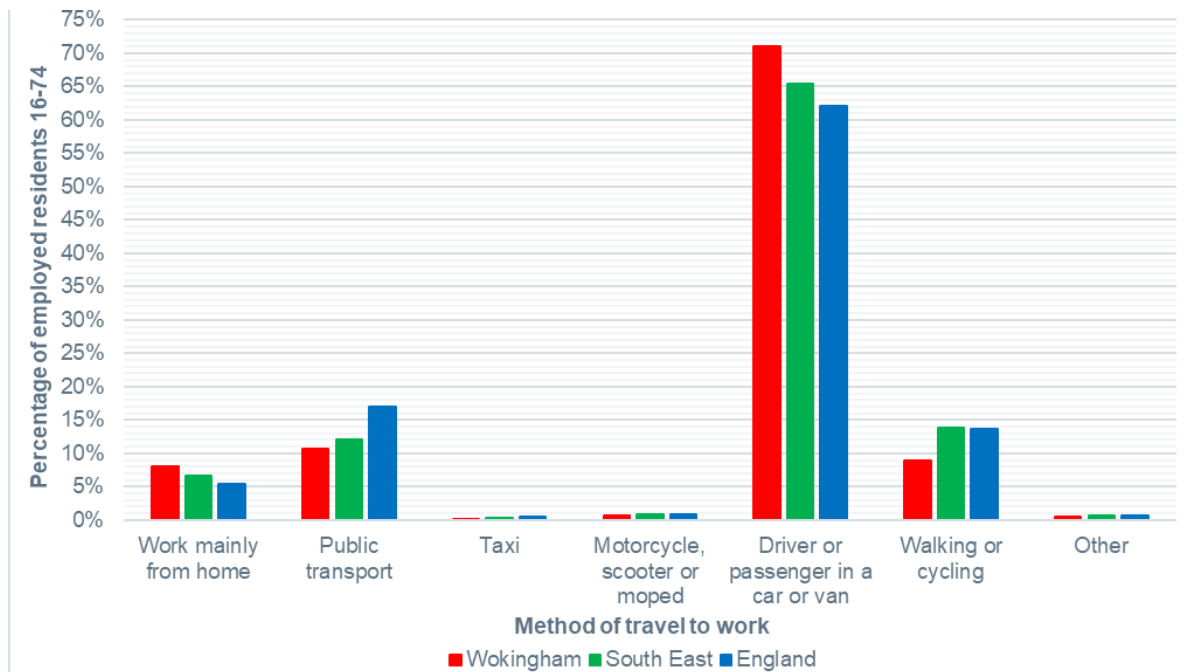
9.1 BOROUGHWIDE COMMUTING PATTERNS

- 9.1.1. Census Travel to Work data provides a valuable insight into how people travel to, from, and within an area. This information can be used to recognise how a particular place operates and the factors that influence travel choices.
- 9.1.2. The analysis in this section primarily uses 2011 Census Travel to Work data, with some comparisons of the Census 2021 data. Although COVID-19 has changed travel volumes and Census data is now over a decade old, the data provides a useful guide of the pattern of commuting trips.
- 9.1.3. The 2021 census data, although more recent is heavily impacted by the COVID-19 pandemic (which was ongoing at the time of the census) and as such atypical of travel patterns. It is recognised that the 2021 census does give a unique insight a time of extreme behavioural change towards travel, and the way in which people can live and some further analysis around those changes is included in this section.
- 9.1.4. Overall, the following trend in commuting was broadly observed across the borough
- **35% within the borough.** For trips originating in the same within the area, in towns the majority are made on foot or by cycle with car dominant in more rural areas.,
 - **35% to key destinations within 10 miles**, including Reading, Bracknell, Slough, Maidenhead and Windsor.
 - **30% elsewhere**, comprising
 - 10% work in London where public transport is the most common mode of travel
 - 20% work elsewhere. Car is typically accounts for over 90% of these trips.

9.2 TRAVEL TO WORK – MODE CHOICE

- 9.2.1. Reflecting the high levels of car ownership, Figure 9-1 shows that, in 2011, 71% of trips to work were made by a car or van (either as a driver or passenger). This is higher than the average of 65.5% regionally and 62.0% nationally.
- 9.2.2. Public transport usage levels by workers in the Borough was 10.6% in 2011, compared with 16.9% nationally. The percentage of workers walking or cycling to work in Wokingham Borough is also low at 8.9% in 2011, compared with almost 14% regionally and nationally.

Figure 9-1 - Method of travel to work for resident adults aged 16 to 74 (Acc. Census 2011)



Source: ONS (2011) Census, Crown Copyright 2019 (QS701EW)

9.2.3. In Figure 9-2, which depicts the method of travel to work based on the census data from 2021, a clear trend emerges regarding the impact of COVID-19 on commuting habits. The data reveals a significant increase in the proportion of people working from home compared to the 2011 figures. This shift can be attributed to the widespread adoption of remote work arrangements prompted by the pandemic.

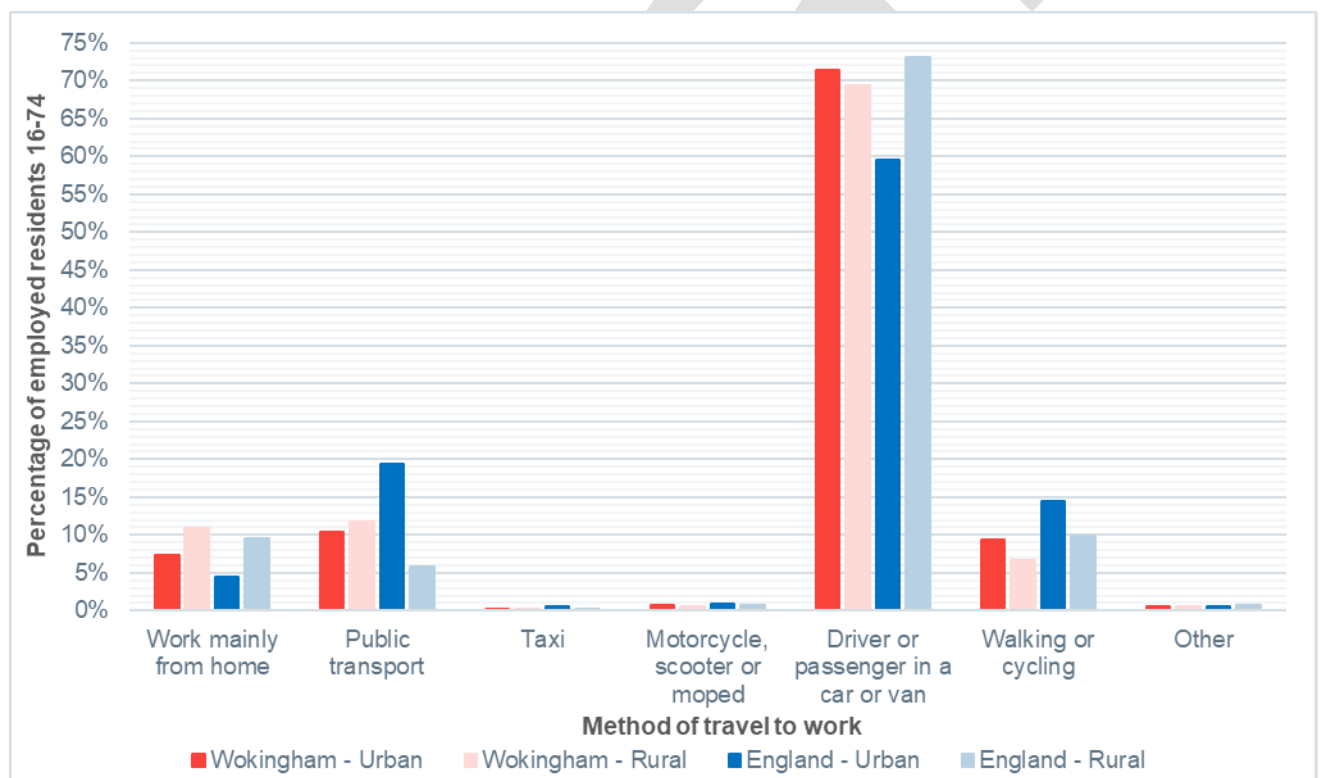
Figure 9-2 Method of travel to work for resident adults aged 16 to 74 (Acc. Census 2021)



Source: ONS (2021) Census, Crown Copyright 2019 (QS701EW)

- 9.2.4. Furthermore, the data indicates a decrease in the share of individuals using cars and public transport for their daily commute. This suggests a decline in car dependency and a potential shift towards alternative modes of transportation. However, it is noteworthy that the figures for active transport, such as walking and cycling, have also decreased to 5 % in Wokingham compared to the overall South East region and England as a whole which has 10% of active transport mode share.
- 9.2.5. Figure 9-3 shows the method of travel to work for resident adults aged 16 to 74 for urban and rural residents. It shows that locally and nationally, a higher percentage of rural based commuters work from home and a lower percentage of rural based commuters cycle or walk to work. Notably, there is;
- a higher percentage of driving from those living in urban areas in Wokingham than nationally
 - a higher car mode split for those living in urban areas than rural areas
 - a higher percentage of rural residents use public transport to work than the national average
 - the proportion of residents using public transport is higher in rural areas than urban areas
- 9.2.6. These are typically the opposite of commuter behaviour nationally, where public transport use is more than three times higher amongst urban based commuters and private car/van use is 13.5% higher amongst rural based commuters.

Figure 9-3 - Method of travel to work for resident adults aged 16 to 74, by area of residence



Source: ONS (2011) Census, Crown Copyright 2019 (QS701EW)

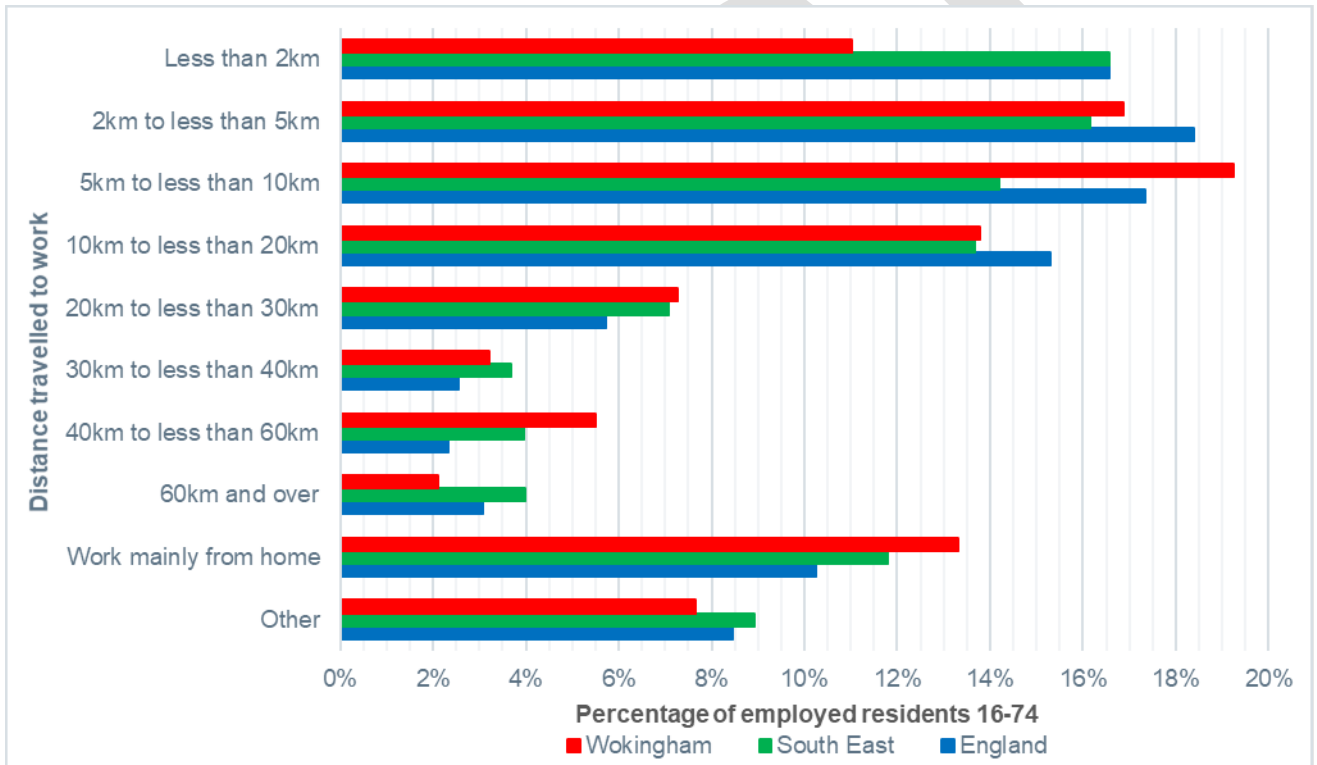
9.3 TRAVEL TO WORK – DISTANCE

9.3.1. The average distance travelled to work by residents of the Borough is 15.4km, similar to both the regional average of 16.6km and 14.9km nationally¹⁰.

9.3.2. Figure 9-4 illustrates the average distance travelled to work for residents of Wokingham Borough, the South East and England, and highlights that;

- The most common commuting distance in the Borough is between 5km and 10km (representing almost 20% of commute trips).
- The next most common is 2-5km (17%)
- Over 1 in 4 commutes (28%) is less than 5km
- The Borough has significantly less very short (less than 2km) and very long (60km and over) distance commuters when compared with regional and national levels.

Figure 9-4 - Distance travelled to work for resident adults aged 16 to 74



Source: ONS (2011) Census, Crown Copyright 2019 (QS702EW)

9.3.3. This also includes work from home, representing 13%, which is above the national and regional average. It should however be noted that the number of people working mainly from home is calculated differently for different ONS datasets. For Figure 9-4, Census respondents were specifically asked how they travel to work, with working mainly from home one of the given options.

¹⁰ ONS (2011) Census, QS702EW - Distance travelled to work

For Figure 9-4, the distance travelled to work did not constitute a specific Census question; instead, ONS statisticians calculated the distance based on home postcode and workplace postcode. This means that the number and proportion of the population who are reported to work primarily from home do not always correlate.

9.3.4. Table 9-1 shows the distance travelled to work for resident adults aged 16 to 74 in Wokingham Borough, by mode. Of particular note

- Driving is the most common mode for all of the different trip distances
- For journeys to work under 2km in length, despite the short distance, walking accounts for just over a third of trips, compared to almost a half of commuters who drive.
- For journeys to work between 2km and 5km over 70% choose to drive, with only 11.4% choosing to cycle or walk and only 9.1% using public transport.
- The highest use of public transport was for journeys between 40km and 60km, typically reflecting commuting by rail from the Borough's stations to the London area.

Table 9-1 - Distance travelled to work for resident adults aged 16 to 74 in Wokingham Borough, by mode

Distance travelled to work	Public transport	Driving a car/van	Cycle	Walk	Other
Less than 2km	3.1%	47.9%	6.9%	36.7%	5.4%
2km to less than 5km	9.1%	71.5%	6.1%	5.3%	8.0%
5km to less than 10km	9.4%	79.0%	3.0%	2.1%	6.4%
10km to less than 20km	6.4%	86.3%	1.1%	1.5%	4.6%
20km to less than 30km	7.1%	87.2%	0.7%	1.6%	3.4%
30km to less than 40km	11.2%	83.2%	0.8%	1.1%	3.7%
40km to less than 60km	21.4%	73.7%	0.8%	1.5%	2.7%
60km and over	14.4%	72.0%	1.5%	7.1%	5.0%
No fixed place	8.8%	79.6%	0.9%	2.2%	8.4%

Source: ONS (2011) Census, Crown Copyright 2019 (WP7701EW)

9.4 TRAVEL PATTERNS BY WARD

9.4.1. An overview of the main destinations from each area, and propensity to make these trips by car is shown below in Table 9-2. These have typically been considered by settlement. For larger settlements, such as Wokingham town, multiple MSOAs have been included in order to capture the full extent of the area. MSOAs. Only those settlements where the MSOA is suitably reflective are listed below.

9.4.2. The destinations were grouped by distance with 'Internal' (relating to the local area within the typology) and the 'Rest of Borough' being the first area. Reading, Bracknell and Slough / Maidenhead / Windsor were group as they are within a 10miles / 16km distance. London was grouped with Other as it fell outside of the 10miles radius.

9.4.3. The colour of the text represents the proportion of trips that are made by car, with green reflecting a low propensity (<50% of trips by car) and red showing a high propensity (>80%).

Table 9-2 – Key Destinations for Work Trips from different parts of Wokingham Borough

Origin	Internal	Rest of Borough	Reading	Bracknell	Slough / Maidenhead / Winsor	London	Other
Borough Wide	15%	20%	15%	10%	10%	10%	20%
Wokingham town	25%	15%	10%	15%	5%	10%	20%
Earley	10%	20%	30%	5%	5%	5%	20%
Woodley	15%	25%	25%	5%	5%	5%	20%
Shinfield	5%	25%	30%	5%	5%	5%	20%
Winnersh	10%	30%	20%	10%	10%	10%	20%
Twyford	10%	20%	15%	5%	15%	15%	25%
Rural Areas	15%	20%	10%	10%	10%	10%	25%
%Trips (approximate)	35%		35%			30%	

9.4.4. Table 9-2 above shows that broadly, the number of people who both live in and work somewhere in the Borough are relatively consistent across the area, accounting for approximately 1 in 3 people commuting trips.

9.4.5. Wokingham town has the highest retention of people that both live and work within the area compared to any other ward in the Borough.

9.4.6. In the towns, there is a moderate level of self-containment of 15-25% within the centre of the larger towns of Wokingham and Woodley, and to a lesser extent Earley. A large proportion of these trips are made by walking and cycling. This is especially prominent in Wokingham and Woodley Town Centres, with approximately 50% of people who live and work in the town walk or cycle to work.

9.4.7. In more rural areas, there is still a moderate number of people who work within the ward they live, albeit a higher proportion of these trips are made by car.

9.4.8. There are however clear differences between the volume of movements to nearby settlements, particularly in relation to Bracknell and Reading.

9.4.9. For Earley, Shinfield and Woodley have a high draw to Reading, and high proportion of these trips are made by sustainable modes. Conversely, just 5% draw to Bracknell. However, in Wokingham town, Bracknell is the most common place to travel to for work outside the Borough.

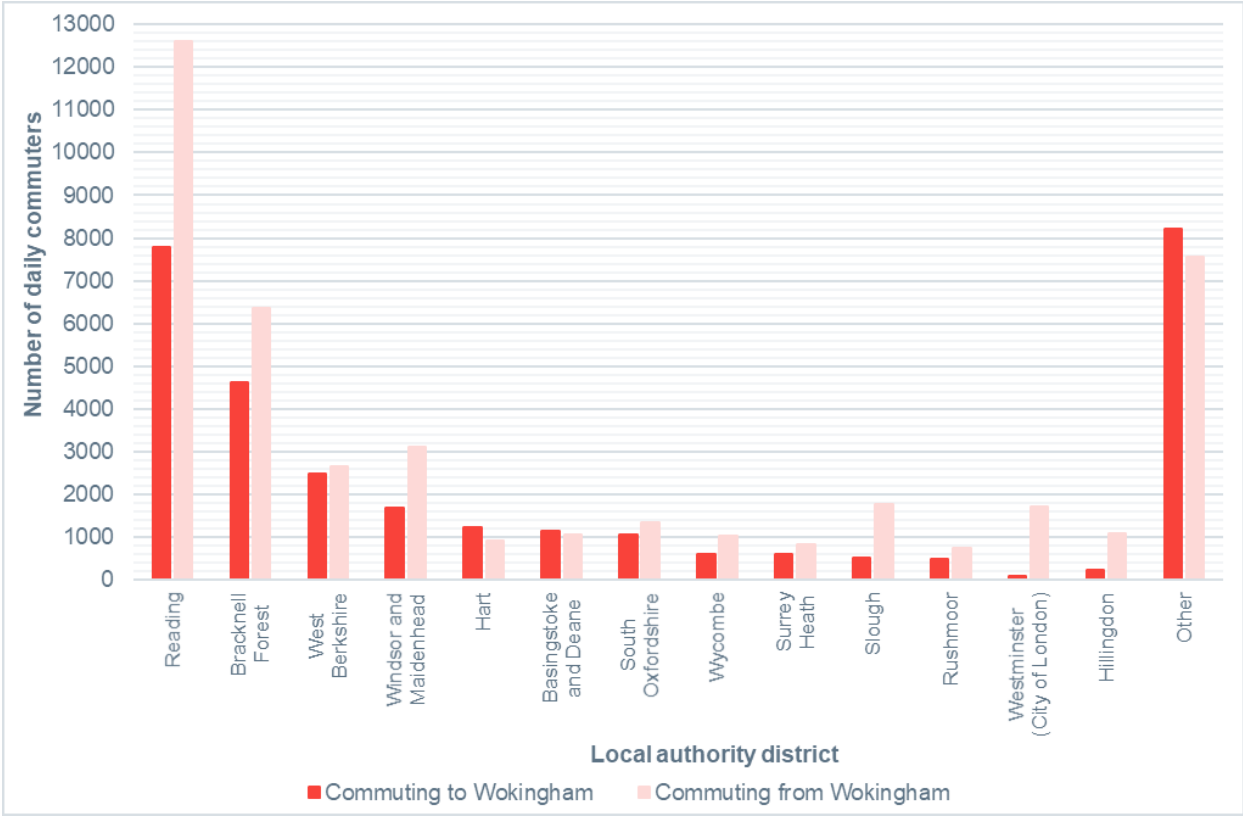
- 9.4.10. For travel to Bracknell over 80% of trips are made by car. The majority of trips to Reading are also made by car, although there are comparatively higher levels of sustainable travel. In part this is due to some areas being within walking and cycling distance to Reading, although the higher sustainable travel to Reading compared to Bracknell is consistent across the Borough.
- 9.4.11. The proportion of trips to London and other areas remains reasonably consistent across the Borough and does not largely fluctuate based on where the residents live. For trips to London sustainable modes account for the majority of trips, especially rail. To other destinations, car accounts for over 80% of trips.

9.5 SELF-CONTAINMENT AND COMMUTING PATTERNS

- 9.5.1. At the time of the 2011 Census¹¹, a significant proportion of people both lived and were employed in Wokingham Borough (21,690 people). 33.6% of Wokingham Borough residents working within the Borough (origin containment) and 41.3% of all employee jobs in Wokingham Borough were filled by people who also lived in the Borough (destination containment).
- 9.5.2. There were 52,545 people aged over 16 that had jobs in Wokingham Borough and 64,539 people aged 16 and over living in Wokingham Borough were in employment. This meant that the Borough had more workers than it had filled jobs in 2011, with net out-commuting standing at approximately 12,000.
- 9.5.3. The top eleven local authority origins of workers commuting into Wokingham Borough are the eight local authority districts bordering Wokingham Borough along with Surrey Heath, Slough and Rushmoor.
- 9.5.4. The top eleven local authority destinations for Wokingham Borough residents commuting out of the Borough again include those eight bordering local authority districts, along with Slough; Westminster (City of London) and Hillingdon.
- 9.5.5. The levels of cross boundary commuting to and from these local or unitary authority districts are shown in Figure 9-5. Cross boundary commuting is at its highest between Wokingham Borough and Reading Borough with 7,778 inbound commuters and 12,616 outbound commuters, giving a net number of out-commuters of 4,838. Although on a smaller scale, net out-commuting also occurs from the Borough to most of the other local authority districts shown, with the exception of Hart and Basingstoke and Dean which both show small levels of in-commuting.

¹¹ ONS (2011) Census, WU03UK - Location of usual residence and place of work by method of travel to work

Figure 9-5 - Cross boundary commuting to and from Wokingham Borough in 2011



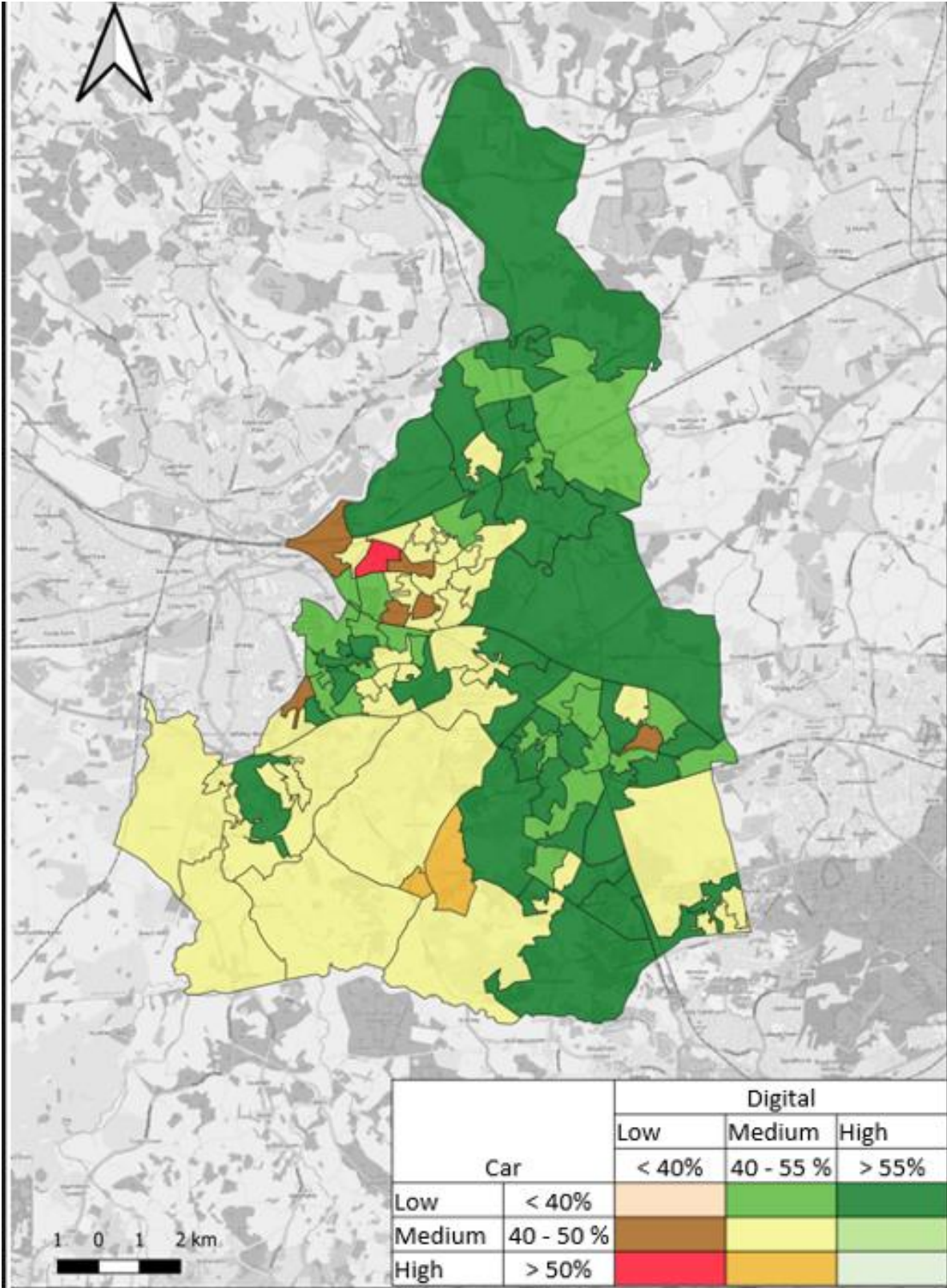
Source: ONS (2011) Census, WU03UK, Crown Copyright 2019

9.6 WORKING FROM HOME AND CHANGES IN 2021

- 9.6.1. At the time of the 2011 Census¹², a significant proportion of people both lived and were employed in Wokingham Borough (21,690 people). 33.6% of Wokingham Borough residents working within the Borough (origin containment) and 41.3% of all employee jobs in Wokingham Borough were filled by people who also lived in the Borough (destination containment).
- 9.6.2. In the 2021 Census, it was found that 62% of the population aged 16 years and over in Wokingham were employed (excluding full-time students). This figure represents a decrease of 2.1% compared to the proportion recorded in the 2011 Census.
- 9.6.3. In **Figure 9-6**, a comparison is presented between the proportion of people working digitally without traveling to work and the proportion of people using cars as their mode of travel to work, based on their location. The data indicates that throughout Wokingham, there has been an increase in the proportion of people working digitally, which has consequently led to a reduction in the reliance on cars for commuting to work.

¹² ONS (2011) Census, WU03UK - Location of usual residence and place of work by method of travel to work

Figure 9-6: Comparison of Work from home (Digital) and proportion of Car as mode of travel to work.



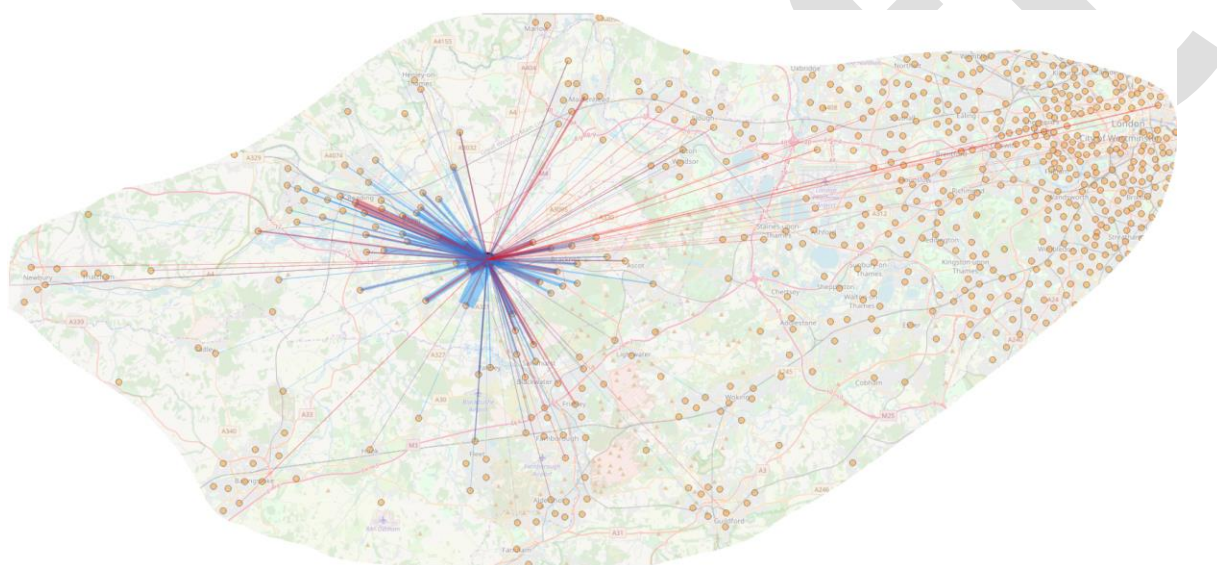
Source: ONS (2021) Census, TS061, Crown Copyright 2019

9.7 SETTLEMENT COMMUTING PATTERNS

WOKINGHAM TOWN

- 9.7.1. As shown in Figure 9-7, Wokingham town experiences more inbound commuting, with trip origins across Wokingham and Reading Borough and also Bracknell Forest. Outbound commuters are mainly destined for nearby destinations along the A329 corridor between Bracknell and Reading along with a limited amount of longer distance commuting to London, Maidenhead, Basingstoke, Newbury, Theale and the Blackwater Valley.

Figure 9-7 - Commuting patterns in Wokingham town

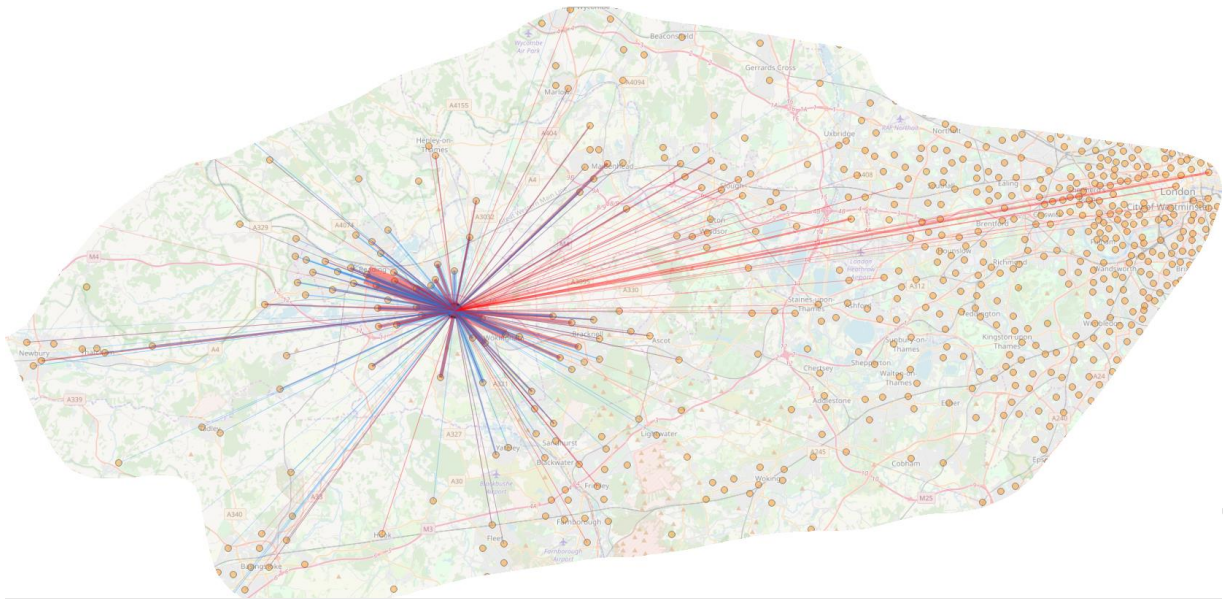


Source: 2011 Census Mapping, DataShine Commute, Oliver O'Brien and James Cheshire

WINNERSH

- 9.7.2. As shown in Figure 9-8, Winnersh has a relatively even split between in and outbound commuting. The majority of inbound commuting originates in Wokingham and Reading Borough, although there is also some longer distance inbound commuting from Maidenhead, Basingstoke and Newbury.
- 9.7.3. The majority of outbound commuting is destined for Wokingham and Reading Borough, along with Bracknell Forest. There is also some longer distance outbound commuting to London, Maidenhead, Heathrow, Basingstoke, Newbury, Theale and the Blackwater Valley.

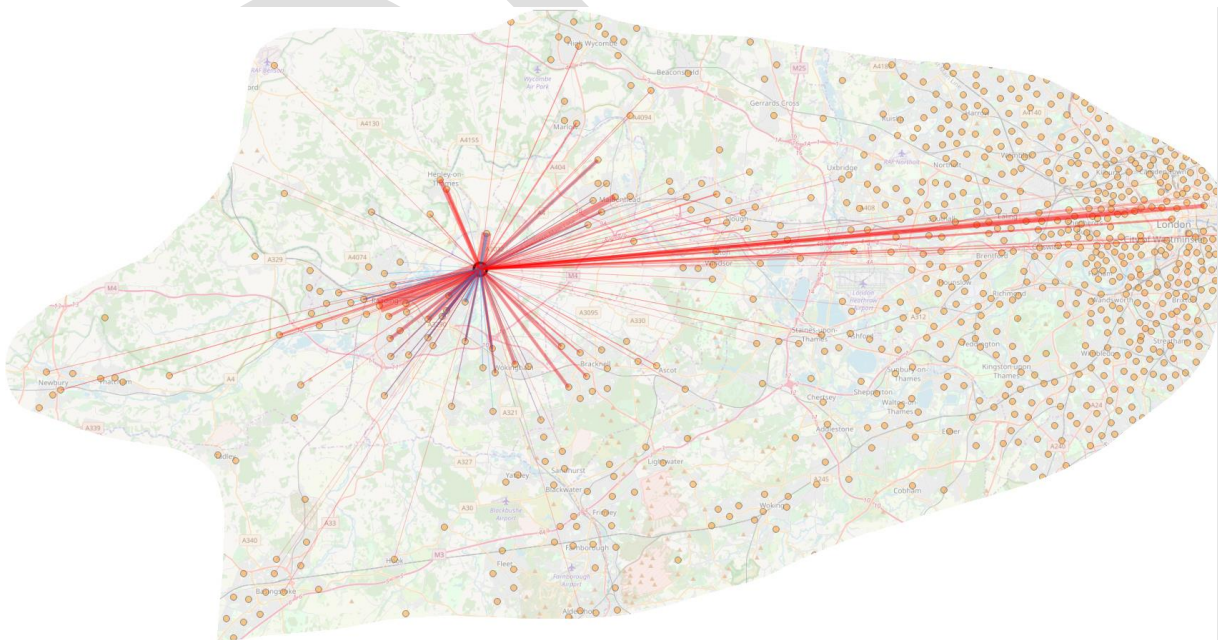
Figure 9-8 - Commuting patterns in Winnersh



TWYFORD

- 9.7.4. Commuting patterns in Twyford are shown in Figure 9-9. Predominantly Twyford experiences outbound commuting with the main destinations being the nearby areas of Reading, Wargrave, Earley, Woodley, Henley and Maidenhead. In addition, due to its location on the railway line to London Paddington, it also sees significant outbound commuting to Central London.
- 9.7.5. There is a limited amount of inbound local commuting from Wargrave, Earley and Woodley.

Figure 9-9 - Commuting patterns in Twyford

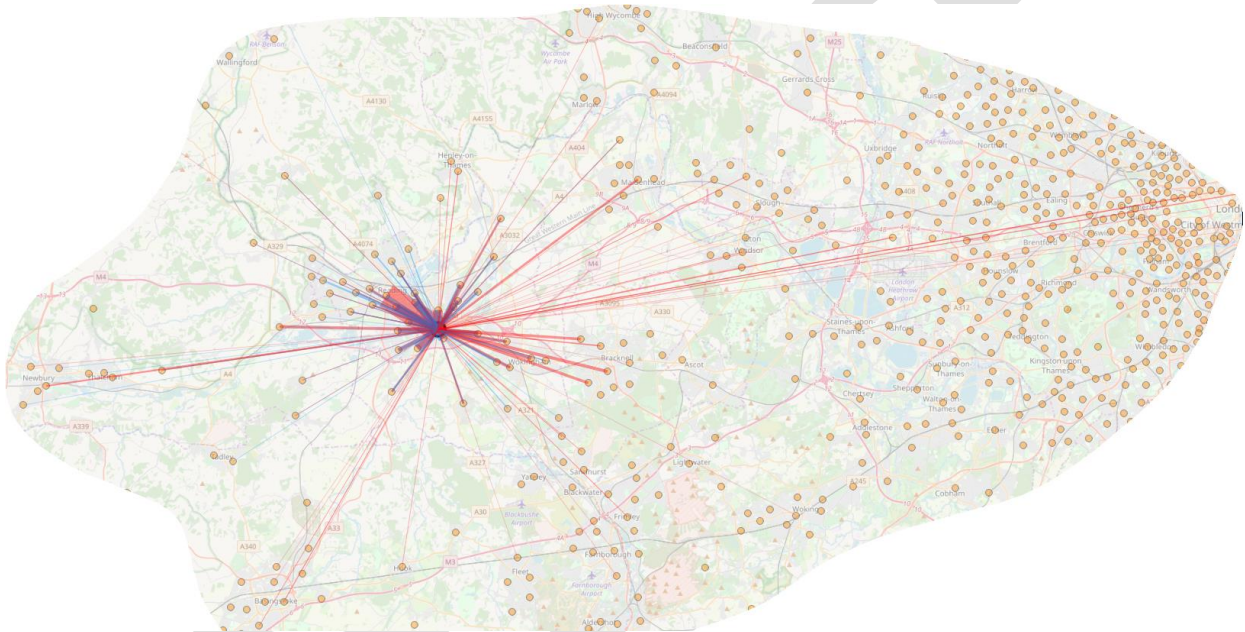


Source: 2011 Census Mapping, DataShine Commute, Oliver O'Brien and James Cheshire

LOWER EARLEY

- 9.7.6. Commuting patterns in Lower Earley are shown in Figure 9-10. Like Twyford, it also experiences predominantly outbound commuting with the main destination being central Reading. In addition, commuters are mainly destined for other parts of Wokingham and Reading Boroughs although there are some longer distance commuters destined for London, Maidenhead, Basingstoke, Newbury, Theale and the Blackwater Valley.
- 9.7.7. There is a limited amount of inbound very localised commuting from mainly from areas within Wokingham and Reading Boroughs that lie to the north of the M4.

Figure 9-10 - Commuting patterns in Lower Earley

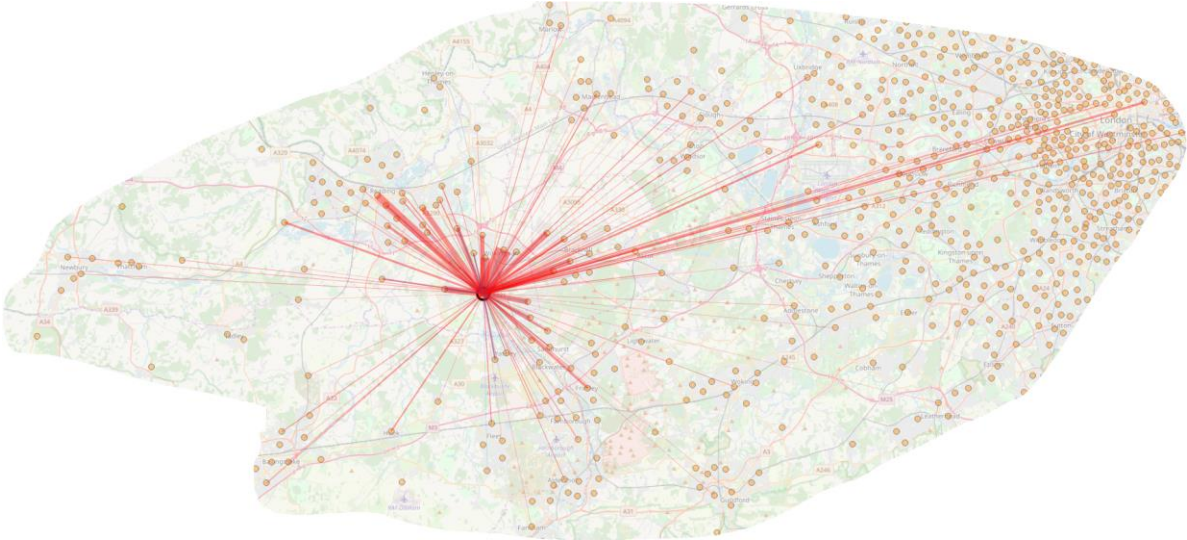


Source: 2011 Census Mapping, DataShine Commute, Oliver O'Brien and James Cheshire

FINCHAMPSTEAD

- 9.7.8. Commuting patterns in Finchampstead are shown in Figure 9-11. This highlights that almost all commuting is outbound with commuters destined for locations across Wokingham and Reading Borough and also Bracknell Forest. There is also a limited amount of longer distance commuting to London, Maidenhead, Heathrow, Basingstoke, Newbury, Theale and the Blackwater Valley.
- 9.7.9. There is a very limited amount of inbound local commuting from nearby parts of the Borough, along with nearby parts of Bracknell Forest and Yateley.

Figure 9-11 - Commuting patterns in Finchampstead



Source: 2011 Census Mapping, DataShine Commute, Oliver O'Brien and James Cheshire

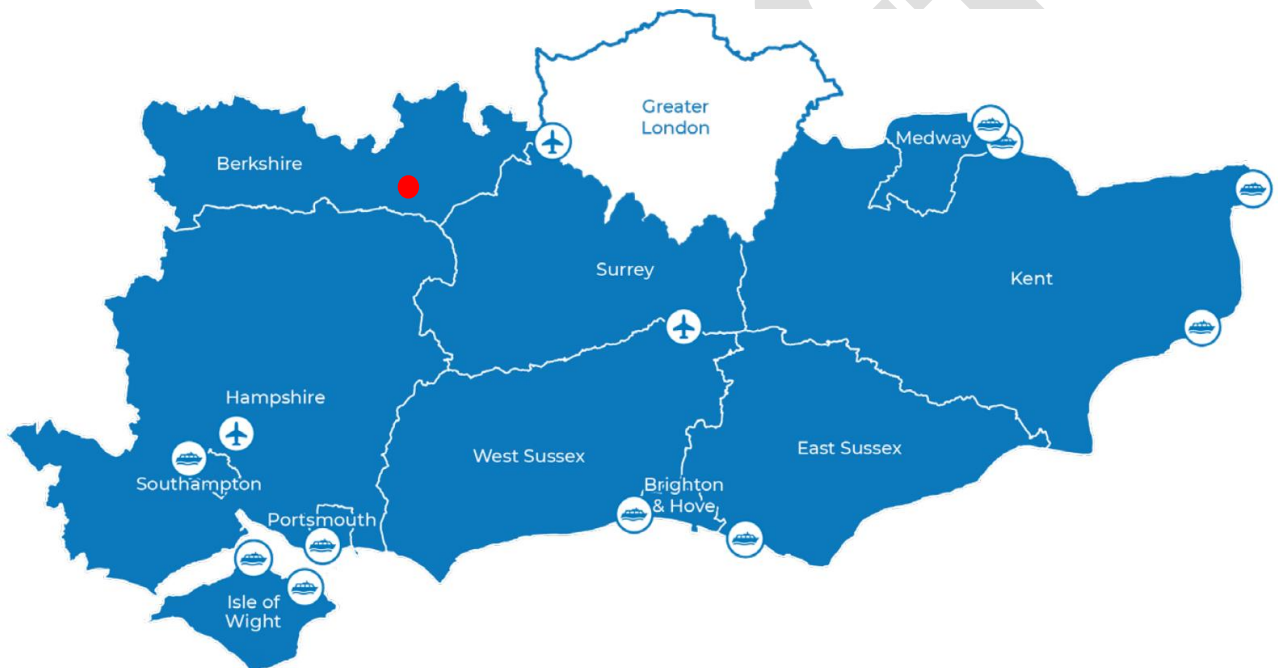
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10 REGIONAL AND NEIGHBOURING AUTHORITY TRANSPORT PLANS

10.1 INTRODUCTION TO TRANSPORT FOR THE SOUTH EAST

10.1.1. Transport for the South East (TfSE) is the Sub-National Transport Board (STB) that covers Wokingham Borough and surrounding areas in the South East. as shown by the areas in blue in Figure 10-1 below, the red dot shows the approximate location of Wokingham. TfSE covers 16 local transport authorities, five local enterprise partnerships, 46 district and borough councils and a wide range of stakeholders from transport, business and the environment.

Figure 10-1 - The Areas Covered within Transport for the South East



Source: TfSE Transport Strategy, 2020

10.1.2. TfSE is a key region outside of London adding more to the UK economy than any other region outside of London. Its ports, airports and railway links provide a key gateway for Britain into Europe and the rest of the world, whilst the roads and railway network help to tie the local area together. This helps to provide key transport links for the people and businesses that are helping to drive innovation across a wide range of growing industries. However, there are parts of the transport network under strain at certain times and interventions that could further support the regions priorities.

10.1.3. TfSE have produced a Transport Strategy, Strategic Investment Plan (SIP) and a Future Mobility Strategy for the area, all which detail interventions and measures for the area. Interventions set out within its Transport Strategy can be adapted to meet the specific needs of places within the area.

10.2 TRANSPORT STRATEGY

10.2.1. The TfSE Transport Strategy sets out its ambitious vision for the region, which is underpinned by three goals, a set of priorities to achieve these goals and a further five principles.

10.2.2. The vision for the Transport Strategy for TfSE is as follows:

“By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality. High quality, reliable, safe, and accessible transport network will offer seamless door-to-door journeys enabling our business to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life”.

10.2.3. The goals and principles have been set around three areas: Environment, Economy and Society and include supporting sustainable economic growth, protecting the environment, creating great places to live, putting people first, and planning regionally for the short, medium and long-term.

10.2.4. In regard to developing the strategy and directing potential future investment, TfSE have considered the opportunities and challenges around different journey purposes. This has been done through considering how and why a wide range of people travel and goods are moved. A total of six types of journeys have been identified, these are listed below based on how applicable they are to Wokingham:

- **Radial Journeys (Wokingham to London and the rest of the South)** – Longer journeys using major road and motorway networks as well as main line railways to/from central London. These included journeys within the South East and to the South West and South Midlands. The big challenges to be addressed are congestion and overcrowding, and the subsequent air and noise pollution where major routes pass through urban areas.
- **Inter-Urban Journeys (Wokingham to Bracknell / Reading)** – Medium-distanced journeys between main towns and cities in the region, most commonly to Bracknell and Reading. Bus is the primary means of public transport, but growing congestion could harm its viability. Bus sector support is key because it has better integration with active travel.
- **Local Journeys (Within Wokingham)** – Short distance journey to destinations within the same village, town or city, and includes walking and cycling. They also include first/last stage of longer distance journeys. Better connected and low-cost public transport is key to reducing congestion and pollution as well as improving safety in urban areas and connectivity in rural areas.
- **Future Journeys (Within Wokingham)** – These are any journeys using emerging technology – including e-scooters, car club schemes and smart ticketing. This is a rapidly developing area. TfSE have commissioned a separate Future Mobility Strategy to consider this further.
- **Orbital and Coastal Journeys** – Longer east-west passenger journeys across the South East region. There are fewer roads and railways to facilitate this movement, so the routes have a lower capacity than radial corridors. Investment here needs to focus on speeding up journey times, especially by rail, as it's currently faster and easier to travel via London.
- **Internal Gateways and Freight Journeys** – The South East's ports, airports and international rail links are vital to the UK economy, jobs and commerce. Investment is needed for new public transport links to airports alongside road and rail links to ports. TfSE also supports investment into freight schemes to move goods from lorries/vans to rail and other lower carbon modes.

10.2.5. The next steps for TfSE are to carry out area and thematic studies to identify specific schemes and policy initiatives that will be needed in different parts of the region, as well as developing a Strategic Investment Plan based on the outputs of the area and thematic studies. The next steps will be getting statutory status and securing funding for the region. This will all be developed in future engagement in conjunction with key stakeholders from across the region.

10.3 TRANSPORT STRATEGY AND WOKINGHAM BOROUGH

- 10.3.1. Wokingham Borough is positioned on one of the identified strategic corridors between Reading and Bracknell, both areas are considered Major Economic Hubs – see below for more information. In 2018, TfSE published the Economic Connectivity Study Review which provided an overarching view of the economic geography and potential up to 2050 in the South East. It identified key priority industrial sectors which Wokingham Borough falls within both IT and Advanced Engineering and Manufacturing.
- 10.3.2. Key information identified within the Transport Strategy in relation to Wokingham Borough are:
- Key Priority Industrial Sectors: IT and Advanced Engineering and Manufacturing.
 - Household Increase (2014-2041): 7500-15,000
 - Job Increase (2014-2041): 7500-10,000
 - Journey time by public transport to Central London – 60-90 minutes, with parts of the borough taking less than 60 minutes (Twyford and Wokingham Station)
 - AQMA and Localised AQMAs identified – Wokingham town Centre, Twyford Crossroads and Wokingham M4
 - Road Noise Decibels – M4 and A329 (M) are high, and to a lesser extent the A329 and the A321.

10.4 STRATEGIC INVESTMENT PLAN FOR THE SOUTH EAST

- 10.4.1. TfSE have produced a draft Strategic Investment Plan (SIP) for the South East which covers a 30-year period and sets out 24 regional packages of complementary, multi-modal interventions that aim to deliver the vision and objectives of the STB. These have been developed through workshops and discussions with partners, stakeholders and technical advisors to deliver the STBs vision and objectives as well as supporting wider local, regional and national policies and priorities.
- 10.4.2. Wokingham sits within the Wessex Thames region and TfSE have developed an Active Travel Rail Package, Mass Transit and Highways packages of interventions for the area. The total expected capital investment into the area is £10.4billion. Table 10-1 below summaries the aims and objectives of each package for the Wessex Thames Area.

Table 10-1 – Summary of aims for each package within the Wessex Thames Area

Active Travel Package	Rail Package	Mass Transit Package	Highway Package
270,000 more active travel trips a day	At least 90,000 additional trips each weekday	Almost 450,000 more bus and mass transit trips each weekday	Improve air quality in urban areas
240,000 fewer car journeys each weekday	More than 3700 new jobs created	At least 250,000 fewer car journeys each weekday	Additional £90million of Gross Value Added a year by 2050

30,000 tonnes less CO ₂ equivalent emitted a year	More than 3000 new residents accommodated	1300 more jobs supported	
	15,000 tonnes less of CO ₂ equivalent emitted a year	At least 50,000 fewer tonnes of CO ₂ equivalent emitted a year	

Source: TfSE Draft SIP, 2022

10.4.3. Table 10-2 below summaries the interventions for each package that are relevant or related to Wokingham.

Table 10-2 – Summary of each intervention within Wokingham for each package

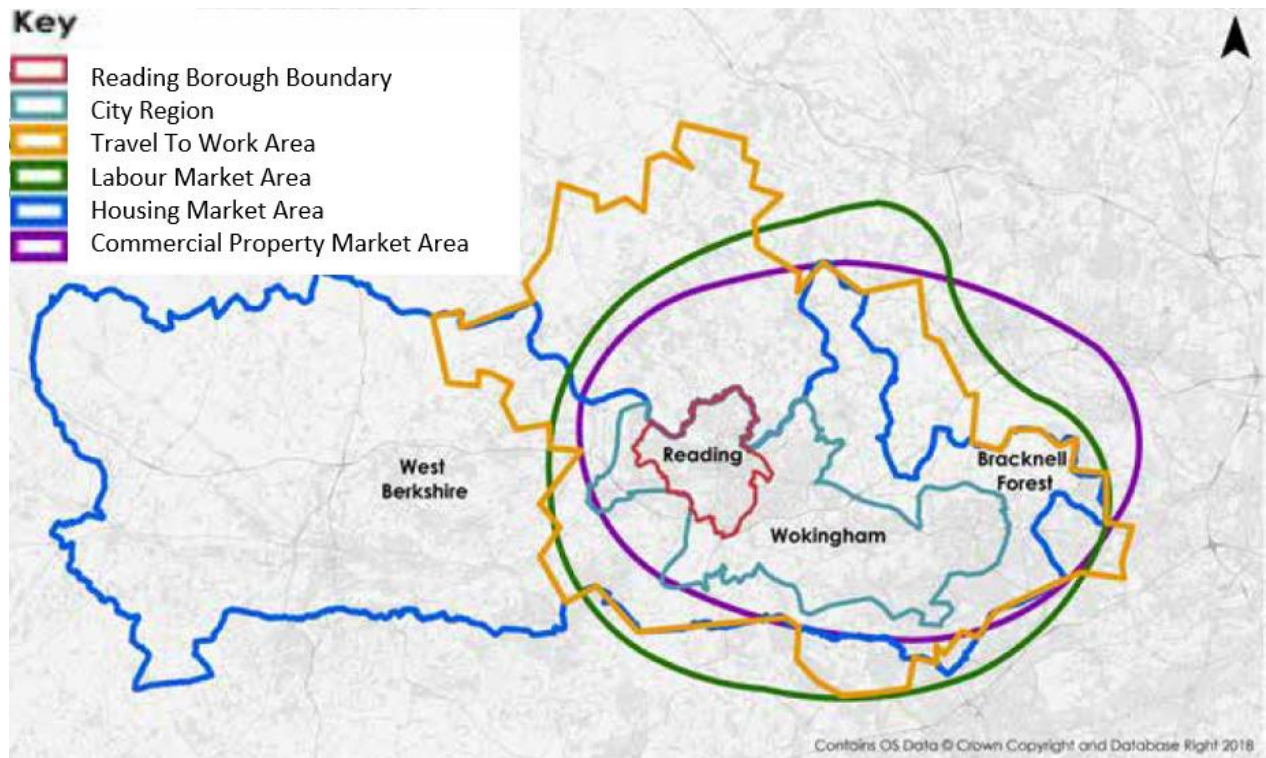
Active Travel Package	Rail Package	Mass Transit Package	Highways Package
Berkshire, Hampshire and Surrey Urban and Inter-urban cycleways	Reading to Waterloo Service Enhancements	Bracknell / Wokingham Bus Enhancements	M4 Junction 10 Safety Enhancements
		A4 Reading - Maidenhead – Slough – London Heathrow Airport Mass Rapid Transit	A329 (M) Smart Corridor
		A329 / B3408 Reading – Bracknell / Wokingham Mass Rapid Transit	M4 Junction 3 to Junction 12 Smart Motorway (SMP)

TfSE Draft SIP, 2022

10.5 READING TRANSPORT STRATEGY 2036

10.5.1. The draft Reading Transport Strategy 2036 sets out a plan for developing the area’s transport network to 2036 and beyond. The strategy also includes cross-boundary schemes and initiatives. Figure 10-2 below shows the different areas within Reading and neighbouring authorities that are captured within different areas. Wokingham is factored into the strategy within Readings wider city region, travel to work area, commercial property market area and labour market area. This highlights that Wokingham is fully within eh Reading TTW.

Figure 10-2 - Reading Transport Strategy Region and Surrounding Areas



10.5.2. The strategy sets out a vision which 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”. Five strategic objectives have been developed to help achieve this vision, these are:

- Creating a clean and green Reading;
- Supporting healthy lifestyles;
- Enabling sustainable and inclusive growth;
- Connecting people and places; and
- Embracing smart solutions.

10.5.3. The Reading strategy identifies car congestion as having a negative impact on the public transport network and services, especially during the peak periods. Figure 10-3 below shows the key public transport corridors that are negatively impacted by car congestion during the PM peak. This highlights the A329 and routes with Earley, Woodley and into Shinfield are negatively impacted.

10.5.4. The draft LTP strategy highlights an opportunity to improve these routes where there are movement conflicts and bus delays. An example of measures to improve this is introducing ‘Red Routes’ which aims to keep buses moving and reduce delays for passengers, whilst improving safety for pedestrians and cyclists. Following on from this the strategy sets out a proposed strategic public transport network as shown in Figure 10-4, with both rail and bus connection that run into / through Wokingham.

10.5.5. Two identified measures include 'Quality Bus Corridors' with improvement measures including road space reallocation, red routes, bus priority, bus gates and many more. The A329 from Reading to Winnersh Triangle, A327 connecting the university, Shinfield and Arborfield, and Woodley are identified as Quality Bus Corridors. The second is 'Fast Track Public Transport Corridors' which includes designing to meet the needs of buses and future public transport modes. These routes include the A329 from Reading to Coppid Beech Park and Ride and the B3270 Lower Earley Road.

Figure 10-3 - PM Peak Car Congestion Impacting Bus Services

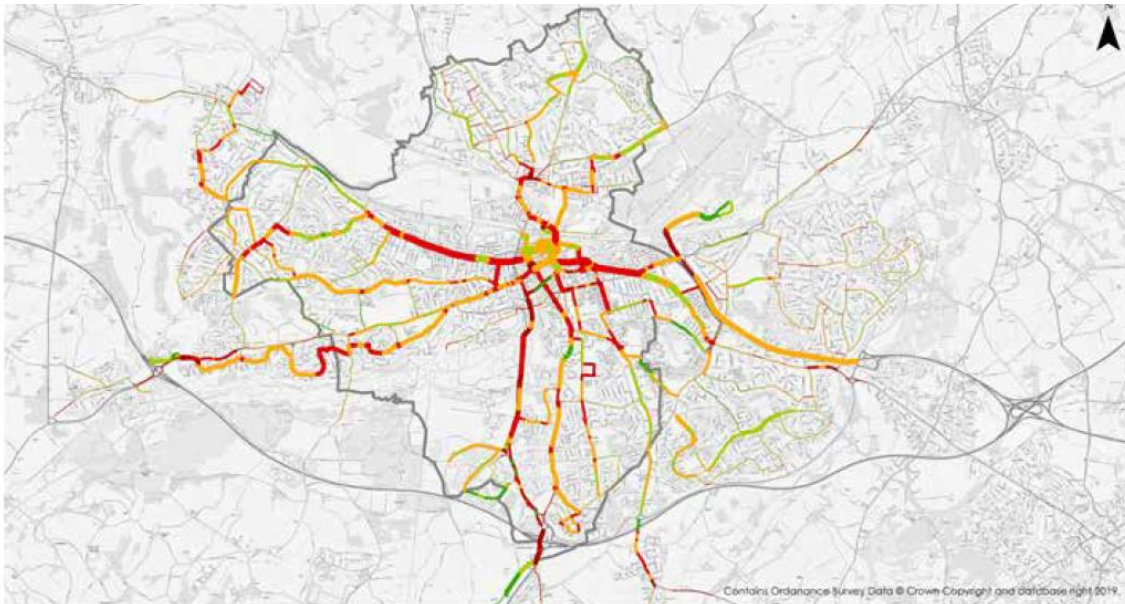
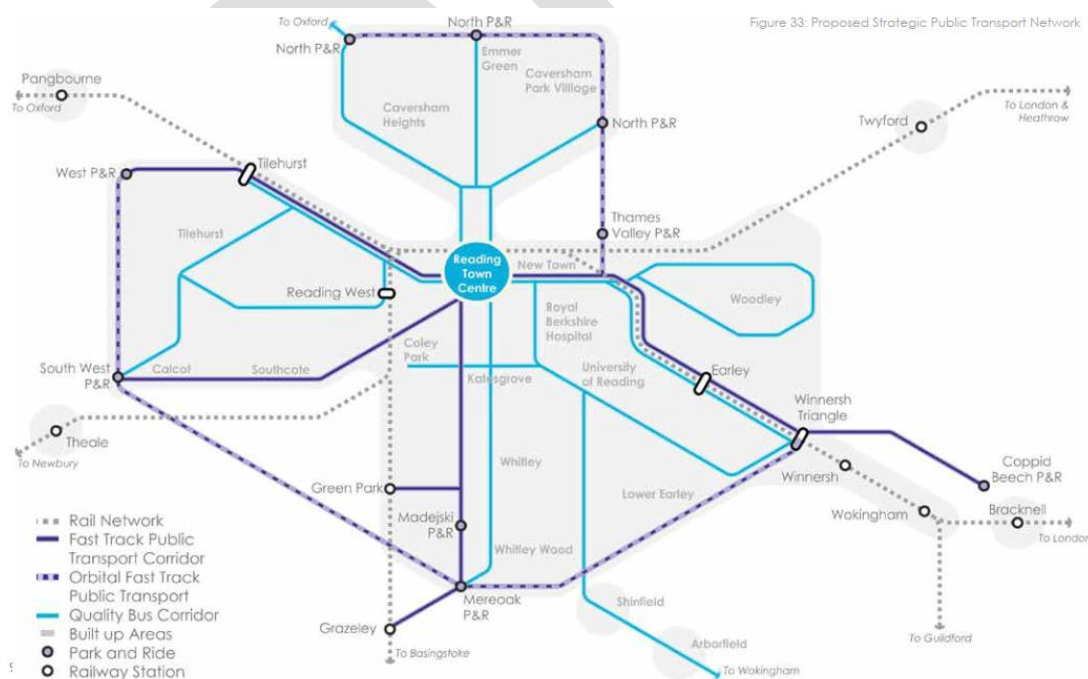
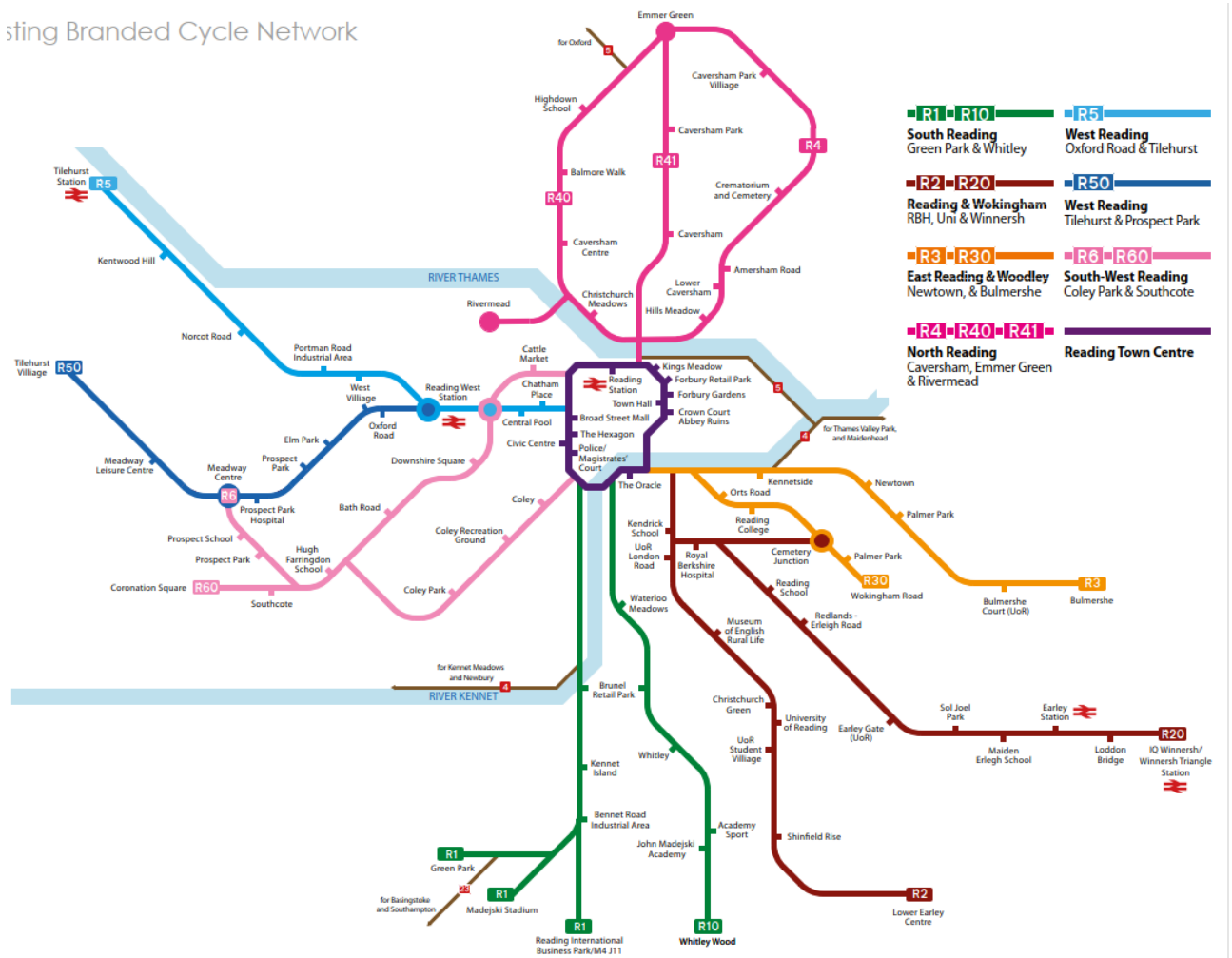


Figure 10-4 - Proposed Strategic Public Transport Network for Reading



10.5.6. Reading is developing a series of branded and colour coded local cycle networks, as shown below in Figure 10-5. There are three routes that connect into Wokingham which are the R3 / R30 route connecting into Woodley, the R20 connecting into Winnersh and the R2 connecting in Earley. The route R10 connects into Whitley Wood which can also impact Wokingham residents.

Figure 10-5 - Existing Local Cycle Network in Reading



10.5.7. The strategy identifies a list of different schemes and measures for Reading. Table 10-3 below summaries the schemes that relate to Wokingham.

Table 10-3 – Schemes relating to Wokingham within the Reading Transport Strategy

Scheme	Description	Delivery Partners	Timescale
Mereoak Park and Ride Expansion	Increased parking provision, EV charging points and facilities hub	Wokingham Borough Council (WBC)	2020 - 2025
Thames Valley Park and Ride	A new 260 space P&R west of Thames Valley Park. Served by the	WBC	2020 - 2025

Scheme	Description	Delivery Partners	Timescale
	existing shuttle bus services between the P&R and Reading.		
Green Park Station	New railway station serving Green Park and wider southern Reading area.	NR, GWR, West Berkshire Council	2020 - 2025
Cycle Hire Scheme	New cycle hire scheme to serve Reading and key destinations across wider area.	Private sector, WBC, OCC, West Berks Council	2020 - 2025
East Reading FTPT Corridor	FTPT corridor in the eastern area of Reading linking Thames Valley P&R and the Town Centre	WBC, Public transport operators	2020 – 2030
Winnersh Triangle Park and Ride Enhancements	Increase parking capacity and improve P&R services including the provision of more electric charger points.	WBC	2020 - 2030
Cycle Parking Hubs and Facilities	Provision of secure & covered cycle hubs at transport interchanges, electric charging points and bicycle repair facilities	NR, GWR, SWR, local community	2020 - 2030
South Reading Fast Track Public Transport Corridor	Staged delivery of FTPT route along the A33 linking Mere oak P&R - South Reading business parks - Kennet Island - Madejski Stadium - Reading town centre	WBC, Public transport operators, Royal Berkshire Hospital, University of Reading, Private sector	2020 – 2030
Orbital Fast Track Public Transport	Delivery of orbital FTPT corridors, linking key transport hubs, residential areas and employment areas	WBC, West Berkshire Council, Public transport operators	2020 – 2036+
Third Thames Crossing East of Reading	<p>New multi-modal river crossing with bus priority and segregated walking and cycling facilities linking eastern Caversham and the northern end of the A3290.</p> <p>Links to other proposed schemes including the East FTPT route, North Reading P&R facilities and the North Reading Orbital Route.</p>	<p>WBC, OCC, DfT</p> <p>South Oxfordshire District Council</p> <p>Local Parish and Town Councils</p> <p>Highways England</p>	2020 – 2036+

10.5.8. Reading Borough Council has identified the following priority investment schemes to enhance the connectivity of Reading. The schemes relating to Wokingham are:

- Comprehensive M4 smart motorway and enhancements to the major road network.
- Measures to improve rail through the Elizabeth Line, electrification, and other measures to decarbonise the railway network.

10.5.9. The strategy recognises the need to work with neighbouring authorities and the following schemes relate to Wokingham and help connect Reading with the wider region:

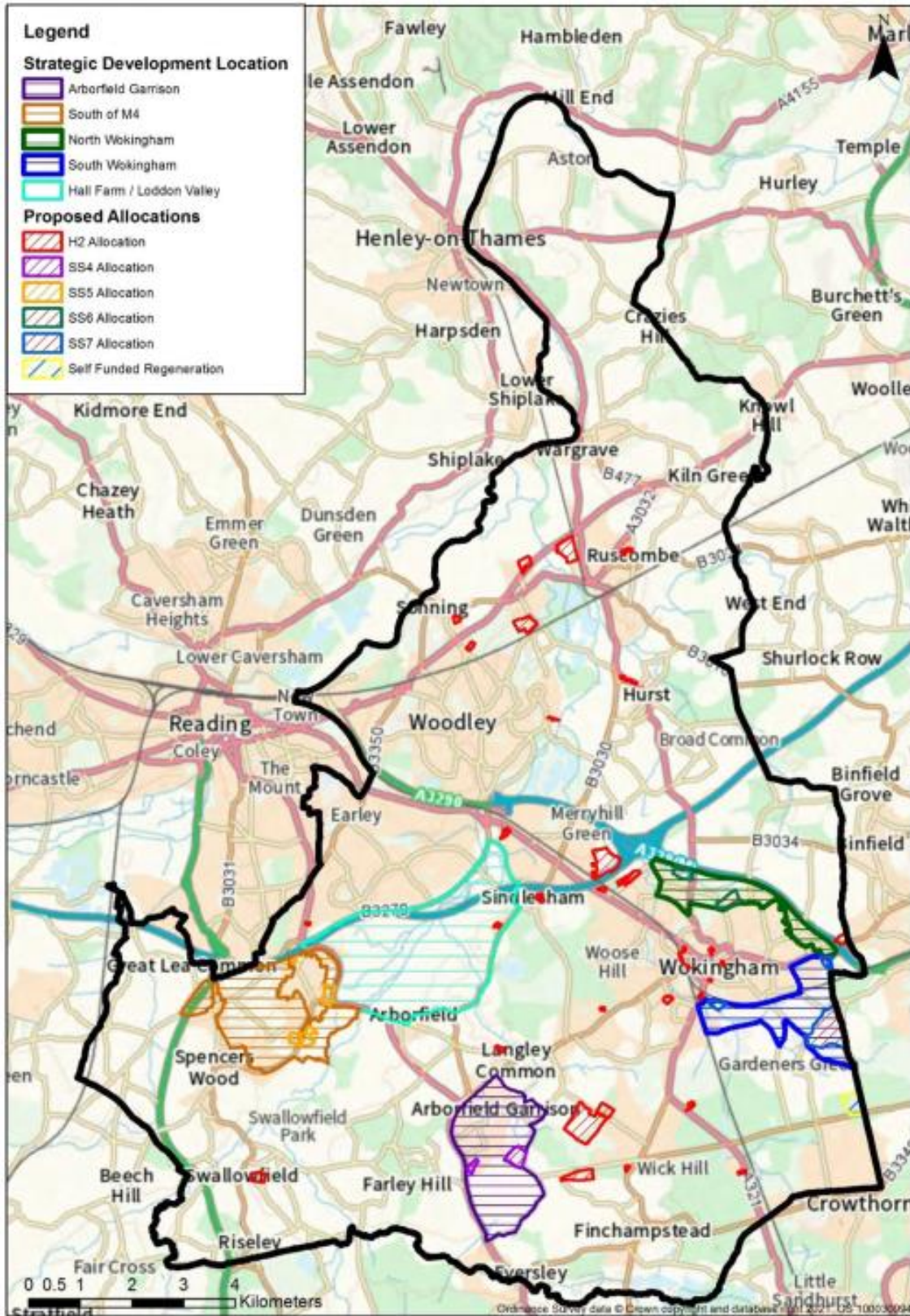
- Enhance the FTPT network through the southeast public transport corridor proposed within Wokingham's current strategy which includes proposals for high-quality express bus services along the A329 corridor.
- Comprehensive Park and Ride network complemented by other Park and Rides in the region including Coppid Beach Park and Ride. The Coppid Beach P&R facility will serve people travelling to Reading from Bracknell and eastern parts of Wokingham. This will link to the overall network through the East and South FTPT corridors providing an attractive alternative to the private car for those travelling to Reading from the east.

11 FUTURE DEVELOPMENT

11.1 OVERVIEW

- 11.1.1. Future development in the borough is currently outlined in the adopted Core Strategy (January 2010) and sets out the key elements of the vision for the development of the borough until March 2026. It includes 21 policies and strategies to provide new housing, schools, roads, places to work and other services. The strategy planned for at least 13,230 new dwellings being delivered over the plan period (2006 – 2026).
- 11.1.2. Following the Core Strategy, the Managing Development Delivery Local Plan (February 2014) was developed to build on the Core Strategy and includes more detailed policies for the development of the borough. It was adopted on 21 February 2014 and sets out the planning criteria to be used to determine applications for planning permission in the borough. The document includes specific development allocations towards the housing requirement of at least 13,230 new dwellings.
- 11.1.3. Wokingham Borough Council is currently developing an updated Local Plan which will shape the future of Wokingham Borough. The updated local plan will guide where and how growth will take place in the borough in the years up to at least 2038. It is expected that the Local Plan Update will be completed ('adopted') by 2025.
- 11.1.4. Figure 11-1 below shows the Local Plan Update proposed allocations which are required to achieve the delivery of approximately 14,000 dwellings over the plan period 2018-2038. This includes a proposed strategic development in the Hall Farm / Loddon Valley area. It also identifies the location of the four existing SDLs, these are: Arborfield Garrison, South of the M4, North Wokingham and South Wokingham which will continue to deliver housing and infrastructure during the new plan period.
- 11.1.5. It should be noted that the Local Plan Update is a draft document and subject to change. A further consultation on the local plan update was planned in summer 2022, however changes to the council's political administration resulted in this not going ahead. An updated Local Development Scheme will be published in due course.

Figure 11-1 – Local Plan Update proposed spatial strategy



11.2 STRATEGIC DEVELOPMENT LOCATIONS (SDLS)

- 11.2.1. Figure 11-1 above shows the SDLS identified within the borough as part of the emerging Local Plan Update, which includes the four existing SDLS and the proposed Hall Farm / Loddon Valley development. Two of these sites are located near Wokingham town (North Wokingham and South Wokingham). For North Wokingham, roughly 1,600 dwellings have been completed. The Northern Distributor Road has been built to support these developments and provide access through the site.
- 11.2.2. Improvements to transport capacity along the A321 and A329 including the delivered Northern Distributor Road (NDR) from the A329 (near the M4 over-bridge) to the Coppid Beech roundabout are planned to facilitate development. Measures to improve accessibility by forms of active travel along the A321 and A329 corridors are also planned. Cycle and pedestrian movements will be supported by an internal network of Greenways to connect to Wokingham town centre and the Toutley Industrial Estate.
- 11.2.3. For South Wokingham, the development north of the railway line has already been completed which includes a primary school and food store. The area south of the railway has been granted planning permission with construction to take place in the next few years. This southern section includes a major new road, a second primary school and a neighbourhood centre. Future plans include the development of the land south of Waterloo Road for 835 dwellings, land to the west of St Anne's Drive and south of London Road for 54 dwellings and Gray's Farm for outdoor and indoor sports and community uses. Additional area for housing at land south of Gipsy Lane are proposed to provide 17 dwellings. Plans also include continued improvements to transport capacity along the A321 and A329 including the provision of the Southern Distributor Road and measures to continue to improve accessibility by forms of active travel along the A321 and A329 corridors.
- 11.2.4. Another SDL, South of the M4, is located near to Shinfield and the other Reading facing towns. At this site, around 2,200 dwellings have been built with many still under construction. To support this development, the Eastern Relief Road was constructed in 2017. The Alder Grove CofE Primary School opened in 2020, this was the first of two planned new schools. Work to deliver a new supermarket as part of the Shinfield neighbourhood centre is also underway. The identification of land north of Arborfield Road, Shinfield, for 191 dwellings and land east and west of Hyde End Road for 175 dwellings will be proposed alongside Lane End House for 5 dwellings. Improvements to the highway capacity along the A327 (on routes to Reading and the M3), the A33 (route to Reading) were identified as necessary through a Transport Assessment alongside measures to improve accessibility by active travel along the A327 and A33 corridors and routes to the stations at Green Park and Winnersh Triangle.
- 11.2.5. The fourth SDL is located within the rural area in the south of the borough at Arborfield Garrison where around 1,200 dwellings are already complete. The Arborfield Cross Relief Road (Observer Way) opened in 2020 to facilitate the development and connect it the A327 towards Shinfield which helps to remove traffic from Eversley Road and Reading Road. Two new schools have opened on site which will help to reduce the need for car travel at peak times. Future plans include retail and social facilities, a second primary school, employment land (up to 12,000sqm) and 150 new dwellings. There are planned improvements for transport capacity along Barkham Road and Barkham Bridge, the A327 (to both the M3 and Reading) and routes towards Bracknell and Wokingham (including the extension of Nine Mile Ride to the A327). Measures to improve active travel facilities include improvements to the frequency of public transport services along the A327,

B3030, B3349 and B3430 routes to Bracknell, Reading, Winnersh and Wokingham. An internal network of Greenways to connect existing and new communities at Arborfield SDL to Finchampstead North and Crowthorne will prioritise cycle and pedestrian movements through the site.

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12 ACTIVE TRAVEL

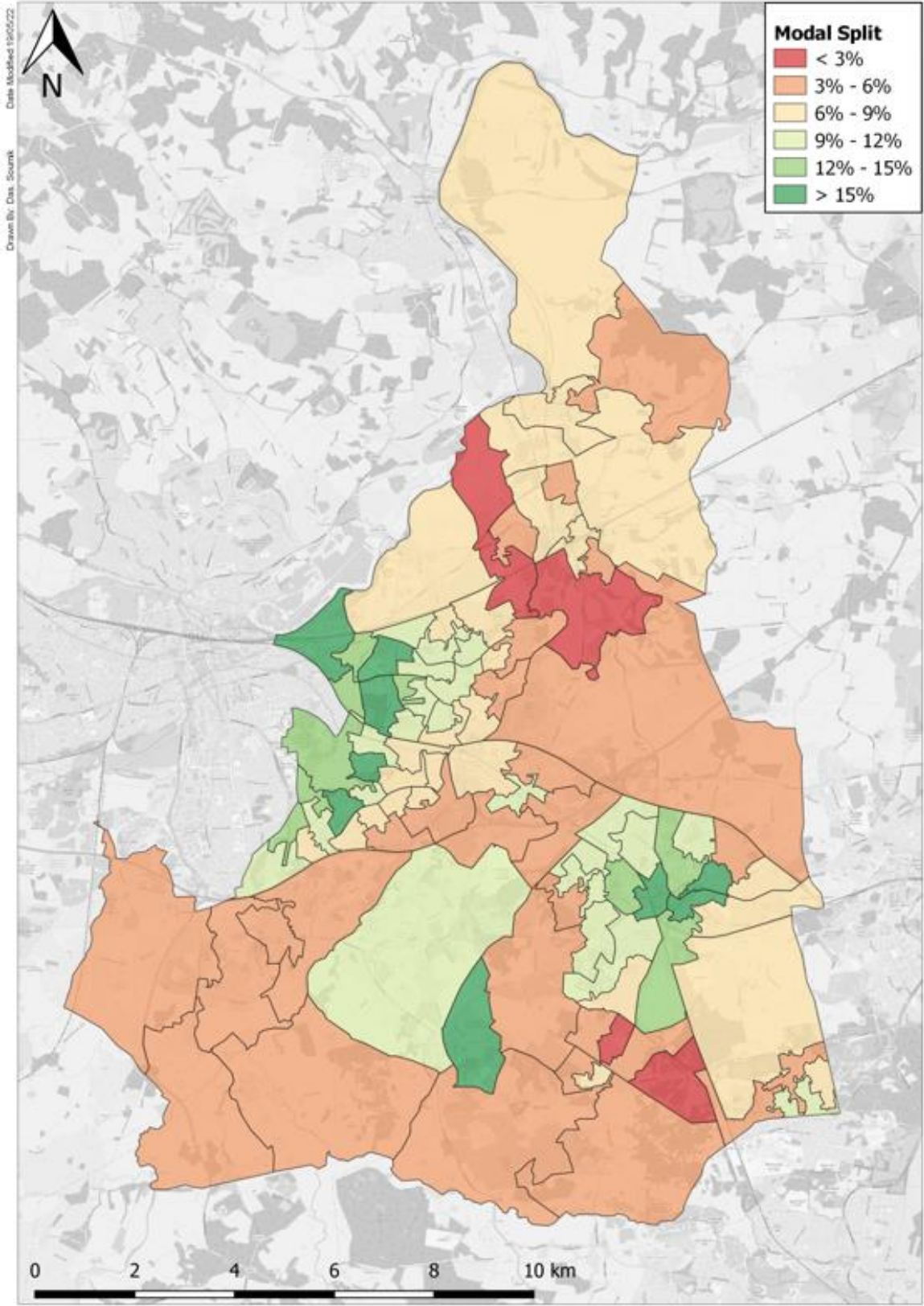
12.1 INTRODUCTION

- 12.1.1. This section details the existing active travel network across the Borough of Wokingham. This includes information on the walking and cycling infrastructure currently available, including Public Rights of Way (PRoW) and level current levels of walking and cycling in the borough.
- 12.1.2. Active travel, directly aligns with the goals of the Climate Emergency Action Plan (CEAP) which includes a target to increase active travel by 10% to assist in reducing carbon emissions. Increased physical activity also helps improve public health and support a shift away from car dependency and foster healthier, more connected communities.

12.2 ACTIVITY LEVELS ACROSS THE BOROUGH

- 12.2.1. Figure 12-1 below shows the mode share of walking and cycling across the borough, with green areas representing the highest areas of use/adoption. Although the mode splits are based on commuting trips, it is likely to provide a suitable proxy for other trip purposes, such as education, shopping and leisure. This figure highlights that walking and cycling is more common in town / urban centres such as Wokingham town Centre and Reading facing towns such as Earley, Woodley and Shinfield. Other rural areas and Market Towns in the borough generally have lower walking and cycling levels.

Figure 12-1 - Walking and Cycling Mode Share of Commuter Trips



12.3 PUBLIC RIGHTS OF WAY

- 12.3.1. A Public Rights of Way (PRoW) is a right by which the public can always pass along linear routes over land. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route.
- 12.3.2. There is a network of PRoW across Wokingham Borough which make up a total of 164km, as shown below in Figure 12-2, and accounting for 18% of the total network of highway maintained at public expense (HMPE). The PRoW network consists of 69% public footpaths, 14% byways open to all traffic, 11% bridleways, 5% restricted byways and 1% footpaths with limitations.

Figure 12-2 - Public Rights of Way in Wokingham Borough



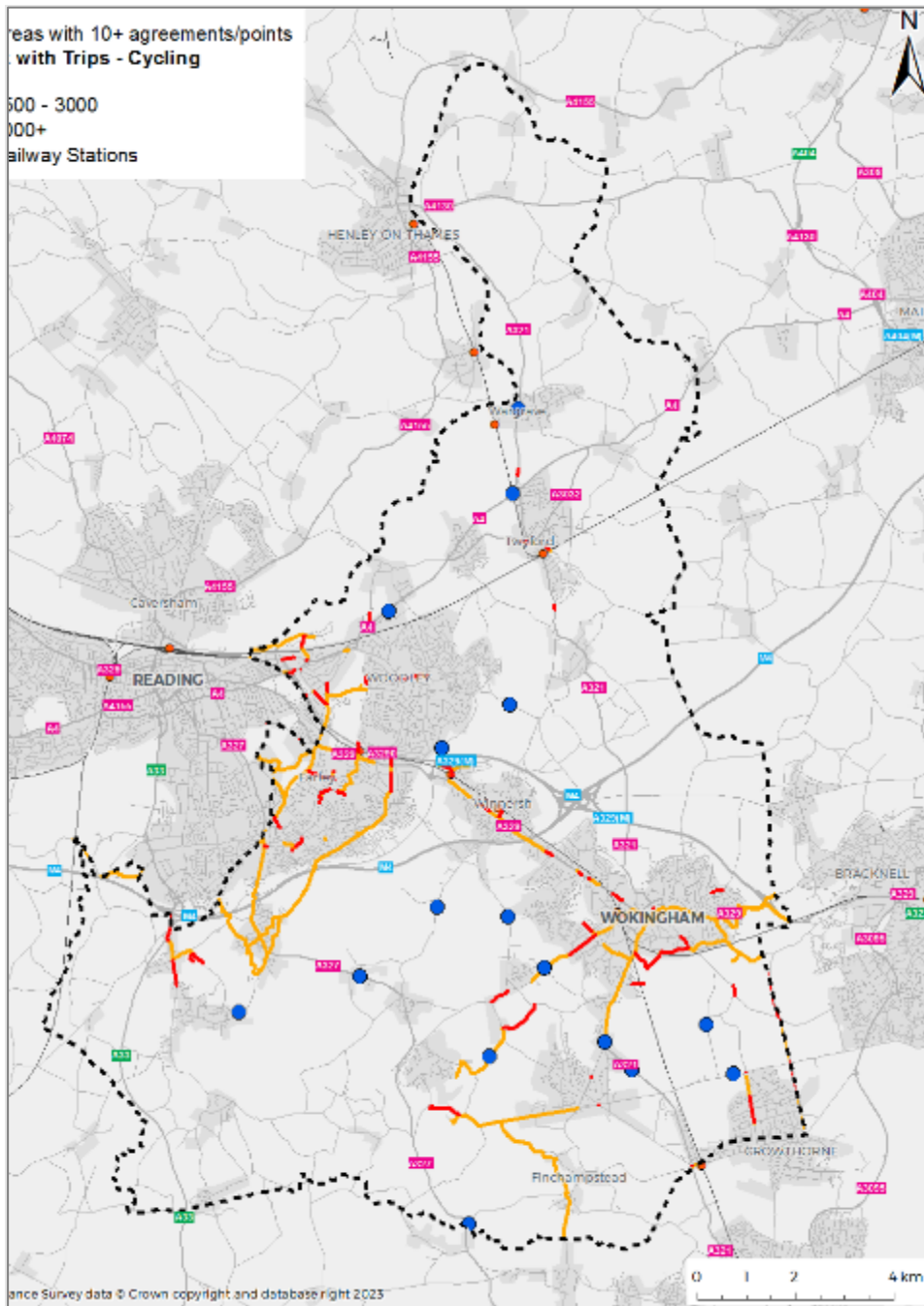
Source: Wokingham.gov.uk My Nearest, 2020

- 12.3.3. The parishes of Wargrave, Finchampstead and Shinfield, with approximately 20 kilometres each, have the greatest amount of PRow within the area, by comparison Twyford, Charvil, Ruscombe and Sonning have the least (all with less than 5km).
- 12.3.4. The Borough currently has different plans and strategies to help improve the walking and cycling networks, including the PRow network. This includes the Public Rights of Way Improvement Plan which was adopted in March 2020. The plan seeks to improve information; create new links and fill in network gaps; increase usage of the network; provide access for all; improve and maintain the network, and plan for future improvements and developments. It also aligns closely with the 10-year Local Cycling and Walking Infrastructure Plan (LCWIP) that the Council is currently finalising in partnership with Reading Borough and West Berkshire councils.

12.4 WALKING

- 12.4.1. Throughout the Borough of Wokingham there are a variety of urban and rural walking routes available which amounts to over 500km of footways available.
- 12.4.2. In urban areas footways are generally surfaced, well-lit and connected by a range of crossing points. However, the walking infrastructure available in the market towns and more rural parts of the borough is more varied with inconsistent provision of footways, some areas being poorly lit and the travel distances to local services, employment hubs and schools not conducive to walking.
- 12.4.3. Figure 12-3 below shows a borough wide extent of the most commonly used routes and highest levels of demand. Red represents routes that have a high level of use down to green and blue which have the lowest level of use. The green dots are destinations / walking trip generators within the borough and the pink polygons are major development areas.

Figure 12-3 - Common Walking Routes across Wokingham Borough

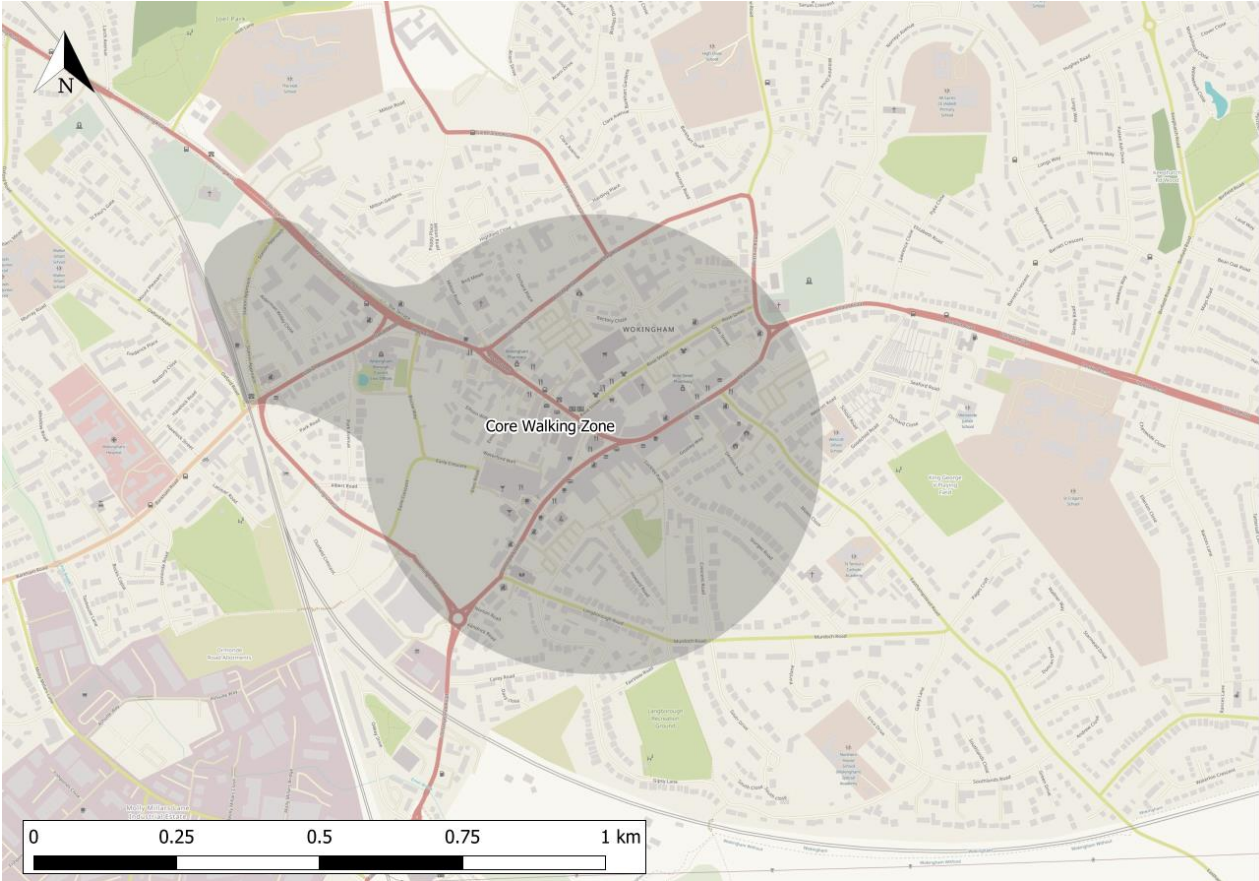


- 12.4.4. Figure 12-3 above shows that Wokingham town Centre and Reading facing towns (Earley, Woodley and Shinfield) having routes with the highest density of walking demand within the borough.
- 12.4.5. Outside of these areas, smaller market towns such as Twyford and Winnersh have some walking routes evident with a relatively high level of use.
- 12.4.6. Wokingham Borough Council is currently developing a Local Walking and Cycling Infrastructure Plan (LCWIP) to identify the priorities for improving walking and cycling facilities within the borough.

As part of this work, Core Walking Zones (CWZs) of approximately 5-minute walking distance from walking trip generators, are identified.

12.4.7. Figure 12-4 below shows the initial core walking zone identified within Wokingham town Centre. This incorporates much of the town centre including Broad Street, Peach Street, Denmark Street, parts of Rectory Road and extends west up Shute end and station road to include Wokingham Rail Station.

Figure 12-4 - LCWIP Core Walking Zone - Wokingham town Centre



12.5 GREENWAYS

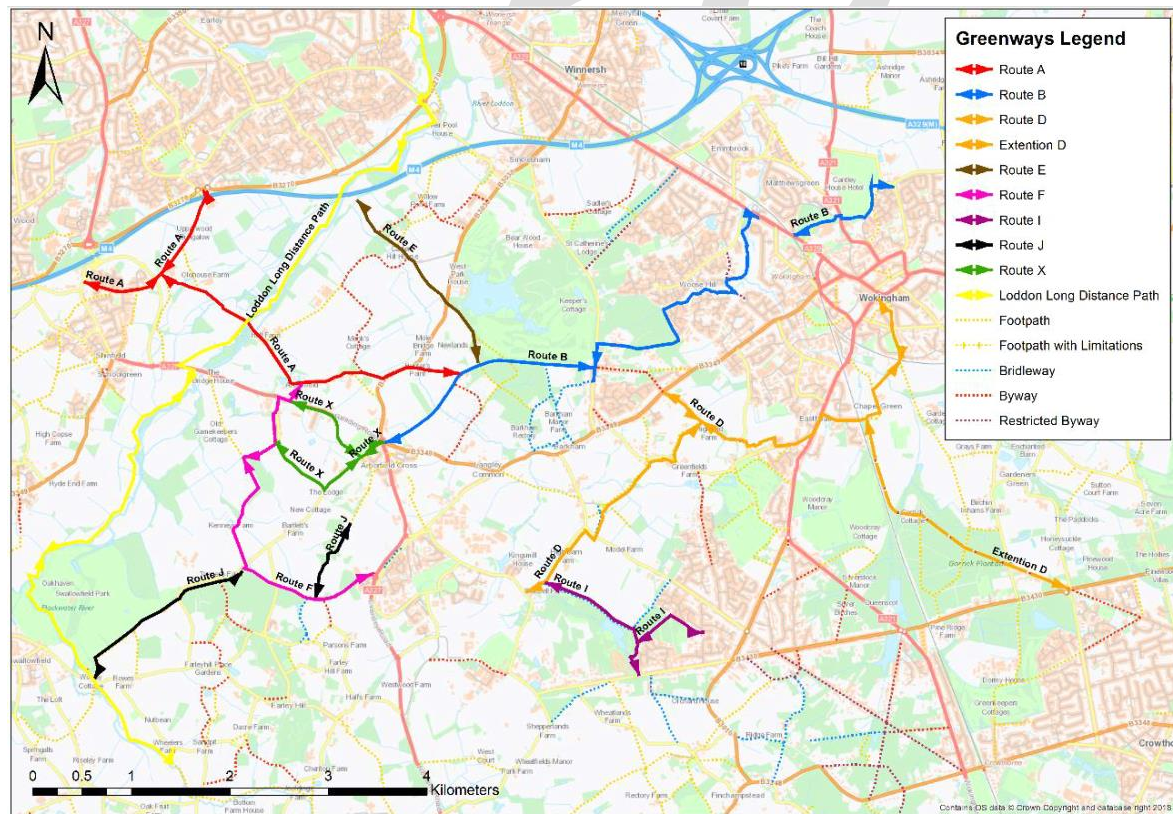
12.5.1. Greenways are continuous, generally traffic-free multiuser routes. Wokingham Borough Council aspires to have greenways linking new / existing developments to places of interest / employment. The proposed greenways in Wokingham Borough are detailed below in Table 12-1 and shown below in Figure 12-5.

Table 12-1 - Proposed Greenways Network routes

Route	Description	Length (km)
A	South of M4 SDL - Arborfield – Barkham	5.5
B	Arborfield SDL - Barkham – Wokingham	7.6
D	Arborfield SDL – Barkham – South Wokingham SDL – Wokingham	7.0
E	River Loddon – Arborfield	2.1
F	Arborfield – Arborfield SDL	4.0
I	Arborfield SDL – Finchampstead	1.9
J	Arborfield SDL – Blackwater Valley	2.9
K	Arborfield Cross	2.5
LSP	Blackwater Valley Path, Swallowfield to River Thames	30.61

Source: Wokingham Borough Council Greenways Strategy and Project Implementation Plan, 2019

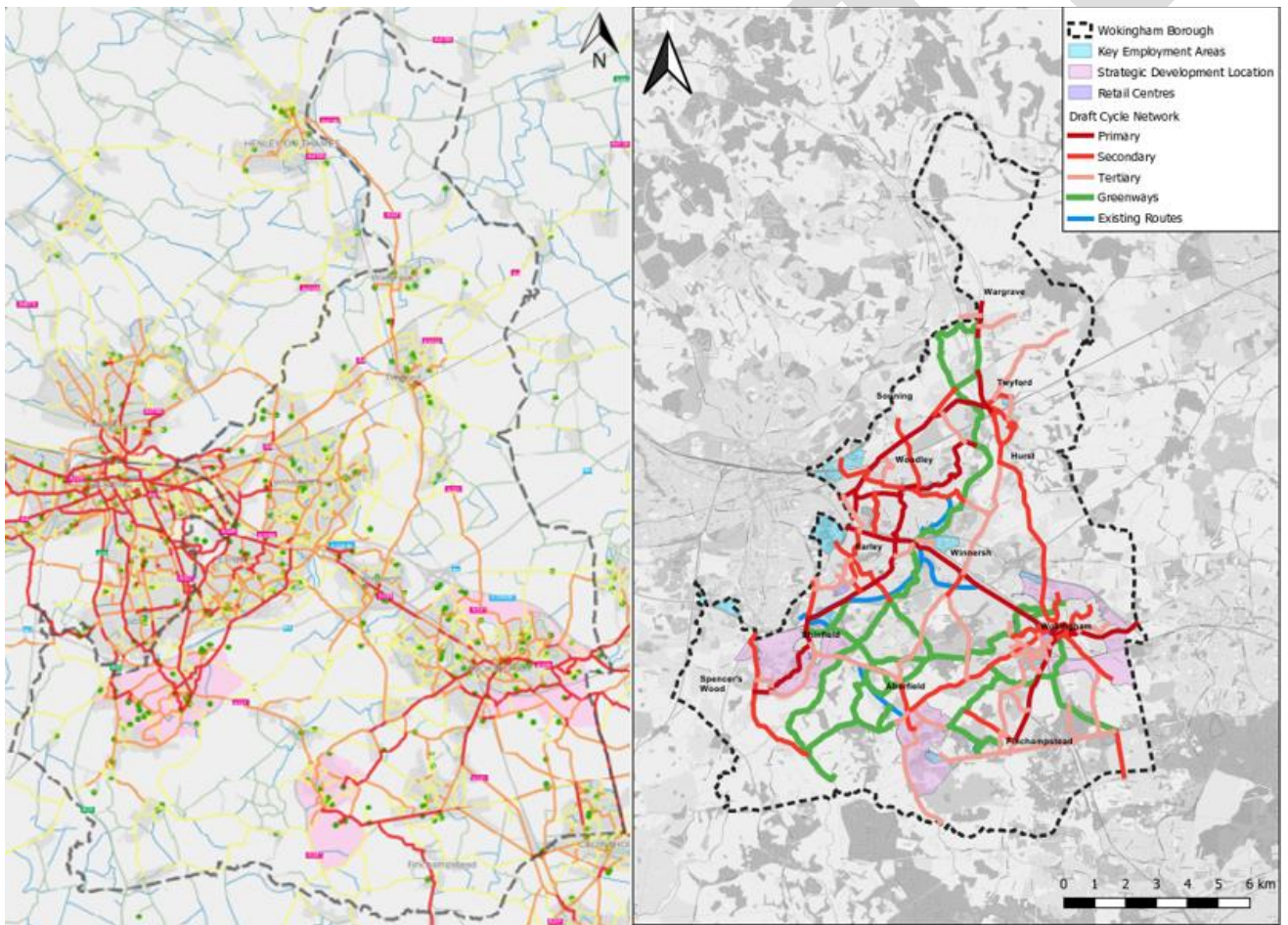
Figure 12-5 - Proposed Wokingham Borough Greenway Routes



12.6 CYCLING

- 12.6.1. The existing cycle network consists of a mixture of 'on' and 'off' carriageway facilities. There are two National Cycle Network routes that run through the Borough. National Cycle Network route 4 runs through the heart of the Borough connecting Reading to Maidenhead, broadly following the route of the A4. In addition, National Cycle Network route 422 was completed in 2019 and provides a cross-boundary cycle route linking Newbury, Reading, Wokingham, Bracknell and Ascot.
- 12.6.2. Key cycle routes are being identified as part of the ongoing LCWIP preparation. Figure 12-6 below shows the existing cycle demand in the borough (left) and the proposed LCWIP network (right). The existing cycle demand is highest in the urban areas of Wokingham town and edge of Reading. The A329 corridor connecting Wokingham – Winnersh – Earley / Woodley – Reading reflects high demand for cycling, as similarly shown with walking. Another high demand corridor is the A321 between Wokingham and Finchampstead, this corridor also branches off to connect to Sandhurst.

Figure 12-6 – Cycle Demand (Left) and LCWIP proposed Cycle Network (right)

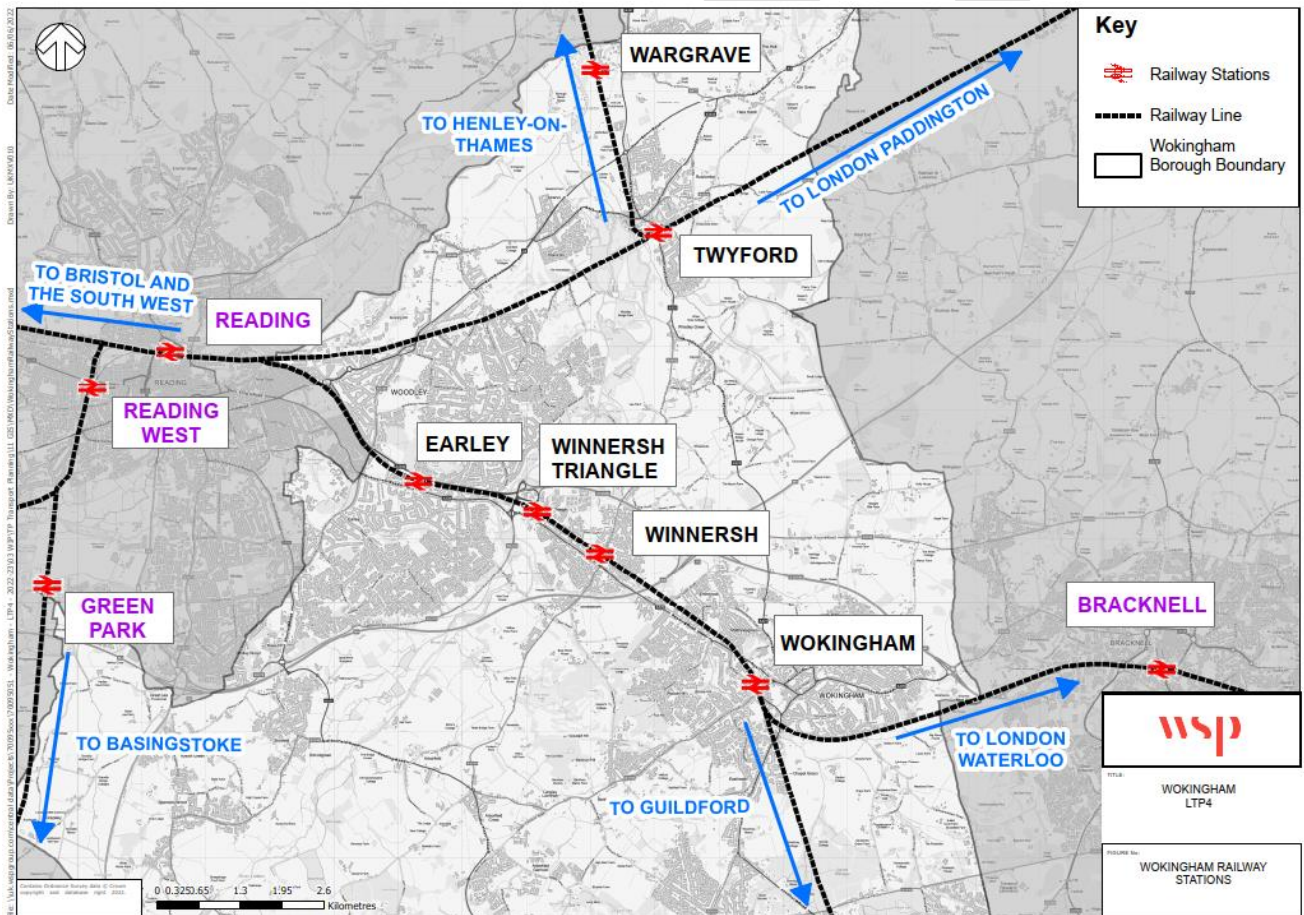


13 PUBLIC TRANSPORT – PROVISION AND USE

13.1 RAIL – WOKINGHAM BOROUGH

- 13.1.1. Wokingham Borough is well connected by rail with six stations located within the borough. These are Wargrave, Twyford, Earley, Winnersh Triangle, Winnersh and Wokingham.
- 13.1.2. Figure 13-1 shows the location of each railway station in the borough (black text) as well as local stations outside of the borough (purple text). The figure also shows the onward connection that each railway line provides (blue text). Twyford is located on the Great Western Main Line to London Paddington. Wargrave is located on the branch line between Henley-on-Thames and Twyford. There are three stations located on the line between Reading and Wokingham with services running to London Waterloo and Guildford. Bracknell is located outside of the borough on the London Waterloo line. Reading West and Green Park Station are located outside of the borough on the Basingstoke line. Reading station provides and interchange to services to Bristol and the South West as well as the rest of the country. A new station at Green Park opened in 2023.

Figure 13-1 - Railway Stations in Wokingham Borough



WOKINGHAM STATION

- 13.1.3. Wokingham sits on the South Western Line between Reading and London Waterloo. This service runs every 30 minutes each day, with additional trains provided during the weekday peak times.

Journey times between Wokingham and London Waterloo are usually between 65-75 minutes. Journey times between Wokingham and Reading are typically 10-15 minutes.

- 13.1.4. Wokingham also lies on the North Downs Line between Reading, Guildford and Gatwick Airport. During off peak periods there are two trains per hour (2tph), one calling at most stations and one limited stop service. A number of extra slow services are provided during the peak period at irregular intervals. Journey times between Wokingham and Guildford are around 30-40 minutes and to Gatwick Airport are around 70-80 minutes. Services on the North Downs line are formed of two or three coaches due to rolling stock and platform length issues at stations along the line and subsequently often suffer from overcrowding during peak periods.
- 13.1.5. As detailed in the Network Rail Wessex Route Strategic Plan 2019 to 2027, there is an aspiration to increase the service frequency on the North Downs line from 2-3 tph, as well as introduce new rolling stock. The proposal is currently under consideration, but it would need to be accompanied by level crossing safety improvements as well as performance modelling across impacted route areas.

TWYFORD STATION

- 13.1.6. Twyford is located on the GWR main line. This provides a direct service to London Paddington. London is one of the key employment destinations outside of the borough. Journey times between Twyford and London Paddington vary between 20-50 minutes.
- 13.1.7. Twyford is also served by trains on the newly opened Elizabeth Line (Crossrail) that is operated by Transport for London (TfL) and runs from Reading into London with direct links to Stratford, Abbey Wood, Docklands and Shenfield. In addition, these services will also serve the proposed Old Oak Common station on the HS2 line being built between London, Birmingham and the North.
- 13.1.8. In addition to its London to Reading services, Twyford is also served by GWR branch line trains providing a half hourly link between Twyford, Wargrave, Shiplake and Henley-on-Thames.
- 13.1.9. Twyford is served by up to 8tph during weekday peak periods and 4tph during weekday off peak periods. London Services have various calling patterns with the TfL Elizabeth Line service being a slower service that stops at most stations. The GWR service has limited stops and is subsequently a faster service to London.
- 13.1.10. In the last two years, new electric trains have replaced almost all services from Twyford to London. Electric trains provide additional seating capacity compared to traditional diesel trains, which helps to address issues of overcrowding on services.

EARLEY STATION

- 13.1.11. Earley is located on the South Western Railway line between Reading and London Waterloo, which also passes through Wokingham. This provides a half-hourly service during off peak and weekends, additional trains run during the weekday peak hours. The journey time is approximately 80 minutes to London Waterloo and calls at multiple stations including Winnersh Triangle, Winnersh and Wokingham. The journey time to Wokingham is approximately 8 minutes.
- 13.1.12. GWR trains running between Reading and Gatwick Airport via Guildford pass through the station without stopping.

WINNERSH TRIANGLE STATION

- 13.1.13. Similarly with Earley, Winnersh Triangle is located on the South Western Railway line between Reading and London Waterloo. Up to 4tph during peak periods, this reduces to 2 tph during the off-peak period and on Sunday's.
- 13.1.14. The journey time to Wokingham is approximately 6minutes.

WINNERSH STATION

- 13.1.15. Similarly with Earley and Winnersh Triangle, Winnersh is located on the South Western Railway line between Reading and London Waterloo. Services run every 30 minutes with additional trains during peak weekday times. The journey time to Wokingham is approximately 4 minutes.
- 13.1.16. The station is also located on the North Downs Line between Gatwick Airport and Reading via Guildford. GWR provides one service per hour in each direction on this line.

13.2 RAIL – READING AND BRACKNELL

READING

- 13.2.1. Reading railway station, located in the town centre, is a key interchange hub in the south and the second busiest interchange outside of London. The station is managed by Network Rail and is served by Great Western Railway, CrossCountry, TfL and South Western Railway.
- 13.2.2. The station sits on the GWR Main Line which connects Bristol Temple Meads to the west and London Paddington to the east. Services from the GWR Main Line also connect to the South Wales Main Line which enables connectivity to Newport, Cardiff and Swansea. Services from the GWR Main Line also connect onto the Bristol to Exeter Line which enables an onward connection from Reading to the West Country. To the west of the station is the Reading to Taunton Line which enables Reading to be connected to Taunton and onwards into Cornwall. Services from Reading also run to the north including Birmingham, Newcastle and Manchester and to the south including Bournemouth and Southampton.
- 13.2.3. The TfL Elizabeth Line opened in May 2022 and provides a regular connection into London Paddington. This is a slightly slower service the GWR service to London Paddington as it calls at more stations. The opening of the Elizabeth Line will provide greater capacity to travel to London Paddington from Reading.
- 13.2.4. CrossCountry services connect Reading to the North, including Manchester Piccadilly, and to the South, including Bournemouth.
- 13.2.5. South Western Rail services operate between Reading and London Waterloo and call at Wokingham and the other local railway stations within the borough as discussed above.
- 13.2.6. Green Park Railway Station is currently under construction in the south of Reading and sits on the Basingstoke to Reading line. The construction of this station is aimed to serve and improve connectivity for the Green Park business area, Reading FC stadium as well as the proposed development of the Green Park residential development.

BRACKNELL

- 13.2.7. Bracknell is located to the southeast of Wokingham and has a population of approximately 85,000. The railway station is located in the centre of the town. The station is located on the Reading to

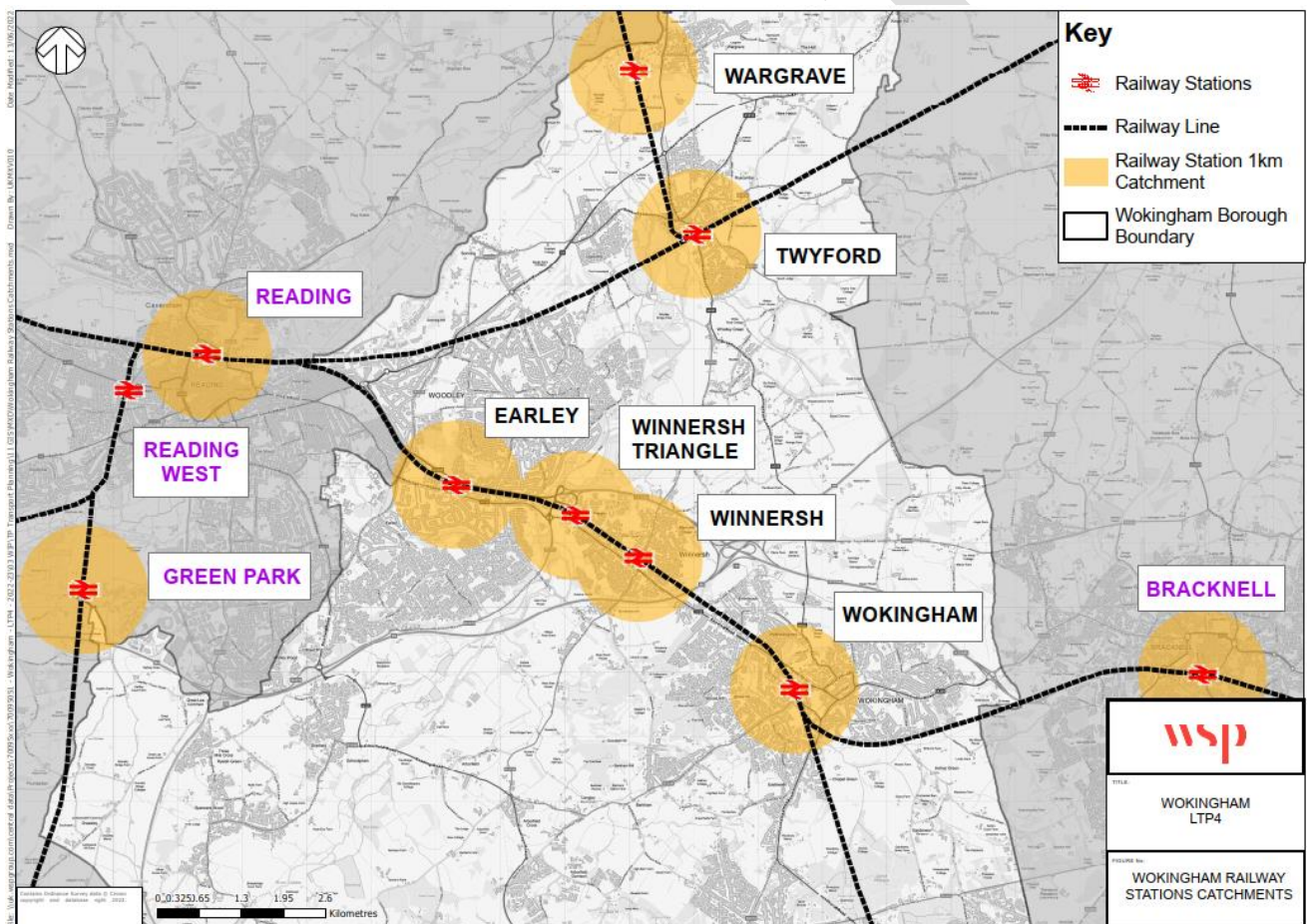
London Waterloo Line. Both the station and the train services are operated by South Western Railway.

- 13.2.8. Trains that run through Bracknell connect Reading in the northwest and London Waterloo to the east. These services stop at Bracknell station approximately every 30 minutes. The journey time to Reading is approximately 20 minutes and the journey time to London Waterloo is approximately 60 minutes. The journey time to Wokingham is approximately 7minutes.

13.3 RAILWAY STATION CATCHMENTS

- 13.3.1. Wokingham Railway Station is the largest station within the borough and is located within the town centre, therefore there is a large residential population that falls within a 1km radius of the station and it has the largest patronage level out of all six stations within the borough. Figure 13-2 below shows the 1km catchment for each station. This highlights the areas that fall within walking distance of each station.

Figure 13-2 - 1km Railway Station Catchments



- 13.3.2. Figure 13-2 above shows the 1km catchment of all six stations within Wokingham and the three key stations that are local to Wokingham. This shows that the six railway stations within Wokingham give relatively good coverage across the borough, including in the rural areas in the north. Green Park Station is also key as it has the potential to provide the rail connectivity to more rural communities in the south / southwest of the borough, notably Three Cross Miles, Spencer’s Wood and Shinfield.

Outside of the borough, Bracknell and Reading are key employment destinations so rail can have a key role to supporting employment related trips.

13.3.3. Railway Station Patronage

13.3.4. Table 13-1 below shows the patronage levels for six railway stations in the borough and the local external stations. Due to the impact of the COVID-19 pandemic on public transport usage, data from 2020/21 shows a sudden dip in patronage, although additional comment on this is provided below. The green text indicates an increase in patronage levels from the previous year, red indicates a reduction.

Table 13-1 – Rail Patronage Levels for Rail Stations across Wokingham Borough and Reading Station and Bracknell Station

Railway Station Name	2010/2011 Patronage Levels	2014/2015 Patronage Levels	2018/2019 Patronage Levels	2021/2022 Patronage Levels	% Change 2010/11-2018/19	% Change 2010/11 – 2021/2022
Winnersh Triangle	0.32 million	0.491 million	0.402 million	0.121 million	25.6%	-62.3%
Twyford	1.233 million	1.369 million	1.508 million	0.801 million	20.3%	-35.0%
Wokingham	2.098 million	2.345 million	2.465 million	1.281 million	17.5%	-38.9%
Winnersh	0.442 million	0.521 million	0.513 million	0.262 million	16.1%	-40.7%
Earley	0.531 million	0.64 million	0.609 million	0.28 million	14.7%	-47.3%
Wargrave	78,180	95,910	87,760	40,916	12.3%	-47.7%
Reading	14.4 million	16.34 million	17.081 million	8.818 million	18.6%	-38.8%
Bracknell	1.977 million	2.315 million	2.328 million	1.191 million	17.8%	-39.8%

Source: Office for Rail and Road, Table 1415

13.3.5. Across the borough, rail patronage had increased by approximately 20% from 2010/11 to 2018/19. Wokingham Station has the highest patronage level throughout the borough across the timeframe. However, the largest increase in patronage levels between 2010/11-2018/19 is at Winnersh Triangle at 25.6%. It is worth noting that the growth is relative to the size of the train station. Wargrave has seen the smallest growth in patronage at 12.3%. Outside of Wokingham Borough, Reading Railway Station has seen the greatest increase in patronage levels at 18.6% between 2010/11-2018/19.

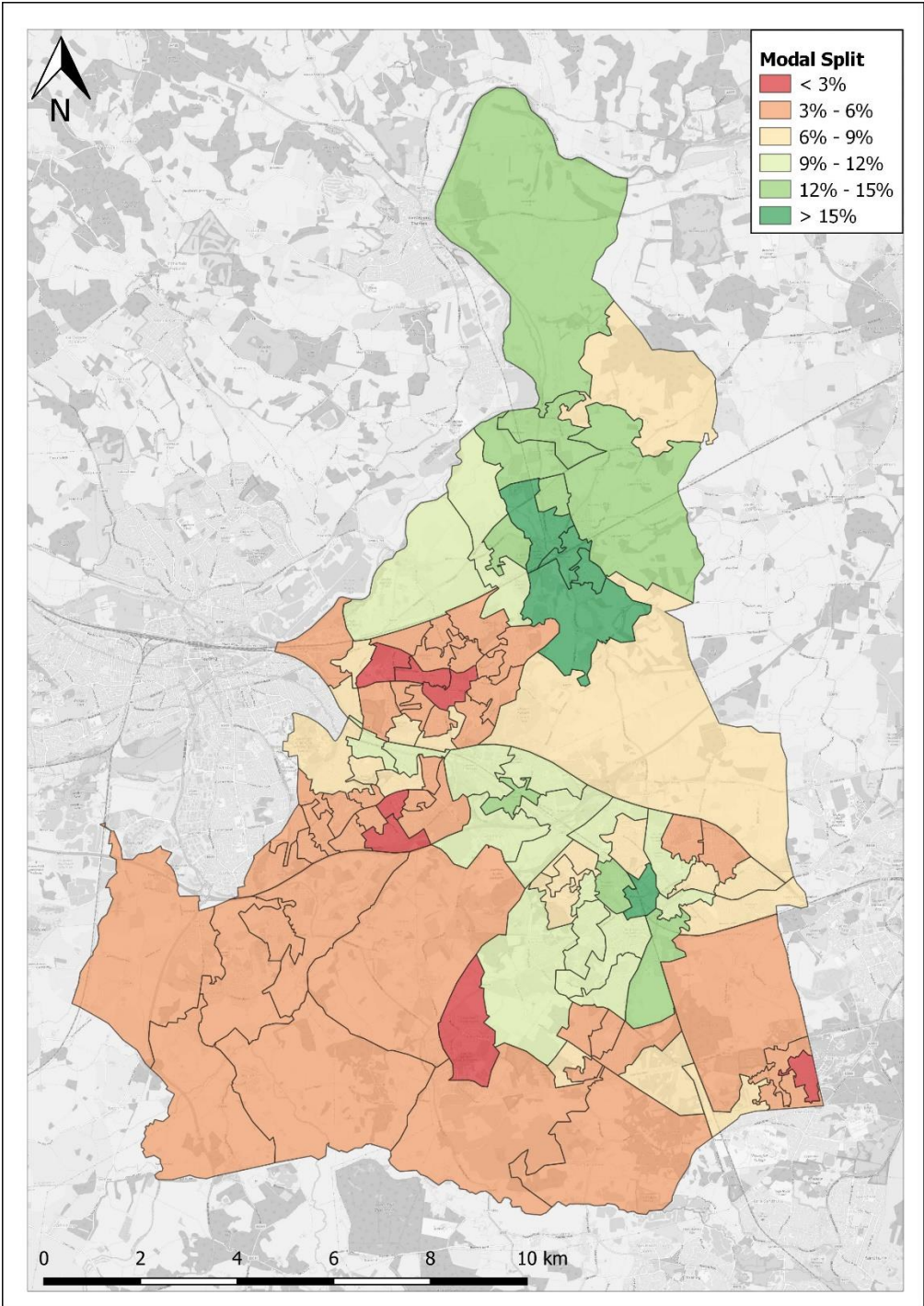
13.3.6. The table also shows that overall, across the borough, rail patronage has decreased by from 2018/19 to 2021/22. The strict lockdown measures, travel restrictions, and work-from-home policies implemented to curb the spread of the virus have resulted in a sharp decline in the number of people using trains for commuting and leisure purposes. Winnersh Triangle Railway Station has seen the greatest decrease in patronage levels of 62.3% compared to patronage levels of 2010/11.

13.4 TRAVEL TO WORK DATA

- 13.4.1. To gain a better understanding of how people travel to work throughout different parts of the borough, census data for the different wards have been assessed. This was to see how many people travelled to work within the town, within the borough and then to other areas outside of the borough such as Bracknell, Reading and London and by which mode of transport.
- 13.4.2. Figure 13-3 below shows the modal split for rail for each of the MSOAs in Wokingham Borough. This shows that the rail mode share for most of the Borough is less than 9%. It also shows that Twyford has the highest rail mode share. This is likely to be reflective of the high level of service that is available at Twyford Station to London Paddington and other parts of central London.

Draft

Figure 13-3 – Rail Mode Split Across Wokingham Borough



13.4.3. In terms of mode choice for commuting, when travelling to London, public transport was generally the most common mode choice, with approximately 40-50% travelling to work via train. This compares to only 23% of trips to Reading being made by rail of those that work in that area. Only 5% of commuter trips to Bracknell are made by rail despite there being trains running between Wokingham and Bracknell every 30 minutes.

13.5 RAILWAY STATION SUSTAINABLE MOBILITY PLANS

- 13.5.1. Wokingham Borough Council (WBC) and South Western Railway (SWR) have worked together to produce 'Sustainable Mobility Plans' for all SWR managed stations within the borough. These are: Wokingham, Winnersh, Winnersh Triangle and Earley Railway Station.
- 13.5.2. The plans set out a five-year plan for collaborative delivery between WBC and the rail operator to improve sustainable travel to and from the stations. They also give more detail on the desired mode share targets for sustainable modes, a description of the measures required to achieve these targets and associated timeframes. Table 13-2 below summaries the key areas for improvement identified within the railway station mobility plans.

Table 13-2 – Summary of Areas for Improvement in Railway Station Mobility Plans

Station	Areas for Improvements
Wokingham	<p>Lack of dedicated cycle route to station</p> <p>Lack of secure cycle parking at the station.</p> <p>Lack of morning, evening and weekend bus services. Either seek to improve co-ordination of bus and rail services and/or provide shared mobility choices</p> <p>Lack of Electric vehicle charging points, consider phased introduction of charge points to reflect increasing demand.</p>
Winnersh	<p>Quality of pedestrian and cycle infrastructure in/around station.</p> <p>Limited cycle parking – part-sheltered and unsecured.</p> <p>Lack of early morning and late evening bus services.</p> <p>No car park at the station and limited interchange choices. Seek to formalise taxi rank and/or provide shared mobility choices.</p>
Winnersh Triangle	<p>Long pedestrian and cycle waiting times to cross Wharfedale Road.</p> <p>Minimal cycle parking provision.</p> <p>Not accessible by wheelchair and concern about user security. Seek to improve dropped kerbs, tactile paving, lighting and surveillance along Cavendish Gardens.</p> <p>No bus stop shelters, shared mobility or demand responsive bus services.</p> <p>Consider improving interchange between rail and the park and ride services.</p> <p>Low car parking prices. Consider adjusting and introducing a phased increase of electric vehicle spaces in response to growing demand.</p>
Earley	<p>Poor pedestrian facilities on Station Road. Consider improving to making walking more appealing in the local area.</p> <p>Consider improving security of cycle parking.</p> <p>Low bus frequencies and no shared mobility options. Consider introducing micro/ shared mobility options and/or coordinating bus and rail services.</p> <p>No electric vehicle charge point provision.</p>

- 13.5.3. Twyford station on the GWR line has also been the subject of accessibility studies and its significance has increased due to opening of the Elizabeth Line. There is poor bus interchanging with no space or facilities for buses and passengers to wait. Car parking has restricted supply and car passengers identified buses as having the greatest potential as an alternative to the car. Barriers for bus use are poor frequencies, no buses from Woodley and uncertainty of where to catch a bus.

13.6 BUSES & COACHES

- 13.6.1. There are several commercial routes delivered by Reading Transport Limited (which includes Reading Buses and Thames Valley Buses). The borough endeavours to reduce congestion on these routes and work closely with the operator to provide attractive services. The Council does not provide vehicles and has limited influence on commercial operators' use of vehicles.
- 13.6.2. The Council has an important role in delivering bus services as many services require subsidies to be operational. Service contracts for supported services are an important means of provision of services and are an opportunity to ensure services are of high quality in terms of safety, passenger environment and environmental sustainability.
- 13.6.3. The dominant operators are Reading Buses and Thames Valley Buses, who are the same company. Whilst this has advantages in terms of coordination of routes and fares, there is limited direct competition. Coach services also deliver some of the routes.
- 13.6.4. Bus operations in the Borough can be split into three groups: Key corridors, urban areas and rural low-density areas. These are considered below:

Key Corridors:

- 13.6.5. **A329** – the main east-west corridor through the Borough which connects Wokingham Town, Winnersh and Earley to Reading and Bracknell. The corridor follows the London Waterloo rail line and provides connections to local stations. There are also several secondary schools and the route is branded with Reading Buses "Lion".
- 13.6.6. **A329(M)** – accommodates the park and ride service from Winnersh Triangle Business Park to Reading Town Centre. It includes an existing bus lane and priority on the approach to Sutton Business Park. The services are branded with the Park and Ride livery. The Park & Ride bus service is withdrawn until summer 2023 due to a decking of the car park.
- 13.6.7. **A327** – connects Wokingham Town to Reading Town via the communities of Barkham, Finchampstead, Arborfield and Shinfield. The corridor is currently being enhanced to better serve new development at Shinfield, Arborfield and Thames Valley Science Park. The corridor is branded with Reading Buses "Leopard".
- 13.6.8. **A33/ B3349** –.Currently bus services connect Reading Town Centre, with Thames Valley Science Park and Spencers Wood, as well as to the more rural villages of Swallowfield and Riseley. The busiest sections of the corridor are between Spencers Wood and Reading Town Centre. This corridor was remodelled in 2021 to extend the 600 services from MereOak Park and Ride and corridor has the potential for growth due to development in the Shinfield area.
- 13.6.9. **A4/A321** –between Reading Town Centre and High Wycombe linking the communities of Woodley, Sonning, Charvil, Twyford and Wargrave. Thames Valley Business Park and Sutton Business Park are also located along this corridor. Twyford Station with the improved Elizabeth line and Wargrave

station with the Henley branch service are served by local bus services. There is no uniform branding on this corridor.

Urban Areas:

13.6.10. There are three main urban areas in Wokingham Borough with town services.

13.6.11. **Earley/ Lower Earley/ Maiden Erleigh** is a large residential areas with a high proportion of family homes and range of local services including a secondary school, primary schools, shops, doctors' surgeries, and a supermarket. There are significant numbers of secondary age students using bus services to access schools in Reading, along the A3290 and in Woodley. The area is branded with Reading Buses "Claret" Service.

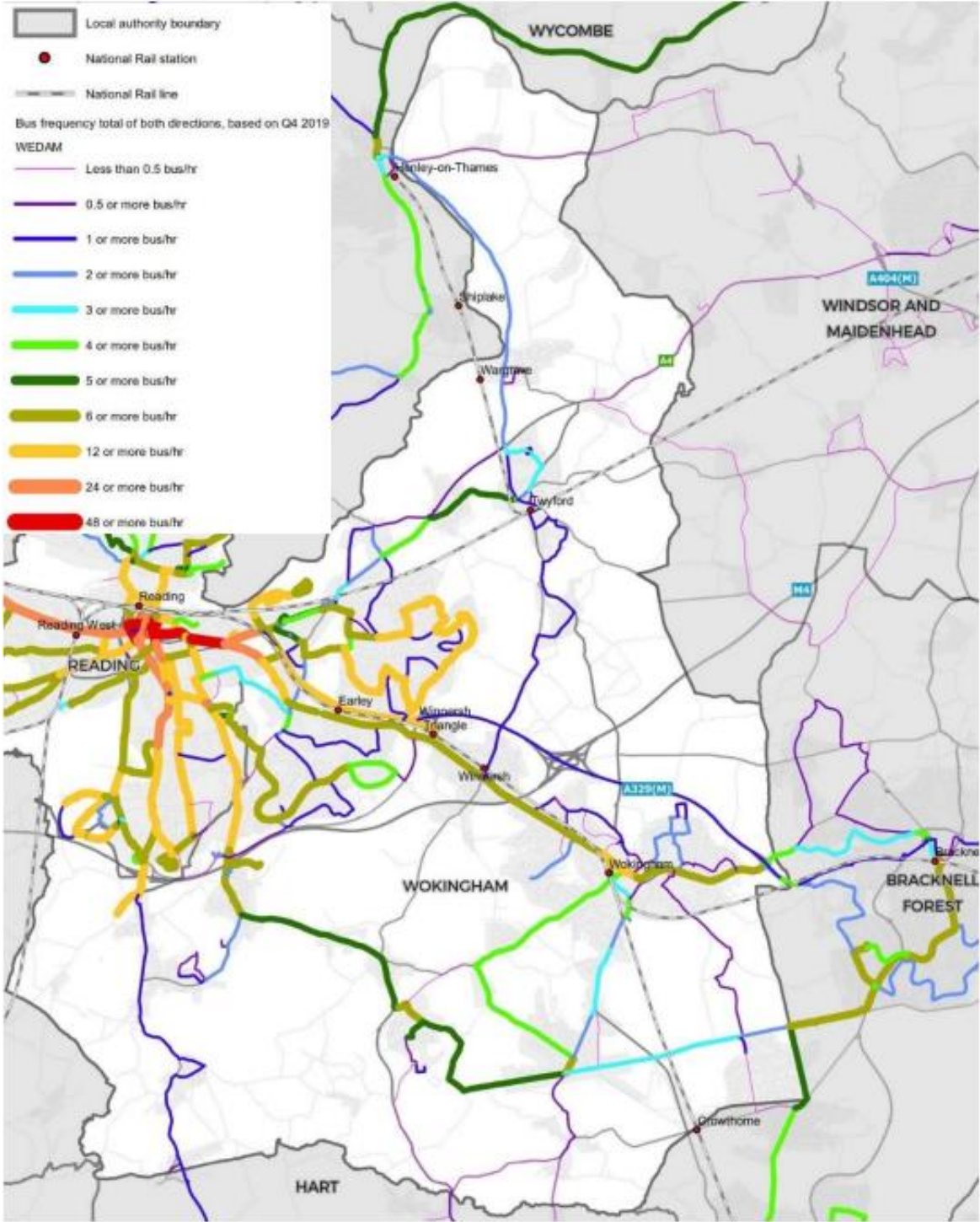
13.6.12. **Woodley and North Earley** – Woodley town centre has a good range of shops and is the main interchange for local bus services. Local bus services serve the surrounding residential areas with local orbital bus services. There are several primary schools and doctors' surgeries in the town. The area is branded with Reading Buses "Orange" brand.

Wokingham town and surrounding areas. The A329 and A327 corridors serve the town centre and the recently regenerated Wokingham Station. Local link bus services provide access from the surrounding communities of Emmbrook, Woosehill, the Norreys Estate, Easthampstead, Finchampstead and Barkham. There are also the areas of new development to the north and south of the Town along with a new park and ride site on the east of the town, boarding with Bracknell Forest Borough.

13.6.13. Rural and lower density areas are located to the north, south and east of the borough. The provision of rural area services is a challenge as serving a small, sparse population with very high levels of car ownership leads to low levels of patronage and high operating costs.

13.6.14. 5 below shows the frequency of buses along the bus routes within the borough during the AM peak (07:00-09:00). This shows that along routes within Wokingham town Centre and the Reading facing towns (Earley, Woodley and Shinfield) services run at a relatively high frequency with 6 or more buses an hour. Outside of these areas this rapidly falls to much lower frequency services with up to a maximum of four buses per hour and this decreases to 1 bus per hour connecting the most rural areas.

Figure 13-45 - Bus Frequency Map - AM Peak (07:00-09:00)



13.6.15. Frequencies on key corridors vary based on time of day and the day of the week and are summarised on Table 13-4. Turn up and go frequencies are in place on the A327 and A4 corridors on their busiest sections. Frequencies reduce as the routes serve less dense areas to the east. The A329 corridor frequency is 3 buses an hour throughout the day, reduced in 2021 from 4 per hour. Evening and Sunday services are provided in part on all key corridors.

Table 13-4 – Key Corridors – Local Bus Frequencies (buses per hour)

Corridor	Routes	Destination	Peak (M-Fri)	Off Peak (M-Fri)	Sat	Evening (M-Fri)	Sun
A329 Reading Wokingham - Winnersh- Bracknell	4, X4	Wokingham	3	3	3	1	2
		Winnersh	3	3	3	1	2
A327 Reading-Shinfield- Arborfield - Wokingham	3	Shinfield	6	5	5	2	2
		Arborfield	4	3	3	2	2
		Wokingham	1	1	1	0	0
A4/A321 Reading-Twyford- Wargrave-Henley	13/14	London Rd	6	6	6	2	2
	128/129/127, 850	Twyford	2	2	2	1	0
		Wargrave	1	1	1	1	0
		Henley	1	1	1	1	0
A329 (M) Winnersh-Reading	500	Reading	Service withdrawn until mid 2023, when work is completed on P & R				
A33/B3349	600	Mere oak P & R	2	2	2	2	0
A33/B3349	600	Spencers Wood, Shinfield Swallowfield & Riseley	1	1	1	1	0

- 13.6.16. The main urban areas have a higher frequency urban corridor service which are complemented by less frequent local urban link services. Table 14-5 summarises the service levels by bus per hour (bph).
- 13.6.17. Earley and Reading the 21 provides a constant 3bph into Reading, increasing in frequency at Reading University which lies on the Reading / Wokingham boundary. The 19a/b/c local link services provide local access from residential areas to local amenities and the Royal Berkshire Hospital. Resident feedback is that the direct link to the hospital is welcomed, but more frequent and direct services to Reading and Wokingham towns are desirable. Pre-pandemic monitoring of vehicle capacity during the morning travel period indicated that all services running out of Earley were at or over capacity. In some cases, passengers were unable to board the service they wanted
- 13.6.18. In Woodley the 13/14 circular services provide the main services into Reading on a half hourly frequency in each direction. The 13/14s are complemented by the Thames Valley Buses 128 service and the circular 19a/c services from Woodley Centre to Reading creating a 15-minute frequency,.
- 13.6.19. Selected parts of south and east Woodley experience a 20-minute frequency (3bph) towards Reading and Woodley Centre through a combination of 13/14 and 19a/c services. More remote residential areas experience less frequent local bus services provided solely by the 19a/c bus service.

Table 14-5 – Urban Areas – Local Bus Frequencies (buses per hour)

Urban Area	Routes	Area	Peak (M-Fri)	Off Peak (M-Fri)	Sat	Evening (M-Fri)	Sun
Earley/Lower Earley /Maiden Erleigh	21	Earley	4	4	4	2	3
	19a/c,	Maiden Erleigh	2	2	2	0	0
	19b	Lower Earley	1	1	1	0	0
Woodley and North Earley	19a/c	North Earley	2	2	2	0	0
	13/14 19a/c 128/127	Woodley Centre	7	7	7	2	2
	13/14 19a/c	East Woodley	6	6	6	0	0
	13/14 19a/c	South Woodley	6	6	6	0	0
Wokingham Town Centre and Surrounding Area	4/X4, 3 121, 122/3 124, 128/127/ 128, 151/A	Wokingham Town Centre	9	12	10	3	3
	121,151/A	North Wokingham	3	2	02-Jan	0	0
	124	South Wokingham	0	1per day	0	0	0
	125/A/B	Finchampstead	1	1 every 2 hour	1 per day	0	0
	3	Barkham	1	1	1	0	0
	122/3	Woosehill and Emmbrook	1	1	1	0	0

13.6.20. Local bus services along the A329 and A327 corridors travel into Wokingham town. Several local town link services provide access from surrounding residential areas into the Town Centre (Wokingham Broad Street) where they connect with the higher frequency services. Generally, the frequency of services from surrounding residential areas into Wokingham town is low, as in many cases, but not all, the bus competes with alternative travel choices such as walking and cycling.

13.6.21. Evening and Sunday services are only provided on the urban corridor routes which are provided through each of the urban areas.

13.6.22. Frequencies in low density and rural areas are generally reduced and are summarised on Table 14-6 below. The frequency of fixed line rural services is reflective of the lower populations living in these areas. Community transport providers and volunteer driver services operate across all the rural and low-density areas and facilitate travel for those without access to any alternative transport.

13.6.23. Apart from the rural corridor service which runs between Reading Town Centre and Riseley, no fixed route local bus services are provided during evenings or at weekends.

Table 15-6 – Rural / Low Density Areas – Local Bus Frequencies

Urban Area	Routes	Area	Peak (M-Fri)	Off Peak (M-Fri)	Sat	Evening	Sun
Northern Parishes	152, 127	Wargrave	0	1 / week	1	0	0
	127	Remenham	0	0	1	0	0
	128, 127	Sonning	1	1	1	0	0
	850, 128	Charvil	2	2	2	1	0
Southern Parishes	600, 145	Spencers Wood	1	1	1	1	0
	600, 145	Swallowfield	1	1	1	1	0
	600, 145	Riseley	1	1	1	1	0
	145	Finchampstead Village	0	1 / week	0	0	0
	125/A/B	Wokingham Without	2	0.5	1 day	0	0
Eastern Parishes	128 in part	Hurst	1	1	1	0	0
	127	Ruscombe	0	0	1	0	0

13.6.24. In terms for vehicles, Reading Buses lead the way with one of the youngest and most environmentally friendly fleets in the UK. 100% of the Reading Buses fleet is rated Euro 6 or ultra-low emission due to the reduced CO2 emissions that bio-gas buses produce compared to a normal diesel bus.

13.6.25. In regard to longer distance coach travel, National Express is the main coach provider in Wokingham Borough. National Express provides regular coach services to Brighton, London, Gatwick Airport, Heathrow Airport, the South West and South Wales from the Mereok Park and Ride site. This is located just to the south of the M4 Junction 11.

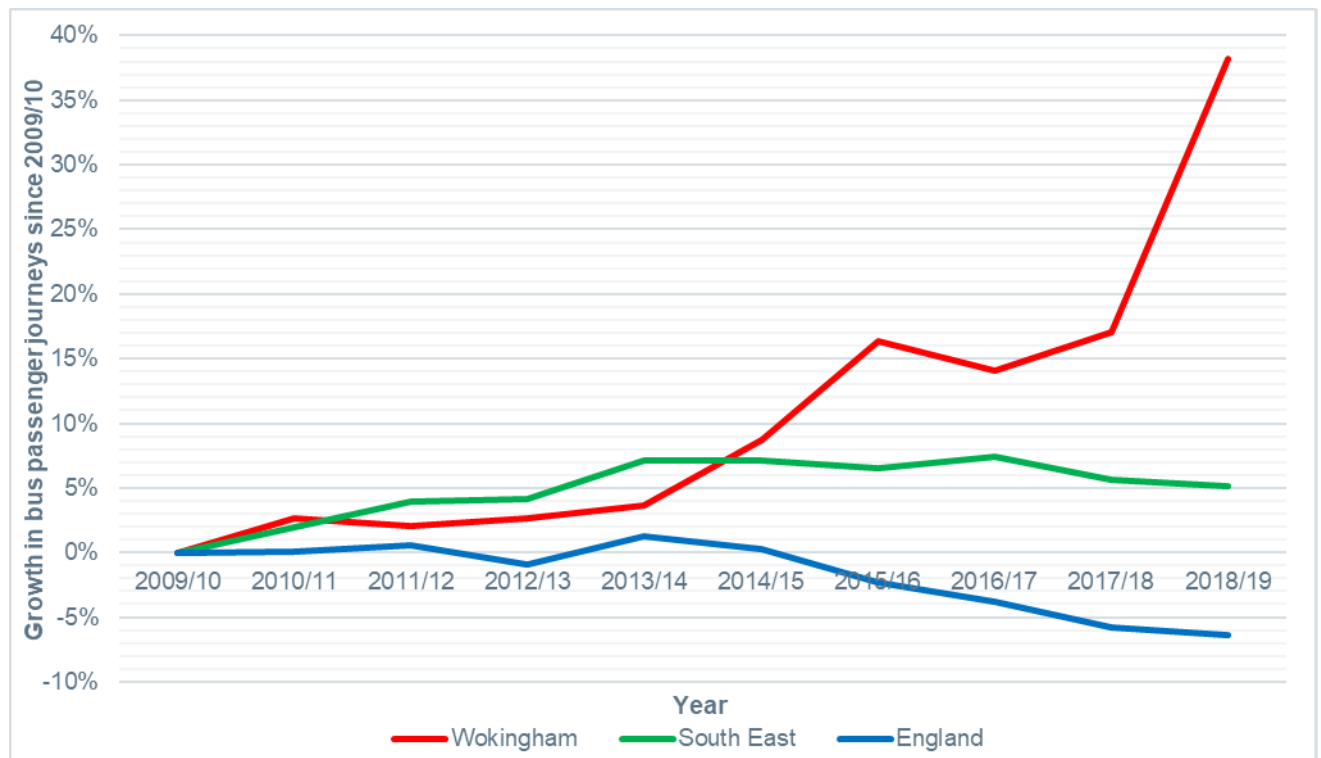
13.6.26. A Bus Service Improvement Plan (BSIP) was published in January 2023 which contains extensive details on bus operations and how these can be improved. An Enhanced Partnership is being set up with the operators that aims to bring the operators and borough closer together in delivering improved services.

13.7 BUSES – USAGE

13.7.1. Based on the DfT Local Bus Passenger Journey data, there has been a general increase in bus patronage over time within Wokingham Borough. This particularly evident when comparing this change to both the national and regional change in bus patronage. Figure 13-5 below shows that since 2013/14, there has been a relatively steep increase in bus patronage numbers in Wokingham Borough. This compares to a slight downward trend in the national and regional bus patronage numbers. Before 2013/14, Wokingham Borough was generally in line with the national and regional trends in that there is a steady increase in usage over time.

13.7.2. Table 13-3 shows that data that feeds into Figure 13-5 below. Green text indicates an increase in patronage levels from the previous year, red indicates a reduction.

Figure 13-5 - Percentage change in bus passenger journeys since 2009/10



Source: DfT Local Bus Passenger Journeys 2019 (BUS0109a)

Table 13-3 – Change in Bus Patronage – 2009/2010 – 2017/2018

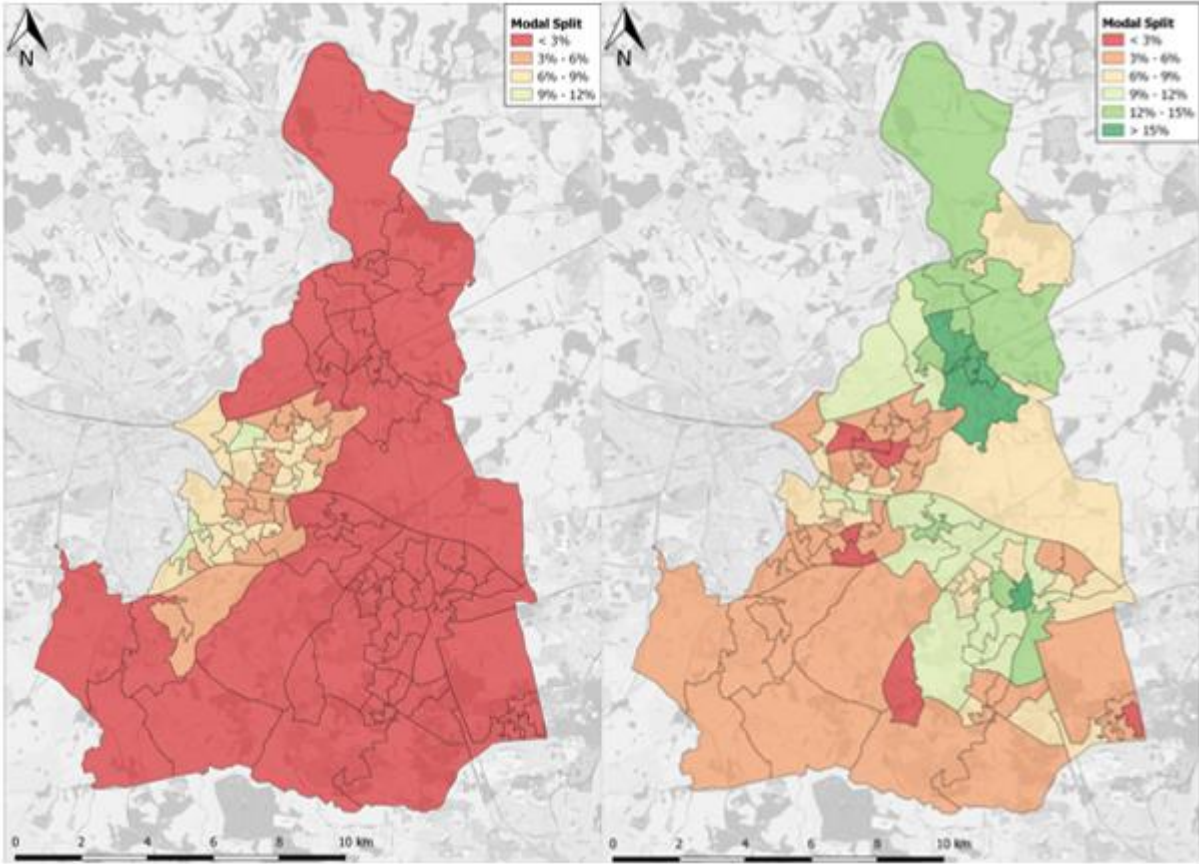
Location	2009/2010 Patronage Levels	2011/2012 Patronage Levels	2013/ 2014 Patronage Levels	2015/2016 Patronage Levels	2017/2018 Patronage Levels	% Change 2010/11 – 2018/19
Wokingham	2.050 million	2.092 million	2.124 million	2.386 million	2.399 million	17.0%
South East	331.7 million	344.7 million	355.3 million	353.2 million	349.1 million	5.2%
England	4611.4 million	4638.0 million	4670.1 million	4507.5 million	4348.1 million	5.7%

Source: DfT Local Bus Passenger Journeys 2019 (BUS0109a)

13.7.3. Both Figure 13-5 and Table 13-3 above show a greater increase in bus patronage from 2013/2014 and again from 2017/2018. The change from 2013/2014 is likely part of general annual increase in bus patronage that was further accelerated from 2015 with the opening of both Mere oak Park and Ride and Winnersh Triangle Park and Ride. The second increase in 2017/2018 is likely attributed to the introduction of electronic ticket purchasing on Reading bus services. Reading bus services cover most of the Borough and operate along the A329, A327, part of the A4, across most of Woodley and Early and both park and ride services.

13.7.4. Figure 13-6 shows the mode share to bus on the left hand side and the mode share to rail on the right hand side.

Figure 13-6 - Bus and Rail Modal Split Comparison



13.7.5. Figure 13-6 This highlights that bus usage above more than a few percent only occurs in the areas closest to Reading, such as Woodley, Earley and Shinfield. By comparison, rail usage more dispersed across the Borough, with the highest concentration of rail trips observed in and around Twyford and Wokingham town centre.

13.8 COMMUNITY TRANSPORT

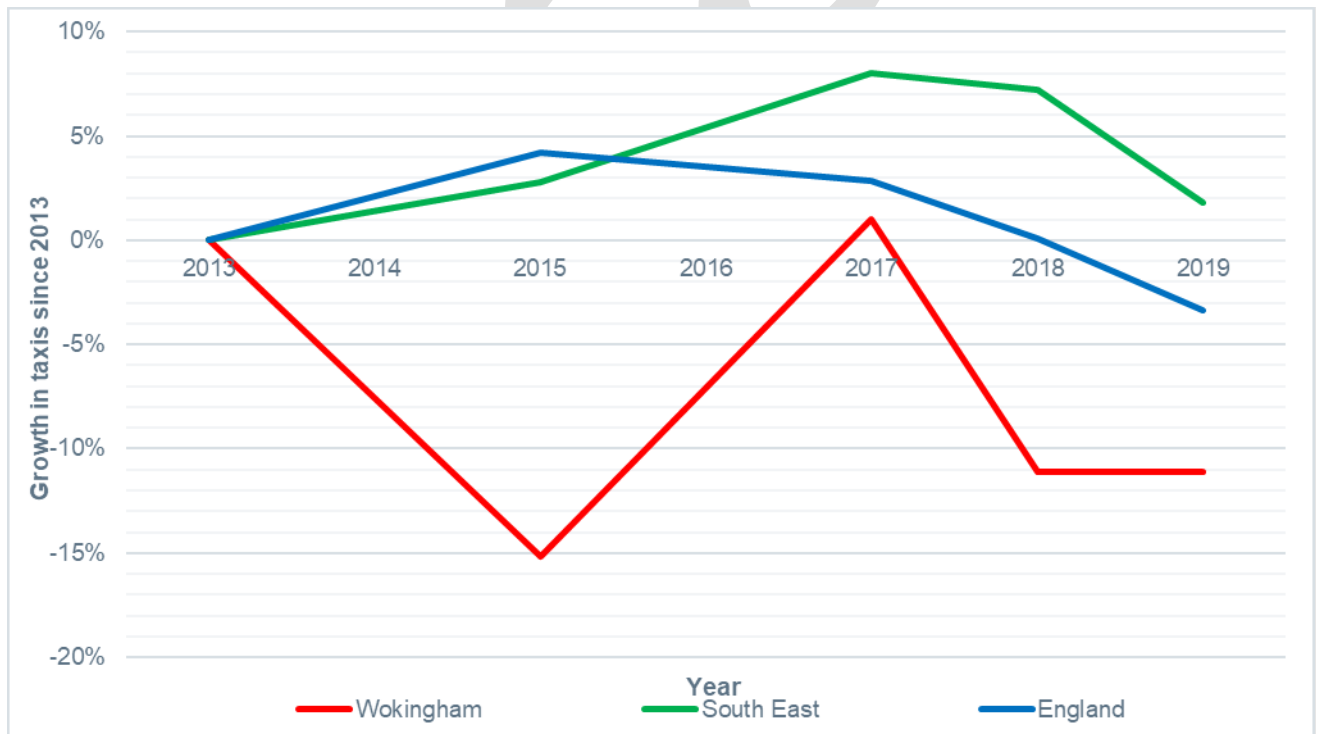
- 13.8.1. The main provider of community transport services across Wokingham and Bracknell Forest is Keep Mobile. They operate a fleet of vehicles capable of transporting those in wheelchairs or who have difficulty in negotiating steps found on other forms of public transport. They provide a door-to-door service and enable over 14,000 passenger trips covering 1115,000km annually¹³. Fares for Borough residents start at £1.90 for a single 3km trip and increase with distance.
- 13.8.2. Additional community transport services are provided by other local operators including Readibus, EarleyBus, Wokingham Community Transport Scheme, and Twyford, Wargrave and District Volunteer Centre.

¹³ <http://www.keep-mobile.org.uk/>

13.9 TAXIS AND PRIVATE HIRE VEHICLES

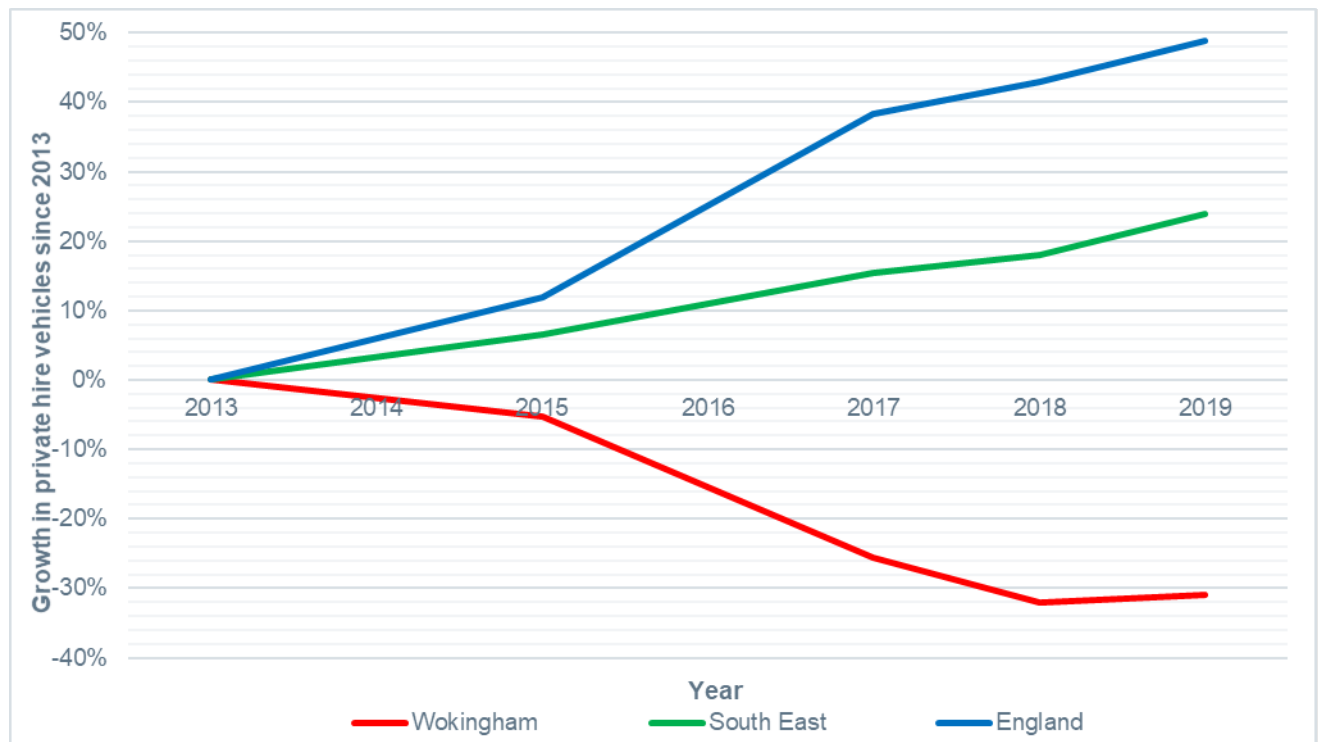
- 13.9.1. Taxis and private hire vehicles (PHVs) play an important role in enhancing accessibility for people without access to a car to get to places not served by public transport. They are used in Wokingham Borough to transport small numbers of school pupils and social services clients as they can prove more economical than deploying a bus.
- 13.9.2. Taxis are also important for disabled people, younger people and for providing transportation during the evening and overnight period. As well as during periods when the alternative public transport service does not operate in parts of the Borough, such as Sundays.
- 13.9.3. Taxis and PHVs in Wokingham Borough are governed by the Wokingham Borough Private Hire School and Community Services Licensing Policy and the Hackney Carriage and Private Hire Licensing Policy, which sets out requirements for vehicle standards and disabled access.
- 13.9.4. Figure 13-7 and Figure 13-8 present the change in the number of taxis and PHVs in Wokingham Borough, the South East and England since 2013. They show that taxi and PHV numbers in Wokingham Borough have not followed regional or national growth trends.
- 13.9.5. The number of taxis in Wokingham Borough has decreased by more than 10% since 2013 compared with a slight increase regionally and a slight fall nationally. The number of PHVs in the Borough has decreased by more than 30% since 2013, compared with an increase of almost 25% regionally and 50% nationally. The total number of taxis and PHVs in the Borough in 2019 was 217, compared with 286 in 2013.

Figure 13-7 - Growth in taxis



Source: DfT Taxi and Private Hire Vehicle Statistics 2019 (TAXI0105)

Figure 13-8 - Growth in registered private hire vehicles



Source: DfT Taxi and Private Hire Vehicle Statistics 2019 (TAXI0105)

13.10 AIR

- 13.10.1. Heathrow Airport is approximately 40km from Wokingham town and is the main airport serving the Borough. It is easily accessible by road via the M4 or by coach from Mere oak Park and Ride or Reading station. By rail it can be accessed from Earley, Winnersh, Winnersh Triangle and Wokingham stations by changing at Staines onto the airport bus link. It can also be accessed from Twyford Station changing onto connecting bus or rail services at Hayes and Harlington station.
- 13.10.2. Gatwick airport is approximately 75km from Wokingham town. It is easily accessible by road via the M4, M25 and M23 or by coach from Mere oak Park and Ride. By rail it can be accessed directly from Wokingham station with an hourly service provided.
- 13.10.3. Birmingham and Southampton Airports are also both accessible from the Borough by rail with hourly services to both provided from Reading station.

14 SHARED AND FUTURE MOBILITY

14.1 TRANSPORT FOR THE SOUTH EAST FUTURE MOBILITY STRATEGY

- 14.1.1. Transport for the South East (TfSE) have published their Future Mobility Strategy which sets out an action plan for the area to take advantage of new and developing technologies. The strategy has been developed around a place-and-people based approach accounting for how different communities vary across the area. In terms of place, four broad types of places have been identified across the Southeast, these are:
- Major Economic Hubs (MEHs)
 - Urban Areas
 - Rural Settlements, and
 - Remote Rural Areas
- 14.1.2. Areas have then been subdivided further based on their geographic position, scale, relationship to London and relationship to the coast. For each of the four place types listed above, bundles of future mobility modes, services and infrastructure have been developed. These bundles are flexible based on the unique characteristics of an area.
- 14.1.3. Parts of Wokingham Borough sit within each of the four areas: MEH including London Commuter and London Orbital Towns (Wokingham), Urban (Twyford), Rural (Finchampstead), and Remote Rural (Arborfield).
- 14.1.4. The Future Mobility Bundles relevant to Wokingham are shown below in Table 14-1. This shows the list of interventions against each place and the level of priority for the intervention within the area (Very High to Very Low).

Table 14-1 - Transport for the South East Future Mobility Place-Based Bundles for Wokingham

Interventions	Wokingham (MEH Bundle)	Twyford (Urban Bundle)	Finchampstead (Rural Bundle)	Arborfield (Remote Rural Bundle)
Hubs (mobility / community asset / service)	VH	VH	VH	VH
Digital-as-a-mode communications / services	H	VH	VH	VH
Shared mobility – digital demand responsive transport (DDRT)	H	H	VH	VH
Shared mobility - business to customer vehicle sharing (e.g., car clubs)	H	H	H	H
Shared mobility - peer to peer vehicle sharing / ride-sharing platforms	H	H	H	M
Shared mobility – ride sourcing – ‘on-demand private hire/taxi’	H	H	M	M
Business to business freight capacity exchanges	H	H	M	M
Business to customer freight capacity exchanges	H	H	M	M
MaaS platform (mobility credits / gamification)	H	H	M	L
Shared mobility – e-cargo bikes	H	H	L	L
Shared mobility - powered two-wheeler	H	M	M	L
EV charging infrastructure (all modes)	H	M	M	L
Shared mobility - e-bike / e-scooter	H	M	L	L
Consolidation Centres (regional / urban / micro)	H	M	L	VL
Flexible streetscape	H	M	L	VL
Road space reallocation to future mobility modes e.g., lanes, kerb space	H	M	L	VL

Source: TfSE Future Mobility Strategy, 2021

14.1.5. Social population segments have been established that reflect the key characteristics of an area. A total of 11 segments are evident with Wokingham Borough, the most common are as follows:

- Traditional Towns – People that are more likely to have older, non-dependent children and live in semi-detached or terraced properties. Their level of qualifications tends to be lower than average with jobs typically in wholesale and retail, energy and transport related industries.
- Village Life – People that live in areas that are less densely populated, typically in a village or small town. They tend to be older, well-educated, and live in owned detached properties, although an above average proportion live in retirement homes. Households have multiple cars, with these being the most common method of transport to places of work.
- School-Run Suburbia – a growing segment of suburban families who, within their means, try to take action to reduce their environmental impact including reducing the impact of their travel choices.

14.2 WOKINGHAM BOROUGH LOW EMISSION TRANSPORT STRATEGY

- 14.2.1. The strategy was published by Wokingham Borough Council in June 2022 after declaring a climate emergency in July 2019 and in response to the DfT's 'Decarbonising Transport: A Better, Greener Britain' in July 2021. The strategy sets a list of potential measures to decarbonise transport within the Borough at a greater level of detail than typically provided in the LTP.
- 14.2.2. A key measure is to decarbonise road vehicles and cleaner vehicles. Since the government announced the 2030 deadline to end the sale of new petrol and diesel cars / van, this has sent a clear message to local governments, markets and consumers to shift to EVs. The provision of EV charge points is key for both the public and industry to be able to shift to EVs. Some of this provision will come through home and workstations, however 20-30% of motorists do not have access to off-street parking which creates a gap in the infrastructure available to charge EVs.
- 14.2.3. Table 14-2 below shows the measures identified to decarbonise road vehicles and the timescales associated with their delivery.

Table 14-2 – Identified Measures and Timescales to Decarbonise Transport in Wokingham Borough

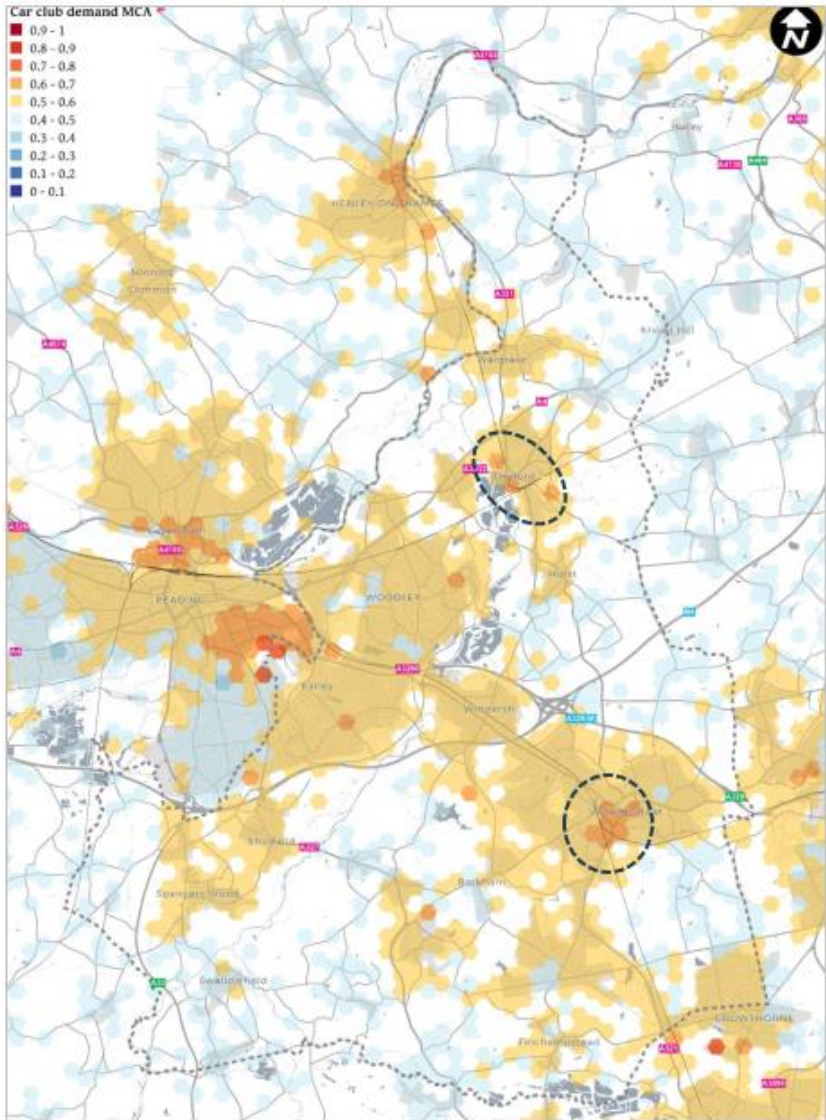
Measure	Timescale (Years)
Define requirements for EV charge points in new developments to ensure high levels of charging provision	0-3
Establish EV awareness through social media, delivery webinars/forums, set up an EV experience centre or recurring event	0-3
Transition the council vehicle fleet over to low emission vehicles	0-3
Develop a long-term EV uptake strategy (see section below)	0-3
Establish low emission car club scheme	0-3
Introduce requirements for low emission vehicles as part of construction and logistics implementation plans	0-3
Comprehensive on-street charging infrastructure on origin, at key destinations and on strategic routes	4-7
Introduce a phased requirement for low emission vehicle taxis and private hire with supporting charging infrastructure	4-7
Support the introduction of low emission buses	4-7
Introduce emissions-linked parking charges and other EV incentive measures	4-7
Introduce low/zero emission zones	8-9
Explore the introduction of hydrogen refuelling stations	8-9
Introduce local scrappage scheme for older, more polluting vehicles	8-9
Ensure low emission vehicle requirements are mandated as part of procurement exercises	-
Establish a framework for business with 'try before you buy' scheme	-
Review local barriers to charge point deployment and undertake targeted enabling works	-
Secure and sheltered bike parking provisions as part of planning permission	-

Source: Low Emission Transport Strategy, 2022

14.3 WOKINGHAM BOROUGH COUNCIL SHARED MOBILITY AND CAR CLUBS STRATEGY

- 14.3.1. A car club strategy considers demand, car club models, current usage in the Borough and stakeholder feedback. In recent times car club and car share schemes are becoming a more common. This is shown by the growing increase in memberships at UK car clubs, in 2020 there was more than 630,000 members which is more than double than in 2018.
- 14.3.2. Baseline work was carried out to assess and understand the car club market and how effectively car clubs align with local and national policy. Based on this, six objectives for car clubs have been identified as follows:
- To widen travel choice and improve connectivity with public transport.
 - To reduce emissions in the borough, ensuring that operators use low emission vehicles, or have a percentage of the fleet that is low emission.
 - To provide affordable and flexible transport to areas of lower than average incomes, improving equality and opportunities for all.
 - To support mode shift away from private car use and reduce dependency on private cars. The aim is for car clubs to be a 'steppingstone' away from private cars, and second cars.
 - To provide alternatives to private car ownership, particularly targeting areas where there is high car ownership in relation to the on-street parking capacity.
 - To future proof Wokingham borough, ensuring that they are integrated with parking-limited developments and transport hubs.
- 14.3.3. To better understand car club demand in the borough, a multi-criteria approach was used, this included nine factors such as: (i) population density per hectare, (ii) distance to town centre, and (iii) car / van availability. The spatial analysis split the borough into hexes, and each was coloured with low scores for car clubs in blue (0-0.5), an average score in yellow (0.5-0.6) and a higher score in orange / red (0.6-1). This figure is shown below in Figure 14-1. The strategy notes that demand is challenging to predict and therefore a small pilot of car clubs could be a better approach.

Figure 14-1 - Predicted Car Club Demand in Wokingham Borough

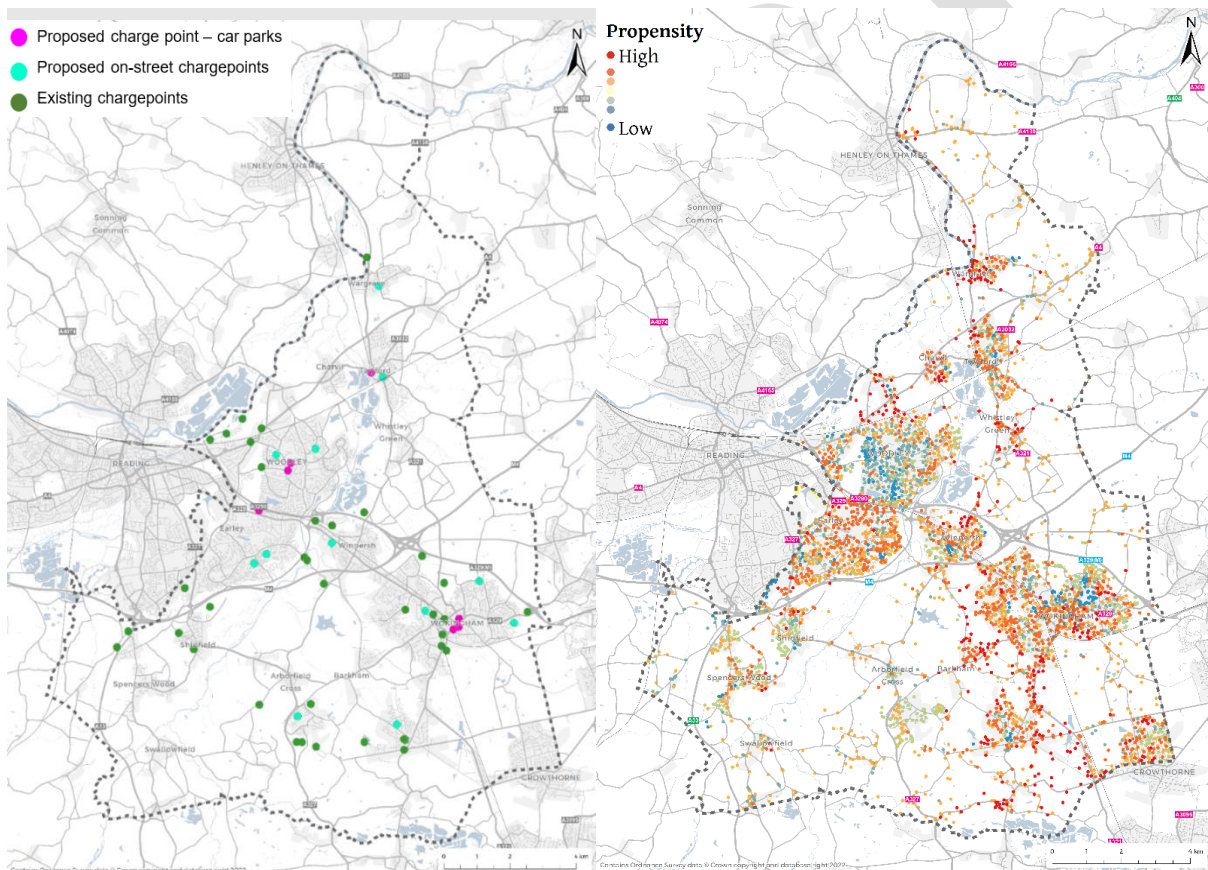


- 14.3.4. Figure 14-1 above shows that Twyford and Wokingham town Centre are two areas where predicted demand is higher. This aligns with the TfSE Future Mobility Strategy that identifies Wokingham town, Twyford, Finchampstead and Arborfield as areas where car clubs are a high priority.
- 14.3.5. Operator feedback suggests that providing car club parking bays in on-street locations is more desirable than being incorporated into new developments. This is because on-street parking bays are more visible and secure which helps increase awareness of the car club scheme.
- 14.3.6. The strategy identified three recommendations that should be taken forward in order to achieve the objectives identified above. There are:
 - Collaboratively develop the business case for a Wokingham Borough Council subsidised trial, open to the public and Wokingham Borough Council staff with neighbouring authorities.
 - Consider what disincentives could be used to reduce reliance upon personal car use.
 - Raise customer awareness of car clubs in the area and continue to engage with operators to understand how they can be incentivised to operate in Wokingham Borough.

14.4 WOKINGHAM BOROUGH COUNCIL ELECTRIC VEHICLE STRATEGY

- 14.4.1. The strategy is being developed by the council in order to help ensure there is adequate electric car charging facilities available to facilitate the growth in the EVs in the borough. The information below has been extracted from the draft strategy.
- 14.4.2. Wokingham Borough Council currently has 70 publicly available charge points, 35 of which are rapid chargers. This equates to approximately one publicly accessible charge points for every 26 EVs – this is the same as the national average (1:26) and above the UK average (1:25). The council is currently planning to expand its network with more charge points available in car parks and some on-street charge points.
- 14.4.3. Figure 14-2 below shows the known locations of the existing and planned charge points on the left and the forecast of the propensity for residents to switch to EVs on the right. This is based on socio-demographic factors such as income, education and lifestyle.

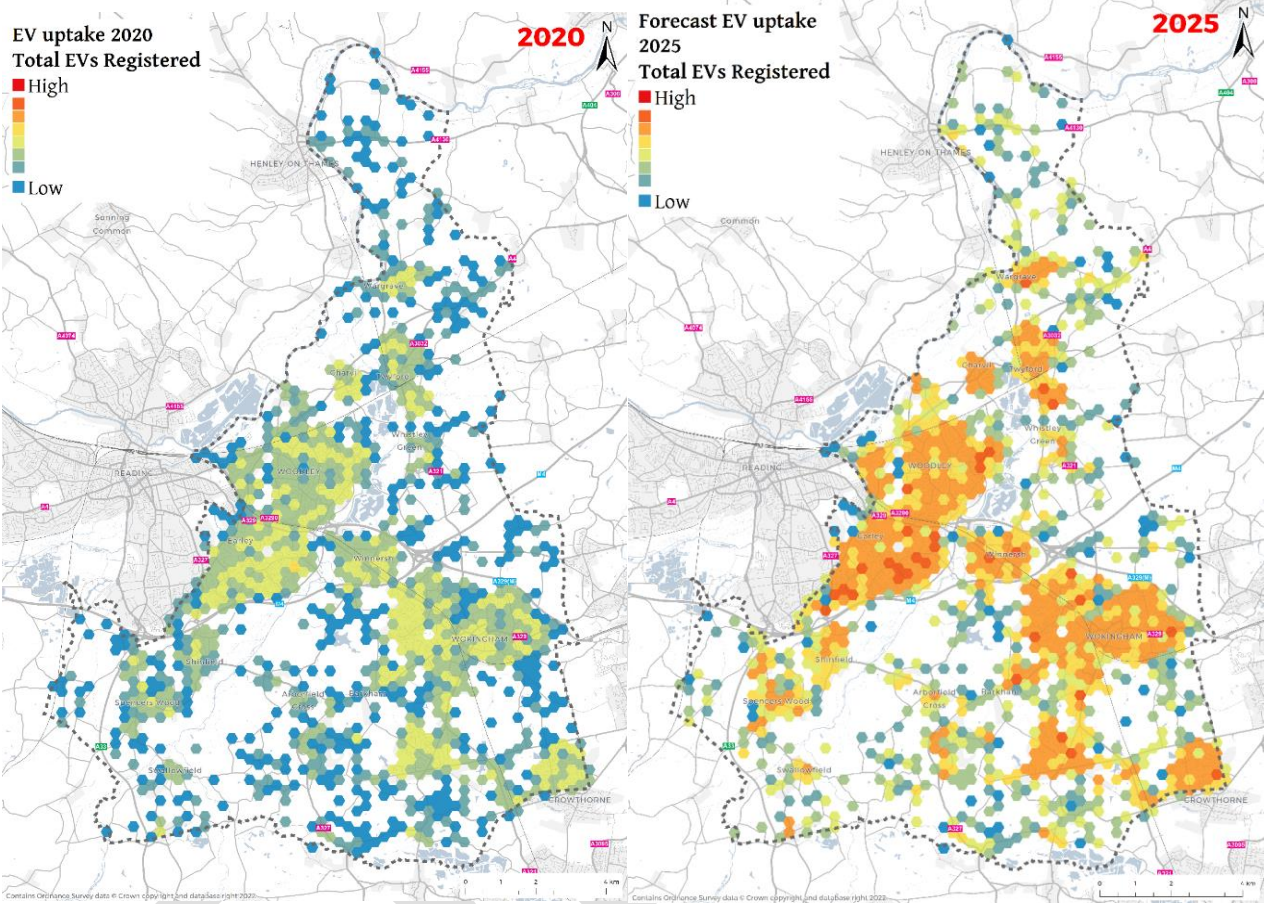
Figure 14-2 - Existing and Planned Electric Vehicle Car Parking Spaces (left) and Forecast of the Propensity for Residents to Swith to EVs (right) across Wokingham Borough



- 14.4.4. The figure shows that there is a higher propensity to change to EVs in all major hubs including Wokingham town, Winnersh and Earley. The exception to this is Woodley, Shinfield and Arborfield which reflect a lower propensity to switch.
- 14.4.5. There are other factors that can influence this transition public transport provision and off-street parking availability. Therefore, when comparing the existing and forecasted uptake of EVs that factor

in all these different elements is shows a slightly different output as shown below in Figure 14-3. This shows that by 2025, a larger proportion of the borough will have a higher propensity to switch to an EV in both urban and rural areas.

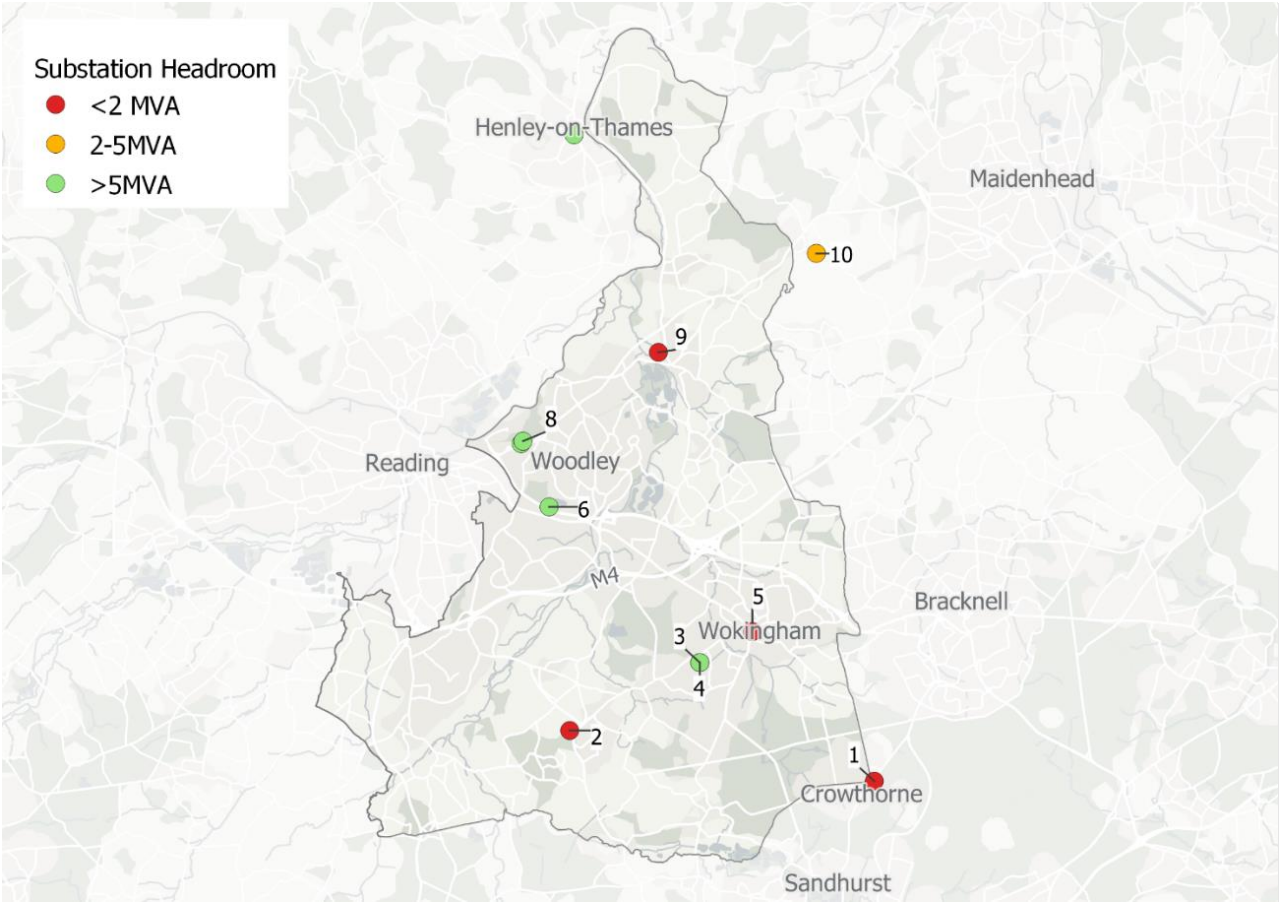
Figure 14-3 - Existing and Forecast Uptake of Registered EVs in Wokingham Borough



14.4.6. The electricity distribution operator local to Wokingham Borough Scottish and Southern Electricity Networks (SSEN). There are 11 substations in or within close proximity to the borough with power the local electricity grid.

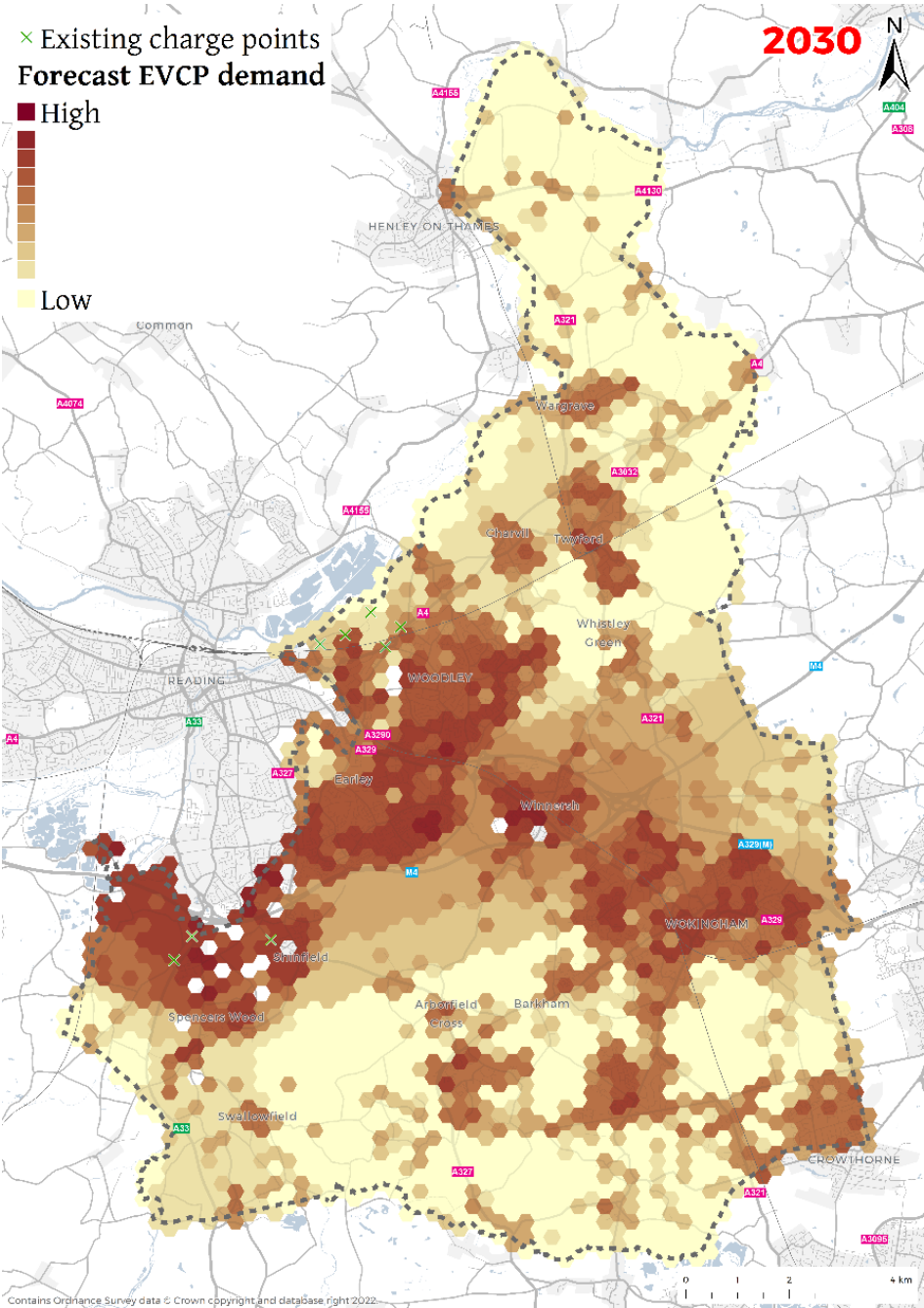
14.4.7. Figure 14-4 shows a heatmap of the network capacity of these substations in terms of their additional headroom availability. This information gives an indication of the capacity on the local network for additional EV chargers. The figure shows that all the substations that have more the 5MVAs capacity and suitable for additional EV chargers. The substations in orange have 2-3MVAs and the red substations have less than 2MVAs so minimal capacity to deal with additional EV chargers.

Figure 14-4 - SSEN Network Capacity at Substations in / near to Wokingham Borough



14.4.8. Based on supply and demand forecasts around EVs, this can be used to determine where there will be high demand for EV charging. Despite this, the private sector is unlikely to provide chargers and therefore a gap analysis was done to determine where infrastructure gaps are likely to occur. Figure 14-5 below shows this gap analysis with dark red points showing where there are mostly likely to be gaps in infrastructure availability and yellow shows where this is least likely. This shows that the urban areas, especially towards Reading, are more likely to have gaps.

Figure 14-5 - Gap Analysis of EV Charging Provision across Wokingham Borough



14.4.9. EV charging also needs to be included within new developments, both for residents and visitors. Wokingham Borough Council have already detailed this need within their policies; however, it is key that provision is installed in line with future forecasts and building regulations for EV charging.

15 FREIGHT

15.1 INTRODUCTION

- 15.1.1. Freight is key for delivering goods and services and is it key that they are delivered in a safe, reliable and efficient way into urban centres whilst reducing the air quality and carbon impacts on the area. The following section covers the national policy relating to freight as well as the existing conditions around road and rail freight movement within the borough.

15.2 NATIONAL POLICY

FUTURE OF FREIGHT: A LONG-TERM PLAN, 2022

- 15.2.1. In June 2022, the Department for Transport (DfT) published 'Future of Freight: a long-term plan'. This sets out the plan to overcome the challenges and opportunities relating to transitioning to a net-zero future as well as contributing to levelling-up and strengthening the UK's global impact. This plan helps to build an enhanced partnership between government and industry to set the direction and strategic priorities for the sector. In working together, a vision, set of priorities, actions and themes to meet the challenges and opportunities have been identified.
- 15.2.2. The vision of this plan is "a freight and logistics sector that is cost-efficient, reliable, resilient, environmentally sustainable and valued by society". The five priorities of the plan are as follows:
- **Cost efficient** – supporting the sector to deliver globally competitive costs and support the broader UK economy with access to low-cost goods transport.
 - **Reliable** – facilitating the sector delivering consistently good performance for its customers, providing reliable access to the goods that businesses and consumers need.
 - **Resilient** – Bolstering the freight network's capacity to anticipate absorb, resist or avoid disruption and recover when disruption does occur. Maintaining the smooth flow of goods throughout.
 - **Environmentally sustainable** – Achieving a net zero freight and logistics sector by 2050, whilst supporting broader environmental objectives of air quality and noise reduction.
 - **Valued by society** – Ensuring freight is valued by the public and decision makers across sectors reflecting its critical importance to the wider economy, and the lives of everyone in the UK.
- 15.2.3. Five key themes are identified within the plan that have challenges, goals and actions associated to them. These key themes are: (i) a National Freight Network, (ii) Transition to Net Zero, (iii) Planning, (iv) People and Skills, and (v) Data and Technology.

15.3 REGIONAL POLICY

TRANSPORT FOR THE SOUTH EAST FREIGHT, LOGISTICS AND GATEWAYS STRATEGY, MAY 2022

- 15.3.1. This strategy sets out a vision for developing the sector going forward up to 2040. It identifies investment to help better connect ports, airports and rail links within the region to help support sustainable economic growth both in the region and across the UK. Following on from this, the strategy includes an action plan that details how the strategy will be delivered.
- 15.3.2. Whilst developing the strategy, a Freight Forum between many key stakeholders, including Wokingham Borough Council, has been created. Key actions of the Freight Forum are as follows:

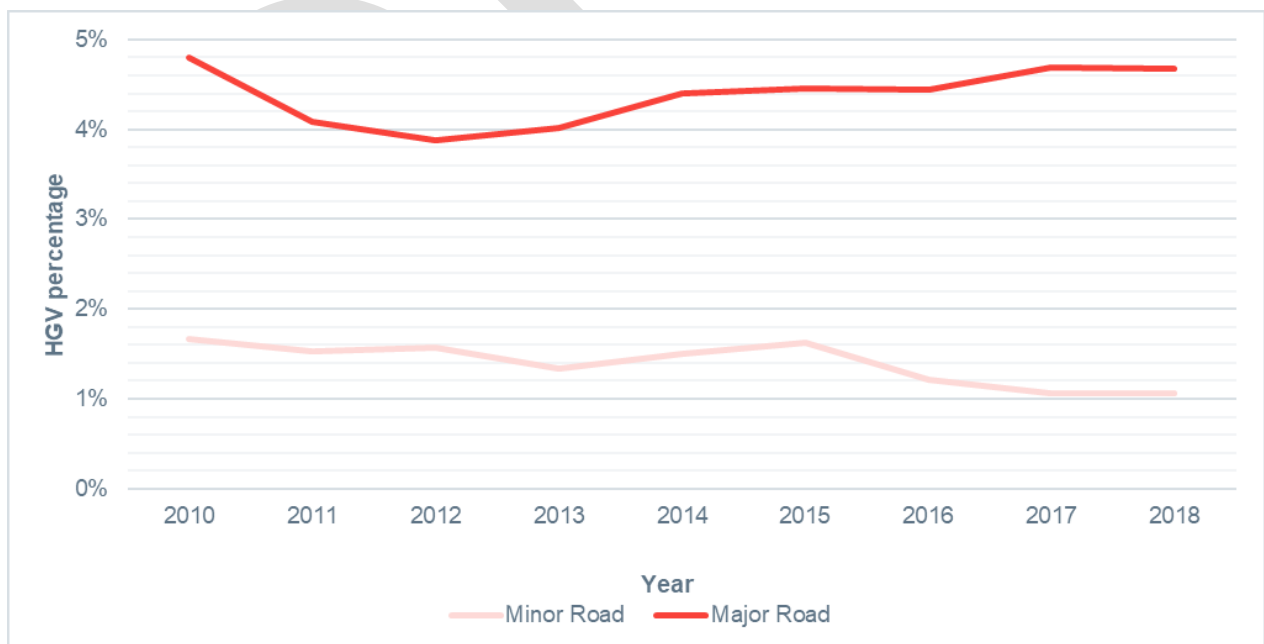
- Help develop the strategic vision and goals for the strategy
- Develop guidance for businesses on best practice approaches to procurement achieving cost savings and reducing environmental impacts
- Develop guidance for individuals on online purchasing explaining the impact it can have on the local environment
- Create a green purchasing programme to incentives sustainable behaviour
- Create subgroups within the forum – including Local Authority Office Subgroup
- Develop guidance from the subgroups for local authorities on the industry needs and how local authority policies and process can help achieve this

15.3.3. In terms of specific freight corridors recognised within the strategy, the M4 is a key corridor that runs through Wokingham. In particular, junction 11 is recognised as in need of upgrade in order to improve access to Heathrow Airport.

15.4 ROAD FREIGHT

15.4.1. Road freight is the most dominant method for transport freight. As a result, heavy good’s vehicles (HGVs) are a common means of transport freight within the area. Figure 15-1 below shows the percentage of HGVs on Wokingham Borough’s major and minor road network between 2010 and 2018. Over the time period shown, freight movement has reduced on the minor road network and steadily increased on the major road network. According to the 2018 DfT Road Freight Statistics, 52% of all inbound freight to the Berkshire, Buckinghamshire and Oxfordshire area originated from within these three counties. Similarly, 59% of all outbound freight from the Berkshire, Buckinghamshire and Oxfordshire area was delivered to destinations within these three counties. This reflects the predominantly short-haul nature of road freight in the local area.

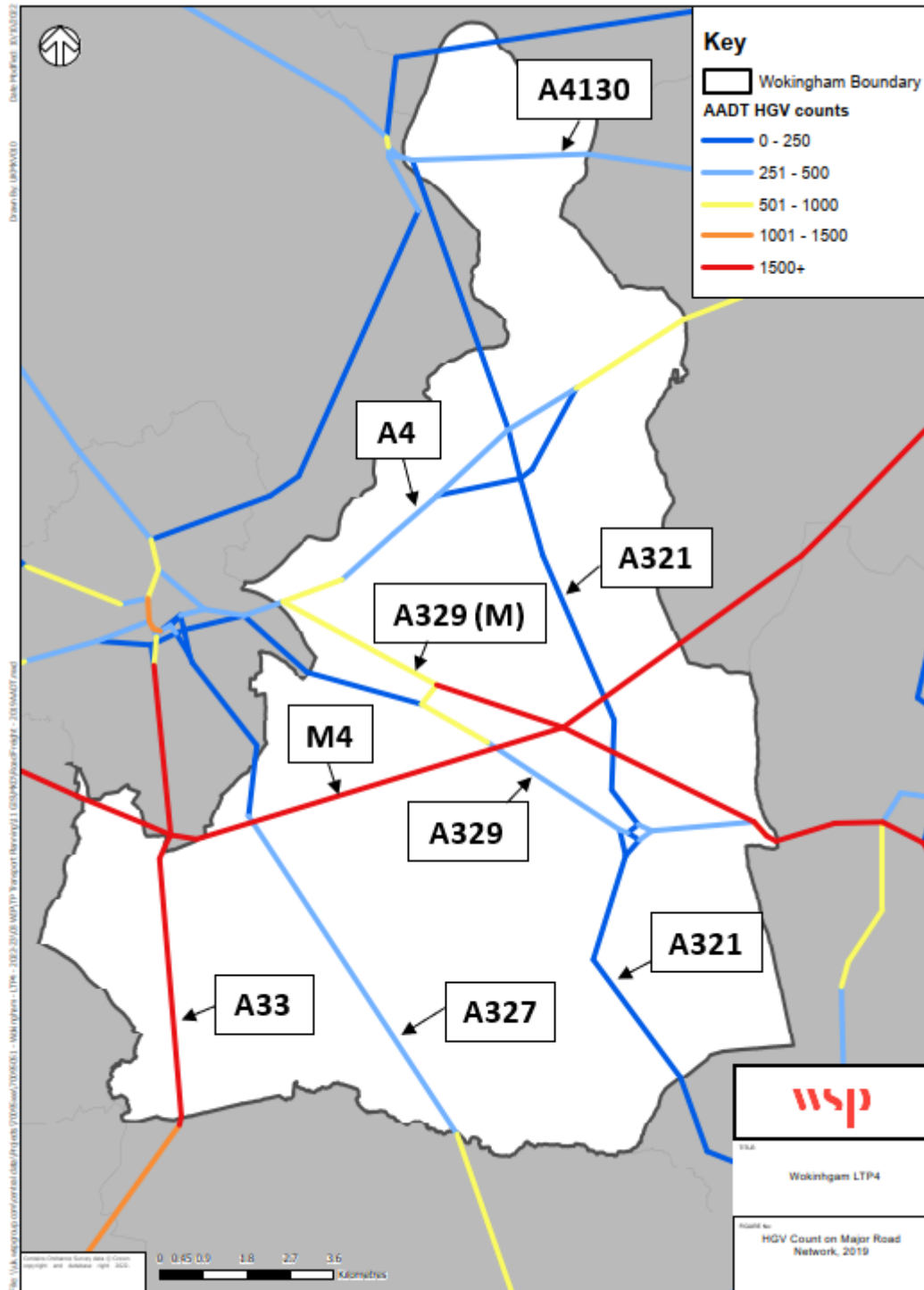
Figure 15-1 - Percentage of HGVs on Wokingham Borough’s major and minor road networks



Source: DfT Road Traffic Counts, 2018

15.4.2. Figure 15-2 below shows the annual average daily traffic (AADT) flow for HGVs on the major network in 2019. This gives an indication of the most common freight corridors used within the Borough. Based on this, the busiest routes other than the motorways the A329 (Winnersh to Wokingham), A327 and the A4. The A321 and the A329 (Reading to Winnersh) are less common routes.

Figure 15-2 - 2019 AADT for HGVs on Major Roads in Wokingham



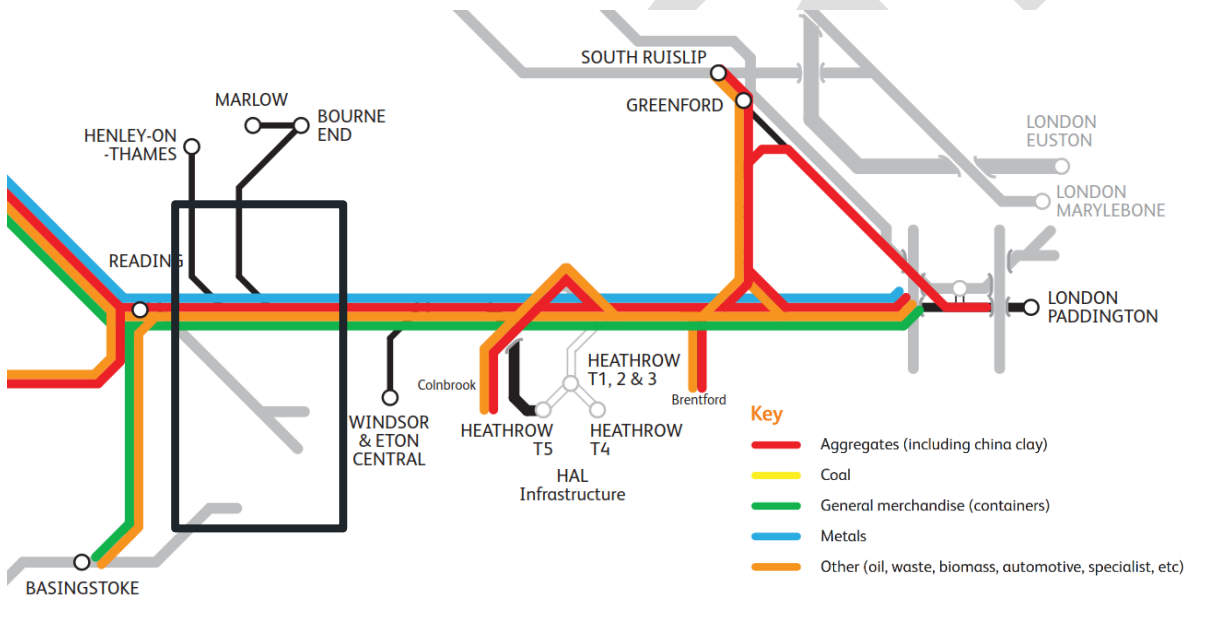
15.4.3. Light goods vehicles (LGVs) are the only motor vehicles that have seen an increase in flows within the borough over the last 15 years. This is likely attributed to the growth in online shopping and individual trips being replaced by a single van making multiple deliveries. It is likely that flows in LGVs are unlikely to be reduced as a result of increased digital accessibility.

15.5 RAIL FREIGHT

15.5.1. There are two rail freight routes that pass-through Wokingham Borough. These are the Western route and the Wessex route.

15.5.2. The Western route is the second busiest route into London for UK freight and significantly contributes to the UK economy and major industries. Across the route there are approximately 45 freight terminals which handle at least 12 different commodities. The major commodities are aggregates, coal, containers and steel. Freight forecasts have been produced for this route and show a substantial growth in intermodal freight from ports, a gradual decline in coal traffic and a modest growth in other commodities. However, it is worth noting that the aggregate market is currently growing faster than previous forecasts due to government policy, so the forecasts are relative. Figure 15-3 below shows the 2019 forecast freight flows and the black box indicates the Wokingham area.

Figure 15-3 - Western Route through Wokingham - 2019 Forecast Freight Flows

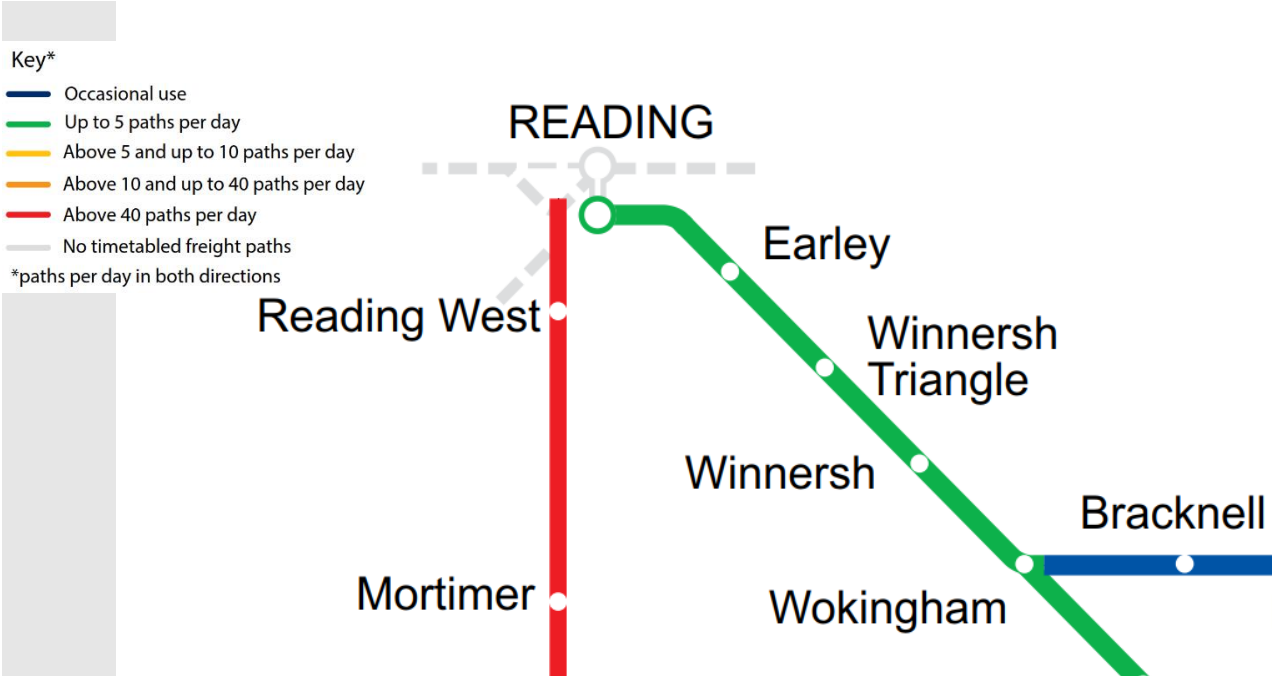


15.5.3. There are proposals for a new freight terminal being considered on the Western Route near Theale.

15.5.4. The Wessex route is a very busy and commonly congested route on the railway network and covers areas between Reading and London Waterloo, and down to the south to Weymouth, Southampton and Portsmouth. There are significant freight flows across the Wessex route and the route handles different commodities from Southampton docks, Southampton Maritime Terminal and Millbrook Freightliner Terminal. Commodities transferred along this route include automotive, aggregates and petroleum. **Figure 15-4** below shows the freight routes running through Wokingham and how often

the route is used on a daily basis. This shows that the line through Wokingham a low level of freight movements compared to mainline.

Figure 15-4 - Key Freight Routes through Wokingham and Daily Usage along the Wessex Route



16 TRAFFIC AND ROAD NETWORK

16.1 ROAD NETWORK

16.1.1. Wokingham Borough Council is responsible for managing 8.2km of principal motorway, 76.4km of 'A' roads, 59.1km of 'B' roads and 627.2km of 'C' and unclassified roads¹⁴. Wokingham Borough is criss-crossed by the following key roads. In addition, 12.7km of trunk roads (M4) are managed by Highways England.

16.1.2. Prominent routes in the borough include:

- The M4 motorway crosses east to west through the centre of the Borough, linking it with London, Heathrow Airport, the South West and South Wales;
- The A329(M) runs north-west to south-east providing links to Reading, Bracknell and the M3 via the A322. It is one of the few sections of motorway in England that are managed by the local highway authority;
- The A4 runs largely parallel to the M4 linking it with London, Heathrow Airport, Bristol;
- The A33 runs north to south along the western edge of the Borough, linking Reading with Basingstoke and the M3;
- The A321 runs north to south along the eastern edge of the Borough, linking Henley-on-Thames with Blackwater and the M3;
- The A327 runs north to south through the centre of the Borough, linking Reading with the M3 and Farnborough; and
- The A329 runs north-west to south-east linking Wokingham town with Ascot, Bracknell, Reading, Wallingford and the M40.

16.2 ROAD MAINTENANCE

16.2.1. The Borough has over 300 traffic-sensitive streets, 30,000 road gullies and 61 pedestrian crossings. It also has responsibility for 249 structures, including 166 bridges. The Borough also has responsibility for 16,000 street lights. Between 2016 and 2019 the Borough, 70% funded by the DfT Challenge Fund, replaced 8,000 ageing street light columns and installed over 13,000 LED lanterns across the Borough.

16.2.2.

16.2.3.

16.2.4. Table 16-1 indicates the condition of roads based on the National Condition Survey, which provides information on the condition of roads, relating to surface conditions, skid resistance, treatment and expenditure. This shows that the number of roads requiring maintenance in Wokingham Borough is significantly below the English average. Furthermore, and unlike the national trend, the number has reduced in all categories since 2015/16.

¹⁴ Total road length (kilometres) by road type and local authority in Great Britain, DfT 2019 (RDL0202a)

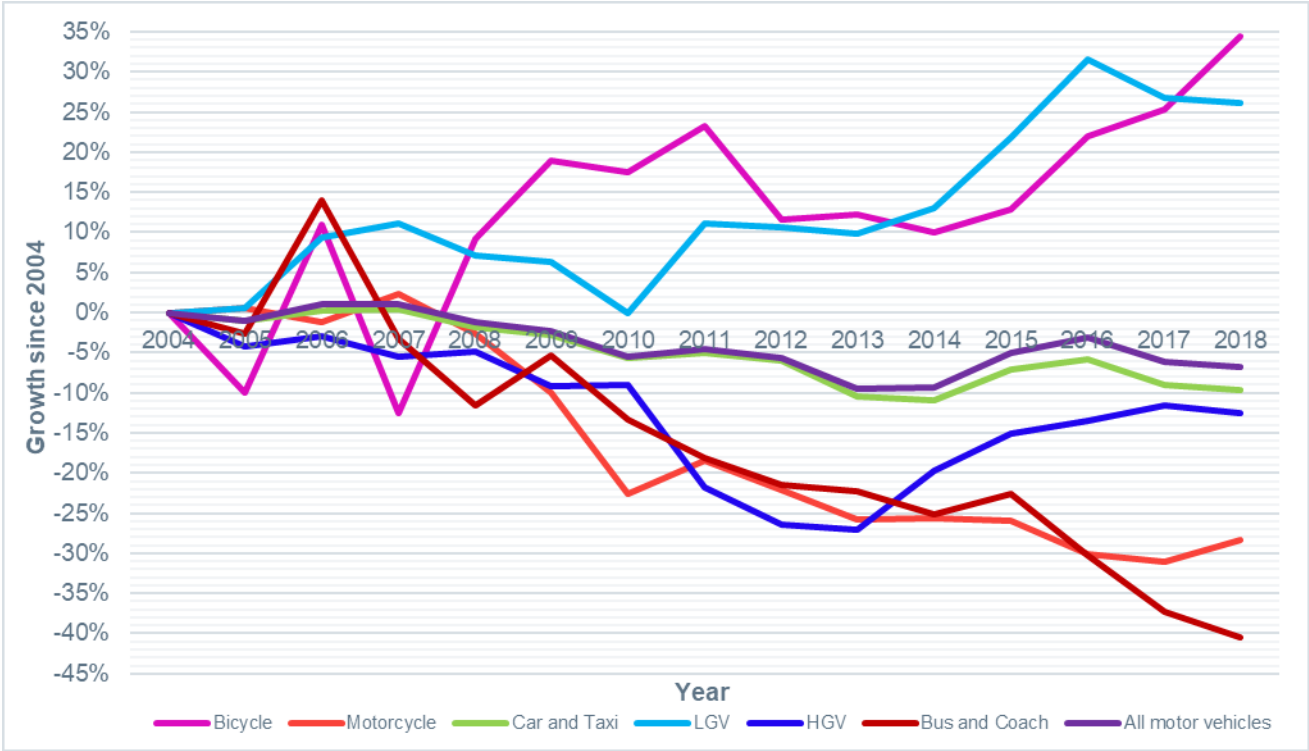
Table 16-1 - Percentage of network where maintenance should be considered

Road type	2015/16			2016/17			2017/18			2018/19		
	A	B&C	U	A	B&C	U	A	B&C	U	A	B&C	U
Wokingham	5%	5%	n/a	4%	5%	13%	3%	4%	13%	2%	3%	10%
England	3%	6%	16%	3%	6%	17%	3%	6%	16%	3%	6%	16%

Source: DfT Road Conditions in England: 2019 (RDC0120 and RDC0130)

- 16.2.5. As maintenance budgets are tightened, preventative maintenance is focussed primarily on the A and B roads and so C roads and unclassified roads, in general, may be maintained less often.
- 16.2.6. The 2019/20 Wokingham Borough Highway Maintenance Management Plan contains its Winter Service Plan which aims to ensure, as far as is reasonably practical, the safe movement of traffic on all Borough managed motorways, all strategic routes, the majority of the main distributor roads and other well-trafficked roads. This Primary precautionary salting network comprises approximately 260km of roads and represents 37% of all the boroughs publicly maintained highways.
- 16.2.7. In addition, a Secondary salting network has also been defined by the Borough comprising the main routes leading to schools, bus routes, some residential roads and lightly trafficked rural roads which become hazardous if left untreated during prolonged periods of particularly severe weather conditions. Figure 16-1 shows the Primary and Secondary salting networks.

Figure 16-2 - Traffic growth on Wokingham Borough’s major roads since 2002, by mode



Source: DfT Road Traffic Counts 2018

- 16.3.2. The figure above shows that only bicycles and Light Goods Vehicles (LGVs) have shown any growth in 2017/2018. In 2018 34% more bicycles passed the 46 sites compared to 2004. Similarly, with LGVs, 26% more LGVs passed through the 46 sites than in 2004. The strong growth in LGV flows could reflect the growth in online shopping and home delivery, particularly given parts of Wokingham Borough have limited local facilities nearby.
- 16.3.3. The modes experiencing the biggest falls since 2004 were buses and coaches and motorcycles with flows in 2018 passing the 46 sites being 40.5% and 28.4% lower respectively.
- 16.3.4. Heavy goods vehicle (HGV) flows also experienced a significant decline between 2004 and 2013 falling 27.1%. However, since 2013 flow levels have recovered somewhat and in 2018 were only 12.6% below 2004 levels.

16.4 CHANGES IN TRAFFIC VOLUMES ACROSS THE BOROUGH

- 16.4.1. Data has been collected from a range of automatic traffic counters across the borough to identify how traffic volumes have been changing over the last 10- 20 years. Where data is available, analysis has been undertaken to identify annual trends and traffic flow profiles for different types of routes. Figure 16-3 below shows the automatic traffic count (ATC) locations within Wokingham Borough.

16.4.2. The traffic analysis carried out below has been split into the following groups for the for better identification of the traffic characteristics of the roads across the borough:

- Wokingham and Winnersh (noted Wok & Win below)
- Edge of Reading
- Rural (North and South)
- Rural (North)
- Rural (South)

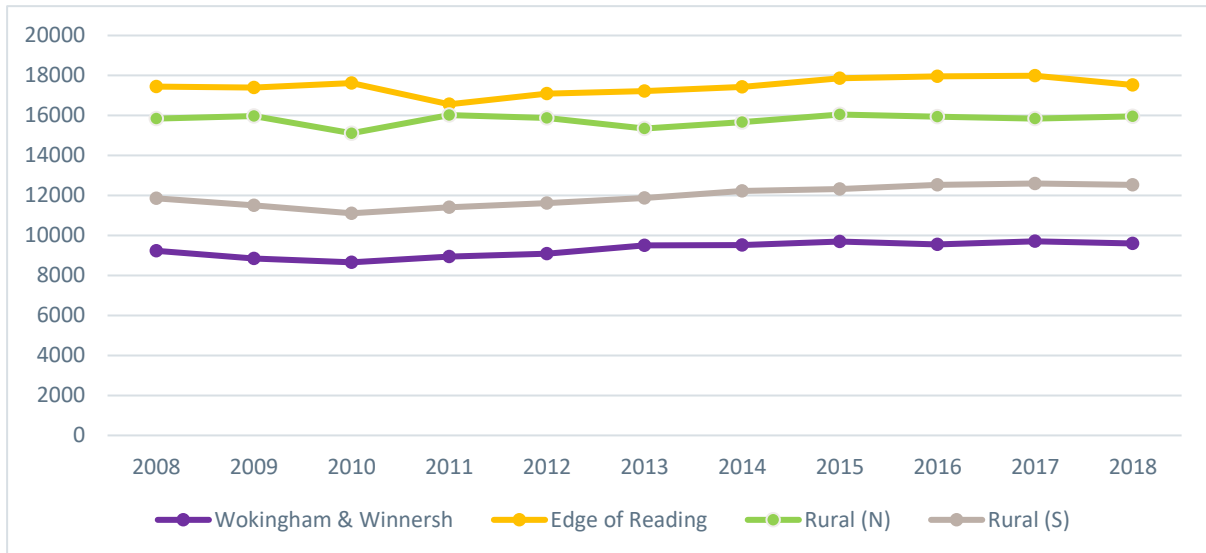
16.4.3. Figure 16-4 below shows that despite a steady increase in population growth in recent years, traffic volume has been largely flat. Overall, there has been an increase between 2008-2018 of 2.8%, although from 2003 to 2018 flows fell by 1.9%.

Figure 16-4 - Change in AADT Flows between 2003 – 2018

No.	Typology	Description	Annual Average Daily Traffic (AADT) Flows				Overall Change (2008 - 2018)
			2003	2008	2013	2018	
1	Wok & Win	B3030 Robin Hood Lane, Winnersh	7776	7747	7531	7340	-5.30%
2	Wok & Win	Mill Lane, Sindlesham	-	10163	10088	9933	-2.30%
3	Wok & Win	Molly Millars Lane, Wokingham	-	10118	11527	11757	16.20%
4	Wok & Win	A329 Rectory Road, Wokingham	-	8912	8898	9377	5.20%
	Wok & Win	Typology Average – Wok & Win	-	9235	9511	9602	3.50%
	Wok & Win	A329 (M)	-	-	-	33356	
5	Reading	B3270 Lower Earley Way North,	24653	24567	24321	25809	5.06%
6	Reading	Sutton Seeds West	34624	30861	34397	32521	5.38%
7	Reading	B3350 Church Road, Earley	14242	14204	12212	12427	-12.51%
8	Reading	Pound Lane, Sonning	-	5984	6105	6658	11.26%
9	Reading	B3350 Wilderness Road, Earley	-	19167	16846	18419	-3.90%
10	Reading	Butts Hill Road, Woodley	-	9838	9436	9294	-5.53%
	Reading	Typology Average – Edge of Reading		17437	17220	17521	-0.04%
11	Rural (N)	A4 Knowle Hill, Knowle Hill	21727	19909	18735	19200	-3.56%
12	Rural (N)	A4 Bath Road, Charvil	21218	19419	18676	19919	2.57%
13	Rural (N)	A321 Wargrave Road, Twyford	8601	8183	8648	9288	13.50%
	Rural (N)	Typology Average – Rural (N)		15837	15353	16136	4.17%
14	Rural (S)	A321 Finchampstead Road,	18364	17759	17109	16616	-6.44%
15	Rural (S)	B3349 Hyde End Road, Spencers Wood	-	6922	6083	7490	8.21%
16	Rural (S)	B3348 Dukes Ride, Crowthorne	9416	8978	9463	9350	4.14%
17	Rural (S)	A33 Swallowfield Bypass, Reading	27465	27194	28460	31369	15.35%
18	Rural (S)	B3016 Eversley Cross, Eversley	4840	4560	4725	4885	7.13%
19	Rural (S)	New Wokingham Road, Crowthorne	5971	6443	6193	6061	-5.93%
20	Rural (S)	B3430 Nine Mile Ride, Crowthorne	12112	11136	11041	11892	6.79%
	Rural (S)	Typology Average – Rural (S)		11856	11868	12523	4.36%
	Rural	Typology Average – Rural		13847	13610	14329	4.27%

16.4.4. Figure 16-5 below also indicates the slight change in traffic flows within the borough. This shows the average AADT flow for each typology and there is a steady annual increase in traffic flows. Between 2008 and 2018 there has been a change of 6% in flows.

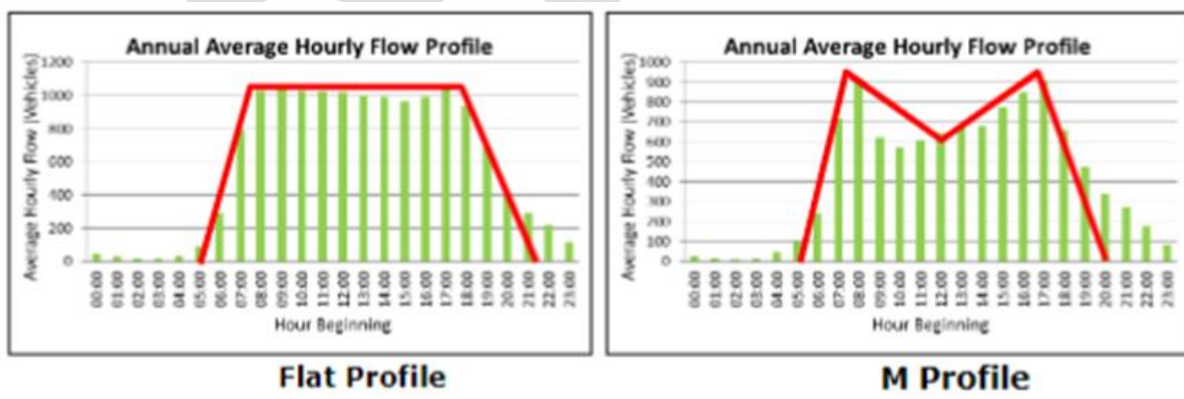
Figure 16-5 - Average AADT flow for each typology area



16.5 DAILY ATC TRAFFIC PROFILE BY TYPOLOGY

16.5.1. There are two typical traffic flow profiles, these are a flat profile or an M profile and are shown below in Figure 16-6. Both of these profiles are evident within the daily profiles that have been produced and analysed for each of the typologies.

Figure 16-6 - Typical traffic flow profiles

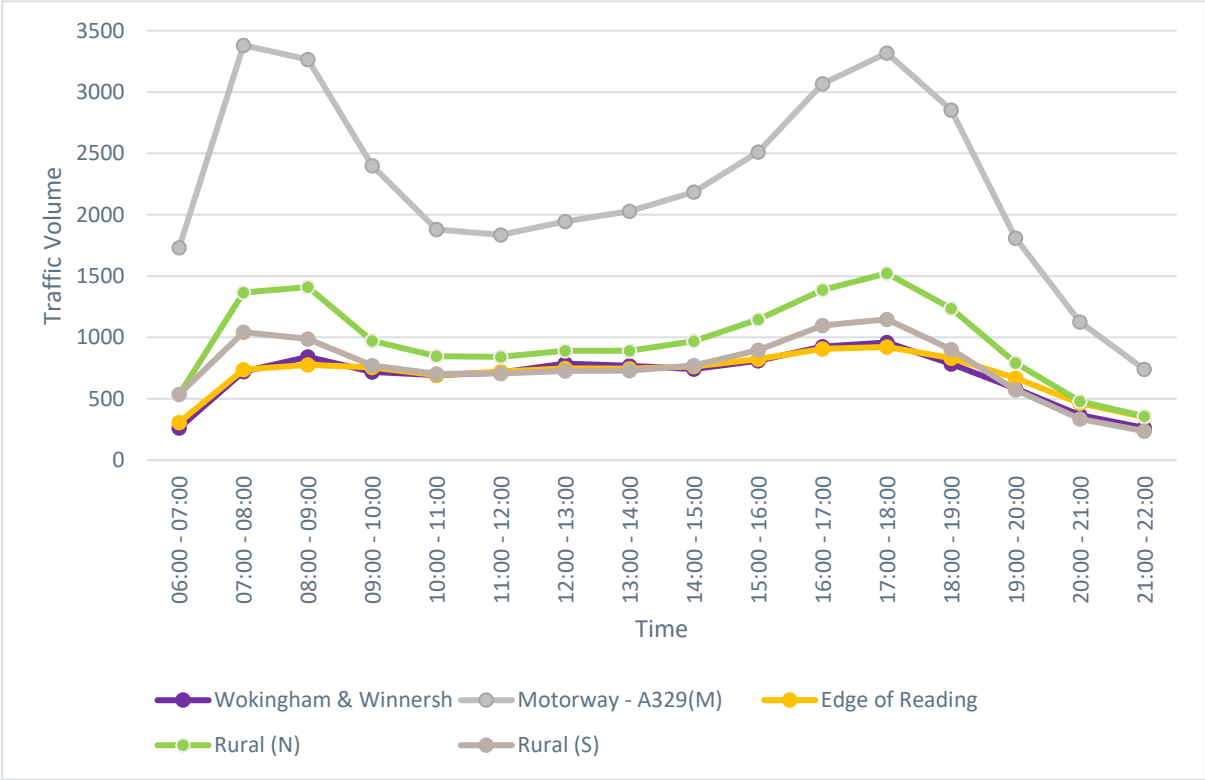


16.5.2. A flat profile rises during the morning peak and stays at similar levels throughout the day until flows decrease after evening peak. An M profile has distinctive peaks in the morning typically at around 08:00 or 09:00 and again in the evening at around 16:00 or 17:00 with lower flows during the day between the peaks.

16.5.3. From Figure 16-7 below, it is observed that the average workday profile for most of the typologies can be categorised as M type with distinct peaks between 07:00 – 09:00 and 16:00 – 19:00. This is most distinct for A329 (M). The traffic profile for Edge of Reading appears to be almost flat between

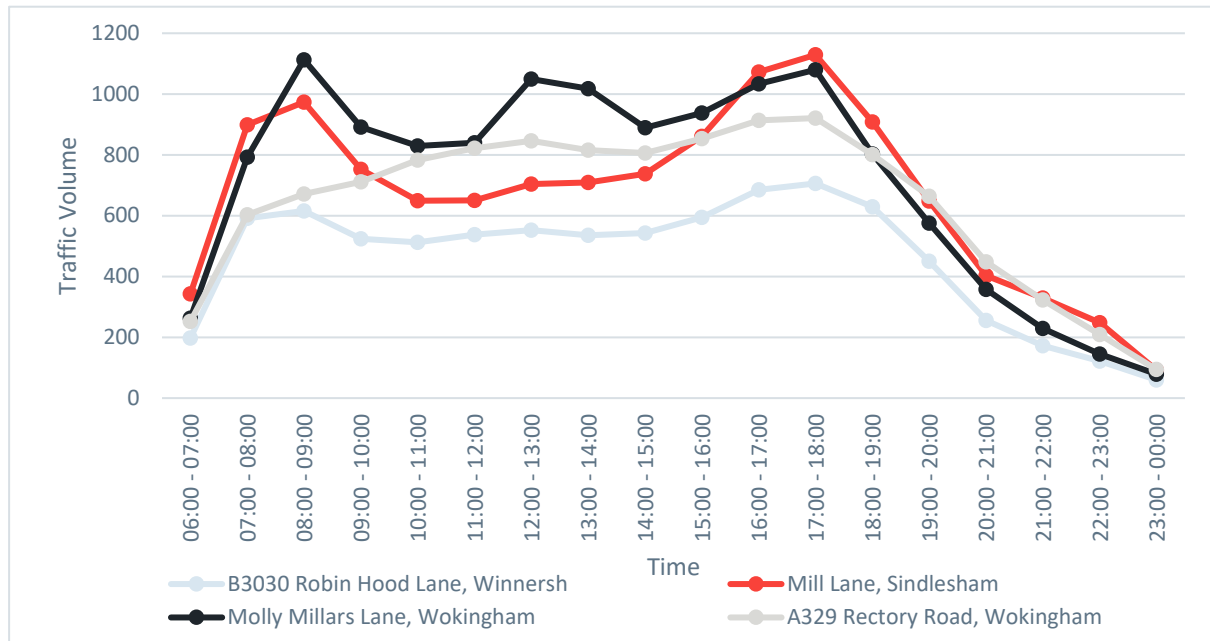
07:00 – 19:00 with traffic flowing at capacity throughout the day. This is a similar trend observed Wokingham town and Winnersh to a lesser extent.

Figure 16-7 - Average workday profile for each typology



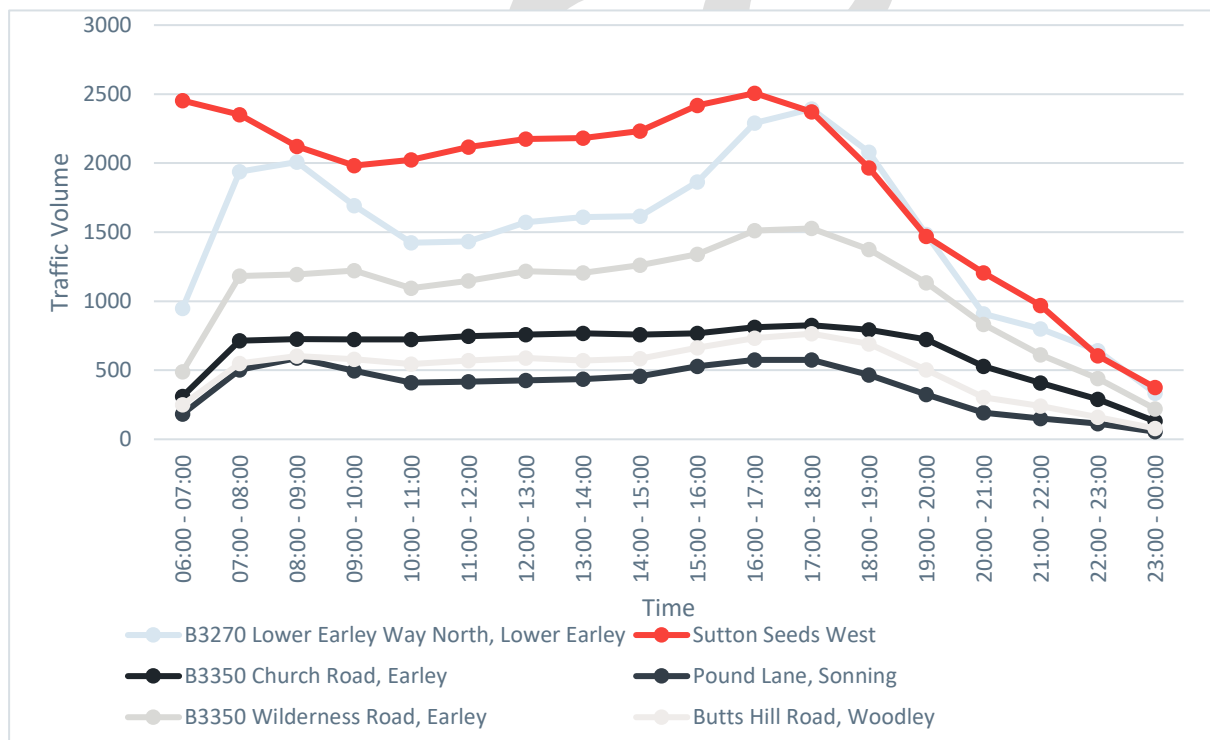
16.5.4. Figure 16-8 shows that all the ATC counters within Wokingham and Winnersh show typical M profile. However, the A329 Rectory Road Wokingham show the traffic increasing between 07:00 – 18:00 before subsiding. Molly Millars Lane in Wokingham shows an increase in traffic volume between 12:00 – 14:00.

Figure 16-8 - Average workday profile for Wokingham and Winnersh Typology



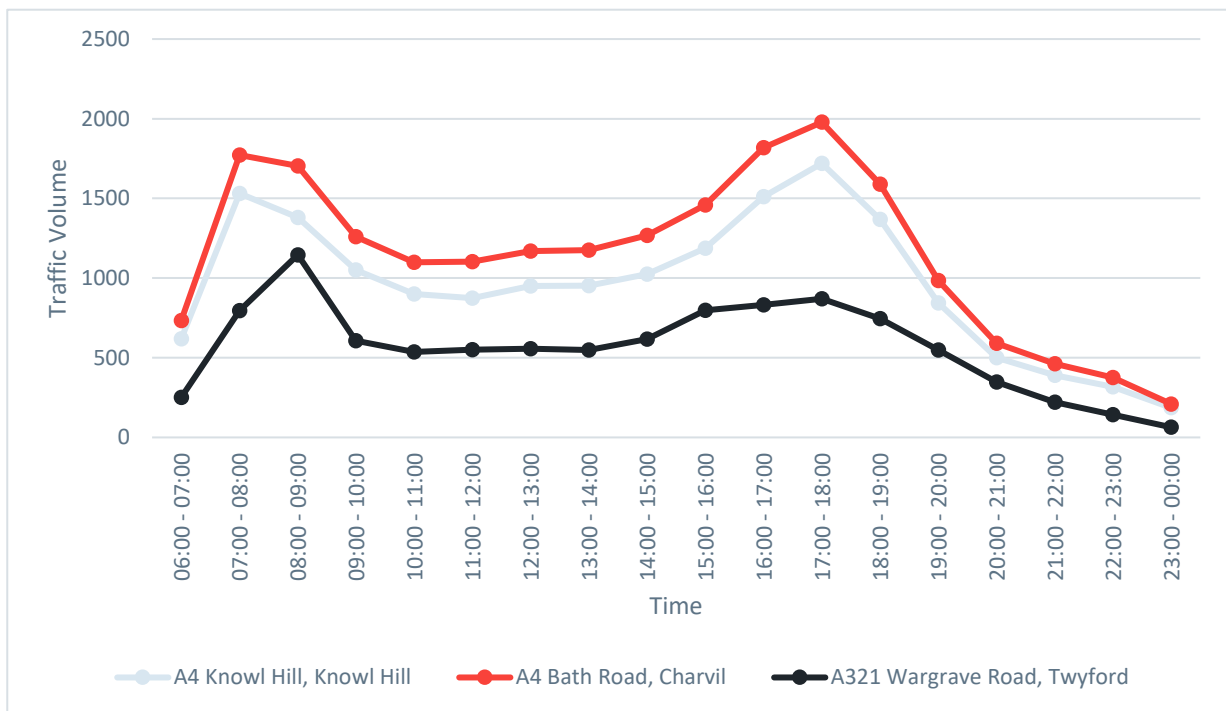
16.5.5. Figure 16-9 shows the traffic profiles within the Edge of Reading typology area. This shows a mixed pattern with most of the roads showing almost flat profile except the B3270 Lower Earley Way North.

Figure 16-9 - Average workday profile for Edge of Reading Typology



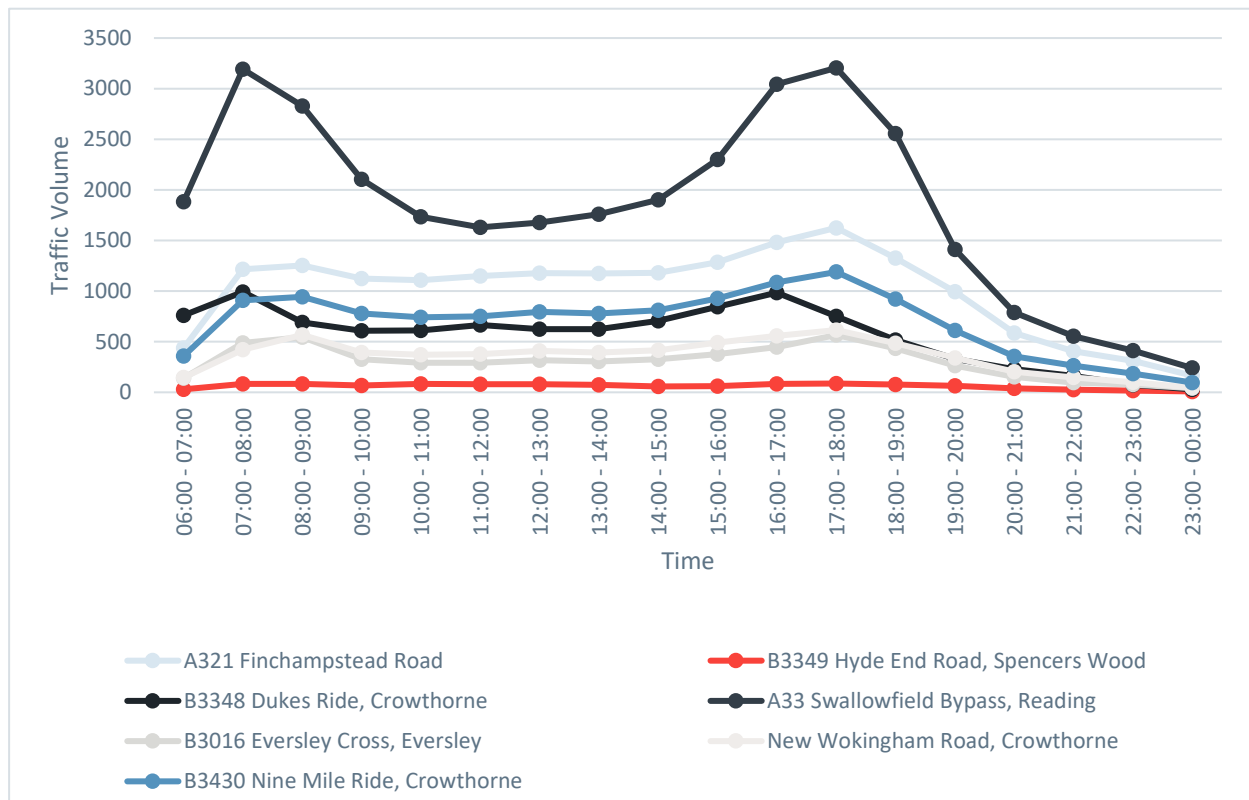
16.5.6. Figure 16-10 shows the traffic profiles within the Rural North. The A4 Knowl Hill Road, A4 Bath Road in Charvil and A321 Wargrave Road in Twyford show typical M profiles with a flatter PM peak for A321 Wargrave Road as compared to the other two roads.

Figure 16-10 - Average workday profile for Rural (N) Typology



16.5.7. Figure 16-11 shows the traffic profiles for the Rural South area. Similar to Edge of Reading typology, Rural (South) also exhibits a mix of M and flat profiles. Among all the roads under this typology, the most conspicuous profile is exhibited by A33 Swallowfield Bypass connecting M4 & Reading to Basingstoke. A33 Swallowfield Bypass serves as an important link for travel to work between Spencer’s Wood, Swallowfield and Grazeley in southwest Wokingham to south and central Reading.

Figure 16-11 - Average workday profile for Rural (S) Typology



16.6 CONGESTION AND DELAYS

- 16.6.1. Table 16-2 below shows that, whilst average delays on locally managed A roads in the South East and England have increased every year since 2015, on locally managed A roads in Wokingham Borough average delays increased from 2015 to 2016, but decreased from 2016 to 2018. Average delays on locally managed A roads in Wokingham Borough, however, remain above regional and national levels.
- 16.6.2. Average speeds on locally managed A roads in the South East and England have generally been slowly falling since 2015 and in 2018 were 28.0mph in the South East and 24.9mph across England. In Wokingham Borough, however, average speeds have been rising since 2016 and in 2018 were 28.4mph, which was above both the regional and national levels.

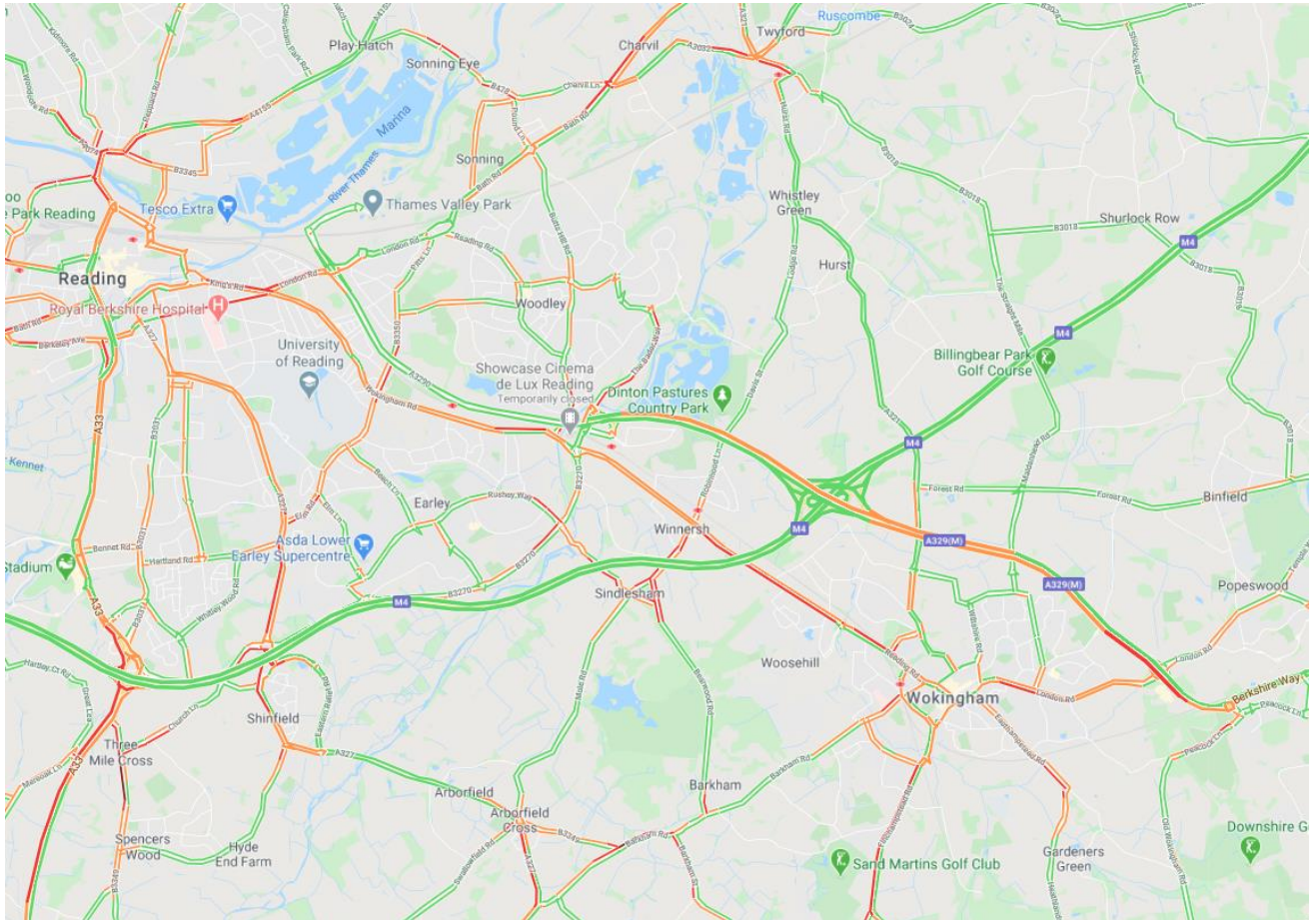
Table 16-2 - Average delays and speeds on locally managed A roads

Area	Average delay (seconds per vehicle per minute)				Average speed (mph)			
	2015	2016	2017	2018	2015	2016	2017	2018
Wokingham	38.8	41.3	42.1	40.5	28.6	27.8	28.0	28.4
South East	35.4	36.6	37.5	37.6	28.5	28.1	28.2	28.0
England	44.6	45.9	46.9	47.1	25.5	25.2	25.2	24.9

Source: 2018 DfT Road Congestion Statistics (CGN0501b and CGN0502b)

16.6.3. Figure 16-12 shows the congestion levels across the Borough on a typical Tuesday during the AM peak, as reported by Google Traffic.

Figure 16-12 - Map showing AM peak congestion levels across Wokingham Borough



Source: Google Maps traffic data (typical Tuesday 08:30)

16.6.4. Figure 16-12 above shows that, during a typical AM peak, very slow-moving traffic can be expected in the following locations:

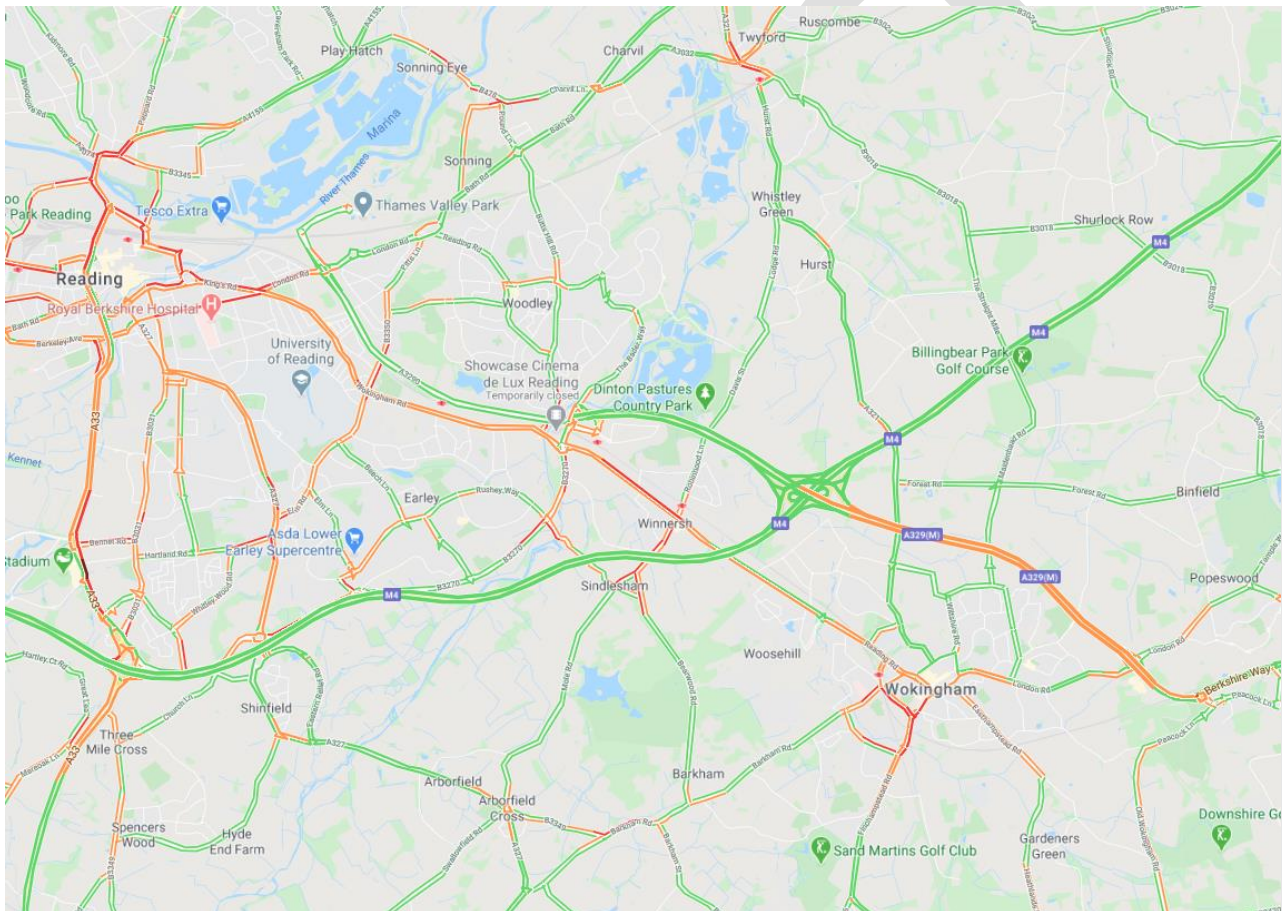
- Approaching Wokingham town centre on the A321 Finchampstead Road, A329 Reading Road, B3349 Barkham Road, A329 London Road and Easthampstead Road;
- The A329 northbound approach to the A329/Binfield Road and Winnersh Crossroads;
- Southbound/westbound approaches to the A329 Reading Road/Loddon Bridge junction;
- The A329(M) northbound in vicinity of the Coppid Beech Roundabout;
- All routes passing through Sindlesham, Arborfield Cross, Black Boy Roundabout in Shinfield and Twyford crossroads;
- The B3270 Lower Earley Way eastbound and Rushey Way southbound approaches to the B3270/Rushey Way/Mill Lane roundabout;
- The Bader Way southbound towards Winnersh Triangle;
- The B3350 Church Road southbound approach to Three Tuns crossroads in Earley;
- The northbound A327 Shinfield Road approaching the junction with Whitley Wood Road;
- The northbound A33 and northbound B3349 Basingstoke Road approaching Three Mile Cross;
- The westbound B3349 approaching the A33 roundabout in Riseley;

- The B478 Playhatch Road in both directions at Sonning Bridge; and
- The A3032 Old Bath Road/A4 Bath Road/B478 Charvil Lane roundabout.

16.6.5. In addition, one other location (not shown on Figure 16-12 above) where very slow-moving traffic can be expected is at the junction of the A321 Wargrave Road and the A4130 White Hill near Henley-on-Thames.

16.6.6. Figure 16-13 below shows the congestion levels across the Borough on a typical Tuesday during the PM peak period, as reported by Google Traffic.

Figure 16-13 - Map showing PM peak congestion levels across Wokingham Borough Map showing PM peak congestion levels across Wokingham Borough



Source: Google Maps traffic data (typical Tuesday 17:30)

16.6.7. Figure 16-13 above shows that congestion during the PM peak is generally not as severe as during the AM Peak, although very slow moving traffic can be expected in the following locations:

- Approaching Wokingham town centre on the B3349 Barkham Road;
- Leaving Wokingham town centre on the A321 Finchampstead Road;
- Both directions of Wellington Road in Wokingham town centre, between Finchampstead Road and Barkham Road;
- Eastbound along Molly Millars Lane approaching the Finchampstead Road roundabout;
- The A329 Reading Road southbound and the B3030 Robinhood Lane westbound approaching Winnersh crossroads;

- The B3350 Church Road southbound and A329 Wokingham Road eastbound approaches to Three Tuns crossroads in Earley;
- All routes passing through Sindlesham and Twyford crossroads;
- The B3270 Lower Earley Way eastbound and Mill Lane northbound approaches to the B3270/Rushey Way/Mill Lane roundabout;
- Beeston Way southbound in Lower Earley, approaching the B3270 roundabout.
- The southbound and westbound approaches to the A329 Reading Road/Loddon Bridge Road junction;
- The northbound A327 Shinfield Road approaching the junction with Whitley Wood Road;
- The westbound B3349 and the southbound A33 approaching the A33 roundabout in Riseley; and
- The B478 Playhatch Road in both directions at Sonning Bridge.

16.6.8. As in AM peak, one other location (not shown on Figure 16-13 above) where very slow moving traffic can be expected is at the junction of the A321 Wargrave Road and the A4130 White Hill near Henley-on-Thames.

16.6.9. In addition, in September 2019 Reading Buses provided the Borough with their top ten congestion locations affecting bus routes in the Borough which support the Google Traffic data.

16.6.10. Away from the areas of congestion highlighted above, significant journey delays can still occur due to temporary factors such as road traffic accidents, road works, poorly parked vehicles and slow-moving vehicles.

16.7 WOKINGHAM BOROUGH COUNCIL PERMIT SCHEME

16.7.1. To improve management of roadworks and reduce unnecessary disruption to road users, Wokingham Borough Council implemented a permit scheme in January 2015. The scheme allows the Borough greater control over works taking place on its network and ensure that works are expedited and are undertaken in the most efficient manner. The increased discipline required under permitting has improved existing processes within works promoter organisations, which has enhanced the quality of information relating to proposed works received by the permit authority.

16.7.2. The permitting rules have also served to highlight the importance of providing early and detailed information concerning planned works to assist in the coordination process. The permit authority has made effective use of the new powers and have worked closely with the utility companies and their own highway authority promoters to ensure that those powers have been applied in a reasonable and competent manner. The combined effect of these powers has contributed to improved network coordination and reduced disruption, key to the Borough fulfilling its Network Management Duty.

16.7.3. In addition, there was increased discipline amongst highway promoters, improved planning and scheduling of works, a shift to larger scale works, improved public perception and an improved relationship between the Council and all activity promoters.

16.8 PARKING

16.8.1. Wokingham Borough currently have responsibility for managing and enforcing all on-street parking, and off-street parking in Council owned off-street car parks and Park & Ride sites. It also has a level of influence over privately owned and operated off-street car parks through planning controls.

Currently, across the Borough, there are 23 public car parks run by the Council providing up to 1,223 spaces with 70 spaces specifically designated for Blue Badge holders in Wokingham town centre. The parking spaces are located as follows:

- 547 spaces in Woodley (12 spaces for Blue Badge holders) ;
- 50 spaces in Finchampstead (2 spaces for Blue Badge holders)
- 40 spaces in Shinfield without any designated spaces for Blue Badge holders;
- 45 spaces in Earley (2 spaces reserved for Blue Badge holders);
- 39 spaces in Twyford (2 spaces specifically designated for Blue Badge holders); and
- 32 spaces in Wargrave and 1 space is reserved for Blue Badge holders.

16.8.2. The Borough also has two Park & Ride sites. Winnersh Park & Ride has 378 spaces is located on the edge of Winnersh Triangle Business Park and provides bus services to Reading every 15 minutes. Parking costs £4 a day but is included within the price of the bus ticket.

16.8.3. Mere oak Park & Ride has 573 parking spaces and two rapid vehicle electric charging points. It is located off the A33, just south of M4 Junction, and provides a bus services to Reading approximately every 15 minutes. The £1 daily parking cost is included as part of the bus ticket.

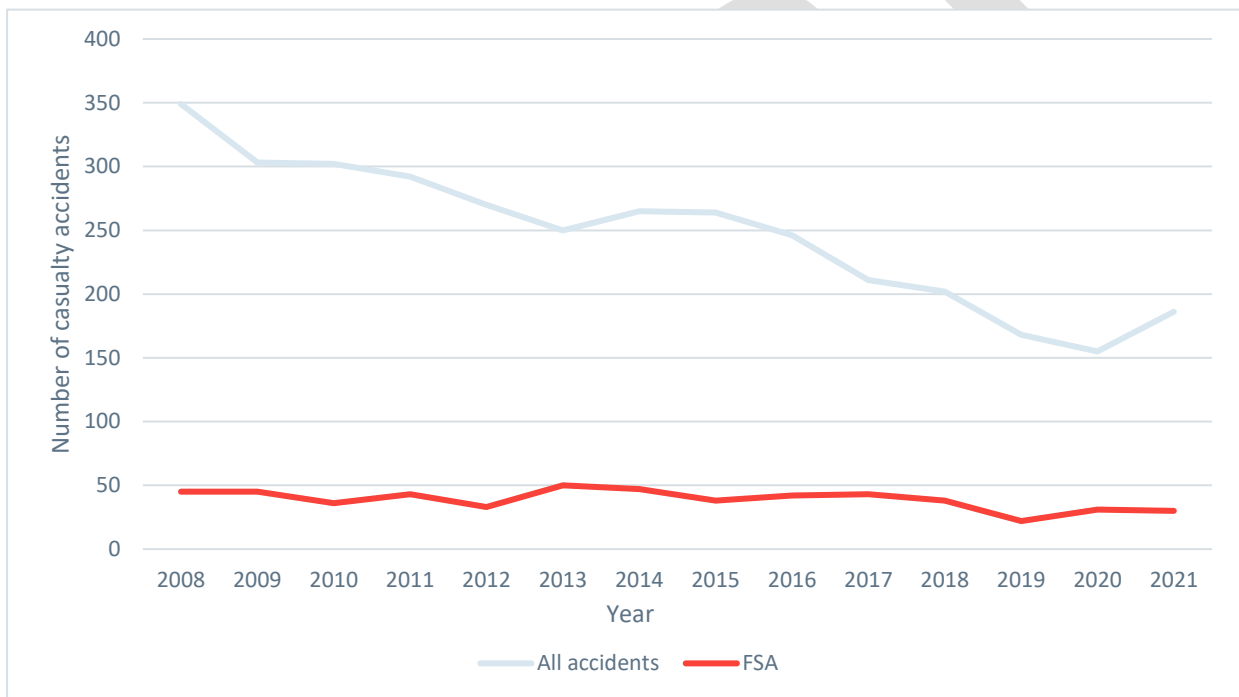
16.8.4. A third Park & Ride site under construction that will provide 258 parking spaces located south of the River Thames and west of the Thames Valley Business Park at Thames Valley.

17 ROAD SAFETY

17.1 OVERALL COLLISION TRENDS

- 17.1.1. The number of collisions of any severity and the number of casualties involving death or serious injury (KSI) in Wokingham Borough since 2008 are plotted in Figure 17-1.
- 17.1.2. This figure shows that the number of road traffic collisions resulting in casualties of any severity on Wokingham Borough roads has generally been falling year-on-year. In 2008 there were 349 accidents involving casualties of any severity, but in 2021 this number had fallen to 186, a drop of 47%.
- 17.1.3. The number of collisions that on Borough roads that resulted in a fatality or serious injury (FSA) has fallen, albeit with at a slower rate, with 30 FSA in 2021 compared with 45 in 2021.
- 17.1.4. The number of collisions tends to fluctuate, with a low of 22 in 2019 and a high of 50 in 2013. The number of fatalities has been between 1 and 5 for each of the last 10 years.

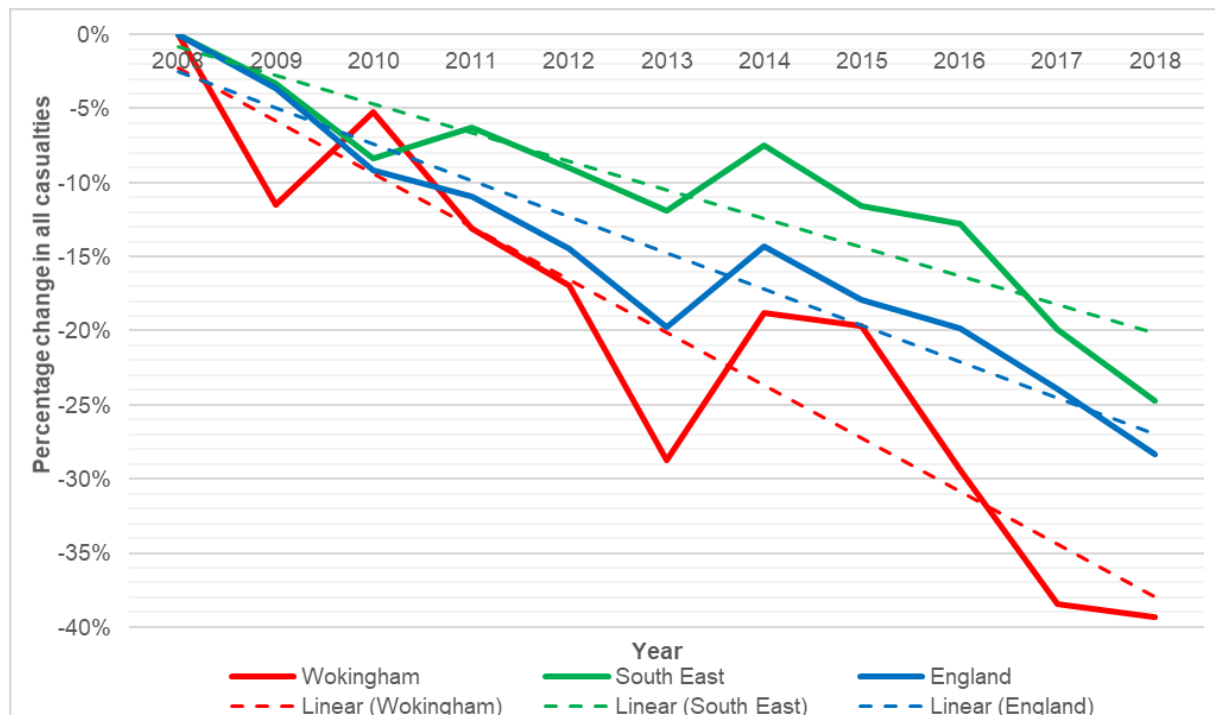
Figure 17-1 - Number of casualty road traffic accidents in Wokingham Borough



Source: DfT Road Safety Data 2021

- 17.1.5. Figure 17-2 below provides a comparison of the casualty reduction rates achieved for all casualties and KSI casualties since 2008 in Wokingham Borough compared with the South East and England, respectively. This shows that rate of reduction in all casualties on Wokingham Borough roads since 2008 was greater than both the regional and the national rate, with the 39% reduction achieved in Wokingham exceeding the 25% and 28% reductions achieved regionally and nationally respectively.

Figure 17-2 – Comparison of percentage change in all casualties since 2008



Source: DfT Road Safety Data 2019 (RAS30038)

17.1.6. Table 17-1 compares the 2018 road casualty data for Wokingham Borough with regional, national and the five other unitary authorities that govern Berkshire. The Borough comes in the top three in all eight measures with Wokingham Borough at or below the regional and national average.

Table 17-1 - 2018 casualty rates for the six unitary authorities that govern Berkshire

Unitary authority	Casualty rate per billion vehicle km	Casualty rate per million population	Casualty rate per thousand licensed vehicles	Km of road per casualty	Km of road per fatality	Km of road per serious casualty	Km of road per slight casualty	Fatalities as % of all casualties
Reading	605	2,016	15.1	1.2	396.3	8.8	1.4	0.3%
Slough	422	2,455	3.9	0.9	46.3	7.0	1.0	1.9%
Bracknell Forest	172	1,044	4.9	3.7	157.0	33.6	4.3	2.4%
Wokingham	163	1,595	8.0	2.9	257.1	21.4	3.4	1.1%
Windsor and Maidenhead	156	1,895	9.5	2.4	137.2	15.6	2.9	1.7%
West Berkshire	93	1,836	7.1	4.9	177.2	27.8	6.1	2.7%
South East	285	2,786	13.3	1.9	187.0	11.1	2.3	1.0%
England	321	2,616	14.1	2.1	200.1	13.3	2.5	1.0%

Source: DfT Road Safety and Traffic Data 2019 (RAS30038, RAS30040, RAS30045, RDL0202 and VEH0105)

17.1.7. Long term casualty trends are influenced by a number of factors, some outside the control of the Council (including vehicle technology, in car safety features and weather conditions) and factors where the Council can exert more influence including:

- Driver behaviour - targeted education, publicity and training work targeted at both high-risk groups (i.e., motorcyclists and young drivers) and high-risk behaviours (drink driving);
- Road conditions - maintenance practices such as road surface quality/traction, drainage, vegetation impacting visibility and time to react to faults.
- Highway design and speed limits – changes to road character/design, lower speed limits, or new facilities such as pedestrian crossings or enhanced street lighting.

CHANGE IN CASUALTY REPORTING SYSTEM

17.1.8. In January 2018, Thames Valley Police introduced online reporting of collisions through the Single Online Home project. This is also being progressively adopted by some other forces. Following the adoption of online reporting, Thames Valley Police saw a 48% increase in the number of casualties in self-reporting accidents from 742 in 2017 to 1,099 in 2018.

17.1.9. This suggests that online reporting is leading to more accidents being reported in the Thames Valley. Whilst it is too early to draw firm conclusions on its impact, the potential influence on collision statistics of online reporting should be borne in mind.

17.2 CASUALTIES BY AGE AND GENDER

17.2.1. Figure 17-3 shows the breakdown of casualties from road traffic accidents in Wokingham Borough by gender and age grouping in 2008 and 2018 respectively.

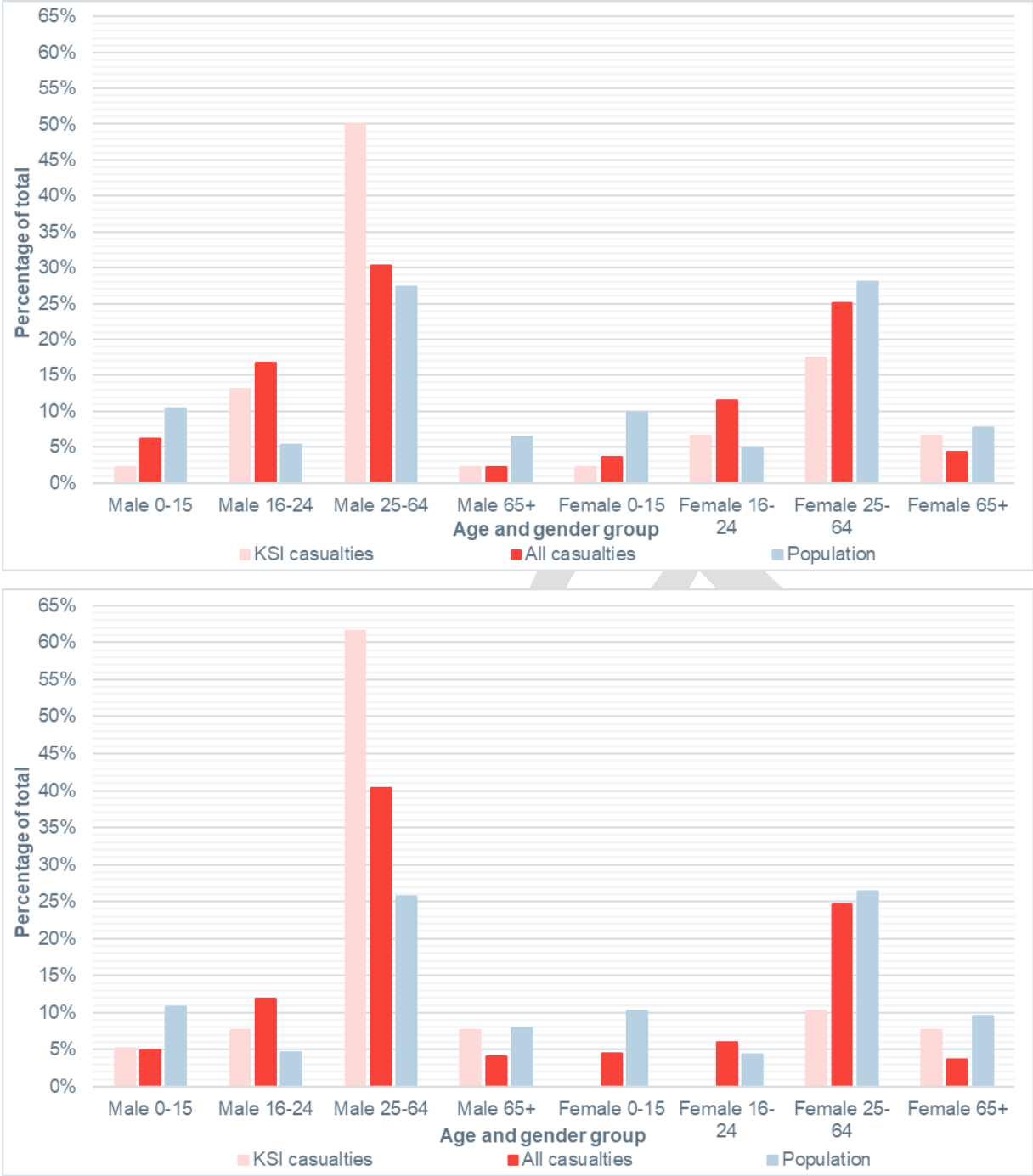
17.2.2. Analysis of all road accident casualties by gender and age group shows that since 2008, between 55% and 62% of all casualties have been male. The proportion of males in that are KSI casualties is even higher, at between 63% and 84% of all KSI casualties.

17.2.3. The figure also shows that males aged 25 to 64 experienced the highest proportion of all and KSI casualties of any age and gender group in both years. In 2008, 50.0% of KSI casualties and 30.3% of all casualties were male aged 25 to 64. In 2018, these figures rose significantly to 61.5% of KSI casualties and 40.3% of all casualties, despite the percentage of the population in this age and gender group falling from 27.3% to 25.7%. Conversely, there were approximately 5% falls in the proportion of all and KSI casualties in males aged 16 to 24 between 2008 and 2018, despite the population in this age and gender group falling less than 1%.

17.2.4. The proportion of all casualties in females aged 25 to 64 showed little change between 2008 and 2018 and the proportion of KSI casualties fell from 17.4% in 2008 to 10.3% in 2018. There were also falls in the proportion of all and KSI casualties in females aged 16 to 24 with the proportion of all casualties falling from 11.5% in 2008 to 6.0% in 2018 and the proportion of KSI casualties falling from 6.5% in 2008 to zero in 2018.

17.2.5. People aged 65 and over accounted for 7.8% of all casualties and 15.4% of KSI casualties in 2018. This represents an increase compared with 2008, when they accounted for only 6.6% of all casualties and 8.7% of KSI casualties. However, this is a lower increase than the increase in the population of people over 65 from 14.1% in 2008 to 17.6% in 2018.

Figure 17-3 - Casualties by age and gender group from collisions in Wokingham Borough in 2008 (above) and 2018 (below)



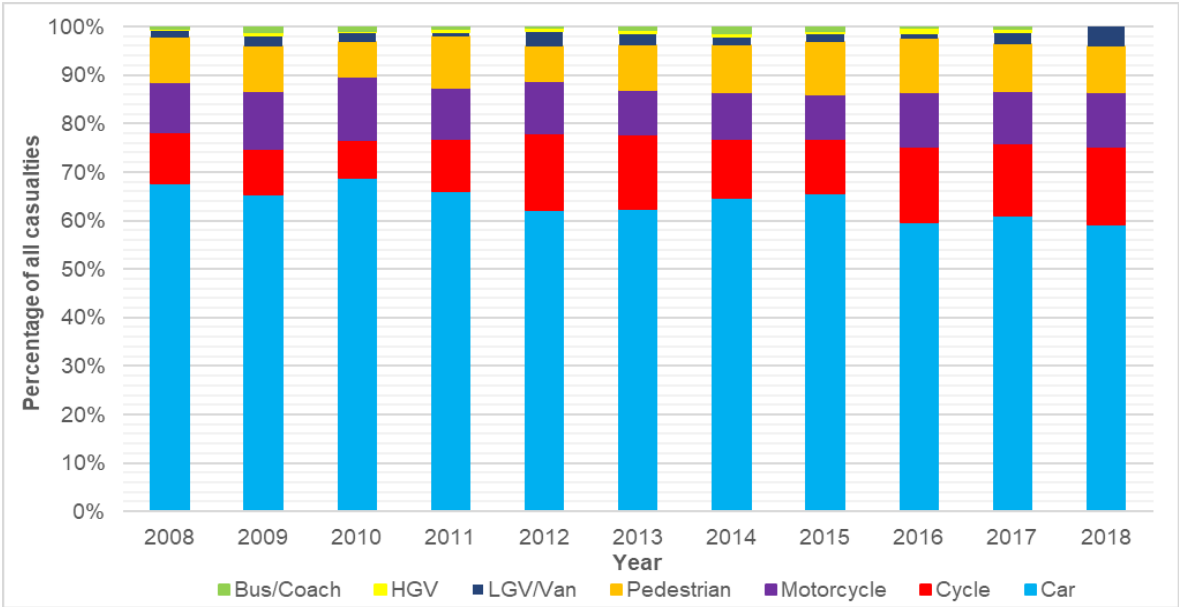
Sources: DfT Road Safety Data 2019 and ONS 2018 mid-year population estimates, Crown Copyright 2019

17.3 CASUALTIES BY MODE

- 17.3.1. Figure 17-4 below shows the breakdown by road user type of all casualties from road traffic accidents in Wokingham Borough between 2008 and 2018.
- 17.3.2. Whilst total casualty numbers have fallen significantly since 2008, the proportion of all casualties by road user type has generally shown little change. The two exceptions are car user casualties which

have fallen from 67.7% of all casualties in 2008 to 59.2% in 2018 and cycle casualties which have risen from 10.5% of all casualties in 2008 to 16.1% in 2018. This is broadly consistent with the change in car and cycle trips observed over the period.

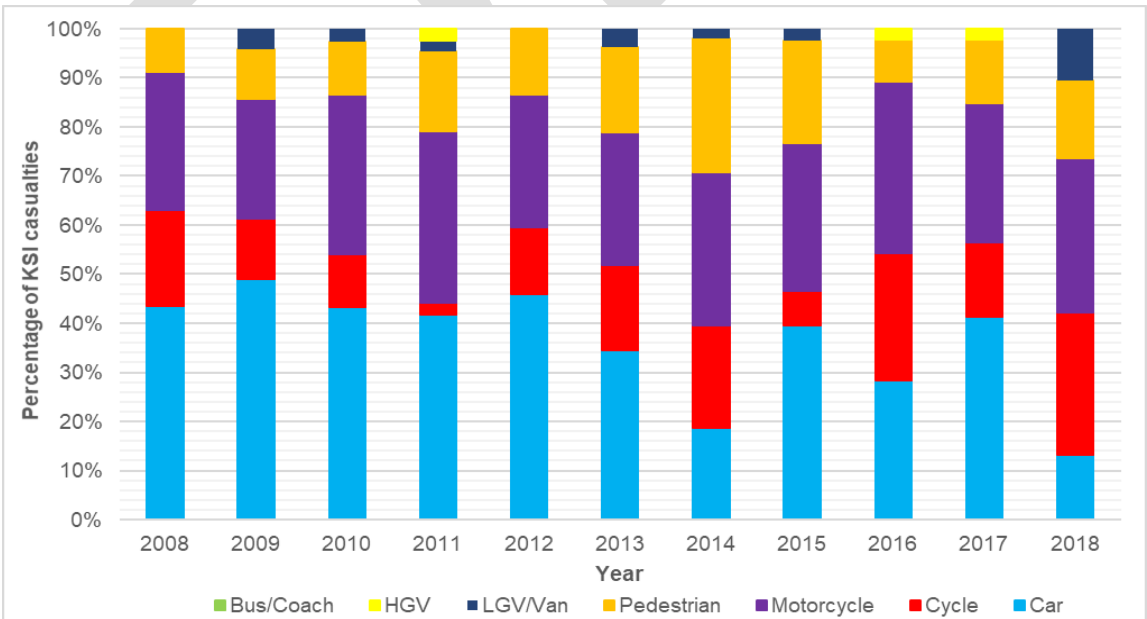
Figure 17-4 - All casualties from collisions in Wokingham Borough by user type



Source: DfT Road Safety Data 2019 (RS30043)

- 17.3.3. Although car users experience the highest proportion of all casualties, approximately 82% of all traffic in the Borough is by car and so car is not the highest risk mode.
- 17.3.4. Figure 17-5 below shows the breakdown by road user type of KSI casualties from road traffic collisions in Wokingham Borough between 2008 and 2018.

Figure 17-5 - KSI casualties from collisions in Wokingham Borough by user type



Source: DfT Road Safety Data 2019 (RS30043)

- 17.3.5. The proportion of KSI casualties attributed to car users was 43.5% in 2008 and fell to its lowest level in 2018 of 13.2%. Conversely, the proportion of KSI casualties attributed to cyclists was 19.6% in 2008, and this rose to its highest level in 2018 of 28.9%.
- 17.3.6. In 2018, approximately 75% of KSI casualties were pedestrians, cyclists or motorcyclists. The highest risk mode is motorcycle, as although less than 1% of traffic is by motorcycle, motorcyclists accounted for 11.2% of all casualties and 31.6% of KSI casualties.
- 17.3.7. There were no bus or coach user KSI casualties in any year and HGV user KSI casualties were only recorded in 2011, 2016 and 2017.

17.4 VULNERABLE ROAD USERS

- 17.4.1. Table 17-2 presents a comparison between 2008 and 2018 of the key pedestrian, cyclist and motorcyclist casualty statistics in Wokingham Borough.
- 17.4.2. It shows that whilst the number of all pedestrian casualties has fallen significantly since 2008, the proportion of the total in each of the groupings above has shown little change. The exception to this is for the fall in the proportion of all pedestrian casualties on non-dry roads which more than halved from 25% to 12%. The casualties split by gender is broadly even.
- 17.4.3. Between 2008 and 2018, the number of all cyclist casualties fell slightly from 46 to 43. There was again a reduction in the proportion of all cyclist casualties on non-dry roads which fell from 26% in 2008 to 16% in 2018. The biggest change was in the proportion of all cyclist casualties affecting children under 16, which fell from 35% in 2008 to just 9% in 2018.
- 17.4.4. The number of all motorcyclist casualties has also fallen since 2008. However, the proportion of all male casualties has increased from 78% in 2008 to 97% in 2018. The only significant fall was in the proportion of all motorcyclist casualties on non-dry roads which more than halved from 63% in 2008 to 27% in 2018.

Table 17-2 - Comparison of pedestrian, cyclist and motorcyclist casualty statistics

	Pedestrian	Pedestrian	Cyclist	Cyclist	M'cycle	M'cycle
All casualties	2008	2018	2008	2018	2008	2018
Total number	40	25	46	43	46	30
Male	21 (53%)	13 (52%)	37 (80%)	37 (86%)	36 (78%)	29 (97%)
Children under 16	9 (23%)	6 (24%)	16 (35%)	4 (9%)	0	0
In urban areas	33 (83%)	19 (76%)	30 (65%)	29 (67%)	21 (46%)	11 (37%)
On roads with speed limit over 40mph	3 (8%)	2 (8%)	5 (11%)	2 (5%)	14 (30%)	8 (27%)
On slip roads or at junctions, driveways or entrances	15 (38%)	8 (32%)	36 (78%)	32 (74%)	29 (63%)	21 (70%)
In dark and unlit locations	1 (3%)	1 (4%)	0	2 (5%)	4 (9%)	4 (13%)
On non-dry roads	10 (25%)	3 (12%)	12 (26%)	7 (16%)	19 (63%)	8 (27%)

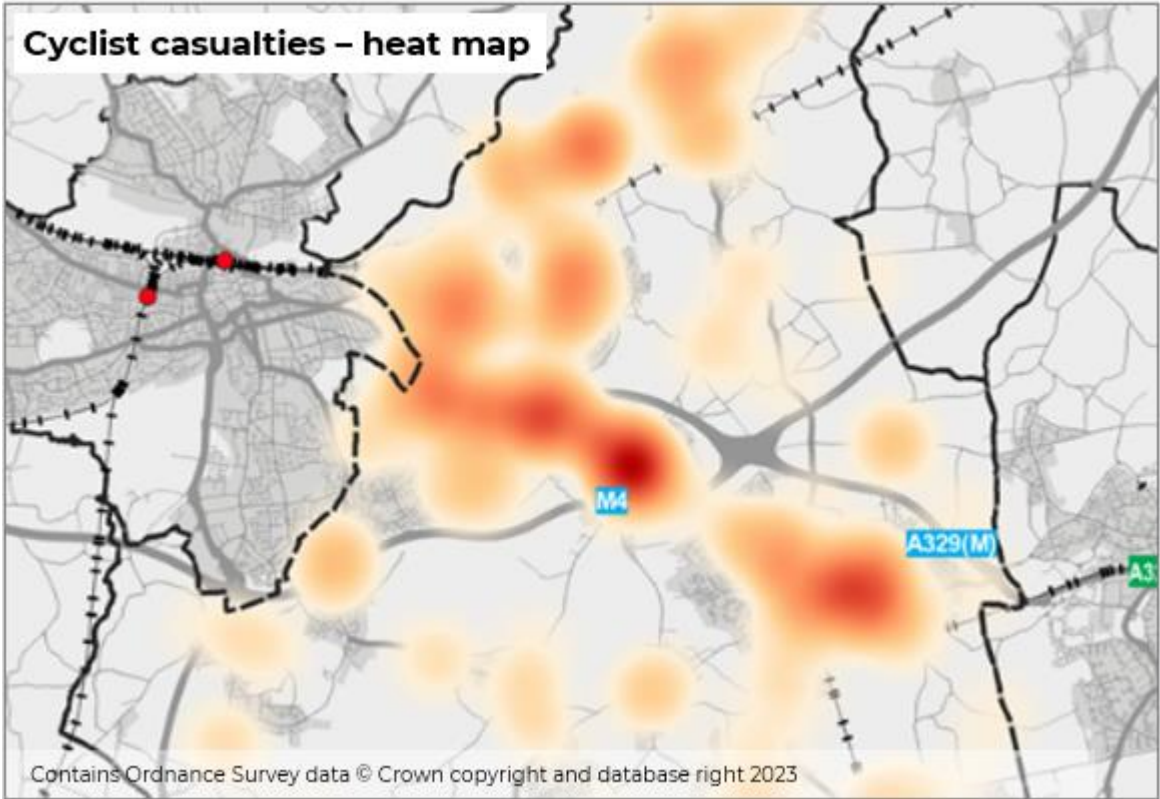
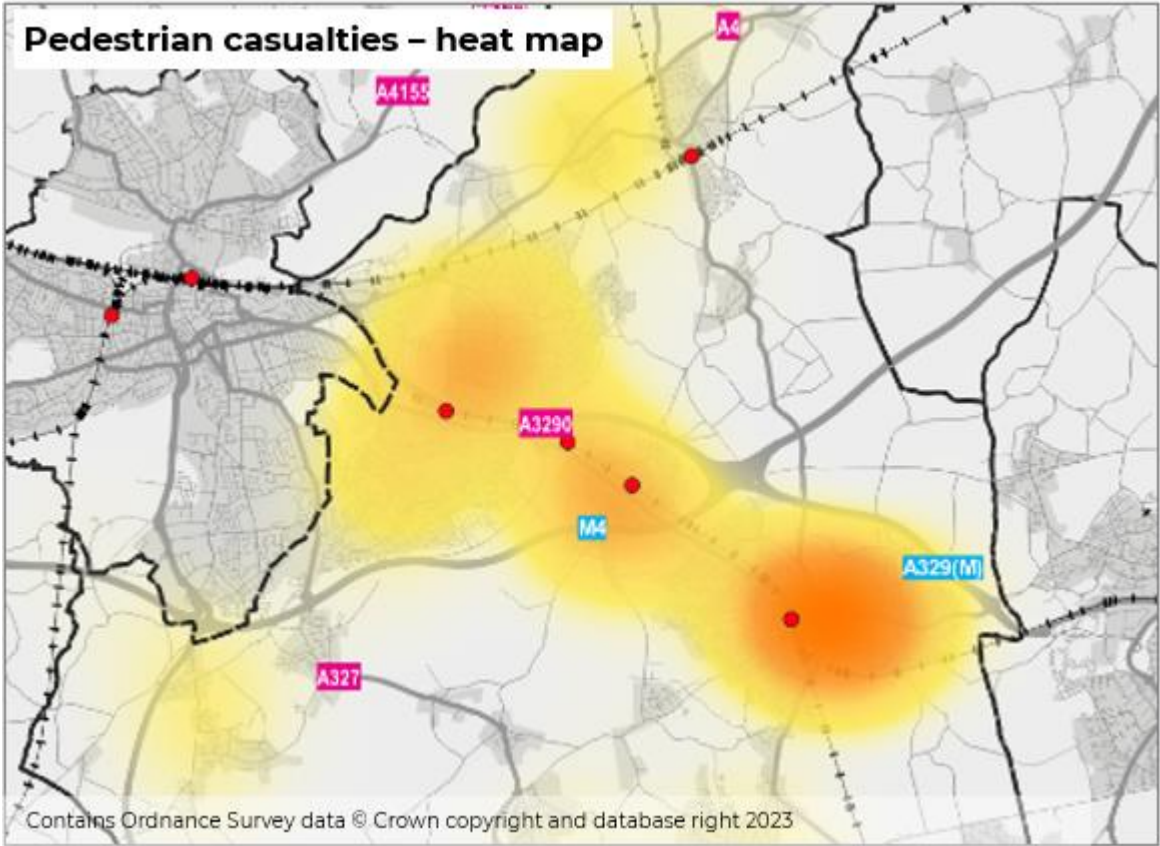
In roadworks	1 (3%)	3 (12%)	1 (2%)	2 (5%)	1 (2%)	4 (13%)
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Source: DfT Road Safety Data 2019 (STATS19)

- 17.4.5. An overview of the areas of higher density of collisions involving pedestrians and cyclists is shown in Figure 17-6.
- 17.4.6. This figure highlights the highest number of pedestrian collisions being focused around Wokingham Town Centre, Winnersh (A329 Winnersh Crossroads area and Robin Hood Lane), Lower Earley (A329 Showcase roundabout area), Charvil, Shinfield and within Woodley and Lower Earley. Cyclist casualties are also prevalent in Twyford (B3018) and the B3290 Black Boy Roundabout
- 17.4.7. This typically, but not exclusively, reflects the higher level of pedestrian and cycle activity in these

Draft

Figure 17-6 - KSI casualties from collisions in Wokingham Borough by user type



17.5 ROUTE ANALYSIS

17.5.1. Analysis of the comparative performance of different routes for the period from 2016 to 2021 has also been undertaken to identify the relative collision performance of different routes in Wokingham Borough. The routes were assessed by considering:

- Overall number of collisions
- Number of KSIs
- Fatally weighted injury (FWI) scoring
- Distance weighted FWI score (taking account length of route)

17.5.2. The Fatality weighted Injury (FWI) score is derived from the severity of each casualty in a collision, where a fatal collision is 10, a serious casualty as 5 and a slight casualty as 1.

17.5.3. Considering the four metrics above the number and severity of collisions could be assessed. This is summarised in Figure 17-4 below.

Table 17-4 - Comparison of road safety performance by route.

Route	Fatal	Serious	Slight	Total	KSI	FWI	Length (km)	Col/km	KSI/km	FWI (Distance-weighted)
A329	0	21	104	125	21	244	12.4	10	2	20
B3350	1	0	28	29	1	48	3.8	8	0	13
A4	1	6	61	68	7	135	14.8	5	0	9
B478	1	2	3	6	3	23	1.7	4	2	14
B3270	0	3	13	16	3	33	5.2	3	1	6
B3030	0	3	18	21	3	42	8.7	2	0	5
B3430	0	2	14	16	2	28	6.7	2	0	4
A3032	0	2	8	10	2	21	4.3	2	0	5
A327	0	8	19	27	8	68	11.7	2	1	6
A321	0	6	47	53	6	97	23.1	2	0	4
B3349	0	8	21	29	8	162	12.7	2	1	13
A4130	0	4	5	9	4	28	4.4	2	1	6
A329M	0	6	27	33	6	64	19.4	2	0	3
A3290	0	4	14	18	4	47	11.1	2	0	4
B3348	1	1	5	7	2	22	4.7	1	0	5
B3016	0	1	2	3	1	10	2.1	1	0	5
B3034	0	0	5	5	0	6	3.6	1	0	2
A33	0	3	10	13	3	29	12.7	1	0	2
B4446	0	0	1	1	0	1	1.2	1	0	1
B3024	0	0	2	2	0	2	2.7	1	0	1
B3018	0	0	1	1	0	2	2.2	0	0	1

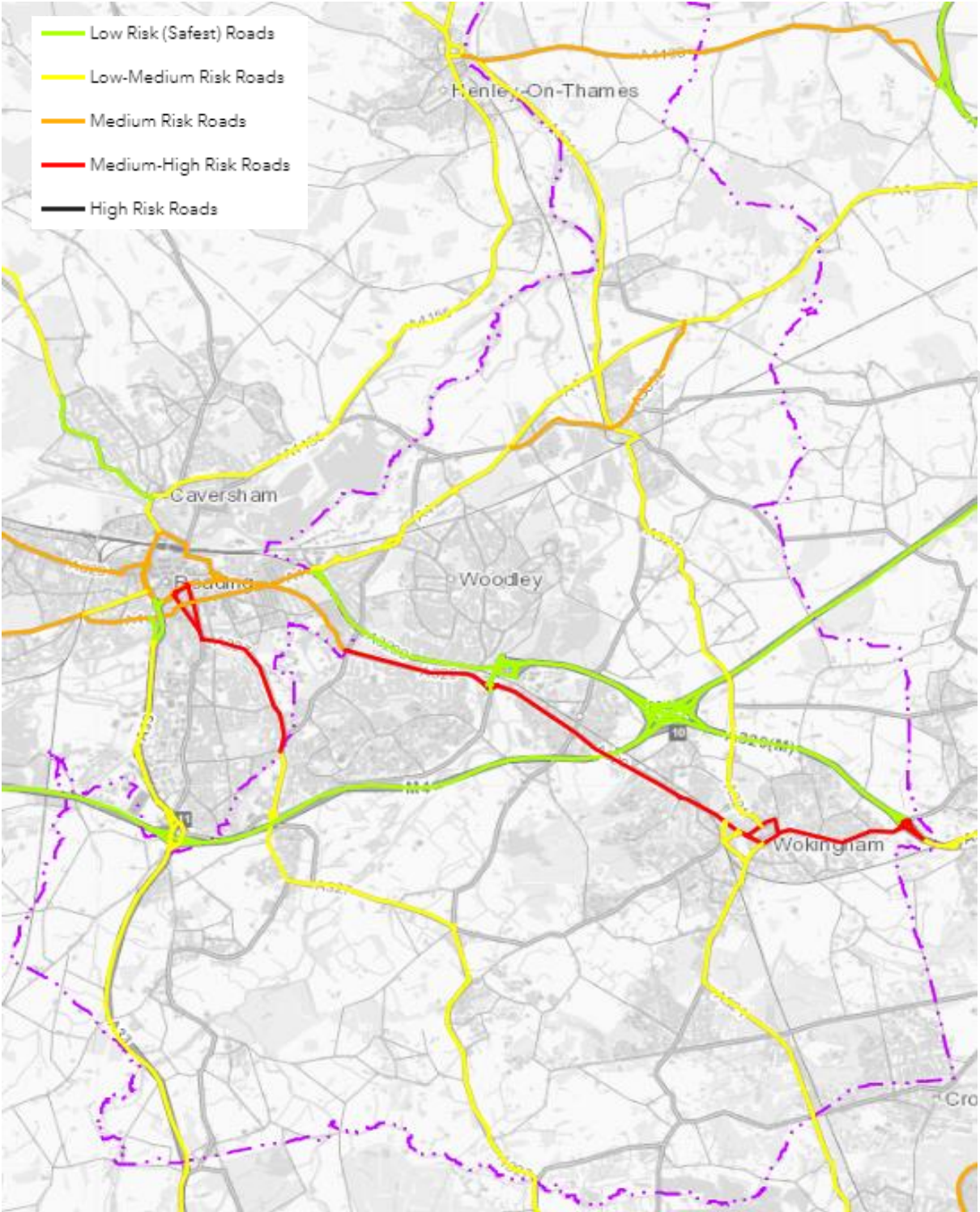
17.5.4. Based on the results above, the following sections with the highest risk to road safety have been identified:

- A329 Winnersh to Reading
- A329 Wokingham to Winnersh

- B478
- A329 Coppid Beach Roundabout to Wokingham
- B3349
- A4 Charvil to Hare Hatch

- 17.5.5. The B3350 was identified as a high risk route at the summary level, however the lower number of serious incidents gives it a lower collision severity.
- 17.5.6. A further indication is provided by the Road Safety Federation European Road Assessment Programme (EuroRAP). Within this, all motorways and A roads are given a risk rating representing the statistical risk of death or serious injury occurring by comparing the frequency of road crashes resulting in death and serious injury on every stretch of road with how much traffic each road is carrying. Figure 17-7 below shows the EuroRAP rating for the motorways and A roads in Wokingham Borough (2015-2017).
- 17.5.7. Figure 17-7 shows that Wokingham Borough has no high risk road sections, but the entire section of the A329 within the Borough is classified as a medium-high risk road. In addition, the Borough has two medium risk road sections. These are the entire section of the A4130 within the Borough and the A3032 which passes through Twyford.

Figure 17-7 - EuroRAP risk rating of motorways and A roads in Wokingham Borough for 2015-2017



Source: RSF EuroRAP 2019 Results Data Portal and OS Data, Crown Copyright 2019

18 SUMMARY

18.1 LOCATION AND DEMOGRAPHICS

- 18.1.1. Wokingham Borough is an inland unitary authority located between the urban areas of Reading and Bracknell. It is made up of fourteen parish councils and three town councils.
- 18.1.2. In 2021, Wokingham Borough had a total population of 177,500. The population had increased by 15% since 2011 (23,000 extra people), more than double the national average. Net migration was a significant contributor to this, with approximately 1000 people per year migrating from Reading into Wokingham.
- 18.1.3. There are 992 people per square km in the borough, more than double the national average of 430 people per square km.
- 18.1.4. The population of the borough is centred around three main urban areas – Wokingham town Centre, Earley and Woodley and a large rural area including smaller settlements, such as Twyford, Finchampstead and Arborfield Green.
- 18.1.5. Wokingham town Centre is the largest urban settlement containing over a quarter of the total population of the borough and is the commercial, cultural and administrative centre.
- 18.1.6. The English Index of Multiple Deprivation (IMD) shows that Wokingham Borough is the second least deprived local authority in England (ranked 316 of 317). There are however some areas with greater levels of deprivation, , with four LSOAs within the 4th most deprived decile in England.

18.2 TRANSPORT EMISSIONS

- 18.2.1. Based on government data and estimated using the Department for Energy Security and Net Zero (DESNZ) method, Wokingham Borough's carbon footprint is 505 ktCO₂. These figures exclude sectors outside the council's control, such as the M4 which creates 100.02 ktCO₂ and diesel rail trains which contribute 6.19 ktCO₂.
- 18.2.2. Transport emissions contribute 162.93 ktCO₂ to the overall carbon footprint of the Borough in 2020 (31.2%). A roads account for 61.2 ktCO₂, minor roads account for 94.15 ktCO₂ and other modes of transport account for the least at 7.55 ktCO₂.
- 18.2.3. Air quality has a negative impact on the health of those who live within close proximity to areas of poor air quality. Within Wokingham Borough and across the UK, vehicle emissions are the primary reason for air quality breaches and the two components of exhaust gases of most concern for human health are nitrogen dioxide (NO₂) and particulate matter (PM).
- 18.2.4. There are three Air Quality Management Areas (AQMA) in Wokingham Borough; Wokingham town Centre (Peach Steet, Broad Street, Shute End, Denmark Street and London Road), Twyford Crossroads (A321) and Wokingham M4 (either side of the M4).
- 18.2.5. Significant changes to the road layout around the M4 AQMA have taken place in the last 3 years and no tubes on the M4 corridor exceeded the legal limit. However, the NO₂ legal requirement of 40 µg/m³ was exceeded at Shute End in Wokingham town Centre and at Twyford Crossroads in 2019, with highest volumes recorded on the A3032 eastbound approach to the junction.

- 18.2.6. For 2020 and 2021, when traffic levels had been reduced through lockdowns in the COVID-19 pandemic, and the most recent 2022 data, emissions levels at all locations in Wokingham Borough are below annual NO₂ limit.

18.3 ENVIRONMENT

- 18.3.1. The quality of streets and highway space in all towns and villages is important to quality of life and makes Wokingham Borough an attractive place for people to live in, work in, or visit. Wokingham Borough's historic environment is one of the county's greatest assets and Historic England's (HE) National Heritage List for England (NHLE) highlights some 650 listed buildings in the Borough.
- 18.3.2. Within the borough there are 5 sites of special scientific interest, 2 Regionally Important Geological and Geomorphological Sites (RIGS), 11 registered commons and 11 National Nature reserves. Together this covers approximately 180 hectares, 1% of the total area of the Borough.
- 18.3.3. There are a number of different types of flooding that does or could affect Wokingham, and in 2010 Wokingham Borough Council became a Lead Local Flood Authority, responsible for managing local flood risk from surface water, groundwater and ordinary watercourses in Wokingham.
- 18.3.4. There only navigable waterway in Wokingham Borough is the River Thames which runs from Lechlade near Swindon through Reading and London into the sea to the south of Essex. Paths adjacent to the River Thames offer excellent opportunities for cycling and walking, with the 294km Thames Path forming part of the National Trail network.
- 18.3.5. Traffic and transport have a significant impact upon the built and natural environment. Transport infrastructure is a key determinant of the form of our towns and villages and roads are often the only modern man-made features in large areas of open countryside and design of these, levels of traffic and parking affects the quality of streetscapes and local amenity.

18.4 HEALTH

- 18.4.1. Transport plays a significant role in people's health. This can include enabling access to services, enabling physical activity and the impact of emissions and noise on health.
- 18.4.2. According to the Office for Health Improvement and Disparities (OHID) Wokingham Borough has lower than average levels of health inequality. In the men the variation in life expectancy across the social gradient is 6.1 years and in women it's 4.5 years. This compares with 9.7 years for men and 7.9 years for women at the national level for 2018-2020.
- 18.4.3. Wokingham Borough was one of the top 20 local authorities in England for physical activity (73.5% of adults considered physically active). However, the borough was one of the bottom 20 for physical activity in children and young people (43.9% considered physically active).
- 18.4.4. Obesity is however a growing issue in England and within Wokingham Borough. In particular, obesity levels in year six aged children (14.7%) has also seen a dramatic increase compared to reception aged children (7.2%). Inequalities do also exist, with those living in the more deprived areas of the borough more likely to be obese than average.

18.5 ECONOMY AND EMPLOYMENT

- 18.5.1. In 2022 in Wokingham Borough, 84.8% of the population were considered economically active people (Aged 16-64), of those 83% were employed. Since 2015 the number of economically active people (aged 16-64) has increased more than regional and national changes. and in 2022

unemployment rates fell to its lowest yet with 2.2% of the Wokingham Borough working aged population being unemployed.

- 18.5.2. The ONS annual population survey shows that the working age residential population of Wokingham Borough are highly qualified and only 3.8% of the population have no qualifications. This aligns with the affluence of the borough as well as how economically prosperous it is. This is further highlighted in terms of occupations with Wokingham having a higher percentage of people in management / director / senior roles, professional occupations and associate professionals / technical occupations than the national and regional averages.
- 18.5.3. Workplace and resident earnings are broadly similar within the borough, this shows that the borough provides high paid jobs for its residents as well as attracts highly paid workers into the borough. Average salaries are higher in Wokingham compared to the bordering local and unitary authorities and are significantly higher compared to national and regional averages.
- 18.5.4. The two main sectors in Wokingham Borough's economy are information and communication and real estate.. People working in professional, scientific and technical, information and communications, business administration and education make up 50% of all jobs in the borough. This reflects the highly skilled nature of the borough.
- 18.5.5. There is a relatively high level of retention of people living and working within the borough. Of those that travel elsewhere for work, the most common areas are Reading and Bracknell.

18.6 ACCESSIBILITY

- 18.6.1. Local facilities within Wokingham Borough are concentrated around the urban areas of Wokingham, Winnersh, Woodley, Earley and Shinfield. Outside of the main towns within Wokingham Borough, there are a more limited number of facilities in the rural parts of the Borough. 20 of the 99 LSOAs within Wokingham Borough are ranked within the top 10% most deprived nationally in terms of travel distances by road from selected facilities and services.
- 18.6.2. The majority of residents in the borough, particularly those living within Wokingham, Winnersh, Woodley, Earley and Twyford are typically within close walking distance of schools.
- 18.6.3. However, there are parts of the Borough, such as Remenham and Aston in the north of the borough and Riseley in the south of the borough, where some residents are outside typical walking distance from the nearest school..
- 18.6.4. There are very high levels of car ownership across the Borough, with only 9.0% of households in the borough without access to a car compared to 16.9% regionally and 23.5% nationally. Car ownership within the borough reflects household types, with 60% of privately owned houses having two or more cars and vans but only 18% of socially rented households owning two or more cars and vans.

18.7 DIGITAL ACCESSIBILITY

- 18.7.1. The growth in digital access has led to significant changes in travel. The National Travel survey shows that each individual now made 13% less trips in 2019 then they did in 2000.
- 18.7.2. Digital access has particular significant impact on certain trip purposes. For example, there has been a large decrease in visiting friends and shopping trips, representing 1 in 4 shopping trips and 1 in 3 trips to visit friends.

18.7.3. The change in 2019 to 2020, reflecting the COVID-19 pandemic was even more stark, with commuting and business showing the largest change of any trip purpose. It is too early to tell the long-term impacts of those changes, although the drop in distance was greater than the drop in number of trips – possibly inferring that longer distance trips are those that are most likely to be being made digitally.

18.8 TRAVEL PATTERNS

18.8.1. Overall, the following trend was broadly observed across all wards in the borough

- **35% within the borough.** For trips originating within the same area as residence, in towns the majority of trips are made on foot or by cycle with car dominant in more rural areas.,
- **35% to key destinations within 10 miles**, including Reading, Bracknell, Slough, Maidenhead and Windsor.,
- **30% elsewhere**, comprising 10% working in London, typically travelling by public transport and 20% work elsewhere, with private car used for over 90% of these trips.

18.8.2. In terms of mode of travel to work across Wokingham Borough, it is worth noting:

- A higher percentage urban residents in Wokingham drive to work than nationally
- There is a higher car split for those in urban areas than rural areas
- The proportion of residence using public transport is higher in rural areas than urban areas,
- Driving is the most common mode for all the different trip distances
- For journeys to work under 2km in length, despite the short distance, walking only accounts for just over a third of trips, compared to almost half of trips being made by private car.

18.8.3. In terms of average distance travelled to work for residents within Wokingham Borough, this shows:

- 50% of people within the borough either work from home or travel less than 10km to work
- The most common distance to travel to work is 2-5km (17%)
- Over 1 in 4 commutes is less than 5km (28%)
- The Borough has significantly less very short (less than 2km) and very long (60km and over) distance commuters when compared with regional and national levels.

18.8.4. There is a relatively high level of self-containment of 15-20% in larger towns such as Wokingham and Woodley, and to a lesser extent Earley. A large proportion of these trips are made by walking or cycling, for example in Wokingham town Centre and Woodley almost 50% of commuter trips starting and ending in the town are made by walking or cycling.

18.8.5. Rail provides a relatively good level of service from Wokingham town Centre and within other more rural parts of the borough. There is a much lower percentage of people travelling by rail to Bracknell compared to Reading. For example, 32% of commuter trips to Reading from Wokingham town Centre are made by rail, this compares to 8% to Bracknell. Although there is an adequate rail service to both locations, car is still the dominant mode choice (60% to Reading, 84% to Bracknell). For travel to Slough, Maidenhead and Windsor car accounts for over 80% of trips.

- 18.8.6. Based on analysis of the travel patterns throughout the borough, three key typologies with different travel patterns have been identified. These are Wokingham town Centre, Reading facing towns (Woodley, Earley and Shinfield) and Market Towns & Rural Areas
- 18.8.7. For Reading facing towns, there is a relatively high level of walking and cycling of those that do work within the local town. In terms of travel to the rest of the borough, private car is the main mode making up 78% of trips, despite sustainable modes providing a feasible alternative. There is a large draw to Reading from Earley, Woodley and Shinfield with approximately 30% working in Reading. Although Reading is in close proximity and there is good public transport links to Reading, just 10% of trips are made by walking or cycling and approximately 20% are made by public transport.

18.9 REGIONAL AND NEIGHBOURING AUTHORITY TRANSPORT PLANS

- 18.9.1. Transport for the South East (TfSE) is the Sub-National Transport Board (STB) that covers Wokingham Borough and surrounding areas in the South East.
- 18.9.2. TfSE have produced a draft 30-year Strategic Investment Plan (SIP) for the South East which sets out 24 regional packages of complementary, multi-modal interventions. Schemes related to Wokingham include:
- Interurban cycleways
 - Reading to Waterloo rail service enhancements
 - M4 Mass Rapid Transit
 - Reading/Wokingham/Bracknell A329 bus enhancements
 - M4 J3 to J12 smart motorway
 - M4 J10 safety enhancements
 - A329 (M) smart corridor
- 18.9.3. The draft Reading Transport Strategy sets out aspirations for Reading and improving links into the town. Schemes relating to Wokingham within the strategy include:
- High quality bus and cycle corridors
 - Green Park Station
 - Winnersh Triangle, Mere oak and Thame Valley Park and Rides
 - South Reading fast track public transport
 - Third Thames Crossing

18.10 FUTURE DEVELOPMENT

- 18.10.1. Future development within the borough outlined in the adopted Core Strategy (January 2010) and sets most proposed new development of the borough until March 2026. The strategy planned for at least 13,230 new dwellings being delivered over the plan period (2006 – 2026). Most of the development sites within this sit just outside of the Reading facing towns / Wokingham town Centre or within the rural areas and Market Towns.
- 18.10.2. Wokingham Borough Council is currently updating the Local Plan which will also help to shape the future of Wokingham. It will give guidance on how and where growth will take place in the years up to 2038. This is likely to include a proposed strategic development in the Hall Farm / Loddon Valley

area. It also identifies the location of the four existing SDLs, these are: Arborfield Garrison, South of the M4, North Wokingham and South Wokingham which will continue to deliver housing and infrastructure during the new plan period. It should be noted that the Local Plan Update is a draft document and subject to change.

18.11 ACTIVE TRAVEL

- 18.11.1. Highest levels of active travel in the borough are in Wokingham town and the Reading facing wards such as Earley, Woodley and Shinfield. There is also relatively high levels in smaller settlements such as Twyford whereas in rural areas, where the distance between origins and destinations is much greater and facilities for pedestrians are inconsistent, walking levels are typically lower.
- 18.11.2. Cycling provision varies through the borough with a mixture of on and off carriageway facilities available. This includes existing greenways, public rights of way and National Cycle Network Routes. Again, there is a high demand for cycling in the larger town centres, albeit unlike walking it is less common in the smaller urban areas.
- 18.11.3. Active travel, directly aligns with the goals of the Climate Emergency Action Plan (CEAP) which includes a target to increase active travel by 10% to assist in reducing carbon emissions. Initial steps have been made to begin producing a Local Cycling and Walking Investment Plan (LCWIP) for the borough. The initial stage of this work has included beginning to identify core walking zones, with Wokingham town Centre being the first, and a primary and secondary active travel network between the major development, employment and retail hubs within the borough.
- 18.11.4. Through the LCWIP development respective walking and cycling heat maps identify different corridors within the borough with highest demand for walking and / or cycling. The key corridor identified with the highest level of walking and cycling demand is the A329 which links Wokingham to Reading via Winnersh and Earley. Other key corridors include:
- A321 Finchampstead Road
 - B3270 Lower Earley Way
 - A4 Bath Road
 - B3349 Barkham Road
- 18.11.5. There is a large network of Public Rights of Way (PRoW) which make up a large proportion of the walking and cycling facilities available outside of the town centres. Plans and strategies to help improve walking and cycling facilities, including PRoW, include the Public Rights of Way Improvement Plan, adopted March 2020, and the Greenways Strategy Plan.

18.12 PUBLIC TRANSPORT – PROVISION AND USE

- 18.12.1. Public transport use varies across the borough. The 2011 Census Data suggests that rail accounts for the vast majority of public transport trips for residents in Wokingham town centre and within rural communities, especially Twyford and Wargrave. However, in the Reading facing towns such as Winnersh, Earley and Shinfield bus is a more dominant choice in terms of public transport over rail.
- 18.12.2. There are six railway stations located through the borough. These are Twyford (on Paddington line with links to London and South West), Wargrave (on branch line between Twyford and Henley-on-Thames), and Earley, Winnersh Triangle, Winnersh and Wokingham on the London Waterloo to

Reading line. There are also stations close to the borough border at Crowthorne and Reading Green Park.

- 18.12.3. Rail patronage has decreased across the Borough over the last 10 years, with an average decrease across all railway stations of 46% between 2010 and 2021. However, there have been significant reductions in the last 2 years following the COVID-19 pandemic. Wokingham Station and Twyford Station are the busiest stations and had shown a steady annual increase in patronage up until 2019.
- 18.12.4. Wokingham Station has local services running to Reading and Bracknell, as well as services to Guildford and London Waterloo. Services from Wokingham also link to Guildford and Gatwick Airport. Reading Station offers interchange to destinations across England and a key employment destination for the borough. The opening of the new Elizabeth Line in May 2022 has further improved the level of service between Twyford and London.
- 18.12.5. Local train services run between Wokingham Winnersh Triangle, Winnersh, Earley and Reading approximately every 15 minutes. Bracknell Station, on the London Waterloo line, is another key employment destination outside of the borough and services run approximately every 30minutes from Wokingham to Bracknell.
- 18.12.6. Rail mobility plans have been produced for all stations in the borough to improve access and interchange to the stations. These plans include promoting and supporting the improvements outlined in the LCWIP as well as creating micro-mobility hubs, demand responsive transport and improved infrastructure at the stations such as secure cycle parking.
- 18.12.7. The level of bus service is varied, with high frequency services on the A327, A329, A33/B££\$9 and A4/A421 corridors. There are also local town services in Woodley, Earley and Wokingham. Throughout the rest of the borough there is a much lower level of service with most routes having a frequency of 1-2 buses per hour. The Council has an important role in delivering bus services as many services require subsidies to be operational.
- 18.12.8. Bus patronage within the borough had been growing at a much greater rate than the regional and national increases, with particularly large increases in 2013/2014 and again 2017/2018.
- 18.12.9. National express is the main coach provider throughout the borough and provides regular services to Brighton, London Gatwick Airport, Heathrow Airport and many other locations. Mere oak Park and Ride is the main location where the coaches depart from in the borough.
- 18.12.10. Taxis and Private Hire Vehicles (PHVs) enhances accessibility for people without access to a car. Although nationally their usage has been growing, there has been a 10% decrease in the number of taxis and 30% decrease in the number PHVs operating in Wokingham Borough between 2013 and 2019.
- 18.12.11. Heathrow Airport is approximately 40km east from Wokingham town Centre and accessible by car, coach and rail from the Borough. Gatwick Airport is approximately 75km from Wokingham town Centre, it can also be accessed by car, coach and rail. Birmingham and Southampton airports are also accessible by rail from Wokingham.

18.13 SHARED AND FUTURE MOBILITY

- 18.13.1. Transport for the South East have published their Future Mobility Strategy which divides the region into four key areas each with a set of intervention 'bundles' attached to each order from high to low priority. High priority intervention bundles within the Borough include:

- Hubs (mobility / community asset / service)
- Digital-as-a-mode communications and services
- Shared mobility – digital demand responsive transport (DDRT)
- Shared mobility – business to customer vehicle sharing (e.g., car clubs)

18.13.2. Wokingham Borough Council have published a low emission transport strategy which sets out a list of measures to decarbonise transport within the Borough. Key measures include increase EV uptake through defining the requirements for EV charge points in new developments, increasing awareness and developing a long-term EV uptake strategy. The strategy also identifies creating a low emission car club scheme as an intervention that can be delivered in the short term.

18.13.3. Demand for a car club is likely to be highest in Twyford and Wokingham town Centre. Operator insight goes on to suggest that car clubs are more effective and secure in on-street parking bays than in new developments / car parks.

18.13.4. An electric vehicle strategy is also being developed for the borough. This shows that by 2025, EV uptake is predicted to be highest in Wokingham town and Winnersh, in the Reading facing towns, Finchampstead and Twyford. However, gap analysis in EV charging infrastructure shows that there is currently not enough EV charging infrastructure to provide for the predicted growth in demand.

18.14 FREIGHT

18.14.1. Road freight is the dominant method for transporting freight in Wokingham, within the majority of freight trips originating and ending within the local counties. In Berkshire, Buckinghamshire and Oxfordshire, 52% of the inbound freight into these areas originated from within these three counties. Similarly, 59% of all outbound freight from the Berkshire, Buckinghamshire and Oxfordshire area, was delivered to destinations within these three counties.

18.14.2. The three busiest road freight corridors through the borough are the M4, A329 (M) and the A33 with more the 1500 HGV flows per day. This significantly reduces on the local road network to below 500 HGV flows per day.

18.14.3. Rail freight also plays a role within the borough with significant amounts of rail freight movements on the Reading to London Paddington Line and Reading to Basingstoke line. There are however limited paths available to transport freight on the Reading to Waterloo line that runs through the Borough.

18.14.4. A freight forum has been created as part of the Transport for the South East Freight, Logistics and Gateways Strategy. This forum includes key stakeholders including Wokingham Borough Council. Key actions of this forum include developing guidance for individuals, businesses and local authorities on best practice for the industry.

18.15 TRAFFIC AND ROAD NETWORK

18.15.1. Wokingham has access to many key routes including the M4 (links to the South West and London), the A239(M) (links to Reading and Bracknell), the A4 (runs mostly parallel to the M4), the A329 (linking Ascot, Bracknell, Reading, Wallingford and the M40) as well as other key routes.

18.15.2. National data show that between 2004 and 2018 there was a 6% decrease in traffic volumes through 46 sites across the borough. Bicycles (26%) and Large Goods Vehicles (LGVs) 34% are the

only modes that have seen a growth since 2018. Alongside reducing traffic volumes, there has also been a decrease in average delays by 1.6 seconds per vehicle per minute since 2016.

- 18.15.3. Local Traffic counters however show traffic levels to have been broadly flat over the last 15 years, with a small increase of 2.8% from 2008 to 2018 and a small decrease from 2003- 2018 (1.9%).
- 18.15.4. Across the different typologies, routes within Reading have shown the smallest change, and reflecting this they typically have a flatter flow profile through the day. Rural routes and roads within Wokingham and Winnersh have more typical M profiles, indicating capacity for large parts of the day. Some of these routes, show highest flow volumes in the middle of the day, likely to reflect the greater amount of leisure and shopping trip purposes.
- 18.15.5. The 2018 DfT Road Traffic Forecasts (Using TEMPro version 7.2b) suggest future traffic is likely to grow at approximately 6% every five years for both principal and minor roads in the borough, with higher forecast rates are predicted for both trunk roads and motorways. These forecasts are however contrary to current local traffic trends and falling individual trip rates.
- 18.15.6. The borough is currently responsible for all on-street and off-street parking in Council owned off street car parks and Park & Ride (P&R) sites. There are currently 23 car parks providing 1223 spaces in Wokingham town Centre, 632 spaces in Reading facing towns of Woodley, Earley and Shinfield and 121 in the smaller market towns / rural areas. There are two P&R sites in the borough, Winnersh P&R located on the edge of Winnersh Triangle Business Park and MereOak P&R located off the A33, south of the M4.

18.16 ROAD SAFETY

- 18.16.1. The number of traffic collisions resulting in personal injury has generally been declining year-on-year, from 349 collisions in 2008 to 186 in 2021 (47% decrease), and the number of fatality or serious injury collisions falling by 50% over the same period (30 in 2021). These reductions in Wokingham are greater than the national and regional trends.
- 18.16.2. Approximately 60% of all casualties were male, rising to 75% for fatal or serious injury collisions. People aged 65 and over accounted for 7.8% of all casualties and 15.4% of KSI casualties in 2018.
- 18.16.3. In relation to vulnerable road users, since 2008 there has been a significant fall in the number of pedestrian casualties. There has also been a slight fall in the total number of all cyclist and motorcyclist casualties, albeit the proportion of total collisions for involving cycles has grown.
- 18.16.4. The highest number of pedestrian collisions being focused around Wokingham Town Centre, Winnersh (A329 Winnersh Crossroads area and Robin Hood Lane), Lower Earley (A329 Showcase roundabout area), Charvil, Shinfield and within Woodley and Lower Earley. Cyclist casualties are also prevalent in Twyford (B3018) and the B3290 Black Boy Roundabout.
- 18.16.5. Between 2016-2021, routes were analysed to identify the relative collision performance of different routes within the borough. Based on this analysis, the worst performing routes were the A329, B478, A4 and B3349.



2 London Square
Cross Lanes
Guildford, Surrey
GU1 1UN

wsp.com



Wokingham Borough Council

LOCAL TRANSPORT PLAN 4

Principles Engagement: Consultation Report



Wokingham Borough Council

LOCAL TRANSPORT PLAN 4

Principles Engagement: Consultation Report

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Project no. 701022302

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WSP

WSP House
70 Chancery Lane
London
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com

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Signature			
Checked by	John Snow	Madison Veck	Madison Veck
Signature			
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Contents

1	Introduction	1
1.1	Overview of the LTP Project	1
1.2	About the Principles Engagement	1
1.3	Number of respondents	1
1.4	Age Profile of respondents	2
1.5	Respondents by Area	3
2	How do Respondents get around Wokingham?	5
3	Residents' Views on Local Transport	8
4	Walking, Cycling and Wheeling	10
5	Environmental Impacts	13
6	Extent of Agreement with Statements of Change	14
7	Responses Received from Organisations	16
7.1	Arborfield and Newland Parish Council	16
7.2	Cycling UK Reading	16
7.3	Great Western Railway	16
7.4	Reading Buses	17
7.5	The British Horse Society	17
7.6	University of Reading	18
8	Analysis of Open Responses	19
8.1	Introduction	19
8.2	Active travel (walking, cycling, and wheeling)	19
8.3	Electric Vehicles	20
8.4	Environment /Pollution/ Air Quality	21

8.5	New Development	22
8.6	Parking	22
8.7	Public Transport / Bus / Rail	22
8.8	School Travel	23
8.9	Speed limits / Safety issues	24
8.10	Vehicular Travel and Roads	24

Appendices

Appendix 1: Engagement Questionnaire

Appendix 2: Full Consultation Responses

Tables

Table 1: Details of the respondents by place type	4
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Figures

Figure 1: Age profile of respondents	2
Figure 2: Responses received from each town or civil parish area	3
Figure 3: Responses received by Place Type	4
Figure 4: Choice of mode for journeys less than 5 miles	5
Figure 5: Choice of mode for journeys less than five miles by typology	7
Figure 6: Agreement on current travel options and facilities	8
Figure 7: Agreement of attribute importance in urban centres	9
Figure 8: Level of agreement with current facilities for walking, cycling and wheeling	10
Figure 9: Level of Agreement with Walking, Cycling and Wheeling Facilities Questions across Wokingham Borough	11
Figure 10: Level of agreement on potential active travel improvements	12
Figure 11: Level of agreement regarding the environmental attributes	13
Figure 12: Extent of Agreement with the proposals	15

1 Introduction

1.1 Overview of the LTP Project

- 1.1.1. A Local Transport Plan (LTP) is a statutory document. It contains the transport strategies and intervention plans of the local authority for future years and is an important component of transport planning in the UK.
- 1.1.2. WSP has been commissioned by Wokingham Borough Council to develop its next Local Transport Plan, LTP 4.
- 1.1.3. To inform the development of LTP4, WSP worked with the Council to develop an opinion survey to gain an early insight of the transport choices, views and priorities of Wokingham residents on various aspects of transport such as electric vehicles, provision of pedestrian space, air quality, etc.
- 1.1.4. Termed Principles Engagement, the survey results provide a valuable insight and assist in creating an LTP that addresses those issues that are most important to residents.

1.2 About the Principles Engagement

- 1.2.1. The Principles Engagement was hosted on the Council's [engage.wokingham](https://engage.wokingham.gov.uk) website. This 'all-in-one participation platform' is a Wokingham Borough Council initiative used for several functions, including public consultation processes. Information gathered through Engage Wokingham is used to help the Council make better decisions and tailor its services to the needs and desires of its residents and businesses.
- 1.2.2. The Principles Engagement was live for six weeks from Wednesday 1 February 2023 to 12 March 2023.
- 1.2.3. In addition, where requested, paper copies of the questionnaire were sent to residents and organisations such as Parish Councils in the Borough. The questionnaire is shown in Appendix A.

1.3 Number of respondents

- 1.3.1. In total 747 responses were received from the public, of whom 729 (98%) stated they were residents of Wokingham Borough. This includes responses received from several groups and organisations, which are reported in Section 7.

1.4 Age Profile of respondents

- 1.4.1. Figure 1 shows the proportion of the different respondents in accordance with their age groups.
- 1.4.2. The largest volume of responses, approximately 38%, were from those aged 65 years or older. This age group accounts for 17% of Wokingham Boroughs Population (2021 Census).
- 1.4.3. The proportion of responses received from age groups between 25 and 44years, 45-54 and 55- 64 years varied between 19% and 26%. The total of 61% of respondents in these age groups is comparable with the population breakdown of the Borough, where approximately 53% of residents are in the 25-64 years age groups.
- 1.4.4. There was however a low response rate from those aged 24 years and under. Despite accounting for 30% of the Borough’s population, they accounted for just 0.5% of respondents. The Council did try to engage with younger adults by promoting the survey through the My Journey Wokingham webpage¹ and other social media sites.

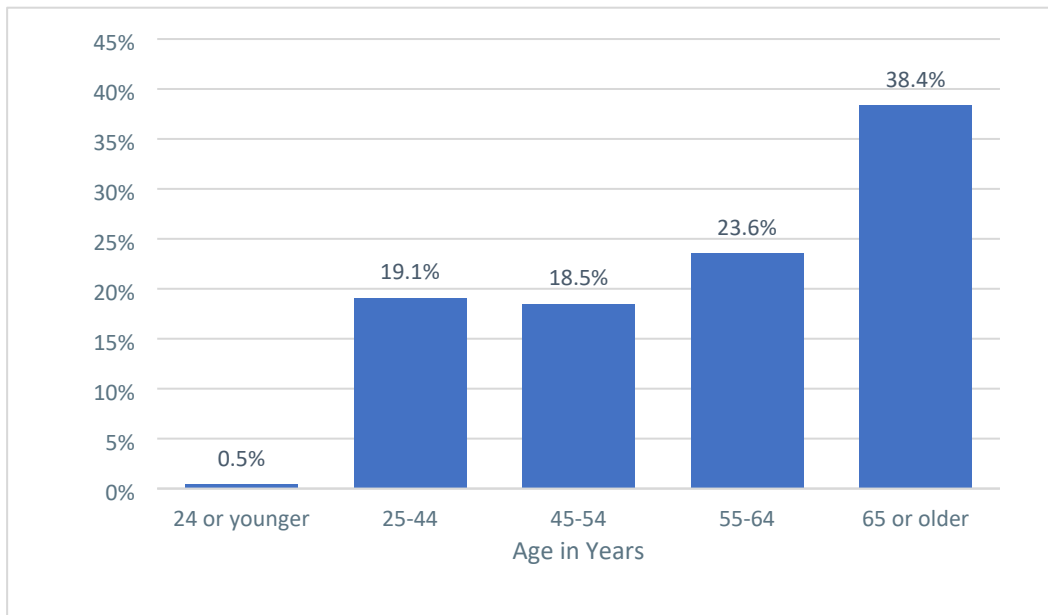


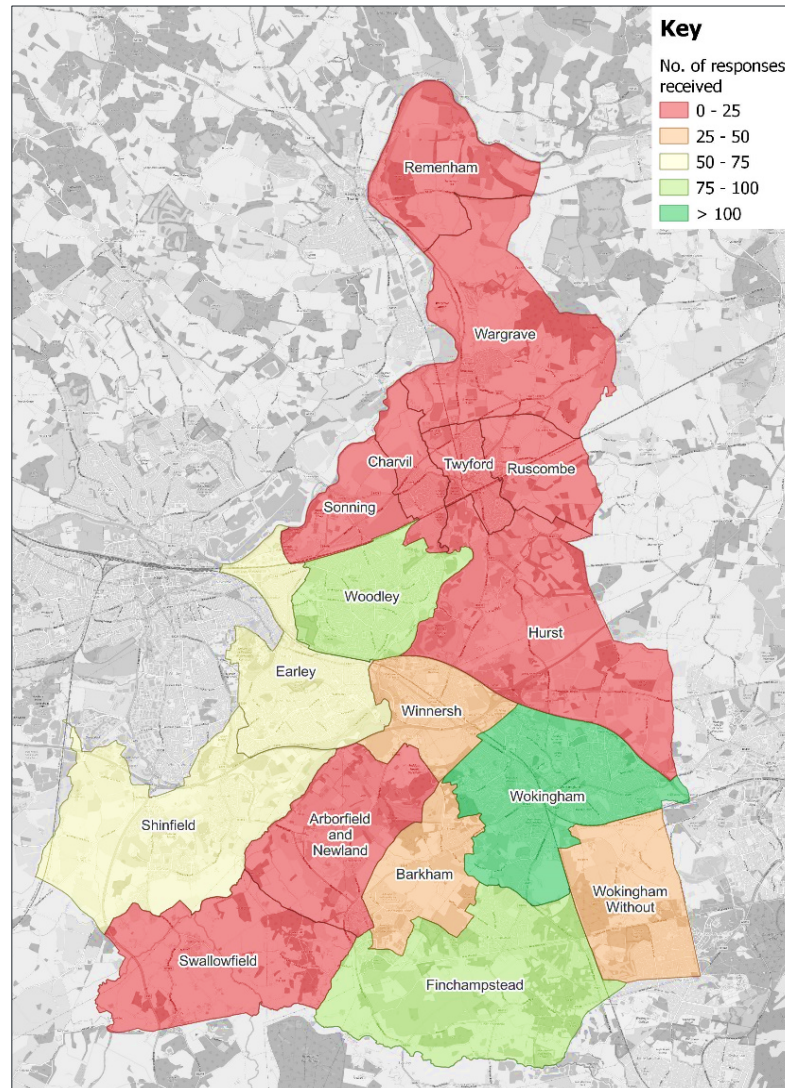
Figure 1: Age profile of respondents

¹ <https://www.myjourneywokingham.com/>

1.5 Respondents by Area

1.5.1. Figure 2 shows the number of responses received from each town and civil parish within the Borough, where respondents provided location data. It shows the greatest number of responses were from the Wokingham town area, Finchampstead and Woodley, then Earley and Shinfield areas. Fewer responses were received from the more rural parts of the Borough.

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



1.5.2. Table 1 and Figure 3 presents further analysis carried out to identify how the responses correspond to the identified area typologies for the LTP. Typologies are used to understand the differences in demographic groups that live in Wokingham Borough and to identify similarities. Through understanding these variables, it gives valuable insight into how people travel within the area. For this study, data was used to give insight into car ownership levels, likely travel habits and the willingness of people to change their travel patterns / mode.

- 1.5.3. From this analysis, four general typology areas were indicated in Wokingham: Wokingham Town and Winnersh; Woodley, Earley and Shinfield which are termed Reading-facing towns; and the respective villages and rural areas of North and South Wokingham. These four typology areas were used to simplify the reporting of travel patterns in the Borough by grouping areas with similar travel characteristics.
- 1.5.4. As not all respondents provided postcode/parish data, the dataset used in this area-based reporting is from a sub-set of all responses (706 responses, or 95% of all responses). However, it does show an even spread of responses across the area when attributed to each of the four identified place types.

Figure 3: Responses received by Place Type

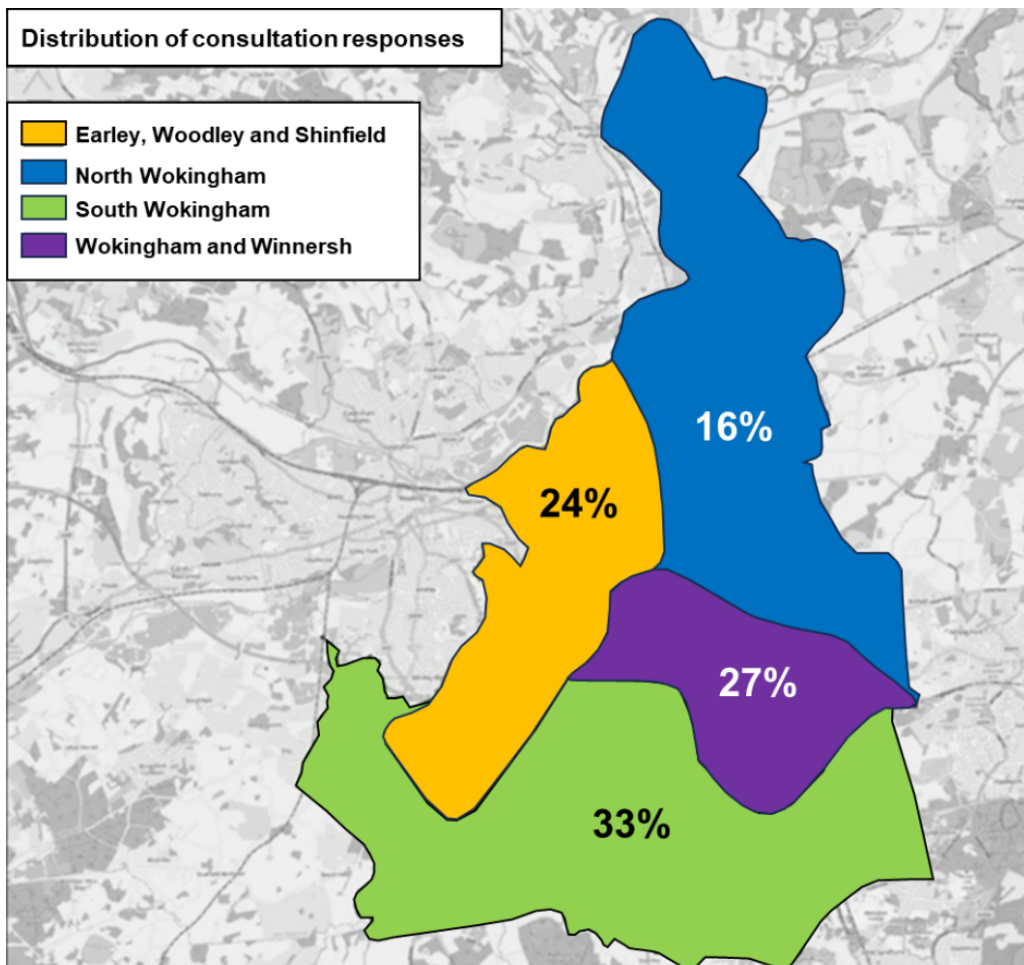


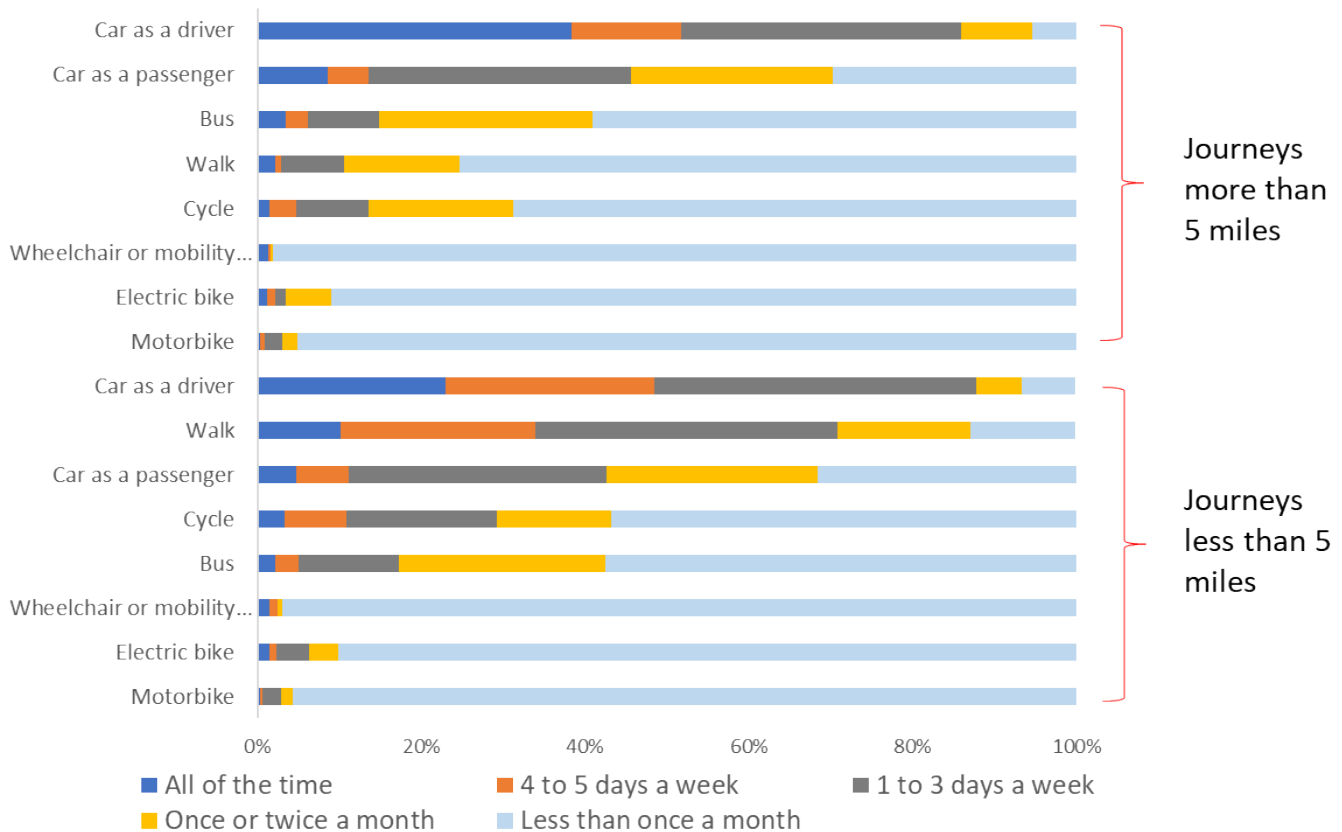
Table 1: Details of the respondents by place type

Place Typologies	Responses	Percentage
Reading-facing Towns	168	24%
North Wokingham	115	16%
South Wokingham	229	33%
Wokingham Town & Winnersh	194	27%
Total	706	100%

2 How do Respondents get around Wokingham?

- 2.1.1. Respondents were asked to indicate how they travel and how often for trips under and over five miles based on a list of travel modes.
- 2.1.2. Figure 4 highlights that car is the dominant mode of travel for journeys over five miles, followed by car passenger for journeys undertaken regularly.
- 2.1.3. For those trips over five miles that are undertaken less frequently, i.e. twice a month or less, a higher number of these are made by other modes such as bus or cycling.
- 2.1.4. Similarly, for journeys under five miles, car is the most popular. However, walking, and to a lesser extent cycling, account for similar amounts of regular travel.
- 2.1.5. Approximately 100 respondents also identified train as a regular mode of travel.

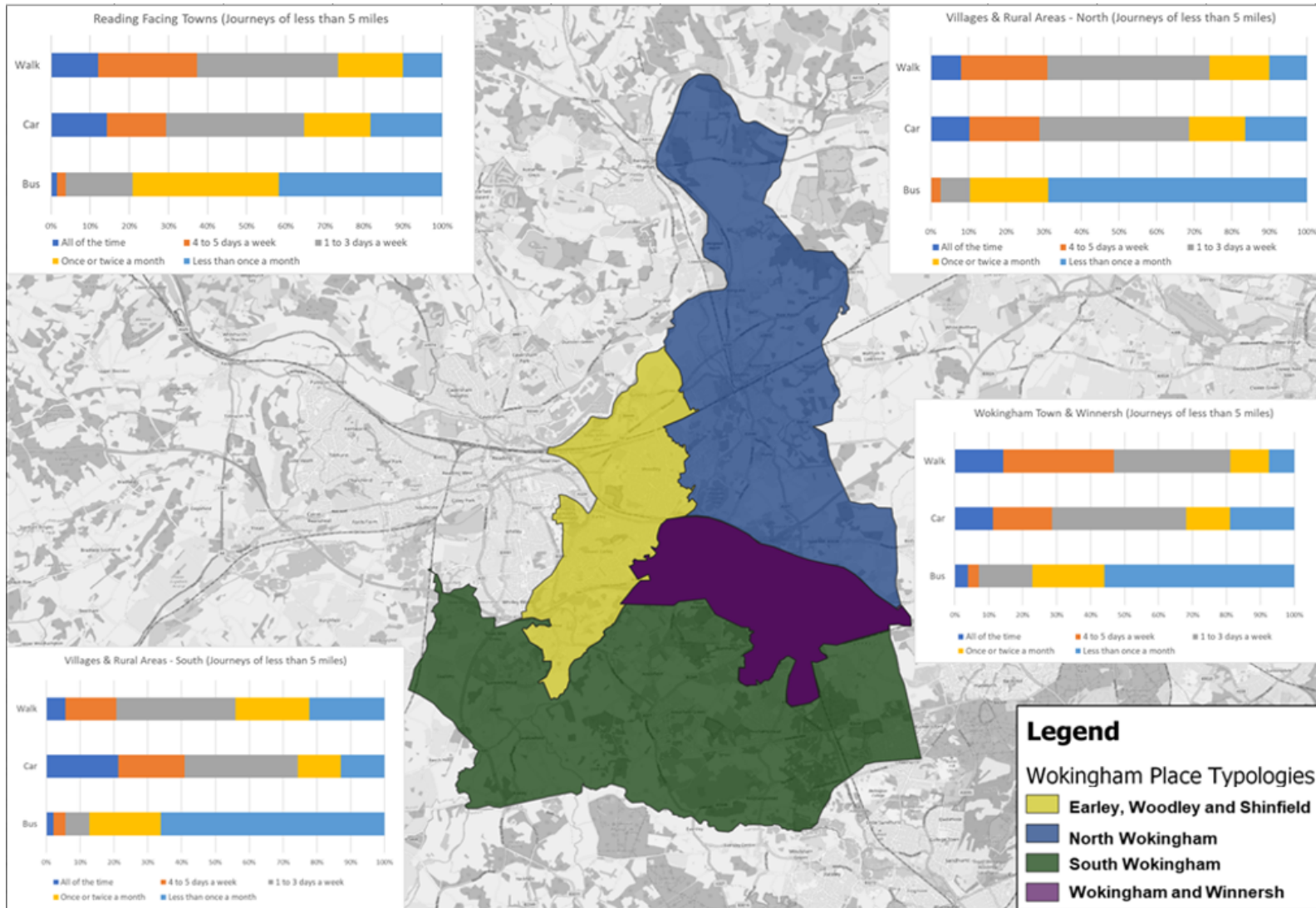
Figure 4: Choice of mode for journeys less than 5 miles



- 2.1.6. For shorter journeys of less than five miles, car driver remains the most common mode of travel. However, walking is a close second and ahead of car passenger.
- 2.1.7. Figure 5 shows the preference for travel by bus, on foot, and by car based upon the responses received from each place typology (as stated in Table 1).

- 2.1.8. Figure 5 highlights the differences in modal choices between the different place types. It highlights that walking is the most common mode choice in the more urban areas of Wokingham Town and Winnersh, and in the Reading-facing Towns such as Earley, Woodley and Shinfield.
- 2.1.9. The graphic also highlights that bus has the greatest role in the Reading-facing Towns followed by Wokingham Town and Winnersh.

Figure 5: Choice of mode for journeys less than five miles by typology

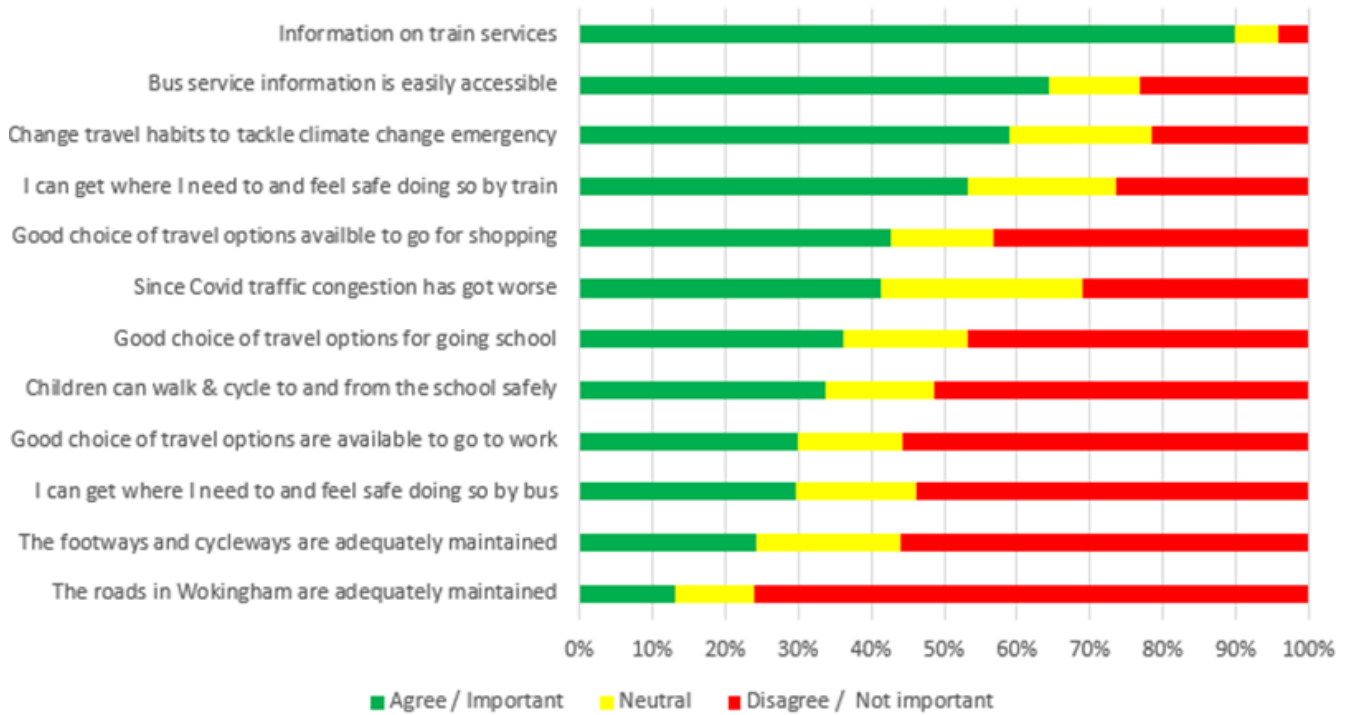


252

3 Residents' Views on Local Transport

3.1.1. The views of the respondents on local transport provision was analysed and ranked according to the extent they agreed with statements. This is shown in Figure 6. Respondent's views on maintenance, asked under My Streets section, are also included within this figure.

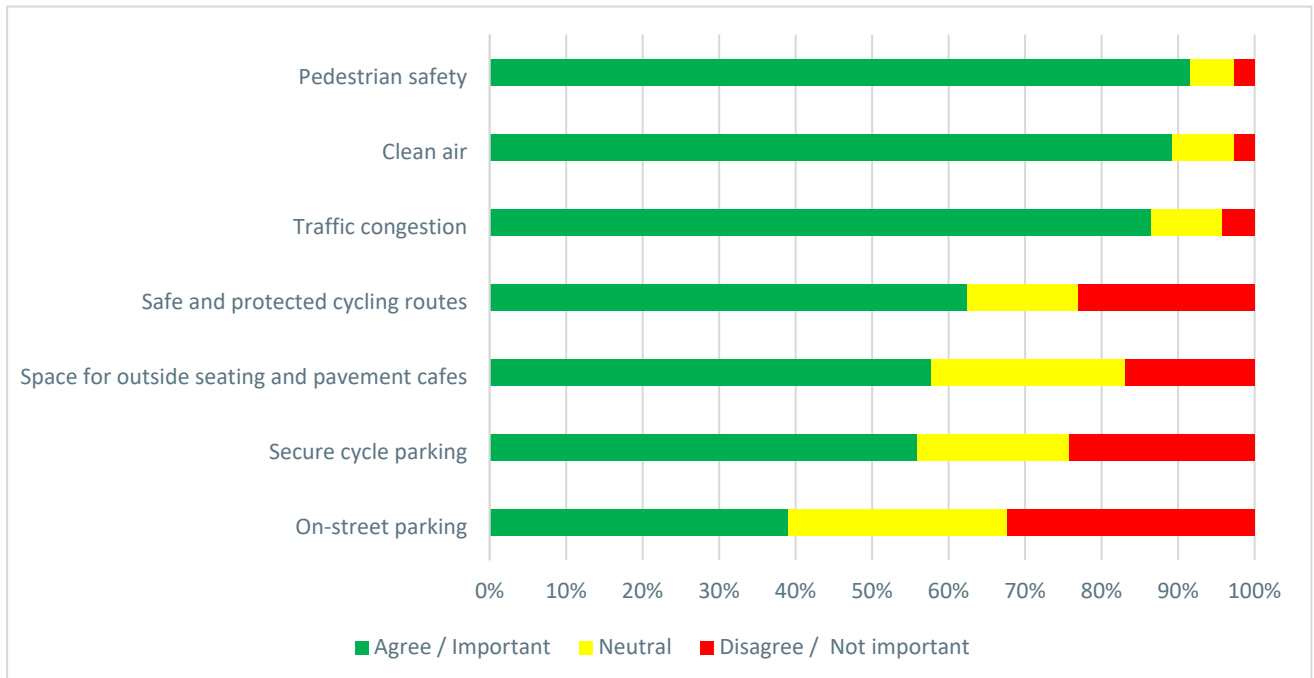
Figure 6: Agreement on current travel options and facilities



- 3.1.2. The highest levels of agreement were regarding the availability of information on bus and train services.
- 3.1.3. 60% of respondents said they would be willing to change their travel habits to reduce carbon emissions, compared to 20% against.
- 3.1.4. Respondents typically disagreed that they had a good range of travel options, albeit a view that travel options for shopping (45% agree) was better than the options for going to school or work, for which just 35% and 30% of people agreed with the statement.
- 3.1.5. Only a third of respondents felt that children can safely walk and cycle to school.
- 3.1.6. The most disagreed with statements were those around maintenance, with many respondents stating that they did not feel that footways, cycleways or roads in Wokingham were adequately maintained.

3.1.7. Respondent’s views on what is most important in urban centres are shown in Figure 7.

Figure 7: Agreement of attribute importance in urban centres



3.1.8. The responses to the priorities in urban centres highlighted three areas which approximately 90% of respondents felt were important, these are:

- Pedestrian Safety,
- Clean air, and
- Traffic Congestion.

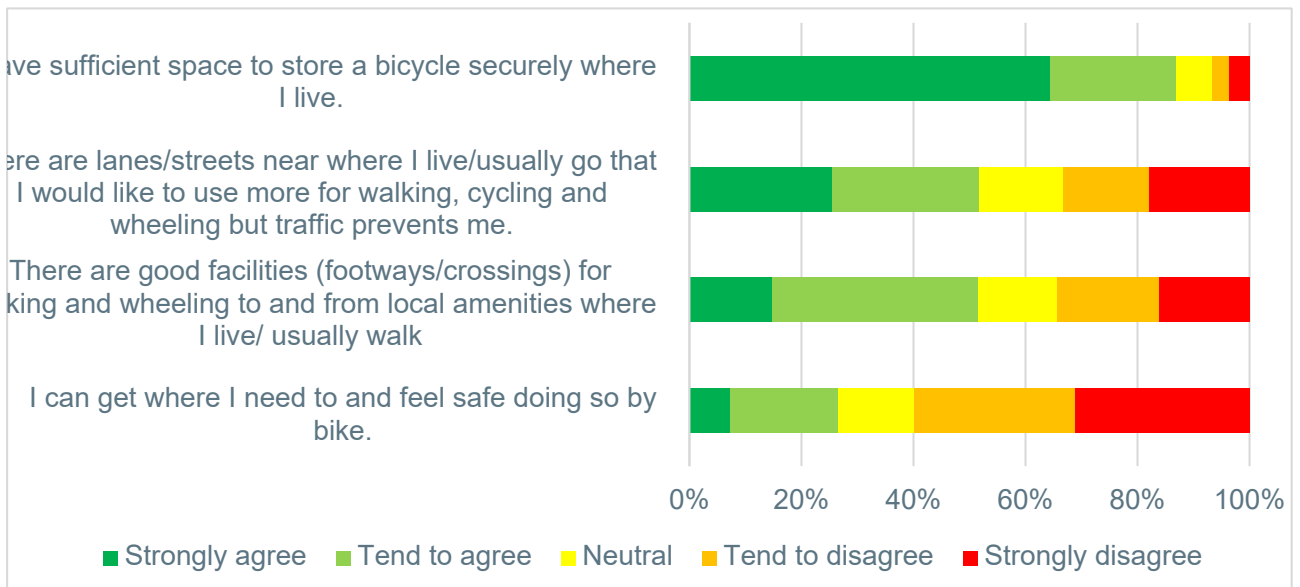
3.1.9. Overall respondents also typically agreed that space for outside seating/pavement cafes and safe cycling routes were important, albeit a much larger proportion of people (20% disagreed with these). Outside space for business/pavement cafes was highlighted as being more important than on street parking.

3.1.10. On street parking was the only option where less than 50% agreed with its importance, although that may reflect that there are various off street parking options.

4 Walking, Cycling and Wheeling

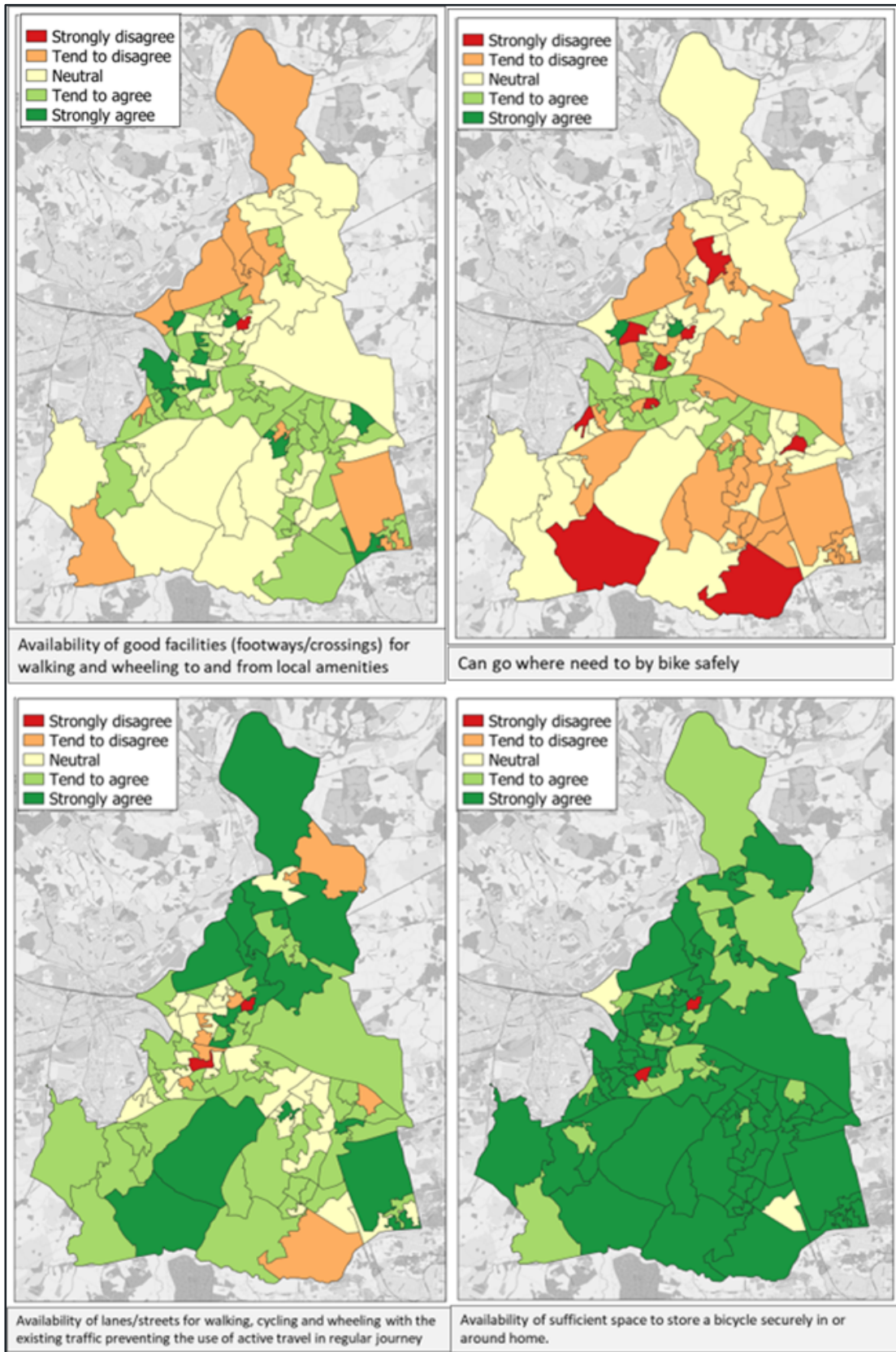
- 4.1.1. Walking is the second most popular way of getting around and the number of people cycling has increased significantly since the COVID-19 pandemic. ‘Wheeling’, refers to anyone using a wheelchair or a pushchair as well as those travelling on a scooter. Many people rely on wheeled aids to access local services and amenities, while children and others cycle and scoot for local trips, fitness and leisure activities.
- 4.1.2. The walking, cycling and wheeling data was analysed to identify respondent’s level of agreement with statements regarding the current facilities for these modes in their area. Figure 8 shows the respondents level of agreement regarding the current facilities available for walking, cycling and wheeling.
- 4.1.3. The views on some potential improvements and/or changes which would likely promote the use of active travel are also considered later in this section.

Figure 8: Level of agreement with current facilities for walking, cycling and wheeling



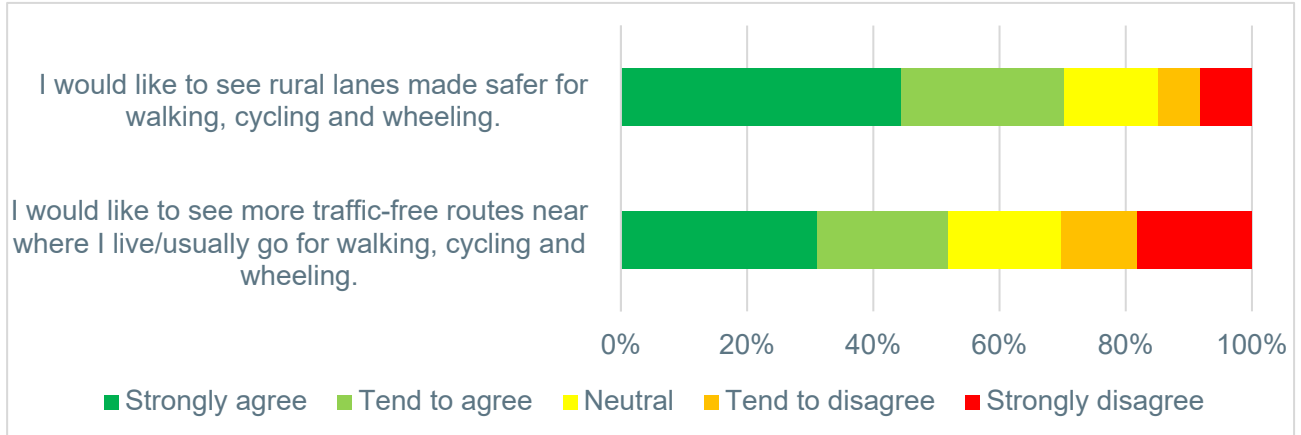
- 4.1.4. Most residents in the Borough (86%) agree that they have sufficient space available in or around their homes to securely store a bicycle.
- 4.1.5. There were mixed views on perceptions of safety, traffic and the condition of active travel routes in their local area with around 50% of the respondents agreeing that existing traffic conditions prevents the use of active travel for their local journeys. Equally, a similar percentage of respondents agreed there were good facilities such as footways and crossings for walking and wheeling near where they live . However, less than a quarter of respondents agreed they could get where they needed to safely by bicycle.
- 4.1.6. Figure 9 shows how the level of agreement with the current facilities available for cycling, walking and wheeling varies across the Borough. This typically highlights respondents in urban areas felt they had better facilities and were safer than those who live in rural areas.

Figure 9: Level of Agreement with Walking, Cycling and Wheeling Facilities Questions across Wokingham Borough



4.1.7. Figure 10 shows the respondents preference to potential active travel improvements along rural lanes in the local areas.

Figure 10: Level of agreement on potential active travel improvements



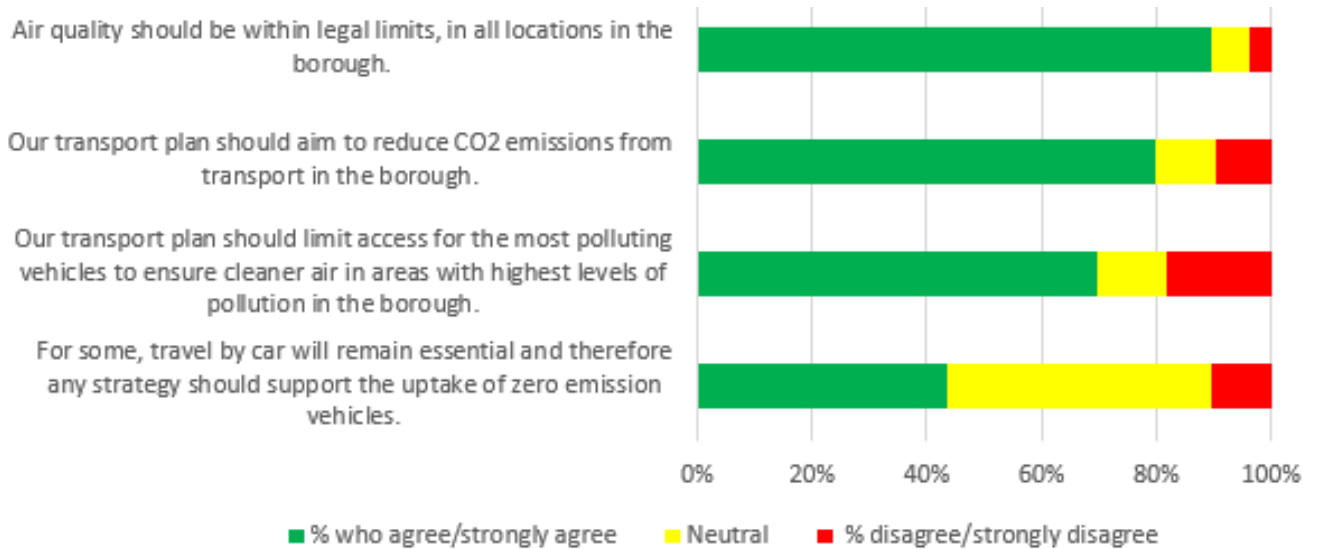
4.1.8. Safer rural lanes for walking, cycling and wheeling were highly supported, with around 70% in agreement. Around 52% of the respondents were also in favour of more traffic-free routes near where they live or usually walk, cycle and wheel.

4.1.9. Further analysis only showed limited variation in these views by place type across Wokingham.

5 Environmental Impacts

- 5.1.1. Emissions from travel by car are a major cause of CO₂ emissions, air pollution and noise, all of which affect health and wellbeing.
- 5.1.2. The consultation included several questions relating to environmental factors. The level of agreement from respondents regarding the environmental questions, including those relating to air quality, electric vehicles and climate change, are shown in Figure 11.

Figure 11: Level of agreement regarding the environmental attributes

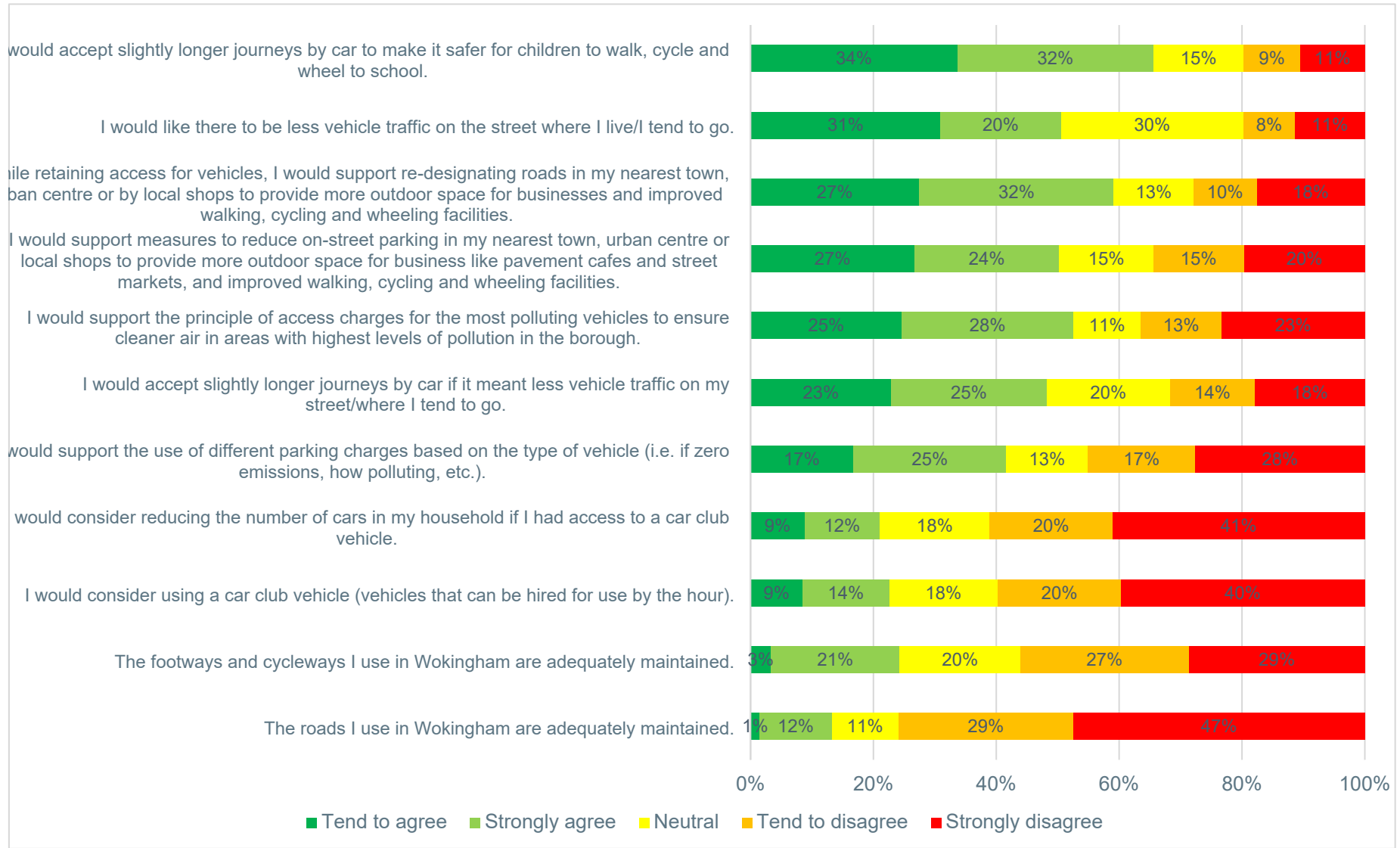


- 5.1.3. Respondents strongly supported improving air quality and reducing it to within legal limits across the Borough, with 90% in favour and 5% opposing the statement.
- 5.1.4. Similarly, there was support for reducing carbon emissions from transport, with over 80% of respondents agreeing or strongly agreeing compared to 10% who disagreed. By comparison, the responses in Section 3 of this report found that 60% of respondents were prepared to change their travel habits to reduce emissions, compared to 20% who disagreed.
- 5.1.5. There was comparatively lesser but still strong agreement on limiting access for the most polluting vehicles in areas with highest levels of pollution in the Borough - although two thirds expressed support, almost one in four people disagreed with the statement.
- 5.1.6. There were fewer respondents supporting the statement on measures to influence the uptake of zero emission vehicles - a significant proportion of the respondents were neutral regarding this aspect – but only around 1 in 10 did not agree with the statement.

6 Extent of Agreement with Statements of Change

- 6.1.1. The extent of agreement with several statements of change are shown in Figure 12.
- 6.1.2. Traffic management can reduce the use of local streets and direct traffic to the main roads in the Borough. Electrification of road transport is growing, with the number of electric cars and buses increasing. Zero emission vehicles will make travel cleaner and quieter. There is also shared mobility options, which include scooter and bike hire as well as access to car-hire clubs, ready for use on demand for as long as users need them. With fuel prices rising, "shared mobility" can offer a cheaper way for residents to have access to a car when they need it. In addition, financial measures can be used to support traffic management and to raise funding to support wider transport improvements that help mobility and reduce carbon emissions across the Borough.
- 6.1.3. Those statements of change which were **typically well supported**, with twice as many people agreeing than disagreeing included:
- I would accept slightly longer journeys by car to make it safer to use active travel modes to school;
 - I would like there to be less traffic on the street where I live/tend to go;
 - I would support redesignation of roads in my nearest town to provide more outdoor spaces for businesses, provided access was retained.
- 6.1.4. The following statements generated **mixed views**, with approximately 50% of respondents agreeing with the following statements and between 30-40% of respondents disagreeing:
- I would accept slightly longer journeys by car if it meant less traffic on my street/where I tend to go;
 - I would support reducing on street parking in nearest town to provide more outdoor spaces for businesses;
 - I support the principle of access charges for the most polluting vehicles to improve air quality;
 - I support different parking charges based on vehicle emissions.
- 6.1.5. The following proposals had the lowest levels of agreement with a significantly large proportion of respondents disagreeing:
- Roads, footways and cycleways in Wokingham are adequately maintained.
 - I would consider using a car club and/or reducing the number of cars in the household if access to a car club vehicle was provided.

Figure 12: Extent of Agreement with the proposals



260

7 Responses Received from Organisations

7.1 Arborfield and Newland Parish Council

- 7.1.1. The response from Arborfield and Newland Parish Council highlighted that walking as an option for travelling up to five miles is only available within the village of Arborfield Cross and the former Garrison area (referred to as the Arborfield Garrison Strategic Development Location (SDL)) and that, for most journeys of less than five miles, residents use cars with some of them additionally carrying passengers.
- 7.1.2. For journeys over five miles, the parish council stated that buses going into Reading or Wokingham are quite regular and are well supported by locals. Some of the residents also use cycles, electric cycles, motorcycles and mobility scooters.
- 7.1.3. According to the parish response, transport options such as “on demand” buses or electric scooter hire should be considered in the Local Transport Plan. In addition, secure cycle locking areas for cyclists along with provision of more footpaths and pavements in the busy roads of the parish are required.
- 7.1.4. Outside the centre of Arborfield Cross the limited number of pavements on busy roads makes safe walking difficult.

7.2 Cycling UK Reading

- 7.2.1. Cycling UK Reading is part of the national organisation, Cycling UK. The organisation mostly agreed with the statements of change in the consultation and expressed their support.
- 7.2.2. Cycling UK responses did however highlight concerns regarding the fast traffic movement on many of the 30mph roads which they feel would need to be limited to 20mph in all the urban areas. They also raised concerns about the amount of space currently available in their homes for secure cycle parking.

7.3 Great Western Railway

- 7.3.1. Great Western Railway identified Twyford station to be the major station it serves in the Borough and that its priorities were for more facilities at Twyford station. Its priorities included:
 - **Car parking at Twyford station.** With good connectivity to London, the station has a large catchment, including both Wokingham town and surrounding rural areas, and parking remains busy even post-COVID. A scheme for 60 spaces has been designed.
 - **Public realm/Forecourt at Twyford station:** Improving the passenger experience, door-to-door journeys, including interchange facilities for buses, and increasing passenger waiting areas away from the platform for safety.

- Provision of a **better pedestrian crossing of the branch line** between Twyford and Henley-on-Thames.
- **Future decarbonisation of the branch line** to Henley would be needed. How to achieve this goal is unclear since electrification of the line is unlikely to happen. There is a possibility of implementation of battery technology.

7.3.2. GWR also noted that due to constraints on the existing Paddington line it would be difficult to accommodate additional stops on this section of rail line.

7.3.3. The former GWR stopping service that called at all stations between Reading, Twyford and London Paddington is now operated by Transport for London Elizabeth Line services. GWR still provides limited stopping services between Didcot, Reading, Twyford, Maidenhead, Slough and Paddington, but these use the fast lines between Maidenhead and Paddington which are shared with long distance trains that operate non-stop and at speed between Reading and Paddington.

7.4 Reading Buses

7.4.1. Reading Buses is a bus operator mainly serving the towns of Reading, Wokingham and Bracknell, and extending to Newbury, Slough, Windsor, Maidenhead and the surrounding areas and parts of Greater London.

7.4.2. Reading Buses provided mixed views on the statements of change in the consultation. Although it agreed with some of the principles, it disagreed strongly with the suggestion of access charges for the most polluting vehicles in the Borough.

7.4.3. In addition, it has asked the Council to consider the approach to planned and emergency roadworks in LTP4 and the likely impact of roadworks on public transport services.

7.5 The British Horse Society

7.5.1. The British Horse Society (BHS) is the largest equine charity in the UK, with over 100,000 members.

7.5.2. The society observed that Wokingham's bridleway network is fragmented and fails to offer safe off-road links for many journeys. Providing horse riders with full inclusion on the proposed Greenway and Public Rights of Way (PRoW) network would make horse riding a more feasible active travel choice. Upgrading footpaths to bridleways would also further enhance the bridleway network, recognising that this would likely require landowner agreement.

7.5.3. The society also felt that horse riders and the PRoW network were not considered in the survey. The recreational benefits of the PRoW were only recognised in relation to the COVID-19 pandemic and only walking and cycling were referenced within urban areas. This is despite the Rights of Way Improvement Plan (ROWIP) being one of the documents included in the Transport Plan list on the first page. The ROWIP highlights the inequality in the off-road network in Wokingham.

- 7.5.4. BHS also highlighted that although horse riders can use on road facilities, they are not permitted to use shared pathways. There are however some instances where shared use pathways are considered more appropriate than on carriageway facilities despite horse riders still needing to use the route. The BHS states that linking bridleways/ PRow with shared use pathways or high vehicle corridors is not appropriate and consultation should take place before any new on road/shared use footways are created.

7.6 University of Reading

- 7.6.1. The University of Reading is a major employer, education provider and destination location on the edge of the Borough.
- 7.6.2. Overall, the University of Reading's responses suggested that the focus for improvement should be to ensure alternatives to driving are made as easy as possible.
- 7.6.3. The University also suggested that the park & ride parking charges at Thames Valley Park are too expensive which is discouraging its use. Reducing charges to £1 (in line with the Mere oak facility), it suggested, would encourage drivers to leave their cars at the edge of Reading and take the bus to the university.
- 7.6.4. The University would welcome further consultation with development of the LTP.

8 Analysis of Open Responses

8.1 Introduction

- 8.1.1. 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. An overview of these, by theme and in alphabetical order, is provided in this section.
- 8.1.2. **All the content in this section is taken from the questionnaire responses. They should not be interpreted as suggestions from the Council or that the views expressed are those of Wokingham Borough Council.**

8.2 Active travel (walking, cycling, and wheeling)

- 8.2.1. A few respondents mentioned that cycling around the Borough is generally challenging, that Wokingham is not a cycle-friendly town and that, specifically, cycling infrastructure from Twyford to neighbouring towns/villages is almost non-existent.
- 8.2.2. There were several comments suggesting an increased number of direct cycle routes. In particular, views that more classified (A, B & C) roads should have segregated cycle paths along them since these are often the most direct route between neighbourhoods and popular destinations (e.g. work/school/shopping/leisure). Also, these roads are fast and busy, and the footpaths are narrow and not designated as shared use.
- 8.2.3. Specific examples given by respondents included: A327 Shinfield Road; there are no safe, viable continuous walking/cycling routes from Arborfield Green to anywhere except via the California Greenway; and narrow cycle lanes along Wokingham Road and Reading Road, especially in Winnersh where school children ride along the pavements. Some respondents also gave suggestions for upgrading the quality of some local footpaths/ byways from being unpaved to paved.
- 8.2.4. Some respondents raised concern about existing cycle parking provision. They suggested that cycle racks tend to be open to the elements, are rarely spaced widely enough apart, and are not monitored making bicycles and property vulnerable to theft.
- 8.2.5. Maintenance of the roads was also raised as an issue for cyclists, especially where potholes can catch unwary cyclists off guard.
- 8.2.6. Similarly, comments were raised about footways and footpaths being restricted by:
- Vehicles parked over footpaths and footways.
 - Vegetation overgrown onto footpaths restricting width and/or headroom.
 - Fallen vegetation causing footpaths to be unsafe to walk on.
 - Blocked or poor drainage causing water to stand on the footpath.
 - Trip hazards and exposed tree roots, posing safety risks for pedestrians.

- 8.2.7. To improve accessibility for pedestrians with mobility impairments, it was suggested to implement raised pathways at road junctions. In particular, it was suggested in residential areas, to facilitate easy road crossings for pushchairs, wheelchairs and mobility scooters.
- 8.2.8. The suggestion also includes the addition of regular dropped kerbs and crossing points on busier roads, along with reducing the speed limit in residential areas to 20mph and enforced through physical means. This approach would create safer and more pedestrian-friendly environments in residential areas. Lower speeds, it was suggested, would reduce the likelihood and severity of collisions, and make walkers and cyclists feel more comfortable using the footways and roads respectively.
- 8.2.9. Several respondents said that giving more space/priority to cyclists and cycle routes does not help those with mobility issues but forces them further into more car use for reasons of safety and efficiency.
- 8.2.10. Along with improvements in facilities for walking and cycling, some respondents highlighted improving pedestrian and driver safety, and concerns about interaction between pedestrians, cyclists and e-scooter riders.
- 8.2.11. The Council should work to support residents and businesses that seek to use active travel modes on a regular basis. This means following current best practice (LTN1/20 guidance) and ensuring that cycle routes are coherent, direct, safe, comfortable and attractive. It was suggested that approaches of other countries that have rolled out extensive cycle paths successfully should also be considered.
- 8.2.12. Some respondents also suggested that much of Wokingham town centre should be pedestrianised with access only for public transport and delivery/maintenance vehicles (outside of core trading hours).

8.3 Electric Vehicles

- 8.3.1. Respondents expressed concerns that implementing "clean air" policies without addressing the affordability of electric vehicles could result in an unfair society, where those who cannot afford electric vehicles are penalised. Some respondents suggested that measures such as subsidies or other incentives to reduce the cost of electric vehicles may be necessary to encourage wider adoption and promote equitable access to clean transportation options.
- 8.3.2. Respondents expressed the view that solely encouraging the use of electric vehicles may not be effective in reducing congestion, as they can still contribute to pollution through factors such as particulate pollution from tyres, discouragement of active transportation, space consumption, congestion, and potential status anxiety.
- 8.3.3. Some respondents also believed that electric vehicles are not a comprehensive solution to environmental concerns. Those respondents expressed concerns that promoting larger, heavier electric vehicles could be short-sighted and environmentally counterproductive, as the pollution created during their manufacturing and charging infrastructure installation may not be fully offset until they have been driven for many tens of thousands of miles. Some

respondents suggested that smaller, lighter petrol cars, particularly mild hybrids, may be better for the environment. They also expressed concerns about imposing additional taxes and charges on owners of older, low-mileage internal combustion engine cars, viewing it as illogical by not taking into account their manufacturing.

- 8.3.4. Some respondents expressed their interest in switching to electric cars but cited concerns about cost and limited range as barriers. They also highlighted the need for more widespread availability of charging infrastructure, including fast charging (super chargers), to support the adoption of electric vehicles.
- 8.3.5. Additionally, some respondents suggested that local authorities should take the lead by implementing a strategy to transition to hydrogen fuel cell electric vehicles for their own transportation needs and other services provided or contracted by the Council.

8.4 Environment /Pollution/ Air Quality

- 8.4.1. Respondents commented on the issue of air quality and pollution in their locality resulting from transportation. Some expressed the view that efforts should be focused on pushing for the electrification of all modes of transport as a priority while others believed the bigger impact will come from shifting towards renewable power generation and improving insulation for energy efficiency.
- 8.4.2. Respondents highlighted that while low emission vehicles are important, simply encouraging people to change their personal vehicles may not effectively address congestion. They emphasised the need to promote alternatives such as public transport, walking and cycling as means to tackle both congestion and carbon emissions. By promoting and supporting sustainable transportation options, it may be possible to reduce congestion, lower emissions, and improve overall mobility and quality of life in the community.
- 8.4.3. Respondents strongly urged against the consideration of introducing an ultra low emission zone (ULEZ) style scheme in Wokingham, expressing concerns that such a scheme could disproportionately affect lower-income individuals. They emphasised the need to carefully consider the potential impacts on different socio-economic groups and ensure that any measures implemented are fair and equitable to all residents. Furthermore, as vehicles naturally transition to less polluting options over time, there may not be a need to impose additional charges on drivers, which could potentially harm the local economy.
- 8.4.4. Respondents suggested that road user charging should be implemented at a national level, with local authorities having powers to impose supplementary charges based on factors such as vehicle type, owner residency, time of day, distance, and duration of the journey. The purpose of such charges would be to address issues such as congestion, air quality, and road maintenance costs.

8.5 New Development

- 8.5.1. Some respondents felt that the level of traffic has significantly increased due to the addition of new housing in and around the area. However, new houses being pushed on existing infrastructure creates congestion.
- 8.5.2. Many respondents stated that the Local Transport Plan needs to address and mitigate the impact of new development in the area. The Arborfield Bypass aids in routing Arborfield traffic to the motorway bridge but has increased the flow of traffic on routes to and over the motorway leading to queuing.
- 8.5.3. Concerns were raised that people living in Arborfield have no choice but to drive. Getting into Wokingham may be possible by bus, but the route is indirect and journey times are slow.
- 8.5.4. Infrastructure, including road networks and bypasses, should be carefully planned and implemented to support the changing needs of a growing population and ensure efficient and safe transportation options for the community. Proper urban planning and transportation integration can help address issues such as congestion, accessibility, and safety, and contribute to a more sustainable and liveable community.

8.6 Parking

- 8.6.1. Respondents raised concerns about pavement parking by vehicles as it makes the pavements narrow, obstructs emergency service vehicles and those using wheelchairs, prams, buggies and bicycles on shared use pathways. The roads around residential areas are congested with parked commuter vehicles trying to avoid paying for parking, which has negative impacts on residential safety. Respondents suggested that the Council should be more flexible with planning applications for driveways to address the issue of reduced on-street parking in residential areas.
- 8.6.2. Concern was also raised in rural areas, where there are ecological and environmental concerns with vehicles parking on roadside verges. This is because it compacts the ground, prevents absorption of rainfall, destroys vegetation, and increases emissions in residential areas.
- 8.6.3. Some respondents felt that there were insufficient disabled parking spaces throughout Wokingham.
- 8.6.4. While efforts may be made to reduce car journeys, it may not be feasible for most people to eliminate the need for a car, and thus parking spaces remain a necessity. As such, respondents suggested a need for a balanced approach that considers the practicality of reducing on-street parking while also accommodating the parking needs of residents.

8.7 Public Transport / Bus / Rail

- 8.7.1. Respondents gave suggestions for public transport, with many feeling that more should be done to increase the contributions/subsidies for local bus routes to increase the frequency

of bus routes. A number of respondents highlighted the importance of higher frequency services such that provided an attractive enough facility to offer an alternative to other alternatives (e.g. their own car). Similarly, some respondents recognised that would not be possible to achieve high frequency to everywhere, especially from rural areas.

- 8.7.2. Respondents expressed concerns about the reliability and frequency of bus services, particularly during peak times. The impact of reduced service levels at different times of the day was highlighted by some respondents, with examples of having to change their working hours to fit around lack of early morning bus service.
- 8.7.3. Specific examples included the lack of bus services in Shinfield and Spencers Wood, making bus travel into Reading impractical, bus routes in Maiden Earley not going to the main shopping area (Asda), and that the 19a and 19c routes have very slow circuitous routes. Similarly, concerns raised that bus services along Nine Mile Ride are unreliable, and that public transport is also not available in Finchampstead.
- 8.7.4. Suggestions for new services included a park & ride from Wokingham to Royal Berks Hospital, reintroduction of services from Arborfield Green through to Bracknell, and new bus services to be introduced in the North Wokingham corridor to improve public transportation options in the area. Detailed suggestions to refine existing routes were also provided, including for 121, 123 and 128/9.
- 8.7.5. Suggestions were also provided for improved bus connections from Wokingham, Winnersh and other areas to allow residents to make better use of the Elizabeth Line.
- 8.7.6. To improve rail services, suggestions included improvement in the journey times on South West Rail (SWR) trains to Waterloo, an additional fast service to Gatwick, and need to install third rail operations all along the line between Wokingham and Redhill to get rid of diesel trains.
- 8.7.7. Some respondents expressed support for the idea of bringing back trams or implementing a new type of district light rail service into Reading that would connect all the districts in the Borough to Reading and Bracknell without being affected by traffic, like the London underground services. This would encourage people to switch from cars to public transportation, reducing congestion and promoting greener mobility choices.

8.8 School Travel

- 8.8.1. The impacts on safety of parking around schools was highlighted. Some respondents either highlighted a desire to alleviate issues related to parking congestion and safety concerns near schools and encourage more sustainable transportation options for school-related travel, or suggested a need for changes in how traffic is managed around the schools.
- 8.8.2. Some respondents suggested that schools should take more responsibility for off-street parking and regulation of on-street parking near their premises. This could include measures such as providing adequate off-street parking facilities for staff and visitors and

implementing parking regulations and enforcement to ensure that on-street parking near schools is managed effectively.

- 8.8.3. Responders also suggested that a school bus system (similar to the USA) should be introduced to ease traffic at peak times, enabling parents to get their kids to school without wasting time. It would be safer for kids, more efficient for the economy, reduce pollution and traffic, reduce time spent travelling and improve mental health.

8.9 Speed limits / Safety issues

- 8.9.1. Respondents expressed concerns about traffic congestion, especially during rush hour and at other times, despite the construction of new roads.

- 8.9.2. Some respondents suggested that lower speed limits could improve safety for all road users, with particular focus on in areas where there may be higher pedestrian and cyclist activity. It was suggested this could help address traffic congestion and create a safer and more pedestrian and cycle-friendly environment in Wokingham and aligns with the goal of creating safer roads and neighbourhoods in Wokingham. Specific suggestions included:

- Basingstoke Road (some of which is the B3349) through Spencers Wood and Three Mile Cross shouldn't have a 40mph speed limit when there is a directly parallel A33 that can take the higher speed traffic instead.
- Hyde End Road (B3349) and Church Lane/Brookers Hill, where a 40mph speed limit encourage being used as part of alternative long distance to non-local traffic.
- Hollow Lane through Shinfield

- 8.9.3. Respondents also highlighted that any small decrease in speed limits would have a bigger increase in overall emissions reductions in the area. Finally, for local short journeys, with a slightly slower speed limit, the differences in journey time for car versus cycling would be smaller, again encouraging more journeys to be taken by active travel options.

8.10 Vehicular Travel and Roads

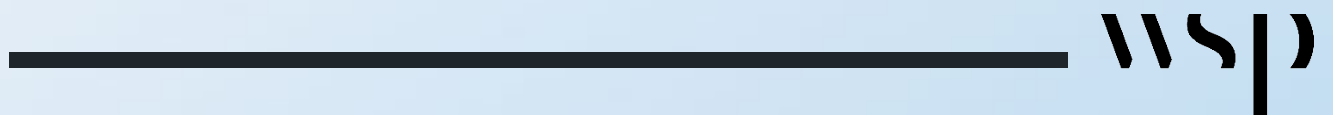
- 8.10.1. Respondents highlighted that car/vehicle use is essential for many individuals, including those with disabilities, young children, or the elderly. Respondents felt that there is a need to find ways to balance accessibility, safety, and environmental concerns in traffic management decisions. This may involve finding innovative solutions that address the needs of all road users, while minimising negative impacts on the environment and promoting sustainable transportation options.
- 8.10.2. The condition of roads all around the area was raised by several respondents, with specific concerns about potholes and a need to plan to get them properly repaired. Some respondents felt emphasis should be on sorting out and repairing potholes throughout the Borough before allocating more funds for new infrastructure and that such an approach would benefit both vehicle drivers and cyclists alike.
- 8.10.3. The completion of the South Wokingham Distributor Road needs to be expedited to address the issue of access to roads like Easthampstead Road. Currently, cars often get stuck at the

level crossing, and there is no other direct route to get to the other side without driving long distances. Improving access to these roads would help alleviate congestion and provide more efficient routes for motorists. Some respondents suggested there should be a bypass of Wokingham town centre, whereas others suggested segregated cycle lanes, suitable active transport infrastructure along with positive discrimination against cars was the only ways to actively encourage short journeys by means other than car.

- 8.10.4. Reference was also made on the use of Church Road, Earley, as a short cut over the past few years. Concerns were raised about vehicle speeds and that the mini-roundabout is too small, lacks suitable pedestrian facilities even though there is a school nearby and frequently congested.
- 8.10.5. There are far too many heavy vehicles using Hyde End Road in Spencers Wood. Some respondents feel the Council were remiss to allow the use of Hyde End Lane and Ryeish Lane for access to the new housing developments.
- 8.10.6. Respondents gave suggestions on the need to maintain trees, hedges and road borders for effective energy efficient street lighting and visibility of signages.
- 8.10.7. The role of Low Traffic Neighbourhoods was highlighted as redressing balance between vehicles and pedestrians, although some respondents also raised how these had divided communities in West London. Some respondents feel that traffic calming or access restrictions on certain roads may increase congestion on arterial roads, leading to more queuing and emissions.
- 8.10.8. Also, the respondents stated some advantages of car usage, such as cars offer convenience which public transport cannot match as it is impossible to go shopping without a car, as public transport couldn't possibly carry everything.

Appendix A

Engagement Questionnaire





How could we improve getting around the Borough?

Our current Local Transport Plan, an official document that guides maintenance and improvements to roads, footways, cycle lanes, public transport and bridleways, covers the period 2011 to 2026. A lot has changed in the past 12 years and the government is updating its guidance to shift the focus away from planning for vehicles towards planning for people and places, including setting national targets to decarbonise the transport system, reduce the reliance on private cars, support economic development and regeneration, and promote healthier lifestyles..

So, we're working on a new Local Transport Plan, and we're asking everyone who travels around the borough to answer a few simple questions.

We want to do all we can to offer more choices for getting around because we need to reduce air pollution, tackle the climate emergency, address inequality as living costs rise and help residents lead healthier lives. We will use your views to help us shape the new Local Transport Plan, which we will be consulting on later in 2023.

Are you responding as a

- Wokingham borough resident
- Live outside the borough but regularly travel into Wokingham borough
- Representing an organisation or individual
- Other (please specify):

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

How you usually get around now

How do you usually travel for journeys of less than 5 miles?

	All of the time	4 to 5 days a week	1 to 3 days a week	Once or twice a month	Less than once a month
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electric bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wheelchair or mobility scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Is there any other way you get around for local journeys?

How do you usually travel for journeys over 5 miles in length?

	All of the time	4 to 5 days a week	1 to 3 days a week	Once or twice a month	Less than once a month
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electric bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	All of the time	4 to 5 days a week	1 to 3 days a week	Once or twice a month	Less than once a month
Car as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wheelchair or mobility scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Is there any other way you get around for longer journeys?

Your views on transport

Thinking about your nearest town, urban centre and local shops, how important are the following to you?

	Very Important	Important	Neutral	Not that important	Not important
Pedestrian safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe and protected cycling routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secure cycle parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Space for outside seating and pavement cafes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clean air	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transport services (bus/rail)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transport information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



How much do you agree with the following statements about local transport?

	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Not applicable / don't know
I have a good choice of travel options to go to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I have a good choice of travel options to go shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I have a good choice of travel options to go to school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I can get where I need to and feel safe doing so by bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I can get where I need to and feel safe doing so by train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I know where to go to get information on bus services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I know where to go to get information on train services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Children can travel safely walking and cycling to and from school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would change my travel habits to help tackle the climate change emergency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Since Covid traffic congestion has got worse	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Walking, Cycling and Wheeling

Walking is the second most popular way of getting around and the number of people cycling has increased significantly since the COVID-19 pandemic.

We also need to remember other wheeled travel on our local networks, increasingly referred to as 'wheeling', which refers to anyone using a wheelchair or a pushchair as well as those travelling on a

scooter. Many people rely on wheeled aids to get to local services and amenities, while children and others enjoy cycling and scooting for travelling to and from school, for fitness and for leisure activities.

Thinking about where you live, how do you feel about the current facilities for walking, cycling and wheeling, and what might enable you to undertake more active travel?

	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Not applicable / Don't know
There are good facilities (footways/crossings) for walking and wheeling to and from local amenities where I live/ usually walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I can get where I need to and feel safe doing so by bike.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are lanes/streets near where I live/usually go that I would like to use more for walking, cycling and wheeling but traffic prevents me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would like to see more traffic-free routes near where I live/usually go for walking, cycling and wheeling.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would like to see rural lanes made safer for walking, cycling and wheeling.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I have sufficient space to store a bicycle securely where I live.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Impacts

Emissions from travel by car are a major cause of CO2 emissions, air pollution and noise, all of which affect our health and wellbeing. However, we can take action locally to reduce or eliminate the impact and improve our quality of life.

To what extent do you agree with the following statements?

	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Don't know
Air quality should be within legal limits, in all locations in the borough.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Strongly agree Tend to agree Neutral Tend to disagree Strongly disagree Don't know

Our transport plan should aim to reduce CO2 emissions from transport in the borough.

Our transport plan should limit access for the most polluting vehicles to ensure cleaner air in areas with highest levels of pollution in the borough.

Shared mobility and zero emission vehicles

Electrification of road transport is growing, with the number of electric cars and buses increasing. Zero emission vehicles will make travel cleaner and quieter. To support the transition to electric vehicles, we are developing a local electric vehicle charge point strategy for the borough.

Shared mobility includes scooter and bike hire as well as access to car-hire clubs, ready for use on demand for as long as we need them. With fuel prices rising, "shared mobility" can offer a cheaper way for residents to have access to a car when they need it.

To what extent do you agree with the following?

Strongly agree Tend to agree Neutral Tend to disagree Strongly disagree Don't know

For some, travel by car will remain essential and therefore any strategy should support the uptake of zero emission vehicles.

I would consider using a car club vehicle (vehicles that can be hired for use by the hour).

I would consider reducing the number of cars in my household if I had access to a car club vehicle.

My streets

In villages and towns, transport has a big impact on the quality of the area. From historic town centres to the ordinary streets where we live, work and shop, the environment in these places has a profound influence on our quality of life, pride of place, and sense of community.

To what extent do you agree with the following?

	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Don't know
I would support measures to reduce on-street parking in my nearest town, urban centre or local shops to provide more outdoor space for business like pavement cafes and street markets, and improved walking, cycling and wheeling facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
While retaining access for vehicles, I would support re-designating roads in my nearest town, urban centre or by local shops to provide more outdoor space for businesses, like pavement cafes and street markets, and improved walking, cycling and wheeling facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would like there to be less vehicle traffic on the street where I live/I tend to go.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would accept slightly longer journeys by car if it meant less vehicle traffic on my street/where I tend to go.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would accept slightly longer journeys by car to make it safer for children to walk, cycle and wheel to school.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The roads I use in Wokingham are adequately maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The footways and cycleways I use in Wokingham are adequately maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Financial measures

To support traffic management, we could use financial incentives which would raise funding to allow wider transport improvements to help mobility and reduce carbon emissions across the borough.

To what extent do you agree with the following?

	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Don't know
I would support the use of different parking charges based on the type of vehicle (i.e. if zero emissions, how polluting, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would support the principle of access charges for the most polluting vehicles to ensure cleaner air in areas with	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Strongly agree Tend to agree Neutral Tend to disagree Strongly disagree Don't know

highest levels of pollution in the borough.

Thinking about your experience and how you travel around the borough, please let us know if you have any comments or matters you consider are relevant to the Local Transport Plan.

Are you happy for us to contact you about your answers? Yes No

Email address:

What is your postcode?

We will use it to compare your answers with others which may help us target policies and schemes that will improve travel in your area. If you provide this information we will not contact or identify you, and we will not report anything you have said which would reveal your address or identity.

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 is used for this survey only and cannot be used to identify you.

If you're happy to do so, please proceed to complete the remaining questions – otherwise, many thanks for taking the time to complete this survey.

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.

What town or parish do you live in?

What sex/gender do you identify as?

Female Male Transgender Prefer not to say

Other (please specify):

How old are you?

17 or younger 18-24 25-34 35-44 45-54 55-64 65 or above

What race or ethnicity best describes you?

Arabic Asian/British Asian: Bangladeshi Asian/British Asian: Chinese
 Asian/British Asian: Indian Asian/British Asian: Pakistani Black/British Black: African
 Black/British Black: Caribbean White: British White: Other Mixed race
 Gypsy/ Traveller Prefer not to say Other (**please specify below**):

What do you consider your religion to be?

Buddhism Christianity Hinduism Islam Judaism Sikhism
 No religion Prefer not to say
 Other (please specify):

Which of the following terms best describes your sexual orientation?

Asexual Bisexual Gay Lesbian Heterosexual/Straight Prefer not to say
 Other (please specify):

Have you undertaken any form of sex/gender reassignment?

Yes No Prefer not to say

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

Yes No Not applicable Prefer not to say



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

Yes No Prefer not to say

Would it be helpful if you could indicate the nature of your disability? If so, please do.

Appendix B

Consultation Responses

Q1:

Are you responding as a

Answer Choices	Responses	
Wokingham borough resident	97.59%	729
Live outside the borough but regularly travel into Wokingham borough	1.61%	12
Representing an organisation or individual	0.54%	4
Other (please specify): Show	0.27%	2
Answered: 747	Response Total:	747
Skipped: 1		

Q2

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

Responses:

- 4 The British Horse Society
- 3 University of Reading
- 2 Reading Buses
- 1 Cycling UK Reading

Answered: 4

Skipped: 744

Response Total: 4

How do you usually travel for journeys of less than 5 miles?

How do you usually travel for journeys of less than 5 miles? Answer Choices	All of the time	4 to 5 days a week	1 to 3 days a week	Once or twice a month	Less than once a month	Response Total
Walk	10.12% 66	23.77% 155	36.96% 241	16.26% 106	12.88% 84	652
Cycle	3.34% 16	7.52% 36	18.37% 88	13.99% 67	56.78% 272	479
Electric bike	1.42% 5	0.85% 3	3.98% 14	3.69% 13	90.06% 317	352
Bus	2.16% 11	2.94% 15	12.16% 62	25.29% 129	57.45% 293	510
Car as a driver	23.03% 161	25.46% 178	39.34% 275	5.58% 39	6.58% 46	699
Car as a passenger	4.76% 24	6.35% 32	31.55% 159	25.79% 130	31.55% 159	504
Motorbike	0.29% 1	0.29% 1	2.33% 8	1.46% 5	95.63% 328	343
Wheelchair or mobility scooter	1.51% 5	0.90% 3	0.00% 0	0.60% 2	96.99% 322	332

Answered: 744

Skipped: 4

[Comments](#) 102

How do you usually travel for journeys over 5 miles in length?

How do you usually travel for journeys over 5 miles in length? Answer Choices	All of the time	4 to 5 days a week	1 to 3 days a week	Once or twice a month	Less than once a month	Response Total
Walk	2.22% 9	0.74% 3	7.64% 31	14.04% 57	75.37% 306	406
Cycle	1.51% 6	3.27% 13	8.82% 35	17.63% 70	68.77% 273	397
Electric bike	1.24% 4	0.93% 3	1.24% 4	5.57% 18	91.02% 294	323
Bus	3.51% 16	2.63% 12	8.77% 40	26.10% 119	58.99% 269	456
Car as a driver	38.41% 265	13.33% 92	34.20% 236	8.70% 60	5.36% 37	690
Car as a passenger	8.63% 43	5.02% 25	31.93% 159	24.70% 123	29.72% 148	498
Motorbike	0.31% 1	0.62% 2	2.15% 7	1.85% 6	95.08% 309	325
Wheelchair or mobility scooter	1.28% 4	0.32% 1	0.00% 0	0.32% 1	98.08% 307	313

Answered: 736

Skipped: 12

[Comments](#) 181

Thinking about your nearest town, urban centre and local shops, how important are the following to you?

Thinking about your nearest town, urban centre and local shops, how important are the following to you? Answer Choices	Very Important	Important	Neutral	Not that important	Not important	Response Total
Pedestrian safety	66.53% 495	25.13% 187	5.65% 42	1.34% 10	1.34% 10	744
Safe and protected cycling routes	36.65% 269	25.75% 189	14.58% 107	8.99% 66	14.03% 103	734
Secure cycle parking	30.17% 219	25.76% 187	19.83% 144	7.02% 51	17.22% 125	726
On-street parking	16.33% 120	22.72% 167	28.57% 210	18.64% 137	13.74% 101	735
Space for outside seating and pavement cafes	23.58% 175	34.10% 253	25.34% 188	10.38% 77	6.60% 49	742
Clean air	57.28% 425	31.94% 237	8.09% 60	2.02% 15	0.67% 5	742
Traffic congestion	50.07% 371	36.44% 270	9.18% 68	2.56% 19	1.75% 13	741
Public transport services (bus/rail)	46.14% 341	32.61% 241	11.77% 87	4.33% 32	5.14% 38	739
Public transport information	42.35% 313	33.15% 245	15.02% 111	3.65% 27	5.82% 43	739

Q6

How much do you agree with the following statements about local transport?

How much do you agree with the following statements about local transport? Answer Choices	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Not applicable / don't know	Response Total
I have a good choice of travel options to go to work	5.65% 42	13.17% 98	9.14% 68	13.31% 99	21.77% 162	36.96% 275	744
I have a good choice of travel options to go shopping	10.59% 79	30.97% 231	13.81% 103	19.03% 142	23.19% 173	2.41% 18	746
I have a good choice of travel options to go to school	2.74% 20	8.64% 63	5.35% 39	5.62% 41	9.05% 66	68.59% 500	729
I can get where I need to and feel safe doing so by bus	6.35% 47	19.86% 147	14.86% 110	18.92% 140	28.78% 213	11.22% 83	740
I can get where I need to and feel safe doing so by train	9.05% 67	40.14% 297	18.78% 139	11.08% 82	13.38% 99	7.57% 56	740
I know where to go to get information on bus services	25.68% 190	34.59% 256	11.62% 86	12.70% 94	8.92% 66	6.49% 48	740
I know where to go to get information on train services	43.92% 325	42.97% 318	5.81% 43	2.43% 18	1.49% 11	3.38% 25	740
Children can travel safely walking and cycling to and from school	5.56% 41	18.18% 134	10.58% 78	18.86% 139	17.37% 128	29.44% 217	737
I would change my travel habits to help tackle the climate change emergency	19.97% 148	37.38% 277	18.89% 140	9.72% 72	11.34% 84	2.70% 20	741
Since Covid traffic congestion has got worse	17.65% 131	21.02% 156	25.88% 192	23.45% 174	5.66% 42	6.33% 47	742

Answered: 746

Skipped: 2



Thinking about where you live, how do you feel about the current facilities for walking, cycling and wheeling, and what might enable you to undertake more active travel?

Thinking about where you live, how do you feel about the current facilities for walking, cycling and wheeling, and what might enable you to undertake more active travel? Answer Choices	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Not applicable / Don't know	Response Total
There are good facilities (footways/crossings) for walking and wheeling to and from local amenities where I live/ usually walk	14.38% 107	36.02% 268	13.98% 104	17.74% 132	15.86% 118	2.02% 15	744
I can get where I need to and feel safe doing so by bike.	5.29% 39	13.98% 103	9.91% 73	20.76% 153	22.66% 167	27.41% 202	737
There are lanes/streets near where I live/usually go that I would like to use more for walking, cycling and wheeling but traffic prevents me.	24.09% 179	25.03% 186	14.27% 106	14.40% 107	17.09% 127	5.11% 38	743
I would like to see more traffic-free routes near where I live/usually go for walking, cycling and wheeling.	30.42% 226	20.19% 150	17.63% 131	11.71% 87	17.77% 132	2.29% 17	743
I would like to see rural lanes made safer for walking, cycling and wheeling.	43.80% 325	25.34% 188	14.82% 110	6.47% 48	8.09% 60	1.48% 11	742
I have sufficient space to store a bicycle securely where I live.	53.51% 396	18.65% 138	5.41% 40	2.57% 19	2.97% 22	16.89% 125	740

Answered: 745

Skipped: 3

Expand

To what extent do you agree with the following statements?

To what extent do you agree with the following statements? Answer Choices	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Don't know	Response Total
Air quality should be within legal limits, in all locations in the borough.	65.23% 486	22.95% 171	6.85% 51	1.74% 13	1.88% 14	1.34% 10	745
Our transport plan should aim to reduce CO2 emissions from transport in the borough.	54.37% 404	25.17% 187	10.50% 78	4.44% 33	4.98% 37	0.54% 4	743
Our transport plan should limit access for the most polluting vehicles to ensure cleaner air in areas with highest levels of pollution in the borough.	41.88% 312	26.85% 200	12.21% 91	7.92% 59	10.07% 75	1.07% 8	745

Answered: 745

Skipped: 3

To what extent do you agree with the following?

To what extent do you agree with the following? Answer Choices	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Don't know	Response Total
For some, travel by car will remain essential and therefore any strategy should support the uptake of zero emission vehicles.	45.77% 341	32.48% 242	10.74% 80	4.97% 37	5.37% 40	0.67% 5	745
I would consider using a car club vehicle (vehicles that can be hired for use by the hour).	8.11% 60	13.38% 99	16.89% 125	19.05% 141	37.84% 280	4.73% 35	740
I would consider reducing the number of cars in my household if I had access to a car club vehicle.	7.99% 59	11.11% 82	16.26% 120	18.16% 134	37.26% 275	9.21% 68	738

Answered: 745

Skipped: 3

Q10

To what extent do you agree with the following?

To what extent do you agree with the following? Answer Choices	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Don't know	Response Total
I would support measures to reduce on-street parking in my nearest town, urban centre or local shops to provide more outdoor space for business like pavement cafes and street markets, and improved walking, cycling and wheeling facilities.	26.51% 197	23.42% 174	15.21% 113	14.67% 109	19.52% 145	0.67% 5	743
While retaining access for vehicles, I would support re-designating roads in my nearest town, urban centre or by local shops to provide more outdoor space for businesses, like pavement cafes and street markets, and improved walking, cycling and wheeling facilities.	27.21% 203	31.37% 234	12.87% 96	10.19% 76	17.43% 130	0.94% 7	746
I would like there to be less vehicle traffic on the street where I live/I tend to go.	30.74% 229	19.46% 145	29.53% 220	8.32% 62	11.28% 84	0.67% 5	745
I would accept slightly longer journeys by car if it meant less vehicle traffic on my street/where I tend to go.	22.45% 167	24.73% 184	19.62% 146	13.58% 101	17.47% 130	2.15% 16	744
I would accept slightly longer journeys by car to make it safer for children to walk, cycle and wheel to school.	32.79% 243	31.04% 230	14.30% 106	8.91% 66	10.26% 76	2.70% 20	741
The roads I use in Wokingham are adequately maintained.	1.48% 11	11.68% 87	10.74% 80	28.32% 211	47.11% 351	0.67% 5	745
The footways and cycleways I use in Wokingham are adequately maintained.	3.08% 23	19.71% 147	18.36% 137	25.74% 192	26.81% 200	6.30% 47	746

292

Q11

To what extent do you agree with the following?

To what extent do you agree with the following? Answer Choices	Strongly agree	Tend to agree	Neutral	Tend to disagree	Strongly disagree	Don't know	Response Total
I would support the use of different parking charges based on the type of vehicle (i.e. if zero emissions, how polluting, etc.).	16.49% 123	24.53% 183	13.14% 98	17.16% 128	27.21% 203	1.47% 11	746
I would support the principle of access charges for the most polluting vehicles to ensure cleaner air in areas with highest levels of pollution in the borough.	24.26% 181	27.35% 204	10.86% 81	12.87% 96	22.92% 171	1.74% 13	746



WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com

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Draft Action Plan

Vision Themes	Objectives	Category	Measures	Cost	Short	Medium	Long	Place Type	
Reduce Environmental Impacts	Net Zero Emissions	Road Traffic	Reduce the impact of traffic movements on Wokingham Borough Council roads	M				Boroughwide	
			Promote car sharing and Liftshare for business	L				Boroughwide	
		Digitalisation	Improved digital accessibility for local residents and business	-				Boroughwide	
			Encourage online service delivery	M				Boroughwide	
			Support the development and delivery of Mobility as a Service (MaaS) applications	-				Boroughwide	
		Zero Emission Vehicles	Increase the provision of electric vehicle charging infrastructure	M				Boroughwide	
			Promote and encourage community electric vehicle charging	L				Boroughwide	
			Communication to publicise and promote benefits of electric vehicles	L				Boroughwide	
			Energy generation and electric charge points at car parks and park and ride sites	M				Boroughwide	
	Clean Air	Access	Twyford Cross Roads environmental improvements	M				North Wokingham	
			Wokingham Town Centre traffic and speed limit changes to reduce pollution	L				Wokingham & Winnersh	
		Freight	Wokingham Town Centre Freight Strategy	L				Wokingham & Winnersh	
			Support Transisiton to cargo bikes	M				Boroughwide	
		Public Transport	Transition to zero emission buses across the borough.	Ext				Wokingham & Winnersh	
			Support decarbonisation of rail services in Wokingham	Ext				Boroughwide	
	High Quality Sustainable Travel Corridors	Access for All		Access improvements at Tan House/Carnival Hub Bridge.	H				Wokingham & Winnersh
				Development of lower fares structure through the Enhanced Bus Partnership	tbc				Boroughwide
				Continue to fund community Dial a ride services	M				Boroughwide
				Data sharing with operators, partners and innovators to improve performance and customer information	L				Boroughwide
				Implement a high-quality sustainable transport corridor on the A329 between Reading, Winnersh, Wokingham and Bracknell.	H				Edge of Reading, Wokingham & Winnersh
		Public Transport		Increased bus Frequency and improved bus journey times along priority bus corridors on A327	H				Edge of Reading
				Increased bus Frequency and improved bus journey times along priority bus corridors on A4/A321	H				Edge of Reading
				Increased bus Frequency and improved bus journey times along A33 from Mere Oak Park and Ride and south of M4	H				Edge of Reading
				Wokingham Town to Arborfield, half hourly bus service with aspiration to develop into 15 minutes.	Ext				South Wokingham
			Half hourly bus frequency between Wokingham and Twyford	M				Edge of Reading/North Wokingham	
			High Quality cycle facilities connecting Woodlands Avenue - Church Road- University	H				Edge of Reading	
Cycle Network			Active travel facilities between Arborfield and Wokingham Town Centre along the B3349 Barkham Road	H				Wokingham & Winnersh, Wokingham South	
			Active travel facilities between Finchampstead and Wokingham Town Centre	H				Wokingham & Winnersh, Wokingham South	
			High quality cycle facilities along Lower Earley Way	H				Edge of Reading	
Grow the Economy	Protect and Enhance Strategic Connectivity	Strategic Network	Maintain safe and efficient access to the M4 and A329 (M)	M				Boroughwide	
			Encourage and support National Highways to reduce noise and air pollution form the M4.	L				Boroughwide	
		Public Transport	Improving walk/cycle access to and interchange facilities at stations in the borough	M				North Wokingham	
			Increased capacity along the North Downs Line	Ext				Wokingham & Winnersh, Edge of Reading	
			Additional services between Reading- Wokingham and Bracknell and Reading to Waterloo rail line.	Ext				Wokingham & Winnersh, Edge of Reading	
		Freight	Forum to collaborate with neighbouring authorities and freight operators	L				Boroughwide	
	A Well-Maintained Network	Operational Maintenance		Increase the use of lower carbon materials in construction and highway maintenance.	M				Boroughwide
				Test and trial measures that can support LTP objectives and reduce maintenance	L				Boroughwide
				Align proposed improvement schemes with the maintenance program.	L				Boroughwide
				Work with operators to share data to improve maintenance activities in Wokingham	M				Boroughwide
				Update of Wokingham Borough Council Living Streets design guidance	L				Boroughwide
				New Development layouts designed to Living Streets Design principles (or any successor document).	Ext				Boroughwide
	Sustainable Development	Development Policy		Promote "My Journey" for Travel Plans and monitoring of travel impacts for all new developments.	Ext				Boroughwide
				Appropriate secure cycle parking, EV charging facilities and identify suitable mobility hub provision for all new development	Ext				Boroughwide
				Provide high quality sustainable and active travel facilities in and to/from all strategic development locations.	Ext				Boroughwide
			Public Transport	Provide high quality bus stop infrastructure to serve new developments	M				South Wokingham
				Simplification and enhancement of 'Leopard' bus routes serving new development	M				South Wokingham
			Infrastructure delivery	Complete the Wokingham South Distributor Road and active travel package	H				Wokingham & Winnersh
	Infrastructure required to support new strategic scale development	H				Edge of Reading			
	Complete the active travel, Greenways and Loddon Long Distance path in the Loddon Valley	H				Wokingham & Winnersh / Edge of Reading			
Create Healthy and Safe Places	Safer streets for All	Road Safety	Targeted infrastructure and speed limit changes to improve road safety on A4 and B3349.	M				Boroughwide	
				20mph speed limit in town centres	M				Wokingham & Winnersh / Edge of Reading
				Ongoing Cycle Training Program to schools (Bikeability) and Adult Cycle Training	M				Boroughwide
		School Travel		Promote sustainable and active travel at schools through the school Modeshift Awards scheme	L				Boroughwide
				School Street Pilot (s)	L				Wokingham & Winnersh / Edge of Reading
				Roll out of School Streets	M				Boroughwide
	50% Active Travel in Towns	Infrastructure		High quality walking and cycling facilities and routes as identified in the boroughwide LCWIP.	H				Boroughwide
				Reduce dominance of vehicles in town centres and residential areas	M				Wokingham & Winnersh, Edge of Reading
		Access to Cycling	Provide a range of secure cycle parking options at local destinations	L				Boroughwide	
			Investigate feasibility of On-street cycle or scooter hire scheme	M				Wokingham & Winnersh, Edge of Reading	
		Standards	New Active Travel Design guidance	L				Boroughwide	
		Engagement	Increase My Journey engagement to promote sustainable and active travel.	L				Boroughwide	
	Thriving Villages & Rural Centres	Rural Centres		New EV charge points and secure cycle facilities at local centres	L				Boroughwide
				Enhance pedestrian access and safety in local service centres.	H				South Wokingham/ North Wokingham
				Enable and support local events that support vitality of rural villages.	L				South Wokingham/ North Wokingham
		Active Travel		Continued delivery of the network of Greenways	H				Boroughwide
				Identify local priorities for quiet rural roads/green lanes to improve walking, cycling and horse riding	M				Boroughwide
				Update of active travel route web based mapping	L				Boroughwide
	Improved walking and cycling routes within Twyford and between Twyford and Wargrave	H				North Wokingham			

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Agenda Item 32.

Community & Corporate Overview and Scrutiny Committee – Action Tracker 2023/24

Community & Corporate Overview and Scrutiny Committee – 22 May 2023		
Agenda Item	Action	Update
Minutes of Previous Meeting	<ul style="list-style-type: none"> • Agreed 	<ul style="list-style-type: none"> • Completed
Flood Risk Management	<ul style="list-style-type: none"> • Officers aim to send follow-up emails to Members once flood risk management works had been completed in their Wards; • Written answer re manhole covers; • Lower Earley peripheral road issue – officers to liaise with relevant Ward Member; • Members to encourage residents to ‘bulk’ report issues to Thames Water. 	<ul style="list-style-type: none"> • Ongoing/Noted • Completed • Completed • Completed/Noted
Combatting Drugs Partnership	<ul style="list-style-type: none"> • Datasets re relapses, 6 & 12-month programme successes for the Borough be circulated; • Officers to ascertain if the police operation over Christmas was random or intelligence based; • Schedule agenda item re oversight of the delivery group – end of 23/24 municipal year. 	<ul style="list-style-type: none"> • Ongoing • Ongoing • March 2024
Active Travel Task and Finish Group Appointments	<ul style="list-style-type: none"> • Information be provided to the Group re funding allocation and any Government preferences to suggested WBC schemes. 	<ul style="list-style-type: none"> • Scheduled for/prior to next T&FG meeting
Work Programmes	<ul style="list-style-type: none"> • Chair, Vice-Chair and S151 officer to meet re earmarked reserves item; • Arts and Culture strategy to be scheduled; • Officers liaise with Highways colleagues re scheduling items for September 2023 meeting; • Schedule item on the Local Plan Update; • Arrange item on planning/strategic planning/enforcement services via the Chair; • Arrange work programme by ‘topic’; • Consider inviting representatives from housing management companies to the Committee. 	<ul style="list-style-type: none"> • Completed • September 2023 • Completed • October 2023 • Ongoing • Completed • Ongoing

Community & Corporate Overview and Scrutiny Committee – 3 July 2023		
Agenda Item	Action	Update
Minutes of Previous Meeting	<ul style="list-style-type: none"> • Agreed 	<ul style="list-style-type: none"> • Completed
Draft Violence Against Women and Girls Strategy	<ul style="list-style-type: none"> • Comments and feedback from the Committee be fed into the development of the strategy; • Further update to be scheduled. 	<ul style="list-style-type: none"> • Completed • Ongoing
Directorate Priorities – Resources and Assets	<ul style="list-style-type: none"> • Informal Working Group to be established to develop a model business case template, supported by Graham Ebers and Sally Watkins, comprising of Councillors David Cornish, Peter Dennis, Norman Jorgensen, and Pauline Jorgensen; • Note the priorities, opportunities and challenges. 	<ul style="list-style-type: none"> • Ongoing • Completed
Directorate Priorities – Place and Growth	<ul style="list-style-type: none"> • Note the priorities, opportunities and challenges. 	<ul style="list-style-type: none"> • Completed
Community Safety Partnership Update	<ul style="list-style-type: none"> • Member Comments be fed back to the CSP; • Further information be provided on specific issues raised at the meeting; • The Council's ASB team be congratulated on their achievements over the past year. 	<ul style="list-style-type: none"> • Completed • Ongoing • Completed
Wokingham Anti-Abuse Charter Update	<ul style="list-style-type: none"> • Progress relating to the Anti-Abuse Charter be reported to Members in conjunction with the annual Community Safety Partnership update report. 	<ul style="list-style-type: none"> • Completed
Work Programme	<ul style="list-style-type: none"> • The work programme be amended to reflect the point raised by Members; • The Chair and Vice-Chair discuss the possibility of additional meetings in order to ensure the effective scrutiny of items on the work programme. 	<ul style="list-style-type: none"> • Completed • Ongoing

COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
2 October 2023 2023	Medium Term Financial Plan	To receive the strategic overview of the draft MTFP, and details of earmarked reserves held by WBC	Work programme	Graham Ebers
	Street Cleansing and Grounds Maintenance Services	To consider the proposed changes to the Street Cleansing and Grounds Maintenance Services contracts.	Committee Request	Richard Bissett
	Local Plan Update	To receive an update on the development of the Local Plan Update	Work Programme	Ian Bellinger
	Action Tracker	To consider the Committee's action tracker	Standing Item	Callum Wernham
	Work Programme	To consider the work programme for the Committee for 2023-24	Standing Item	Democratic Services

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
30 October 2023	Medium Term Financial Plan	To receive details of proposed bids within the draft MTFP	Work programme	Graham Ebers
	Violence Against Women and Girls Strategy	To consider an update on the Violence Against Women and Girls Strategy.	Committee Request	Narinder Brar
	Action Tracker	To consider the Committee's action tracker	Standing Item	Callum Wernham
	Work Programme	To consider the work programme for the Committee for 2023-24	Standing Item	Democratic Services

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
14 November 2023	Medium Term Financial Plan	To receive details of proposed bids within the draft MTFP	Work programme	Graham Ebers
	Action Tracker	To consider the Committee's action tracker	Standing Item	Callum Wernham
	Work Programme	To consider the work programme for the Committee for 2023-24	Standing Item	Democratic Services

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
28 November 2023	Medium Term Financial Plan	To receive details of proposed and updated bids within the draft MTFP	Work programme	Graham Ebers
	Action Tracker	To consider the Committee's action tracker	Standing Item	Callum Wernham
	Work Programme	To consider the work programme for the Committee for 2023-24	Standing Item	Democratic Services

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
19 December 2023	Medium Term Financial Plan	To receive details of proposed and updated bids within the draft MTFP	Work programme	Graham Ebers
	Action Tracker	To consider the Committee's action tracker	Standing Item	Callum Wernham
	Work Programme	To consider the work programme for the Committee for 2023-24	Standing Item	Democratic Services

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
22 January 2024	Enforcement and Safety Service	To scrutinise the delivery of the Council's enforcement and safety service	Work programme	Narinder Brar
	Planning Service	To scrutinise the delivery of the Council's Planning, Strategic Planning and Planning Enforcement services	Committee request	Trevor Saunders
	Action Tracker	To consider the Committee's action tracker	Standing Item	Callum Wernham
	Work Programme	To consider the work programme for the Committee for 2023-24	Standing Item	Democratic Services

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
4 March 2024	Police and Fire Services	To receive an update on the work of the Police and Fire Services	Work programme	Graham Ebers
	Flood Risk Management	To receive the annual update on the Council's delivery of the flood risk management strategy	Work Programme	Boniface Ngu
	Combatting Drugs Partnership	To receive a report on the work of the Combatting Drugs Partnership Delivery Group	Committee Request	Narinder Brar
	Action Tracker	To consider the Committee's action tracker	Standing Item	Callum Wernham
	Work Programme	To consider the work programme for the Committee for 2023-24	Standing Item	Democratic Services

Community and Corporate Overview and Scrutiny Committee Work Programme 2023/24

	<u>MEDIUM TERM FINANCIAL PLAN</u>	<u>Scheduled or Considered</u>
1.	Scrutinising the development of the Council's Budget for 2024/25	Oct 2023 onwards
	<u>COMMUNITY ISSUES</u>	
2.	Reviewing the work of the Community Safety Partnership, the effectiveness of local policing and fire and rescue services	July 2023; March 2023 Police/Fire
3.	Scrutinising delivery of the Violence Against Women and Girls Strategy	July 2023; October 2023
4.	Scrutinising delivery of the Anti-Abuse Strategy	July 2023
5.	Scrutinising delivery of the Drug and Alcohol Misuse Strategy	May 2023; Delivery Group March 2024
6.	Scrutinising the Voluntary Sector Commissioning Strategy	Ongoing
7.	Scrutinising measures to develop closer working relationships with Town and Parish Councils and the voluntary sector	Ongoing
	<u>PLANNING, LICENSING AND ENVIRONMENT</u>	
8.	Scrutinising progress on the Local Plan Update and the Council's Five Year Land Supply	October 2023
9.	Scrutinising performance of the in-house Enforcement and Safety service	January 2024
10.	Exercising the Council's flood risk management responsibilities by monitoring flood risk activities and partnership working with Towns and Parishes	May 2023; Update March 2024
11.	Scrutinising burial capacity across the Borough and the Council's plans to ensure adequate future capacity	Via email May 2023

	<u>ACTIVE TRAVEL, HIGHWAYS AND TRANSPORT</u>	
12.	Scrutinising service and policy developments relating to the Council's public facing services and its in-house support services	Ongoing
13.	Reviewing highways and transport issues including highways contracts, customer service, car parking, Bus Strategy and cycling infrastructure	September 2023
14.	Considering the report of the Active Travel Task and Finish Group	Ongoing
15.	Scrutinising the Borough-wide Parking Management Strategy	Ongoing
	<u>OTHER STRATEGIES, POLICIES AND OVERVIEW</u>	
16.	Scrutinising the Council's Arts and Culture Strategy	September 2023
17.	Scrutinising the Council's Housing Services to ensure that the needs of local residents and communities are being met	Ongoing
18.	Scrutinising the operation and performance of the Council-owned companies and shared service arrangements	Ongoing
19.	Appointing Task and Finish Groups as appropriate	Ongoing

Task and Finish Groups

Active Travel Task and Finish Group

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