

TfSE Transport Strategy Consultation

Appendix A - Summary of issues and WBC Position

The consultation comprises 5 Topic areas:

Our Approach:

Our Area:

Our Vision, Goals and Priorities:

Our Strategy

Implementation

Each contains many sub-topics. Within each of these there is further information and documentation resulting in a plethora of information. Whilst every effort has been made to scrutinise this information it has been necessary to focus on those which we anticipate being of greatest interest to the borough. Below is a short summary of the key areas of interest including a comment of WBC's position regarding each:

Our Approach:

Moving away from 'predict and provide'

Traditionally, transport planning has used a 'predict and provide' approach to justify the need for future investment. This approach involves using existing trends to forecast future demand and congestion on the transport network to make the case for the investment needed to alleviate that congestion. In recent years, however there has been a shift from this way of thinking as addressing bottlenecks in the highway network has the effect of generating additional demand for the road network, thus eroding or even eliminating any expected reductions in traffic congestion.

This Transport Strategy involves a shift towards a 'decide and provide' approach to transport provision. This means actively choosing a preferred future, with preferred transport outcomes as opposed to responding to existing trends and forecasts. This proactive approach to transport planning will enable choices to be made about how the transport network will look in the future. For example, it will signal a shift towards making urban areas more 'people-friendly' by giving the car less precedence and by providing more space for sustainable transport modes.

WBC position:

Wokingham Borough Council strongly supports the approach of 'decide and provide' over the traditional 'predict and provide' approach. Wokingham Borough Council understands the need for more 'people-friendly' urban areas. It is now more important than ever that we actively choose our preferred future, with the preferred transport outcomes. Given, Wokingham Borough Council has declared a Climate Emergency, it is now necessary that we plan for a sustainable future.

Planning for people and places

The Transport Strategy presents a shift away from traditional approaches of 'planning for vehicles' to 'planning for people' and 'planning for places'. The Transport Strategy sets out how congestion could be alleviated by investing in attractive public transport alternatives and developing integrated land use planning policies to reduce the need to travel, adopting emerging transport technologies, and implementing more significant demand management policies.

It is acknowledged that the impacts of these approaches will be applicable over different timeframes and planning for vehicles may well prevail in the short term, whilst planning for people will align better to medium term timelines, and planning for places will be a much longer-term goal. Currently, many parts of the South East are 'planning for vehicles', but there are exemplars in the South East that are in the 'planning for people' and 'planning for places' stages.

WBC position:

Wokingham Borough Council strongly supports the decision to shift from 'planning for vehicles' to 'planning for people' and 'planning for places', it is acknowledged that there needs to be a shift from planning for vehicles to planning for people and places. The improvements in public transport are supported, however further funding needs to be provided to local authorities where extensive subsidies are required to support bus routes that are not commercially viable.

Key features of the Sustainable Route to Growth

TfSE suggests that in future:

- 1) The South East is less dependent on London and has developed successful economic hubs within its own geography, which provide high-quality, high-skilled jobs for residents. This in turn creates a future where GVA per capita is significantly higher than it is today.
- 2) The benefits of emerging technology have been harnessed in an equitable way to improve the accessibility of the South East area without undermining the integrity of its transport networks. This also has the effect of boosting economic growth while minimising transport's impact on the natural and built environment.
- 3) Concern for the environment has led to the widespread adoption of sustainable policies and practices, including integrated land-use and transport planning, as well as targeted demand management measures including users paying for more of their mobility on a 'pay as you go basis'. This in turn provides a shift away from the private car towards more sustainable travel modes. It also reduces the need to travel (or, at least, the need to travel far) and ultimately delivers a cleaner, safer environment for residents.

WBC position:

Wokingham Borough Council strongly agrees with the need for South East to become less dependent on London and develop its own successful economic hubs, as it will not only provide more, better jobs for our residents but also help increase the GVA per

capita. Moreover, Wokingham Borough Council also agrees with the need to harness emerging technology into our transport networks to make them more reliable, easy to access and more attractive to use. Particularly with our public transport such as buses and rail, this will as a result shift people away from private cars towards more sustainable travel choices thus providing environmental benefits. Furthermore, Wokingham Borough Council supports boosting economic growth while minimising transport's impact on the environment.

Our Area:

Economic characteristics and challenges

The South East is a relatively prosperous region. It has the second highest GVA per capita of all the UK regions and nations (second only to London). Particularly high levels of housing development are planned for North Kent, the Thames Valley, and along the south coast. Employment development, on the other hand, will be more geographically concentrated than future housing development. Future job growth will likely occur in the urban areas around Brighton and Hove, Southampton, Portsmouth, Gatwick Airport, and the Thames Valley. This presents a significant transport challenge as many people will be living and working in different places, which means the future transport network may need to provide for longer distance commuter trips within the South East area.

WBC position:

Wokingham Borough Council strongly supports the economic characteristics and challenges outlined for the South East. Figure 2.4 in the Transport Strategy for South East shows an increase of 7,500 – 10,000 jobs around Wokingham Borough. It is vital that the transport network is improved around the borough to ensure easier and better commutes for residents, particularly encouraging sustainable modes of travel. This needs to include walking and cycling infrastructure with TfSE either providing extra funding or lobbying central government to provide such funding.

Social characteristics and challenges

The social geography of the South East is varied. For example, some of the least deprived areas of the South East are found around Guildford, the Blackwater Valley, Woking and Bracknell. These areas are economically productive and benefit from good connectivity to London, where there is a concentration of highly-paid jobs. In contrast, many coastal communities, which are less well connected to London and other key economic hubs, have significantly higher levels of deprivation than the England average. Transport connectivity is important for minimising the likelihood of deprivation.

WBC position:

Wokingham Borough Council strongly supports the social characteristics and challenges outlined for the South East, thus agreeing with the need to improve transport connectivity to help continue the economical productivity, whilst minimising the likelihood of deprivation in the South East.

Environmental characteristics and challenges

The South East area faces several significant environmental challenges in the future. There are a significant number of Air Quality Management Areas in place across the South East area. These areas have been established to improve air quality and reduce the harmful impact of Nitrogen Oxides (NOx), Sulphur Oxides (SOx), and particulates on human health and the natural environment. Transport – particularly road transport – is one of the largest contributors to poor air quality in the South East area. Transport therefore has a significant role to play in improving air quality. Noise pollution is particularly high on the busiest road corridors of the South East area.

Several of the South East's local authorities have declared 'Climate Emergencies' and there is evidence of increasing support from politicians and residents for transport policies and interventions that help mitigate climate change and enhance the natural environment.

WBC position:

Wokingham Borough Council strongly supports the need for interventions and policies to help mitigate climate change and enhance the natural environment. This is particularly because Wokingham Borough Council was one of the several South East local authorities that declared a 'Climate Emergency'. We strongly support the need to reduce noise pollution and improve air quality.

Our Vision, Goals and Priorities:

Strategic Vision

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. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

WBC position:

Wokingham Borough Council strongly supports the Strategic Vision, particularly the need to be a net-zero carbon region as it aligns with the Council's own goal to become carbon neutral albeit by 2030. Given the urgency to reduce carbon emissions, we must respond to the environmental implications of our growth processes and so deliver developments that help reduce air and noise pollution such as the Western Rail Link Access to Heathrow.

Strategic Goals

Economic: Improve productivity and attract investment to grow our economy and better compete in the global marketplace.

Social: Improve health, safety, wellbeing, quality of life and access to opportunities for everyone.

Environmental: Protect and enhance the South East's unique natural and historic environment.

WBC position:

Wokingham Borough Council strongly supports the Strategic Goals, particularly the need to manage transport demand and create a seamless, integrated transport network that reduces carbon emissions and improves air quality. This can only be achieved through investing in more sustainable modes of travel such as rail, bus, walking and cycling instead of planning for vehicles.

Applying the vision, goals and priorities (Five Principles)

Transport for the South East has developed a framework that applies a set of principles to identify strategic issues and opportunities for each journey type in the South East. The key principles that have been applied in this process are as follows:

- supporting sustainable economic growth, but not at any cost;
- achieving environmental sustainability;
- planning for successful places;
- putting the user at the heart of the transport system; and
- planning regionally for the short, medium and long term.

WBC position:

Wokingham Borough Council strongly supports the five key principles listed above to achieve the Transport Strategy for the South East's vision, goals and priorities.

Our Strategy:

Radial Journeys

Challenge 1: Slow journey times between stations on the Reading to Waterloo line compared to the Great Western Main line. Capacity constraints on several routes into London – many are dual-tracked thus longer distance services interact with London/suburban stopping service.

Initiative 1: Improve connectivity on Reading to Waterloo corridors.

Challenge 5: Crowding on many rail routes on the South Western Main Line. Serious overcrowding during peak times. Undermines its potential to support economic productivity and development. Network Rail is developing proposals to address bottlenecks on this corridor but funding to implement this is not confirmed.

Solution 5: Provide capacity on corridors such as the South Western Main Line rail corridors. Improve resilience of Strategic Road Network.

Challenge 6: M4/A4/Great Western Main Line Corridor - with Heathrow set to expand and this is already a busy corridor.

Solution 6: Facilitate an increase in radial journeys by public transport, particularly to/from Outer London and to/from Heathrow Airport.

WBC position:

Wokingham Borough Council strongly supports the need to improve capacity on Rail, particularly on the Reading to Waterloo line that passes through Wokingham. Slow journey times on this line reduce customer satisfaction thus reducing the number of people willing to use the rail line to travel, which is necessary to help improve air quality and noise pollution. Moreover, the Council supports the need to increase radial journeys to/from Heathrow Airport by public transport. Thus, the need for the Western Rail Link is clearly demonstrated to facilitate this journey.

Orbital and coastal Journeys

Challenge 1: M25 congestion - has very little scope for increasing capacity, especially between junctions 7 – 15. Plus, there are limited public transport alternatives on this route. The Lower Thames Crossing could alleviate demand in the South West Quadrant of London/the M25.

Solution 1: Holistic demand management initiatives that address road congestion while avoiding displacement effects from one part of the network to another (ideally when alternative public transport options are available). Deliver Lower Thames Crossing, which will provide an alternative to access the north of the M25 avoiding the South West Quadrant.

Challenge 2: Few long-distance orbital rail services. Some bottlenecks occur on orbital links between the M3 and M4. Due to the rail franchise geography, which splits east-west routes to 3 different operators (e.g. Reading to Ashford). Also, due to gaps in electrification on these corridors and poor-quality infrastructure, there are severe overcrowding issues during peak hours.

Solution 2: Encourage wider electrification of the network and/or wider use of bi-mode trains across the south east to enable more direct, longer distance services on orbital corridors. Provide capacity enhancements at bottlenecks where orbital railways cross busy radial routes. Improve long distance rail connectivity and capacity between the Midlands and North of England into the South-East area along orbital corridors and support the introduction of more direct east-west services to Gatwick Airport.

Challenge 4: Some bottlenecks on orbital links between the M3 and M4. Opportunity for alternative M3/M4 link (avoiding Bracknell).

Solution 4: Improve orbital links between the M3 and M4, ideally in a way that avoids directing heavy traffic through urban areas such as Bracknell (helps challenge 1 and 5 too).

Challenge 5: Constraints on road corridors that pass through urban areas. High capacity orbital links pass through urban areas such as Bracknell.

Solution 5: Reduce exposure to the adverse environmental impacts of road traffic on orbital corridors. Lower speed limits. Reallocate road space to cleaner transport modes. Support the uptake of cleaner technology e.g. electric vehicles.

WBC position:

Wokingham Borough Council strongly supports the need to improve bottlenecks on orbital links particularly around the M3/M4 link, to alleviate congestion and improve capacity on our road networks, for instance improvements to the A329(M). The strategy appears to omit transport across the TfSE boundary and so access between the M4 and M40 is not considered, however, this also requires consideration along with the potential need for a 3rd Thames crossing. Moreover, the Council also strongly supports the need to improve long distance rail connectivity and orbital railways by improving electrification and infrastructure to encourage use of rail over private cars. However, we also need support to deliver infrastructure such as working with power distributors to ensure sufficient (local) supply is available for this and that it also accounts for other additional demands on power. In addition, high speed cable and 5G will also be required for all. New sites can perhaps be addressed but the existing network needs catching up and funding to improve.

Inter-Urban Journeys

Challenge 1 and 4: Routes that act as secondary routes for radial and orbital roads fall below standards. Investment may be required to improve or widen junctions. Several interventions have been identified by Local Transport Authorities. Several road safety 'hot-spots' on the Major Road Network, may require intervention through speed limits, junction improvements etc.

Solution 1 and 4: Support existing Major Road Network and Large Local Majors schemes to bring secondary routes up to standard.

Challenge 2: Bus services deteriorating on inter-urban routes if congestion rises. Slows down bus services, thus reducing attractiveness and viability.

Solution 2: Support initiatives that enhance, or at the very least, maintain the viability of bus services on inter-urban corridors.

Challenge 3: Many gaps in the railway network serving inter-urban corridors

Solution 3: Deliver better inter-urban rail connectivity.

WBC position:

Wokingham Borough Council's strongly supports the need for continual improvements on the Major Road network through Local schemes to create seamless travel movements. Moreover, Wokingham Borough Council strongly agrees bus services need to be improved through enhancing inter-urban bus corridors. Currently, due to severe congestion that slows down bus services this has definitely reduced attractiveness and viability, so to shift to a more sustainable way

of travelling it is vital we are able to invest more into our bus services and corridors and Local Authorities need a source of external funding to support this.

Local Journeys

Challenge 1: Conflict between different modes and user types – particularly for vulnerable people and people with reduced mobility in urban areas. Common where the strategic road network passes through urban areas. Also, common in corridors that serve both long and short distance trips, thus increasing risks of creating conflict between heavy road traffic and more vulnerable road users such as pedestrians and cyclists.

Solution 1: Develop high-quality public transport services on urban corridors, such as Bus Rapid Transit and Light Rail Transit, where there is a viable business case. Prioritise the needs of pedestrians and cyclists over private car. Improve the accessibility of transport infrastructure and public transport services by investing in accessibility improvements and by ensuring streets and public places are accessible to all.

Challenge 2: Significant issues with air quality and road safety on many urban corridors that serve local journeys. Some corridors are Air Quality Management Areas – this deters people from non-car modes of transport, thus increasing congestion and reducing speed and attractiveness of bus services.

Solution 2: Improve air quality on urban corridors by lowering speed limit, reallocating road space to cleaner modes of travel and supporting the uptake of cleaner technology such as Electric Vehicles.

Challenge 3: Integration between transport modes could be better - Limits to bus and rail companies aligning timetables and ticketing arrangements (due to competition law). Places where bus hubs are not well connected to rail hubs. Wider scope for Park and Ride sites on the periphery of large urban centres. Smart ticketing could be rolled out further. Opportunity to better integrate 'Mobility as a Service' modes with traditional transport modes e.g. cars, bus and rail.

Solution 3: Invest or encourage others to invest in integrated passenger information systems to provide passengers with dynamic, multi-modal travel information. Develop integrated transport hubs and integrate smart ticketing and timetables, where feasible.

Challenge 4: Bus services have come under significant pressure in recent years, particularly in rural areas. Local Transport Authorities' budgets have been squeezed, which thus limits the support these authorities must provide to the socially necessary bus services. Further retrenchment of the bus network risks leaving vulnerable members of the society isolated and unable to access key services.

Solution 4: Lobby Government to protect and enhance funding for socially necessary bus services in rural areas.

Challenge 5: Public transport is not always affordable for everybody. Rail fares have increased ahead of inflation since privatisation in 1996 and are reportedly the highest

in Europe. Bus fares have also increased significantly ahead of inflation in recent years. This trend risks putting access to transport beyond the means of the vulnerable people in the South East.

Solution 5: Lobby Government to freeze rail fares in real terms and provide lower off-peak fares in the longer term.

WBC position:

Wokingham Borough Council strongly supports the need to develop high-quality public transport services on urban corridors such as Bus Rapid Transit and Light Rail Transit, along with improving the transport infrastructure and public transport services. The Council also supports the enhancement of the walking and cycling network. This prioritises the need of sustainable travel, and thus encourages cleaner travel. This as a result improves air quality and reduces carbon emissions. Councils require further sources of funding to be able to provide further bus subsidies and walking and cycling infrastructure. Solution 4 suggests that government should “enhance funding for socially necessary bus services in rural areas” this should go further to enable local authorities to pump prime services to help a new commercially viable network of routes to be created which will reduce dependency on private car use. Whilst Wokingham Borough Council strongly supports modal shift we also acknowledge that private car use is the only viable option for some in the borough, particularly in rural areas and in the short term, and so we need to be able to provide for these users as well.

International gateways and freight Journeys

Challenge 1: Heathrow expansion of the 3rd runway will cause significant environmental and transport risks. It is Important viable public transport alternatives are put in place to enable access to Heathrow without a car, but this needs to be accompanied by demand management policies e.g. parking and drop-off charges

Solution 1: Improve public transport access to Heathrow Airport through delivering the Heathrow Airport Western and Southern rail access schemes. Support the use of demand management of policies at Heathrow, such as vehicle access charges, to minimise traffic growth arising from expansion at this airport. Develop a Freight Strategy and Action Plan for the South East to improve the efficiency of freight journeys.

WBC position:

Wokingham Borough Council strongly supports the need to improve public transport access to Heathrow Airport and thus strongly supports the Western Rail Link Access to Heathrow. The Council believes this scheme is vital to encourage sustainable travel to the airport whilst alleviating congestion and carbon emissions. It is important the Western Rail Link Access is delivered regardless of whether Heathrow’s proposed expansion of the 3rd runway goes ahead.

Future Journeys

Challenge 1: Gaps in electrical and digital infrastructure. The South East (SE) power distribution network needs to have the capacity to accommodate the uptake of electric vehicles. This requires widespread access to charging points so EVs can charge anywhere in the region conveniently. Gaps in internet connectivity, could also undermine the development of internet based services and connected vehicles.

Solution 1: Future proof the digital and energy infrastructure within the SE by making provision for accelerated future uptake. Develop a Future Mobility Strategy for the South East to enable Transport for the South East to influence the roll out of future journey initiatives in a way that will meet the TfSE vision.

Challenge 2: Some parts of the SE may get left behind. Service-based mobility models described above will aid those with limited mobility such as the ageing population. However, services may not be economically viable in rural areas. There is a risk that mobility services may only be accessible through channels that target a certain demographic e.g. young people.

Solution 2: Incorporate 'Mobility as a Service' into the current public transport network and private vehicles, to provide better accessibility for a wider range of population.

Challenge 3: Risk that technology may undermine walking, cycling and public transport modes. There is evidence from North America, that the popularity of service-based mobility models is attracting users away from public transport to private vehicles like taxis. If it occurs in the SE, it can risk road congestion thus undermining economic and environmental benefits.

Solution 3: Incorporate 'Mobility as a Service' into the current public transport network and private vehicles, to provide better accessibility for a wider range of population.

Challenge 4: Risk that new technologies may further fragment the delivery of transport services. This has the potential to undermine strategic planning in the SE. Ways need to be found to better integrate different transport modes to promote sustainable transport choices. This is particularly pertinent for smart ticketing technologies, which can be developed across the SE.

Solution 4: Incorporate 'Mobility as a Service' into the current public transport network and private vehicles, to provide better accessibility for a wider range of population. Encourage consistency in the smart ticketing arrangements across the SE, the use of Pay as you Go and contactless payments.

Challenge 5: Risk that uptake of internet shopping will generate more freight traffic – that is not well suited to more sustainable transport like rail.

Solution 5: Incorporate 'Mobility as a Service' into the current public transport network and private vehicles, to provide better accessibility for a wider range of population.

Challenge 6: Alternative fuel private vehicles won't solve the congestion problem. Although the switch to electric cars may reduce harmful greenhouse gases, it will not reduce traffic levels on the network.

Solution 6: Develop a Future Mobility Strategy for the South East to enable Transport for the South East to influence the roll out of future journey initiatives in a way that will meet the TfSE vision.

WBC position:

Wokingham Borough Council strongly supports the need to plan for future journeys, particularly bearing in the mind the need for cleaner vehicles in the future e.g. electric vehicles, thus we need to invest in the infrastructure today to ensure the future is carbon neutral. TfSE will have a major role to play in ensuring that across the region there is a joined up and consistent approach and that all stakeholders are able to feed into a single strategy not only for the South East but across its borders as well.

Implementation:

Monitoring and evaluation

TfSE will use a set of Key Performance Indicators to monitor the outcomes of this Transport Strategy. The Economic, Social and Environmental Key Performance indicators can be found in Table 5.1 in Appendix C and are set out below.

| | Strategic Priorities | Indicators |
|--|--|---|
|  <p>Economic</p> | Better connectivity between our major economic hubs, international gateways and their markets. | <p>The delivery of improved road and railway links on corridors in need of investment.</p> <p>Improved public transport access to Heathrow Airport.</p> <p>Improved long-distance rail services (measured by journey time and service frequency).</p> |
| | More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways. | <p>Improved Journey Time Reliability on the Strategic Road Network, Major Road Network, and local roads (where data is available).</p> <p>Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right time delivery).</p> |
| | A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate. | <p>Reduced delays on the highways network due to poor weather.</p> <p>Reduced number of days of severe disruption on the railway network due to poor weather.</p> <p>Metrics relating to reduced delay on road network suffering from Road Traffic Collisions.</p> |
| | A new approach to planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably. | The percentage of allocated sites in Local Plans developed in line with Local Transport Plans. |
| | A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways. | <p>Increase in the number of bus services offering 'Smart Ticketing' payment systems.</p> <p>Number of passengers using 'Smart Ticketing'.</p> <p>Number of passengers using shared transport.</p> |

| | Strategic Priorities | Indicators |
|--|---|--|
|  Social | A network that promotes active travel and active lifestyles to improve our health and wellbeing. | <p>Increase in the length of the National Cycle Network in the South East.</p> <p>Increase in the length of segregated cycleways in the South East.</p> <p>Increase mode share of trips undertaken by foot and cycle.</p> <p>Number of bikeshare schemes in operation in the area.</p> <p>Mode share of walking and cycling.</p> |
| | Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport. | Reduction in NOx, SOx and particulate pollution levels in urban areas. |
| | An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity. | A reduction in the indicators driving the Indices of Multiple Deprivation in the South East, particularly in the most deprived areas in the South East area. |
| | A seamless, integrated transport network with passengers at its heart, making journey planning, paying for and using different forms of transport simpler and easier. | Increase in the number of cross-modal interchanges and/or ticketing options in the South East. |
| | A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public. | Reduction in the number of people Killed and Seriously Injured by road and rail transport. |
|  Environmental | A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change. | Reduction in carbon emissions by transport. |
| | A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment. | <p>A net reduction in the number of trip kilometres undertaken per person each weekday.</p> <p>A reduction in the mode share of the private car (measured by passenger kilometres).</p> |
| | A transport network that protects and enhances our natural, built and historic environments. | No transport schemes or interventions result in net degradation in the natural capital of the South East. |
| | Use of the principle of 'biodiversity net gain' in all transport initiatives. | No transport schemes or interventions result in a net loss of biodiversity. |
| | Minimisation of transport's consumption of resources and energy. | Reduction in non-renewable energy consumed by transport. |

WBC position:

Wokingham Borough Council strongly supports the need for improved road and railway links through increased investment. This is necessary to improve the operation of the railway and bus network, which then encourages use of these sustainable modes of transport. Moreover, the Council strongly agrees with reducing NOx, SOx and particulate pollution levels in urban areas. This will be achieved through reducing carbon emissions by planning more for people and places instead of vehicles. Finally, the Council also strongly supports the need for improving public transport access to Heathrow Airport through the Western Rail Link to reduce congestion and improve air quality, so Wokingham Borough Council can achieve its target to become carbon neutral by 2030. We would also suggest that the TfSE target should be brought forward to 2030.

Future Programme of Studies

The TfSE is planning to commission a set of studies to explore some of the themes outlined in the Transport Strategy, which will include area studies that focus on types of corridors and journeys in the South East and further work on various thematic studies.

WBC position:

Wokingham Borough Council strongly supports TfSE's plan to commission further work around key route corridors across the South East and the Council strongly recommends that these studies include some further work on the roads surrounding Wokingham Borough Council such as the M4 and A329/A322 and railway lines including the Western Rail Link and the Reading to Waterloo line.