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# **Wokingham Borough Council**

Greenways Project

Phase 2 Consultation Report

## Introduction and Background

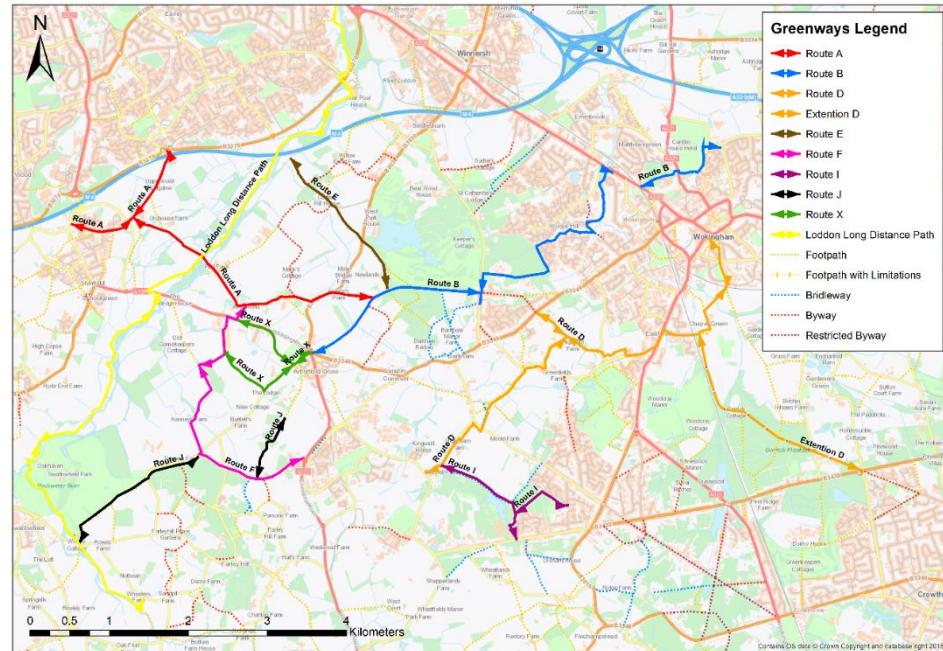
Wokingham Greenways Project is aimed at linking the major developments coming to Wokingham borough with each other and also to the existing communities and places of interest/employment. Greenways will provide non-car accessible commuting journeys to work and school as well as new leisure opportunities to get out into the countryside and greenspaces.

Greenways route network is an SDL-focused network to satisfy the requirements of the current Core Strategy to deliver the traffic free commuting and leisure routes connecting the existing and new settlements and point of interest. The Project will link with and align to additional greenways and paths proposed to improve the connectivity within the Borough and to adjoining boroughs. This internal network of Greenways to extend beyond the Public footpaths to public green space, and point of interest in Wokingham borough.

The Greenways Project also includes River Loddon Long Distance Path (LDP) that links the Thames Valley Path in the north of the borough in Wargrave to the Blackwater Valley Path in the South of the borough in Swallowfield.

## Strategic Context

Greenways are referred to in Appendix 7 of the Core Strategy and are captured in policy CP10 items 20 and 21 and SDL policies CP18-21, and the council will include reference to greenways in the Local Transport Plan update due for adoption in 2019. It is intended that the greenways also be included in the scheduled update of the Rights of Way Implementation Plan (ROWIP) as well



*Appendix 1 shows the Greenways Route Map across the borough including River Loddon Long distance path.*

as the Local Cycling and Walking infrastructure Plan. Both ROWIP and LCWIP will be consulted later this year. The feedback received will be adopted for future greenways, cycleway and right of ways across the borough.

### **Greenways Phase 1**

Greenways Phase 1 called California Way, which links Arborfield Green with the FBC Centre via California Country Park was consulted in 2017 and has already been built.

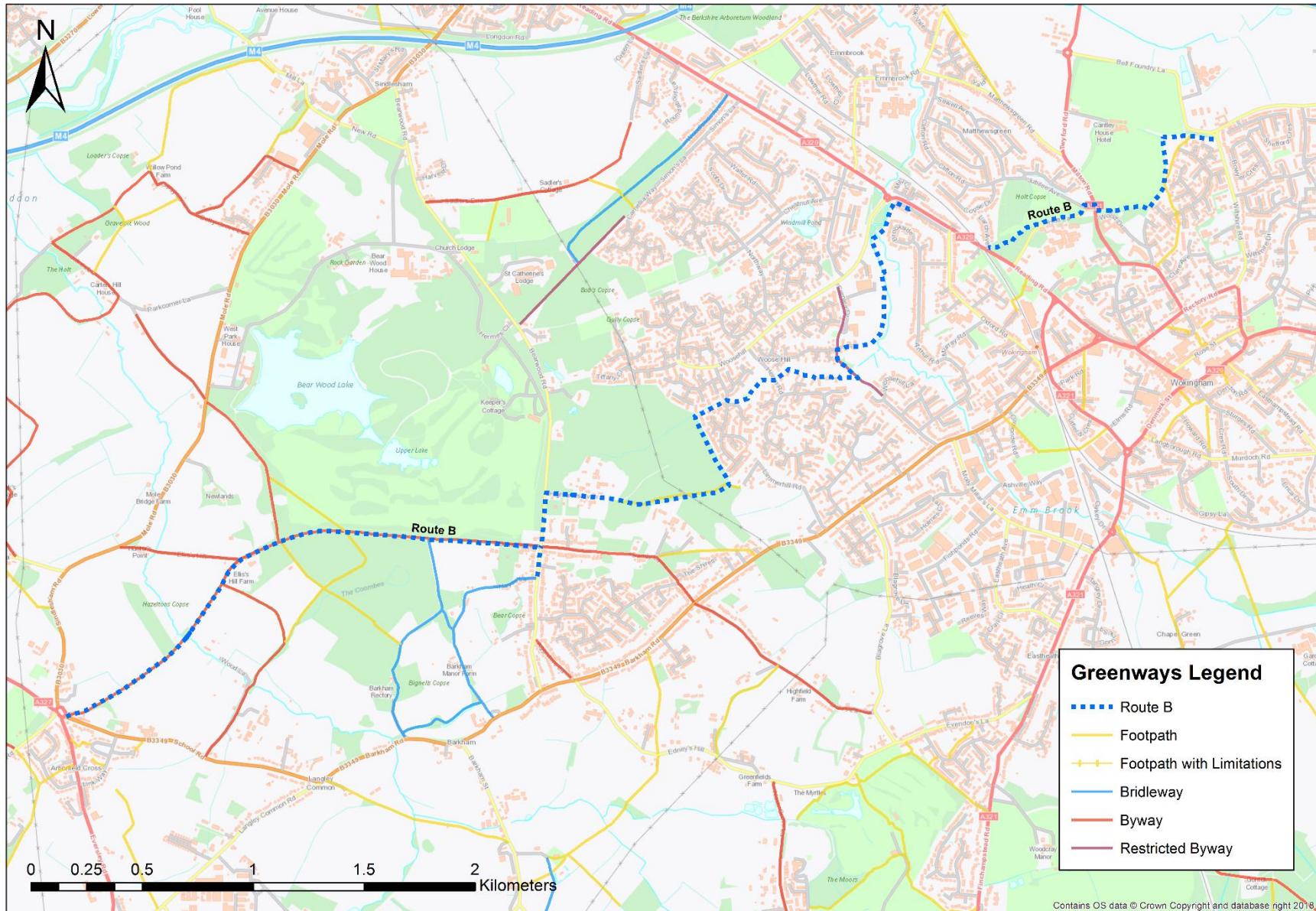


*Greenways Phase 1: linking Arborfield Green Development to Finchampstead*

### **Greenways Phase 2**

Wokingham Borough Council is starting phase 2 of its greenways project. The greenways project will create a network of traffic free multi-user routes which will connect the new major developments at Arborfield Garrison (Arborfield Green) and Shinfield Parish to Wokingham town and the new major developments in North and South Wokingham. The Greenways Project will add to the borough's existing sustainable route network to create an alternative way to get around the borough.

Wokingham Borough Council carried out consultations in March/April 2019 to seek views on phase 2 which will link Arborfield Green to the new development at North Wokingham via Woosehill. The route for this sustainable link is largely fixed but the feedback from this consultation will help the Council refine the final plans for Route B as well as in detailed planning and shape final decisions on the route design.

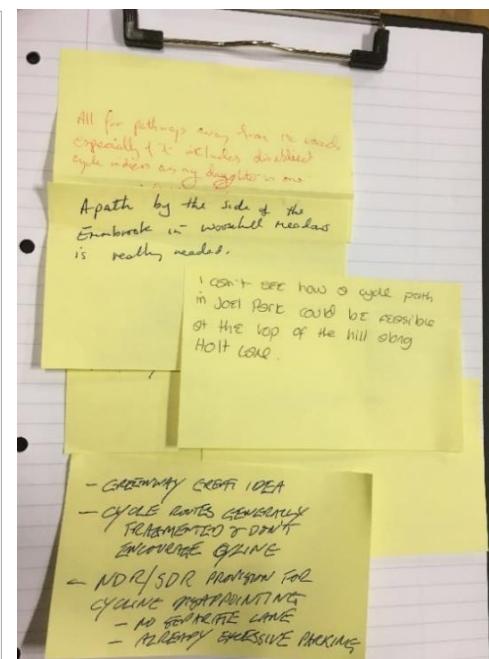
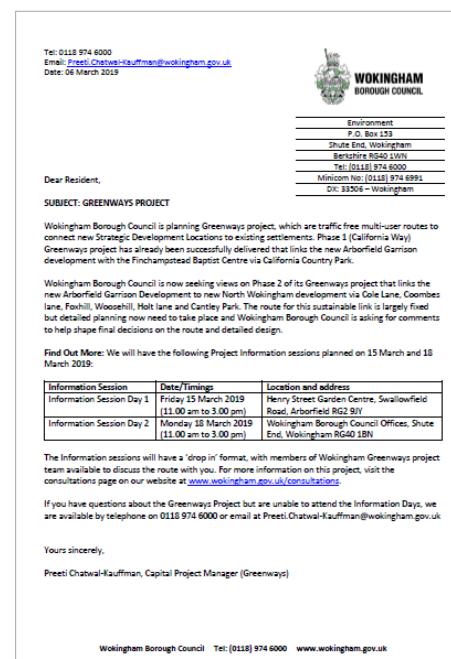
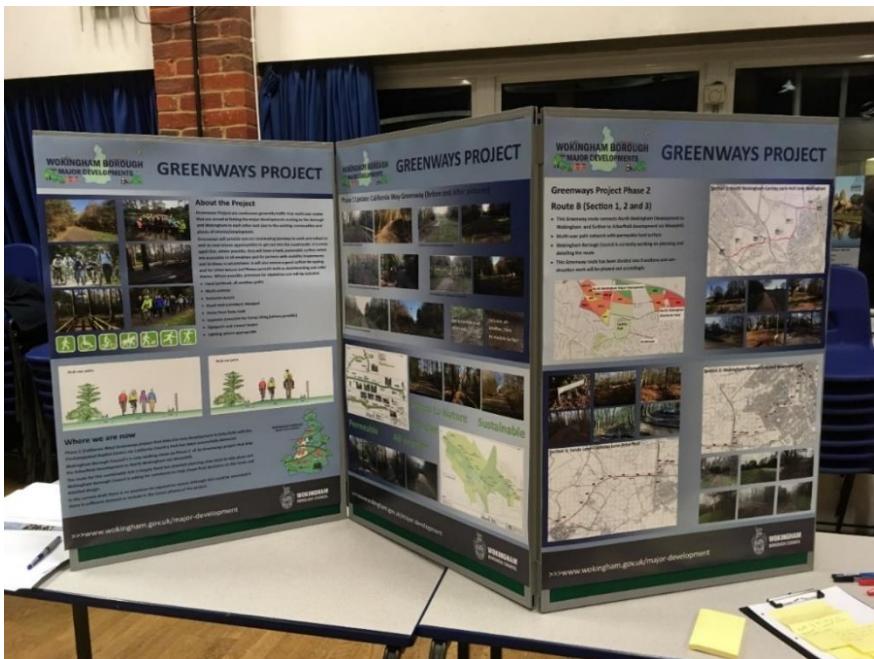


## *Appendix 2: Greenways Route B*

## Consultation and publicity undertaken

This consultation was carried out to support the creation of the Greenways Project, which begins with the strategic network of multi-user paths that connect the major developments coming to the Wokingham borough to each other and also to the existing communities and places of interest/employment.

A six week public consultation was undertaken from 06 March 2019 to 10 May 2019. Letters were posted to the adjacent properties owners and ward members, Parish/Town councils and Greenways user groups were notified to invite feedback. This was followed by attendance at community forums, Drop-in sessions at various locations in the catchment area of the Greenways Phase 2, inviting comments through Wokingham Council's website, Social media channels and press release.



*Pictures above: various consultation tools used*

A summary of how the consultation and publicity was undertaken is provided below:

**Letter drop/ Emails:** Letters were sent to the Landowners and people with properties located next to the proposed Greenways to make them aware of the project and seek their feedback and comments. Emails were sent to notify the ward members, parish and town councils, Greenways user groups, Local access forums and key stakeholders.

**Online Information on Website and Social Media:** The consultation was advertised and the Greenways Route Map and Consultation document were made available to view on the Council's website as well as shared on the social media.

**Attendance at the community forums and Drop-in sessions:** Greenways Project information was made available at a number of consultation events with Council officers on hand to discuss this at a number of consultation events (list of events contained in table). The drop-in sessions were arranged at various different locations and at various timings including evenings and weekends in order to reach the maximum people.

**News Release:** A news release advertising the consultation was posted on the Council's website and social media pages and was sent to the local media.

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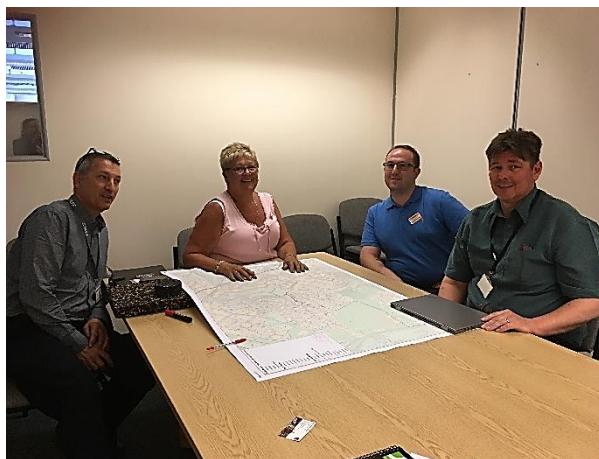
**Meetings with Local Access Forum and Town/ Parish Council:** Wokingham Borough Council held meetings with the Local access forums and the Parish/ Town councils to discuss the routes and to share thoughts on how the greenways project could be taken forward. The Local Access forums and Parish/Town Councils further sent out letters informed the stakeholders. The aim of these meetings was to discuss the local issues and as well as for coordination so that we can move towards a common plan of action with wide support.



Pictures (from left): North Wokingham forum; Henry Street Garden Centre (Arborfield); Woosehill Community centre)

**Table 1: Community Forums, Drop-in-sessions and meetings**

<b>Project Information Sessions</b>	<b>Date/Timings</b>	<b>Location and address</b>	<b>Area</b>
Information Session Day 1	Friday 15 March 2019 11.00 am -3.00 pm	Henry Street Garden Centre	Arborfield
Information Session Day 2	Monday 18 March 2019 11.00 am-3.00 pm	Shute End Offices	Wokingham
Information Session Day 3	Saturday 23 March 2019 11.00 am-2.00 pm	Woosehill Community Hall	Woosehill
Information Session Day 4	Saturday 30 March 2019 11.00 am-2.00 pm	Woosehill Community Hall	Woosehill
Information Session Day 5	Thursday 4 April 2019 5.00 pm-7 pm	Shute End Offices	Wokingham
North Wokingham Community Forum	Wednesday 6 March 2019 7pm -9 pm	Emmbrook Senior School	Wokingham
Annual Parish Forum Arborfield	Thursday 4th April, 7.30pm	Arborfield Village Hall	Arborfield
Barkham Council meeting	Wednesday 10 <sup>th</sup> April, 2019, 11am	Barkham Council office	Barkham
Wokingham Town Council meeting	Wednesday 19 <sup>th</sup> June, 2019 2pm	Shute End Offices	Wokingham



*Council officers held meetings with various stakeholders to discuss the Greenways Route*

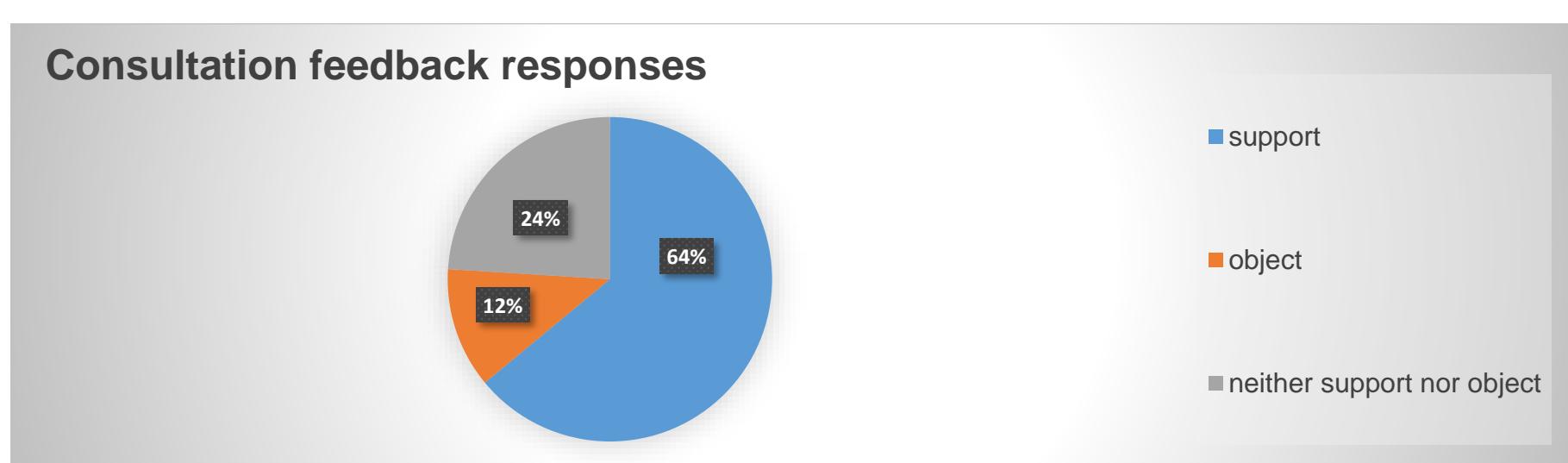
## Summary of Consultation Responses

In total, more than 300 people visited us at the Community forums and the drop-in sessions, about 100 respondents left their queries and wished to be informed with final greenways proposals. 50 formal responses were received during the consultation, showing a general support and enthusiasm for the Greenways. These early consultations also provide insight into the specific area requirements and challenges.

A number of themes emerged from these responses which are analysed in the report. As well as analysing the formal responses to the consultation, the report summarises feedback gathered informally during the consultation on social media and face-to-face discussions at the drop-in sessions and community forums. All emails and responses received are included as appendices in the report.

The Table 2 below summarises all comments made during the consultation period. The Council's response to these comments are within this table, and where stated, the final route plans will incorporate some of these suggested changes in accordance with these comments. We did receive some feedback before and after the consultation period which has also been included in the summary table. (Personally identifiable information has been withheld for Data Protection and GDPR reasons).

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## Key Themes on the basis of the feedback received:

A number of key themes emerged from the responses, including:

**Greenways Theme1: Access for All** - Providing Inclusive and Accessible path network for people of all abilities.

**Greenways Theme 2: Safe Traffic crossings** – Providing safe traffic crossings on all junctions especially on Bearwood road.

**Greenways Theme 3: Equestrian access** - Improving the existing bridleway network and enhancing equestrian access to provide a cohesive network for all users to enjoy.

**Greenways Theme 4: Connecting neighbourhoods to Schools and train station**- this will encourage more people to use sustainable network for everyday commuting



**Greenways Theme 5: No segregation of users on Greenways**- the Council's cycle network and Greenways do not include segregation for off-carriage way routes for various reasons:

- The white line / segregation is not enforceable and often ignored;
- In rural areas, non-segregated paths are better for family groups, including walkers and young children (we hope this route is used as a route to school for local primary schools);
- Research by Sustrans indicates that disabled users prefer the whole path to be available so that they have maximum flexibility in its use

**Greenways Theme 6: Access for landowners on Coombes Lane and Cole Lane** – The access to the landowners, residents and farmers will be retained. They will be consulted as part of statutory process for implementing any traffic regulatory orders on these byways.

**Table 2: Formal Responses:**

No.	Letter/ Email from	Received	Supports/ Objects/ Comment	Response summary	Wokingham Borough Council Officer response
1	Steve Vale, Loddon Valley Ramblers	18/03/19	Supports/ comments	<p>Loddon Valley Ramblers welcomes the proposals for Phase 2 of the Greenways Project, are generally supportive of the route identified and of the proposed surfacing, landscaping etc. We believe that the Project will enhance a number of routes, particularly at the Arborfield end of the route and through the Coombes. Few comments:</p> <ul style="list-style-type: none"> <li>1. Linkage of Phase2 with Phase 1? Linking via FP14 and F17 may be an option.</li> <li>2. The junction of the Greenway with Bearwood road is potentially difficult, although we support linking Coombes lane to Highlands Avenue via Bearwood road. We would like to see the highest standard of crossing on the Bearwood Road at the end of Coombes Lane (Barkham Byway 1), which takes full account of the additional hazards created by the road gradients at this point;</li> <li>• substantial widening of the footway along the E side of Bearwood Road from Sandy Lane to Highlands Avenue, with a physical barrier between the Greenway and the road;</li> <li>• the creation of a Greenway-standard link on the west side of the Bearwood Road between Hayes Lane (Barkham Bridleway 5) and Coombes Lane, so that users of the former can make a safe and easy transition on to the new Greenway, and can cross Bearwood Road using the new crossing, rather than doing so at the east end of the Bridleway 5.</li> <li>3. Access from Dorset Way down the East side of Foxhill needs to be of adequate width, to allow for buggies, walkers and cyclists to pass.</li> <li>4. Conversion of Wokingham Footpath 1 to multiuser path</li> <li>5. Conflict of traffic from A1 metal recycling with Highland Avenue.</li> <li>6. The impact of the Greenway on parking and traffic movements at the west end of Sandy Lane needs to be taken into account.</li> <li>7. Fast traffic on the Bearwood road and at the junction with Highland Avenue.</li> <li>8. Sandy Lane-Coombes Lane-Arborfield is a well-established recreational route for horse-riders, off-road motor bikes, 4WDs as well as cyclists and walkers and there could be wide-spread opposition to an all-weather surface. This</li> </ul>	<p>The Greenways project has been phased for ease of delivery. The Greenways is intended to provide continuous link to the new developments with existing.</p> <p>Traffic Audits will be carried out as per statutory guidance and the traffic junctions and crossings will be designed confirming to the standards.</p> <p>The footway will be designed and widened as much as possible.</p> <p>The Public rights on Greenways Wokingham</p>

				<p>byway also suffers from very muddy conditions in the winter at its Eastern suggesting serious maintenance implications for this stretch. The issues regarding existing vehicular rights also needs to be clear, in terms of both existing rights and how these will impact on/be affected by the Greenway. There could be segregation issues, and gradients and access for the disabled may again be an issue. There is a ford to be negotiated - presumably a bridge is proposed.</p>	<p>Footpath1 and Highland Avenue will be increased to for cycling and horse-riding.</p>
2	Mid & West Berkshire Local access forum	15/04/19	Support/Comments	<p>The M&amp;WBLAF are generally supportive of the Greenways Plan, and wish to see it reflect more fully the ROWIP route already widely consulted upon by WBC with this LAF over a number of years. General concerns of this proposal are:</p> <ol style="list-style-type: none"> <li>1. Whilst it would be wonderful to address the problems of Byway 9, which is often impassable in winter, the engineering challenges of providing a route here must be carefully assessed before work commences. One section leading to Arborfield Cross is on a very steep incline with considerable leaf-fall in autumn and another at the top of the hill in the Coombes Woodland is extremely boggy year round and would seem to require a good deal of drainage, with ongoing maintenance to ensure that it is suitable for vulnerable users.</li> <li>2. We understand that in the past it has been mooted by WBC in ROWIP discussions that Byway 9 could be given 'restricted byway' status? It should be noted that mid-way along the route is a business which operates (unlawfully??) a storage business for Lorries. Unless this becomes a Restricted Byway this will require passing places for where vulnerable users, of which there are many, meet Lorries. It should be noted that this is a popular route for horses and dog walkers and easy connections to the Woosehill Estate created by this Phase of the Greenway will increase demand for cyclists, walkers and riders. All vulnerable users.</li> <li>3. Poor visibility and vegetation growth at the junction of Byway 9 with Bearwood Road would demand that a safe crossing of some kind is installed, and its position seriously considered. This LAF notes that a section of the Rights of Way Improvement Plan (N/S route from Simons La to Coombes La) would</li> </ol>	<p>The Greenways route will be designed to be all weather and inclusive path.</p> <p>Statutory consultation will be taken ahead of changing any PROW status or applying any traffic regulatory orders.</p> <p>Safe crossing will be designed on the basis of the road safety surveys and traffic Audits.</p>

			<p>provide a safer off-road route through land owned by Bearwood Lakes Golf Club. A user activated crossing could then be positioned in Bearwood Road at the junction of Highlands Avenue. The emerging Arborfield and Barkham Neighbourhood Plan supports this route, by encouraging safer crossings and off-road routes and environmental protection for the Rhododendron Avenue on Bearwood Road (see notes below). Please note that the Footpath section of Highlands Avenue will need to be upgraded to Bridleway or Restricted Byway status, but it seems to be an existing route used by vehicle traffic despite its Footpath status. A further section of the ROWIP near to the Woosehill Housing estate could be used to allow cyclists off-road access the centre of Wokingham (and its Railway Station) from Barkham, Arborfield and Woosehill. The other end of the Coombes Lane route emerges at the infamous 'Mole Road crossing' of Byway 4/Road used as Footpath 6, and so logic would state that a crossing be installed here at the same time to further the aims of providing 'circular routes' and to allow off-road cycle access to the centre of Wokingham from areas of Arborfield.</p> <p>4. It should be noted that the Rights of Way Improvement Plan also covers the upgrading of Barkham Footpaths 8, 9 &amp; 10 to Bridleway and these are in the vicinity of this Greenways route. It would be a missed opportunity if these upgrades are not included in this phase of the Greenways Plan as they are routes which could not only improve off-road connectivity between the Arborfield SDL and Wokingham Railway Station, but between the various SANGs being created as mitigation for the Thames Basin SPA.</p> <p>5. The promotion for this Consultation includes a section which questions whether equestrian use will be possible. I was informed at the drop-in session this is an error. Can we have written confirmation of this please?</p> <p>Specific equestrian concerns are;</p> <p>6. The Foxhill to Woosehill section, retaining existing equestrian use.</p> <p>7. Safety concerns about the junction of Sandy Lane and Bearwood Road.</p> <p>8. Conflicting uses of Byway 9 and safety issues arising from new surfacing.</p> <p>9. Issues for riders around the ford crossing on byway 9.</p>	All these routes will be reviewed as part of Revised Public Right of Way Improvement plan.
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			<p>10. A more detailed submission specifically concerning equestrian issues will be available after discussion by the LAF at our meeting on 22nd May.</p> <p>11. In the meantime, it should be noted by WBC that SANGs in the area are designed specifically to mitigate against use of the Thames Basin SPA, and that in Natural England's document "SANGs Guidance" there is evidence that the SPA is used by horse riders;</p> <p>12. "The majority of the people using most of the SPA sites come to walk, with or without dogs. At two or three sites there were also a significant number of cyclists and joggers. A small amount of horse riding also occurs at some sites."</p> <p>13. Therefore, consideration for equestrian needs in the local area is vital, especially in this case, in relation to the network of existing PROWs and ROWIP which should aim to connect the SANGs being provided in this area.</p> <p>14. The LAF has worked extensively with WBC's Countryside team on the ROWIP, and now would like to highlight the subject of a network of routes for a range of users connecting a number of SANGs, as Natural England's Guidance, Network of Sites section also states;</p> <p>15. "The provision of longer routes within larger SANGS is important in determining the effectiveness of the authorities' network of SANGS as mitigation, because a large proportion of visitors to the SPA have long walks or run or bicycle rides. The design of routes within sites smaller than about 40 ha will be critical to providing routes of sufficient length and attractiveness for mitigation purposes.</p> <p>16. Where long routes cannot be accommodated within individual SANGS it may be possible to provide them through a network of sites."</p> <p>And,</p> <p>17. "The findings suggest that SANGS should aim to supply a choice of routes of around 2.5km in length with both shorter and longer routes of at least 5km as part of the choice, where space permits. The fact that a considerable proportion of visitors were walking up to 5km and beyond suggests the</p>	<p>The Greenways are designed to be multi-user routes safe for walking, cycling and horse-riding.</p> <p>The feedback from LAF regarding SANGs is useful and will be considered while designing Greenways Routes through SANG. The proposed Greenway routes do not pass through a SANG.</p>
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				<p>provision of longer routes should be regarded as a standard, either on-site or through the connection of sites along green corridors.”</p> <p>Relevant Policies in the emerging Arborfield and Barkham Neighbourhood Plan;</p> <p><b>18. POLICY GA2: IMPLEMENT LOCAL NETWORK OF GREEN ROUTES FOR NON-MOTORISED USERS</b> 1. Development proposals must retain and protect and take available opportunities to improve and extend the networks of Greenways and other PROWs. Proposals should support:</p> <ul style="list-style-type: none"> <li>a) The achievement of a network of all-weather routes.</li> <li>b) The provision of safe crossings for the benefit of non-motorised users, wherever PROWs meet primary routes</li> <li>c) Better connectivity throughout the plan area, including the new developments proposed at Arborfield Green.</li> <li>d) Creation of opportunities for sustainable transport including safe routes to schools.</li> <li>e) Provision of better access to the countryside and surrounding destinations for amenity purposes.</li> </ul> <p>3. Refer also to the Arborfield and Barkham Greenways Report (Annex XII)</p> <p><b>19. POLICY IRS3: PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT AND GREEN SPACES</b> 3. Non-Designated Sites of Natural Interest have been identified within the plan as follows (see Map K): a) The Coombes woodland and adjacent areas b) The Holt woodland c) Rhododendron avenue along Bearwood Road</p>	<p>Arborfield and Barkham Neighbourhood Plan has been referred to while designing and planning Greenways.</p>
3	Barkham Parish Council	01/04/19	Supports/Comments	<p>In principle the Parish Council fully support the Greenway concept. It would be a very popular amenity and would permit some local journeys by foot or cycle. There are a number of riding stables in the area and the riders would make good use of at least a part of the route.</p> <p>Phase 2 is intended to run from Arborfield Cross, along Cole Lane and Coombes Lane and then via Fox Hill to Woosehill and eventually continuing to north Wokingham. This would have an all-weather surface suitable for walking, cycling and horses.</p>	

		<p>Phase 1, which runs along the southern boundary of Barkham from Finchampstead to Commonfield Lane has undoubtedly been a success. The 3m wide resin surface functions well, providing an all-weather surface. The greenway is well used, particularly where it is near to the populated part of Finchampstead. Also, it is used by a large number of pupils to access Bohunt School.</p> <p>BPC's priorities would be:</p> <ol style="list-style-type: none"> <li>1. A greenway linking Sandy Lane (near the Junipers Park) to Woosehill. This would connect with the network of cycleways in Woosehill through to Smiths Walk, effectively creating a cycle route from Barkham to the railway station without the need to use Barkham Road.</li> <li>2. A greenway linking from Edney's Hill towards Barkham Church and onwards to Arborfield Green. This would have the benefit of providing a route to Bohunt School and could become part of a wider network of amenity routes linking the Barkham Hill part of the parish with Rooks Nest Park and Hazebrouck Meadows, both of which have been provided with good footpaths. It would also create an effective link between the older established parts of the parish around Barkham Hill to the new part in Arborfield Green.</li> </ol> <p>The proposed Phase 2 has limited benefit for Barkham residents as it could improve conditions along Coombes Lane. Although it passes through the parish, however, it has the serious disadvantage that it does not connect properly with the parts of Barkham where the majority of people live, notably around Elizabeth Park and Barkham Road.</p> <p>Assuming WBC wishes to progress the Arborfield Cross to North Wokingham route, there are a number of issues that need to be resolved:</p> <p>I think it would be desirable to point out that the sort of surface which would make it attractive as a green route would be likely to break down quickly if used by vehicular traffic;</p> <p>a) The section through The Coombes is currently classified as a byway which is open to all traffic. It is being increasingly used by vehicles; some are 4 x 4s, others smaller cars, vans, quad bikes and occasionally a tractor.</p> <p>Often vehicles are getting stuck at a particularly wet part causing a deep hole and ruts. Pedestrians constantly have to use self-created paths on each side of the lane, particularly on the north side. Providing a decent surface will encourage all</p>	<p>The linking of Sandy Lane to Woosehill has been explored, but due to the private landholdings as well as steep level difference, this is not feasible.</p> <p>Future Greenways route connects Barkham to Wokingham. Please refer to the Attached map (Appendix 1)</p> <p>The Greenways are Traffic free routes. Any traffic restrictions on the Byways will be consulted as part</p>
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				<p>types of traffic to use the route. Also, it is likely that the surface used would break down quickly if used by vehicular traffic. Use of the byway by additional traffic is a particularly sensitive point in view of the various unauthorised activities taking place in The Coombes. Therefore, it needs to have gates so that only authorised vehicles are able to use it, thus downgrading it from byway status.</p> <p>b) The crossing at Bearwood Road needs to be improved. It is difficult enough already for pedestrians and horses to cross and is further complicated by vehicles turning in and out of Sandy Lane. At the very least there needs to be improved warning signs and a reduction in the speed limit to 30mph on Bearwood Road at this point. Ideally there should be some kind of warning lights. (There is an example at Lambourn which could offer a prototype.)</p> <p>c) The current proposal is for the greenway to continue along the east side of Bearwood Road and then Highland Av. Bearwood Road is not particularly pleasant for non-motorised users and there is the added problem of a large ditch adjacent to the existing footway. Highland Av has the additional issue of HGVs manoeuvring near the entrance of the A1 scrap yard. A better solution would be a link from Sandy Lane north towards the existing right of way towards Limmerhill. Besides being a pleasanter route, this would be much more useful for Barkham people. This would involve some land acquisition, but there are at least three different options which could be investigated.</p> <p>An alternative to c) would be to make use of a short length of the existing track within the Bearwood Lakes Golf Club from Coombes Lane to Bearwood Road (in the vicinity of Highland Avenue). Obviously raises the question of land ownership so some sort of arrangement with the golf club would be necessary. This alternative route would facilitate a safer crossing point of Bearwood Road, though it would not eliminate the need for improvements at the Coombes Lane-Sandy Lane crossing, as many residents and horse riders would still cross at this point. Refer also to the Arborfield and Barkham Greenways report which is part of the Neighbourhood Plan project.</p> <p><a href="https://www.arbarplan.com/html/documents.html">https://www.arbarplan.com/html/documents.html</a></p>	<p>of the statutory process.</p> <p>Safe crossing will be designed on the basis of the road safety surveys and traffic Audits.</p> <p>The suggested routes will be explored to achieve the best possible and safest route for Greenways.</p>
4	Arborfield & Newland Parish Council	09/05/19	Supports/Comments	In principle the Greenways Project is a great addition to the current network of footpaths, byways and cycle paths. We very much look forward to seeing it completed, and in the future extended to include other areas. Comments specific to Phase 2:	The California Way Greenways is intended to be a circular route. The

				<p>1) The Greenway offers continuous connection but might it also offer circular routes? If I am out involved in recreational walking, running, cycling etc. I often wish to return to my starting point.</p> <p>2) The Greenway offers great "access to nature" but this often comes with some associated problems such as littering and fly tipping. For example Gravel Pit Hill Lane is regularly used to dump rubbish and is connected to the route through the Coombes. How will this issue be dealt with?</p> <p>3) "Access for all" might involve travel to and from the Greenway route by public transport or private car. Will there be any provision for parking or connecting to the bus network?</p> <p>4) Equestrian use is not currently catered for as part of the Greenway, yet there are many stables, liveries and riders in the Arborfield area. Horses are having to cross and use busy roads at potential danger to themselves and inconvenience to other road users. Is it intended to put Pegasus crossings and dedicated horse tracks in later as part of the network? It would make sense to include them into the planning, perhaps as part of phase 3 if it is not possible to fit this into phase 2.</p> <p>5) Parts of the Coombes are currently under threat of development, some of it illegal. How can this area be best conserved and protected going forward, so that it is available for everyone to enjoy?</p>	<p>other routes will also be explored.</p> <p>The Greenways are traffic free routes so there are no plans to increase parking. But linkages to Public transport will be looked at.</p> <p>Greenways are multi-user routes. The equestrian access on the new routes will be explored and consulted.</p> <p>Wokingham Development control is looking into this matter.</p>
5	The British Horse Society	18/03/19	Support/Comments	<p>Arborfield and Barkham are rural parishes located to the West of Wokingham town centre. The footpath network in these parishes is extensive and allows walkers to enjoy many circular routes. However, the bridleway network in these parishes is disjointed with horse riders and cyclists having to use busy roads to link bridleways together and create circular rides.</p> <p>The Greenways network is a fantastic initiative and WBC should be praised for their decision to implement this scheme. The Greenways offer a unique opportunity to improve the existing bridleway network and provide a cohesive network for all users to enjoy.</p>	

			<p><b>Notes on Phase Two Greenway Consultation map showing current and potential usage. Please include horse riders in the Arborfield to Woosehill Greenway as follows:</b></p> <p>1. Make allowance for continued access along Arborfield Byway <b>9</b> and Barkham Byway <b>1</b> (red dotted line). The byway survey (appendix I) shows that there is sufficient width for the greenway but not enough width to divide the track to separate the users; motorised and non-motorised. Reclassification of these routes as restricted Byway would be desirable to increase safety for all users, including children on bicycles, disabled and elderly users. Also to protect a new Greenway surface from damage by 4x4's and other traffic that may choose to use it once it's been improved. As a minimum I would suggest that a seasonal TRO to close the Greenways through the Winter months would help protect the route and reduce the maintenance costs. Lorries do use Byway <b>6</b> and part of Byway <b>9</b> to access Wysipigg Farm, consideration should be given to how safe passage for Greenway users can be achieved here. Perhaps a couple of overtaking places could be put in here so people, children, bicycles and horses have safe places back from the byway to stand while they pass.</p> <p>2. The ford on Arborfield Byway <b>9</b> has been crossed safely by horse riders, the ford bottom is a firm gravel base, I'm sure horse riders will be happy to continue doing so. If a bridge is to be placed here instead, please ensure it is a bridleway bridge with sufficient width and closed in sides. The existing foot bridge is not safe, it is very narrow at 85cm, slippery and has steps on and off it so not accessible by disabled users. There is also no lower hand rail for children and the sides are completely open so it would be easy to fall into the water. If the footbridge is replaced with a footpath/cycleway bridge not intended for use by horse riders, to avoid unnecessary injury to horse and/or rider, it is essential that a barrier or signage is placed either side to make sure they don't try to use it.</p> <p>3. Bearwood Road is a fast road, the footway on the East side of the road is very narrow and there appears to be no space to make this wider without filling in the ditch. There is also very limited space to put in a pavement on the West side of it without removing the Rhododendrons. I believe it is the residents wish that through the Neighbourhood plan process, these are protected.</p> <p><b>Alternative 1</b></p> <p>Consider and have discussions with Bearwood Lakes about use of their trackway that runs parallel to Bearwood Road (marked in green), just as far as a crossing</p>	<p>We are detailing out the route and statutory consultations will be carried out for implementing any traffic regulatory orders.</p> <p>In the current proposals, the ford will be replaced with a bridge designed suitably for Greenways.</p> <p>A suitable traffic crossing will be designed on Greenways junction with Bearwood road.</p>
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			<p>point opposite Highlands Avenue - this route is on the ROWIP. If use of this track is not possible, perhaps the Greenway could be put in through the fenced strip of woodland (not dense) that is between Bearwood Road and the Lakes track itself, approx. 30-40m wide. This off road alternative route would be much safer and more enjoyable to use for all users, not just horse riders.</p> <p><b>Alternative 2</b></p> <p>Taking the greenway along the route marked with a <b>turquoise</b> dotted line is another good alternative to using Bearwood Road, please see map above. Crossing Bearwood Road is difficult at the moment and would not be possible for disabled or elderly users. Altering the line of the Greenway to cross at Coombes Lane/Sandy Lane would be possible if an assisted crossing was viable and combined with traffic lights on this junction. Visibility for those crossing is good on the brow of the hill but Coombes Lane and Sandy Lane seem to carry a surprisingly large number of vehicles so safety for all must be considered carefully if the Greenway is to cross here.</p> <p>4. A frightened horse will react very quickly and will not always move in the direction that could be anticipated. Provision of both a pavement and cycleway along Bearwood Road would make the road unsafe for horse riders to use. Horses are stabled in Highlands Avenue itself, it is essential that they have continued use of Bearwood Road. Horses are usually happy for pedestrians to pass them on one side whilst a car passes on the other, but are very frightened by a bicycle and car doing the same. If a cycleway is placed on the road for horse riders and bicycles to share this also presents a potential danger as drivers with a full width roadway to use then have no motive to slow down to pass the horses. Point 2 above is the best solution to keep all users safe.</p> <p>5. Wokingham Footpath 1, marked with a <b>purple</b> dotted line has been used by horse riders and cyclists for a number of decades. Continued use of this is essential to allow horse riders stabled in Barkham Road, Blagrove Lane, Doles Lane and Edneys Hill continued access along Limmerhill Road and through Foxhill to get to the Coombes. This route helps to form a circular route with the shortest routes on busy, main roads. Highlands Avenue and Limmerhill Road are on the list of streets, Wokingham footpath 1 links the two together, it is a fair assumption that</p>	<p>The suggested routes in Alternative 1 &amp; 2 are on private land and is subjected to discussions.</p> <p>Thank you for the valuable feedback, we will take this into account while designing Greenways.</p> <p>The Wokingham Footpath 1 will be a part of Greenway route and based on the consultation feedback received,</p>
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			<p>historically this would have been a thoroughfare, especially as there has been a pub located at the end of Limmerhill Road since the 17th Century! As such it should be given restricted byway status and allow use by horse and cart as well as all other non-motorised users. As part of this application please give Highlands Avenue, footpath 1 and Limmerhill Road restricted byway status or bridleway status as a minimum. Please see footpath survey (appendix i) carried out April 19 which provides evidence that there is more than enough space here to include all users, including horse riders.</p> <p><b>6.</b> The section of unclassified pathway in Foxhill, marked with an <b>orange</b> dotted line, has been used by horse riders and cyclists for a number of decades (living memory). Please allow continued access along here.</p> <p><b>7.</b> Horse riders and cyclists have also used the pathways through Foxhill that are marked with <b>pink</b> dotted lines. To acknowledge this use, bridleway status should be given to these pathways. When combined, these routes offer horse riders a short circular route - there is only one circular bridleway route in the Wokingham Borough which is in the Coombes, made up using bridleways <b>2, 6 and 20</b>. I am aware that a large chunk of the Foxhill land has been advertised for sale as potential SANG. It is currently showing as under offer, if the new bridleways were fenced, the rest of the land could be used as SANG. The nearest example of where Natural England has allowed this is in the Church Crookham - Queen Elizabeth Barracks development, Fleet where the Taylor Wimpy development included a new 2km bridleway through 400acres of SANG, this was opened November 2013.</p> <p><b>8.</b> Bearwood Road is a straight, fast, busy road with a 50mph limit, it drops to 40mph just before Highlands Avenue. Provision of an assisted crossing on this road would be an advantage for all users. Without assisted crossing elderly and disabled users may not have enough time to cross safely? Should the land at A1 be developed and children use the Greenway to get to the Bohunt school at Arborfield, an assisted crossing would be much safer for them too. Highlands Avenue is a safe distance from the brow of the hill at the Sandy Lane/Coombes Lane so will allow time for drivers to see the crossing and slow accordingly.</p>	<p>the rights will be enhanced to cycling and horse-riding.</p> <p>We are in discussions with the private landowners for Greenways on Highland Avenue.</p>
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		<p><b>9.</b> The <b>black</b> dotted line follows the half of this Greenway that travels through Woosehill itself, I do not believe horse riders will have any need to use this section as there are no stables in this housing development or in the town centre.</p> <p><b>10.</b> Suggested locations for seasonal TRO gates are shown on the map above. These would prevent damage being done by 4x4's and other all-terrain vehicles, saving the council money in maintenance costs. This would also increase safety for all users along the majority of the Greenway should restricted byway status not be possible for Arborfield <b>9</b> and Barkham <b>1</b>. Byway <b>6</b> aka Gravel Pitt Lane, seems to be the main access used by Wysipigg Farm, if the gates were located as shown above, this would still allow them unrestricted use of this access. If they or other landowners have a right of access along any gated tracks, perhaps they could have keys or codes for the gates. Gravel Pitt Lane is on the Greenways wish list to provide access from the phase two greenway to the River Loddon way. Byway <b>6</b> is a wide track, it may be wide enough to allow a fenced greenway to be put along one side of the route to affording safety for its users and allow unhindered access for Wysipigg Farm.</p> <p><b>If the 'Arborfield to Woosehill' Greenway is put in as above, including one of the off road alternatives, (shown in green or turquoise) it can help solve some of the issues raised above, also provide benefits for the wider community.</b></p> <ol style="list-style-type: none"> <li>1. Classifying Barkham footpath <b>1</b> as restricted byway or bridleway, along with the other pathways in Foxhill, provides a short circular route for all users including horse riders approaching from Arborfield, Barkham and Wokingham.</li> <li>2. Provides a safer route for Pony Club Children riding to the Pony Cub field in Coombes Lane, by removing the need for them to use Bearwood Road.</li> <li>3. If an on-road cycle lane is added to Bearwood Road, inclusion of one of the off road alternatives (shown in <b>green</b> and <b>turquoise</b>) would provide a safer route for horse riders and walkers between Highlands Avenue and Coombes Lane, also protect the Rhododendrons.</li> <li>4. If land at A1, Highlands Avenue is developed as indicated on the potential development sites map above, this development would benefit from being having the Greenway running very close by.</li> </ol>	Traffic regulatory orders will follow the statutory process and consult stakeholders.
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			<p>The Flexi-pave surface at a 50/50 ratio of stone to rubber, as seen at the WBC trial site between Smiths Walk and Meadow Road, Wokingham, is secure and comfortable to use for horse riding, walking and cycling.</p> <p>If barriers are to be used, the one created at the western entrance at Commonfield Lane/Arborfield Green on the California Way is a great example.</p> <p><b>Conclusion</b></p> <p>The increased traffic from an additional 13,000 homes in Wokingham will make riding a horse or a bicycle on the roads significantly more unpleasant and considerably more dangerous than it is currently. The evidence above provides more than enough reason to allow horse rider access along the Arborfield to Woosehill Greenway, as far as the edge of the pathway in Foxhill between houses to the Heron Park playground(as indicated above), fulfilling the need within the neighbourhood.</p> <p>I appreciate that some areas are desirable to retain as pedestrian only, however with segregated paths set aside for horse riders and cyclists they too can be included in public open spaces and country parks. In rural areas, especially those that will see new housing development, improved connectivity via greenways is essential to help everyone access the new facilities, schools etc. not just those buying the new houses. Inclusion of horse riders in these routes will help to provide improved safer links for them to access existing bridleways and byways. It is my opinion that Greenways could help to retain the equestrian businesses within the Borough and potentially enhance economic prospects in the rural parishes, as well as encouraging active travel to work and school. Many equestrian businesses are concerned that without improved links to and between bridleways, horse owners will choose to livery outside the Borough, reducing their business opportunity and risking possible closure. If the routes above are fully inclusive, I believe a great deal more support for your development plans will be gained from these local equestrian businesses and riders/horse owners.</p> <p>Historically Rights of Way were for transport from A to B but as travel has changed so has the use of these off road pathways. Rights of Way are now fulfilling a more recreational, leisure purpose. Whilst connectivity is important, creating multiple links for forming circular routes is now equally as important.</p>	<p>Thank you for the feedback. The Greenways consultation along with the Revised Right of Way Improvement plan (ROWIP) and Local Cycling and Walking infrastructure Improvement plan (LCWIP) will help planning for the future Greenways route in the borough.</p>
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			<p>Horse riders must be included in promotion of any form of physical, health enhancing activity, it is discriminatory not to include them. Horse riding has similar benefits to both walking and cycling, it appeals to a wide range of people from small children to elderly and those with disabilities. Approximately 200 calories can be burned by someone when either walking or horse riding for approx 1 hour. All forms of exercise are helpful in combating obesity.</p> <p>It is also my opinion that the only way to improve actual and perceived safety for all road users, including vulnerable users, is to make the Greenway network as extensive as possible. Inclusion of ALL non-motorised users in as much of, if not all of these new multi-user routes is essential. Horse riders are the most vulnerable users on the roads today, the accident statistics above confirm this. Moving forward into the future, traffic volume is certain to increase as it has done over the last 30+ years. Increased volume of traffic is also likely to increase waiting times at junctions and for some drivers, potentially increase their sense of urgency to get to their destination. If their tolerance of slower moving cyclists and horse riders is also then decreased, the risk of accidents to all road users will increase.</p> <p>Enhancing the off road network will provide safer off road routes for all. I believe it would be wrong for WBC to put in any new routes, other than on road cycleways in urban areas that exclude horse riders. It would go against your standing in promoting physical activity to combat obesity. Bridleways/Greenway multi user paths are essential to provide equality amongst users. All new bridleways/ multi-user Greenways that are integrated with the existing bridleway network must allow use by horse riders and be given definitive bridleway classification so they can remain in perpetuity.</p> <p>You are in a unique position with the power to provide the 'Arborfield to Woosehill' Greenway as a fully inclusive route for future generations to enjoy. I urge you to reconsider your design and include one of the off road alternatives to Bearwood road and include horse riders use along the full length of it, from Arborfield cross, to the edge of the pathway into the Woosehill housing development by Heron Park playground. Also to give definitive restricted byway or bridleway classification to Highlands Avenue, Wokingham footpath 1 and Limmerhill Road. Lastly, protection for Foxhill for the whole community, giving bridleway classification for the pathways used by horse riders and cyclists as part of the creation of this greenway.</p>	
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6	Local Resident	21/02/19	Support/comment	The Greenways project sounds promising and I will look out for further updates on the Greenways routes. Also, it seems the only safe route for walking/cycling from Arborfield to Farley hill school is via a footpath which runs from Poperinghe Way off the A327 and joins Castle Hill road. Unfortunately this path is not really suitable for a daily school run. A path like the one running from Commonfield Lane to the FBC centre is what is required. Please let me know what the council's position on this is. Surely I can't be the only person to raise this issue?	Greenways Route F will link to Arborfield via Route J and will also link to the greenways along the proposed Arborfield relief road.
7	Local Resident	06/03/19	Support	All for pathways away from the roads especially if it includes provision for disabled cycle riders.	The Greenways will be designed as inclusive paths.
8	Local Resident	12/03/19	Support	Having looked through the pdf for the proposed Greenway I am fully in support of the proposal for a hard standing surface to be laid on the largely extant tracks and pathways to allow road bike access on a largely car-free route across the town. My suggestions would be to utilise the bridge across the railway behind St Paul's church to avoid cycling on the busy A329.	Subjected to approval from adjacent landowners.
9	Local Resident	06/03/19	Object/comment	I can't see how a cycle path in Joel Park could be feasible at the top of the hill along Holt lane.	We are currently working on the detailed plans.
10	Local Resident	06/03/19	support	Greenways - Great Idea Cycle routes generally fragmented and don't encourage cycling NDR/SDR provision for cycling disappointing No separate lane Already excessive parking	Proposed Wokingham's Local Cycling and Walking infrastructure Improvement plan (LCWIP) is looking into this.
11	Barkham Parish Council/Residents	03/04/19	Support/comment	While discussing various concerns on traffic etc. in the parish, the use of the new greenway was discussed. The residents highlighted the issues with the kissing gates especially with the cycles with child trailers and wheelchair access.	All gates will be replaced with bollards for better accessibility.

12	Local Resident	11/03/19	Support	<p>I am an equestrian and I am encouraged by the commitment made by Wokingham to include riders where possible on your multi user routes, after all as non-motorised users we are as vulnerable on the roads as the other non-motorised users and do contribute significantly to the local economy, spending three to four thousand pounds a year on keeping and looking after our horses. We are desperate to exercise our horses locally, meet friends and be healthy but we take our lives in our hands on the roads these days and need our councils to think of us when thinking about walkers and cyclists.</p> <p>We have shared bridleways and minor roads with walkers, cyclists and cars and any conflict occurs when one user group feels they have rights over another. Calling the routes greenways is an excellent solution as it gives the route no specific status and is truly a shared space. In my experience users can co-exist making these routes good value for public money whilst encouraging more people to be more active more often.</p> <p>I fully support the plans proposed and hope you will involve the equestrian community in any decisions alongside any other advice you seek from walkers and cyclists.</p>	<p>Thank you for your valuable feedback. The Greenways are designed to be multi-user routes. We will try to increase equestrian access wherever possible, subjected to consultations with the adjacent property owners.</p>
13	Local Resident	11/03/19	Support/comment	Please consider putting bridleways into this new development as you are building on all our green space and the increased housing is making riding on the roads more and more dangerous.	
14	Local Resident	11/03/19	Support/comment	<p>I applaud the initiative to introduce traffic free routes to the borough, especially if the surface standards are the same as the greenway in the FBC/California Country Park area. Some comments:</p> <ul style="list-style-type: none"> <li>• The new routes must connect with the first phase of the greenway to make it useful, especially for people wishing to travel traffic free from Finchampstead Baptist Church to Wokingham.</li> <li>• If it would be possible to add a spur to connect Finchampstead Baptist Church to the route more directly, that would be of great benefit for encouraging people from Finchampstead to ditch their cars when travelling to avoid traffic; generally it should be quicker to cycle for people to choose a bike over a car. By forcing people to ride via Arborfield, it makes the route quite indirect. Nashville lane, to Doles Lane to Sandy Lane could do this make the route much more direct for Finchampstead residents</li> </ul>	<p>All Greenways routes are linked with each other. Though these will be constructed in phases.</p>

				<ul style="list-style-type: none"> <li>• From California country park experience, please do not introduce gates that force people to dismount, or do not allow wheelchair access. The gate at the end of common field lane is particularly obstructive to a smooth journey.</li> <li>• The London Cycle Design Standards (see page 73), recognised as the highest quality standards in the UK, recommends against the use of all barriers, because of the accessibility issues they create.</li> <li>• The latest cycle design guidance for Highways England (who are responsible for trunk routes, and cycleways associated with them) goes further and requires that barriers, specifically K type barriers as favoured, shall not be used (paragraph 2.3.8). <a href="https://www.cyclesheffield.org.uk/2017/01/04/barriers-on-cycle-paths/">https://www.cyclesheffield.org.uk/2017/01/04/barriers-on-cycle-paths/</a></li> <li>• Where possible, the routes should take into account the use of "desire lines" <a href="http://www.copenhagenize.com/2015/05/the-desire-lines-of-cyclists-global.html">http://www.copenhagenize.com/2015/05/the-desire-lines-of-cyclists-global.html</a></li> <li>• Please do design junctions sensibly to encourage the use of cycling and give priority to cyclists. A particular example of what not to do can be seen at molly millers lane outside intersurgical (see attached) and most importantly, I note the comment of "generally" traffic free routes.</li> <li>• The routes must be safe enough for an unaccompanied child to ride without fear of traffic. If this is not the case, they will likely not be used practically, or we will continue to see families driving to the routes to use them for leisure at the weekend and not actually use them instead of cars. This is something I regularly see at Finchampstead Baptist Church; families arriving in cars and removing their children's bikes from the boot.</li> <li>• Children and traffic do not mix.</li> </ul>	<p>All gates will be replaced with bollards to safeguard against motor traffic.</p> <p>Wokingham's My Journey Team works with people of all age groups and abilities to encourage cycling and walking.</p>
15	Local Resident	12/03/19	Support/comment	I've been looking at the new greenway proposals. We are in desperate need of a safe cycling route from Finchampstead North / Cali Crossroads to Wokingham centre and station. This has become especially urgent with all the extra traffic coming from the new developments surrounding us. Finchampstead road is gridlocked after 7:15 in the morning. The regeneration seems to have done nothing to make cycling easier. Ditto for the Cricket Green development near the station, or the planned carnival pool update. Can you tell me if there are any safe cycling routes planned (aside from the greenways) by WBC?	Proposed Wokingham's Local Cycling and Walking infrastructure Improvement plan (LCWIP) is looking into this.

16	Local Resident	12/03/19	support	<p>The new Arborfield garrison Greenway has been a great benefit to the area. What would be a great next step is to add more greenways to allow safe routes to rail stations from Arborfield. There is an existing footpath from church lane that links to the unused motorway bridge at Lower Earley. With similar mods / surfacing and a few crossings this could link to existing reading infrastructure.</p> <p>Alternative could be using the A327 verge as a cycle path to link to Shinfield. Also could a way be found to cross coombes woods to get to Winnersh station?</p>	ROWIP and LCWIP consultations will pave way for more walking and cycling routes in the borough.
17	Local Resident	14/03/19	support	<p>I would like to ask you to take in consideration all the horse riders around the area that the Greenways Project is affecting.</p> <p>As a horse rider we cannot afford to lose any more bridleways and are in desperate need of safer routes due to car drivers becoming increasingly impatient and dangerous around horse and riders.</p> <p>We have to use roads more and more to access bridleways that are becoming harder to find as we are never given a thought about, hopefully Wokingham Greenways Project will set a fantastic example by helping us stay safe and lessen the accidents and fatalities that all horse riders are experiencing more and more frequently.</p>	The equestrian access will remain on the bridleways which are being made part of the Greenways.
18	Local Resident	17/03/19	object	<p>We object to it on the grounds of:</p> <ul style="list-style-type: none"> <li>• The project seems to be destroying yet more local green space</li> <li>• It will add unnecessary noise to a quiet residential area.</li> <li>• The Foxhill area has flooding issues and this path network behind our houses would undoubtedly make the situation worse, however permeable the surface is. Just look at what has happened with the widened path leading from the bridge below Arthur Road alongside the Emmbrook towards Falcon Way, a route which is now often unpassable in wet weather.</li> <li>• Destruction of Natural Habitat: Foxhill Woods are a beautiful natural resource that the residents of Wokingham enjoy and which is home to diverse wildlife. Cutting a large swathe of concrete through these woodlands would ruin this environmental habitat forever and destroy the wildlife with this addition of further creeping and un-necessary urbanisation.</li> <li>• Alternative paths for recreation already exist. Why destroy Ancient Woodland for yet more?</li> </ul>	<p>The Greenways Project is a sustainable project increasing accessibility to Green spaces. Most of the routes through Green spaces are on existing path. Stakeholder consultations will be carried out for new routes.</p>

			<ul style="list-style-type: none"> <li>• Light pollution: We are lucky to live in a place which is almost semi-rural in nature with little light pollution. The addition of a light path behind my house would significantly impact the quality of my dwelling at night.</li> <li>• Disturbance of local residents. The woods are already a place where local teenagers congregate, particularly in the summer and cause disturbance late into the night. The addition of a path behind many dwellings and on the edge of the woods will only make this worse.</li> <li>• Alternative commuter routes already exist. Good paths exist throughout Wooseshill linked to Limmerhill Road, which is mostly traffic free. This in turn leads to footpaths on Barkham Road that connects to Arborfield. There are better routes. Existing hard surfaces already exist through Wooseshill linked to an exit at the top of Limmerhill Road where it turns right toward Foxhill. If the woods must be destroyed for the sake of a dubious benefit, this would be a much better route to connect to Highlands Avenue.</li> <li>• Tree Preservation Orders (TPOs): Part of the route will be through woodland with trees that are the subject of Tree Preservation Orders (Woodland from the bottom of Limmerhill Road to Highland Avenue).</li> <li>• Impact on Local Wildlife – Local Wildlife Sites (LWSs): The route of the path through Foxhill is not designated as a Local Wildlife Site. However Foxhill Woods is immediately adjacent to sites which are designated as Local Wildlife Sites. The woodland surrounding St Catherine's Lodge and extending parallel to Simmon's Way, on the opposite side of Bearwood Road at Bearwood Lakes, and The Coombes is all land designated as LWSs. Together with other adjoining land, there is a contiguous area of natural woodland inhabited by wildlife including deer, foxes, smaller mammals and a wide range of birdlife. Further, this area forms a wildlife corridor, which extends through to Arborfield and beyond, and which is recognised as being important in preserving a wildlife population. We frequently see deer in the woods, on our front drive at night, or signs of them from deer droppings left on our drive in Chaucer Way. Reducing the size of this contiguous woodland area by placing a substantial development through it would undoubtedly impact the sustainability of the wildlife population.</li> <li>• Thames Basin Heath Special Protection Area Buffer Zone: The path through Foxhill is in the 7km Thames Basin Heath Protection 7km buffer zone. Any</li> </ul>	<p>The routes will be planned without cutting any trees. Formal path network will make areas accessible and reduce anti-social behaviour.</p>
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				<p>proposals for development within the 7km buffer zone must demonstrate that adverse impacts to the Special Protection Area are avoided and mitigated.</p> <ul style="list-style-type: none"> <li>• Wokingham District Landscape Character Assessment Foxhill Woods are identified in "Part 2 Wokingham District Landscape Character Assessment" as "The Bearwood Wooded Sand and Gravel Hills (L1)". The area is evaluated (para 16.26) as "...being a landscape of high quality". Para 16.27 identifies the Landscape strategy as follows: "This overall strategy is to conserve and strengthen existing character. The key characteristic to be conserved through ongoing management, is the woodland and the features associated with the historic landscape." I do not see how the development of a substantial path of highly urban character would be consistent with the landscape strategy.</li> </ul> <p>Separation of Settlements and Setting of Settlements Foxhill Woods are identified in Wokingham District Council's June 2006 report "Assessment of Gaps and Green Wedges" as being the "Wokingham-Winnersh-Barkham Hill – Sindlesham Gap/Green Wedge (No.5B)" Para 8.3.1 says that "...On the basis of the above survey and analysis, it is considered that the existing gap fulfils its essential function in the physical and visual separation of the settlements and, as such, meets the criteria for retaining the gap designation." Para 8.3.2 says that "... Any built development in the relatively enclosed central and southern parts of the gap would potentially impact on the continuity of the woodland and its removal would potentially open up views between settlements." Again, I do not see how the development of a substantial path of highly urban character would be consistent with the strategy identified in the Assessment of Gaps and Green Wedges. To build such a path would significantly degrade the Gap/Green Wedge, and would be highly detrimental to the physical and visual separation of the settlements they partition.</p>	
19	Local Resident	17/03/19	Support/comment	<p>I understand you are seeking views on the proposals for Phase 2 of the Greenways Project. I am a regular user of the Phase 1 project and think this is an excellent facility. I fully support WBC in its drive to provide traffic-free routes into and around Wokingham for walkers and cyclists.</p> <p>I think Phase 2 is an admirable project and look forward to using it in future, probably mostly by cycle. Some particular comments are as follows:</p>	

				<p>It is regrettable that there is no link to central Wokingham or the station, although I suppose the route along Reading Road from Woosehill roundabout could be used but this would be rather indirect. Is there a potential link along Woosehill Lane and Barkham Road?</p> <p><b>Section 2 – Woosehill to Bearwood Road</b></p> <p>1. You say the route is pretty much fixed, but would it not be possible to move the route from Highland Avenue to Sandy Lane. This would then allow a more direct link with Doles Lane and be more useful for residents of Barkham and north Finchampstead.</p> <p>2. What is proposed for the crossing of Bearwood Road? I would suggest that a pedestrian crossing with traffic lights would be desirable here for safety reasons.</p> <p><b>Section 3 – Sandy lane to Arborfield</b></p> <p>1. This section is entirely along a byway, which at present is subject to antisocial use by four wheel drive vehicles, which churn up the surface in wet weather, as well as presumably some legitimate access by agricultural vehicles. Cars of dog walkers and vans of dog walking businesses also use it. I think it is essential that casual vehicular traffic be banned from this section (with locked gates or barriers to allow for any legitimate vehicular access). Perhaps some provision should be made for parking for dog walkers at the eastern end.</p> <p>As to future phases, I look forward to a traffic-free alternative to Finchampstead Road as a route into Wokingham for residents of Finchampstead! I regularly cycle into Wokingham from north Finchampstead using a route along Nashgrove Lane, Evendons Lane, Blagrove Lane and Oaklands Drive which is relatively quiet, although Evendons Lane is now increasingly busy as something of a rat-run. I wonder if parts of this route could be adopted and improved for a future Greenway phase.</p>	We will explore these routes, subjected to consent from adjacent landowners.
20	Local Resident	17/03/19	Object	I am writing to you to inform you why I think there should not be a public footpath through Foxhill Woods. I think this is the wrong thing to do for several reasons. Firstly, it will cause destruction of the habitat and will ruin the lovely feel of the natural environment. I am 12 years old, and have lived here all my life. I enjoy going in my garden backing on to the woods and it being peaceful. That peace will	The Foxhill Woods is already used by local residents and commuters. Greenways will increase

				<p>be destroyed. I also enjoy going for many walks in the wild woods, and it will not be the same after the massive path is built.</p> <p>The new path will deeply affect the residents of Woosehill that back on to the woods, because the noise of the cyclists coming past every day will be very disturbing.</p> <p>On another point, homeowners backing on to the woods already have flooding in their gardens. The path could make this much worse. How would you feel if you were one of those home owners?</p> <p>Finally, I would ask, is this path really necessary? I cannot see where it leads to and from.</p> <p>I am sure you will take all of my points into consideration as part of the consultation.</p>	<p>accessibility in the area.</p> <p>The stakeholders will be consulted before final plans are drawn.</p>
21	Local Resident	18/03/19	comment	<p>Can you please advise me on the above project's impact on Highland Avenue which is a private road?</p> <p>Specifically how do you intend to pass our property where the road narrows considerably and a vast quantity of juggernauts use the road daily? Are there any plans in place to require the A1 company to relocate their entrance?</p>	We are in discussions with the landowners for Greenways access.
22	Local Resident	18/03/19	comment	<p>How will the proposal affects the adjacent properties? How close the route will be to the adjacent properties?</p>	In the current proposal, most of the Greenways is on WBC land. The adjacent property owners will be consulted and informed before commencement of the route.
23	Local Resident	18/03/19	Support/comment	<p>Barkham Village Residents association has brought the following to my attention and I would like the following comments to be considered.</p> <p>"This would have an all-weather surface suitable for walking, cycling and horses."</p> <p>As a horse rider, a cyclist and dog walker I feel that I am typical of the person that may use this route.</p> <p>Sections 2 and 3 pass though Barkham.</p>	The proposals will be discussed with statutory consultees before a final plan is developed for

				<p>In principle I think this is a great idea and fully support the concept. However there are a number of issues which need to be resolved.</p> <p>a. The section through The Coombes is currently classified as a byway which is open to all traffic. Therefore it needs to have gates so that only authorised vehicles are able to use it. Otherwise providing a decent surface will encourage all sorts of traffic to use the route. This is a particularly sensitive point in view of the various unauthorised activities taking place in The Coombes. Consideration should be given to those wishing to use a horse and carriage. Especially considering the heritage in Arborfield of the working horse.</p> <p>b. The crossing at Bearwood Road needs to be improved. It is difficult enough already for pedestrians and horses to cross and for traffic emerging from Sandy Lane. At the very least there needs to be improved warning sides and a reduction in the speed limit on Bearwood Road at this point to 30mph. Ideally there should be some kind of warning lights. The 30mph zone needs to be extended to beyond the A1 metal recycling turning.</p> <p>c. The current proposal is for the Greenway to continue along the east side of Bearwood Road and then Highland Avenue. Bearwood Road is not particularly pleasant for non-motorised users and Highland Avenue has the additional issue of HGVs manoeuvring near the entrance of the A1 scrap yard. A better solution would be a link from Sandy Lane north towards the existing right of way towards Limmerhill. Besides being a pleasanter route, this would be much more useful for Barkham people.</p> <p>This would involve some land acquisition, but there are at least three different options which could be considered.</p>	Coombes Lane/ Cole Lane.
24	Local resident	18/03/2018	Object/ comment	<p>I am a resident of Woosehill and I have some serious concerns about the proposed Greenway through Foxhill Woods. As I'm sure you are aware the residents of Woosehill have discovered that parts of the woods are up for sale. The vendors are hoping by all accounts to gain planning permission for various developments on this site including houses, hotels and other industrial units which many of us are against. At the moment the council have been non-committal about whether it will grant planning or not and this proposal does nothing to allay my concerns.</p> <p>If future planning is not going to be granted why on earth do we need a Greenway that links one end of Wokingham to the Barkham Road and beyond? Please don't</p>	The proposed Greenway Route is the most feasible traffic free route connecting the new developments in Arborfield, Shinfield and North Wokingham

				tell me it's so people can cycle etc from there into Wokingham as few people live on that part of Barkham Road, Woosehill residents would only go in the other direction and anyone coming from Arborfield would not want to go that way to get to town. In my opinion this is nothing to do with making paths better for dog walkers etc. and just smacks of putting in the groundwork so when any planning application comes before the council you can say that the infrastructure is already there. I would therefore appreciate it if I am wrong about the reasons for this project if you could explain beyond what's written on the website how you justify it from a planning and cost perspective.	to each other and to the existing neighbourhoods.
25	Local resident	19/03/2019	Support/comment	<p>In principle we think this is a great idea and fully support the concept. However there are a number of issues which need to be resolved.</p> <ol style="list-style-type: none"> <li>1. The section through The Coombes is currently classified as a byway which is open to all traffic. Therefore it needs to have gates so that only authorised vehicles are able to use it. Otherwise providing a decent surface will encourage all sorts of traffic to use the route. This is a particularly sensitive point in view of the various unauthorised activities taking place in The Coombes.</li> <li>2. The crossing at Bearwood Road needs to be improved. It is difficult enough already for pedestrians and horses to cross and for traffic emerging from Sandy Lane. At the very least there needs to be improved warning sides and a reduction in the speed limit on Bearwood Road at this point to 30mph. This could be a natural extension of the current 30mph limit that ends at the Barkham Post Office. Ideally there should be some kind of speed alert/ warning lights – or better still active speed cameras.</li> <li>3. The current proposal is for the Greenway to continue along the east side of Bearwood Road and then Highland Avenue. Bearwood Road is not particularly pleasant for non-motorised users and Highland Avenue has the additional issue of HGVs manoeuvring near the entrance of the A1 scrap yard. the traffic route, all the way along Highland Avenue, from Bearwood Road to the A1 yard entrance, is totally unsuitable for the mixing of significant numbers of Greenway users, (pedestrians, runners, cyclists, wheelchairs, invalid trolleys and horses), with HGVs and non-HGV traffic to &amp; from the yard. Highland Avenue narrows, in several places, to not much more than an HGV's width, (certainly not sufficient width for an HGV and an adjacent Greenway path).</li> </ol>	<p>Any changes to the Byway status or final plans for Greenways through Coombes lane/ Coles lane will go through statutory consultations with the stakeholders.</p> <p>The traffic survey and audits will be carried out to design the traffic junctions on Greenways.</p>

				<p>4. A better solution would be a link from Sandy Lane north towards the existing right of way towards Limmerhill. Besides being a pleasanter route, this would be much more useful for Barkham people. This would involve some land acquisition, but there are at least three different options which could be considered</p> <p>5. Along Sandy Lane and across onto the Coombes there are a number of regular motorcycle scramblers. They drive too fast and without due care to other road users. They should be deterred from using any new Greenway route through the placement of stiles or barriers along the route.</p>	The Greenways routes on private land is subjected to landowners consent.
26	Local resident	20/03/2019	Comment	<p>Thank you for the opportunity to comment; I would like to do this and ask questions about the areas which I know well: Coles Lane and Coombes Lane. The resin-based Greenway already installed from Biggs Lane to Finchampstead Baptist church is about three metres across, well-lit and as far as I can see a success and well-used, as I do myself. It is however along a Bridleway and four-by-four vehicles and tractors do not use it, although on occasion. Electricity company, California Country Park and WBC vehicles do, but not regularly. The width and surface seems fine for cycles, pedestrians and horses. There is a wooden bar at the Commonfield Lane end which acts as a control in any case. However my main questions are these: is the new second Greenway going to be the same width (about 3 metres) as the first? And how will they be positioned along wider RoWs We really do need to have a greater depth of information, please?</p> <p>I am very interested to know what the Greenway plan is for Coombes Lane in particular, a By-way, which has been severely damaged every winter, but particularly this winter; have you seen it in the last month? The same comment would apply to Coles Lane although this seems to be less used by vehicles, probably because of the ford.</p> <p>Coombes Lane is being increasingly used by vehicles. Some are 4 x 4s, others smaller and occasionally a tractor; the former two are getting stuck at a particularly wet part causing a deep hole and ruts.</p> <p>Pedestrians constantly have to use self-created paths on each side of the lane, particularly on the north side. Horse-riders have to take pot-luck. Who is the new Greenway for? Is it for pedestrians and cycles? How will it be positioned? Is to be created at the side of the track used by vehicles, between the ditch nearer the golf-course fence and the edge of the bank beside the track so that vehicles</p>	<p>The Greenways are multi-user routes intended to be 3m wide and have been planned to connect with existing Public Right of ways wherever possible.</p> <p>Greenways are traffic free routes. We are currently detailing the plans through Coombes Lane/ Cole lane and stakeholders</p>

				cannot use it? Or what is the plan? Otherwise I am concerned that the amount of money used to create the greenway along this lane in particular will be completely wasted as it will be rather swiftly ruined by vehicles.	will consulted before these are finalised.
27	Local Resident	20/03/2019	Support/Comment	<p>I wish to state on the Barkham Development Watch Alert which highlighted the proposed Greenways routes, that not once has it been mentioned accessibility for disabled people. I was disgusted a few years ago when a route that I took on many occasions had been blocked by a beam allowing horses to step over, but not accessible for mothers with pushchairs or people like myself in wheelchairs or mobility scooters through the Coombes. Also there was the steps that magically appeared with no alert sign for anyone in a seated position, who would not have a clear view that the slight gradient had been made into dangerous steps for wheels. This new venture sounds all well and good apart from gates in the Coombes or any other path unless they are staggered gates accessible to all types of pedestrians.</p> <p>I also requested many years ago if a footpath could be provided down Bearwood Road from Highland Avenue to St Catherine's Lodge, (Electricity Buildings) due to the amount of joggers and cyclist using this dangerous route on a regular basis. I myself also would use this route in my buggy to get to Nirvana, Dinton &amp; Sainsburys if there was a path and I know many mother wish also for a path as their children would have access to their schools without having to rely on their parents cars. Instead it was decided to have a cycle, and pedestrian path on Lower Early road. To this day after using that road to get to Reading I can count on one hand how many people I've seen on the path since it was built.</p>	The Greenways are designed to be inclusive path network.
28	Local Resident/ Landowner	17/03/2019	comment	We use all of the byways including Coombes Lane for vehicular access and so we are particularly concerned when you suggest that the Greenways Project provides a traffic free route between the new developments.	Greenways are traffic free routes with no access to motor vehicles.
29	Local Resident	17/03/2019	comment	What type of crossing is being planned for Coombes Lane/ Mole Road junction?	The traffic crossings will be designed on the basis of traffic survey and audits.

30	Local Resident	21/03/2019	comment	<p>As you are probably aware there are a number of residential properties that all need vehicular access from Coombes Lane, please confirm access will be maintained.</p> <p>The track at the end of Coombes Lane all the way to Arborfield is used extensively by 4X4 enthusiasts, which leads to the track being heavily rutted and in some places providing access into the woodlands of the Coombes. Will the new Greenway prevent vehicular access for the majority of the route? Hope you will agree, it is everyone's interest to maintain the present relative tranquillity of this area and to avoid Coombes Lane becoming a short cut to avoid congested roads as did Sandy Lane a number of years ago.</p>	<p>The access to the landowners and residents will be maintained on the Byways. We need to design the surface and access accordingly.</p>
31	Local Resident	22/03/2019	comment	<p>My concern is to how you intend to surface Coombes Lane between Bearwood Road and Alexion House, as your Multi-Use Paths do not appear to be suitable for cars, delivery and service vehicles etc. (although the present condition of the Lane is also hardly suitable for those uses and certainly not for persons with mobility impairments and those in wheelchairs).</p> <p>I would also be interested to know if you are intending to restrict access to motor vehicles going down to the Coombes, as I do not think your Multi-Use Paths will withstand the 4 x 4s and motorcycles which regularly use this route.</p>	<p>The access to the landowners and residents will be maintained on the Byways. We need to design the surface and access accordingly.</p>
32	Local Resident	23/03/2019	Support/comment	<p>I think the provision of traffic-free routes is an excellent idea to encourage more sustainable and healthier ways of travel, and welcome this proposal. However, I have a few concerns which I have outlined below.</p> <p>The plan proposes that the greenway will be routed through Coombes Lane, then along the east side of Bearwood Road, then onto Highland Avenue. Given the volume and speed of motor traffic on Bearwood Road (it being a main route from Barkham/Wokingham to Earley and Winnersh) I would be strongly in favour of a lowered speed limit of 30mph, and a formal pedestrian/cycle crossing with traffic lights.</p> <p>I would also very much prefer a route which avoids following Bearwood Road as it is unpleasant with the volume of traffic, and the existing roadside path is very narrow and difficult to widen due to trees. Large HGV vehicles associated with the entrance of the A1 scrap yard along Highlands Avenue could also be a danger to pedestrians and cyclists. I suggest a much nicer route of Sandy Lane to avoid both of these. There are a number of options to link up from Sandy Lane to the</p>	<p>The traffic crossings will be designed on the basis of traffic survey and audits.</p> <p>We are in discussions with the landowners and it is subjected to consent.</p> <p>The Byways will be closed to through traffic only</p>

				<p>current suggested route at Limmerhill. The Coombes section is classified as a byway at present, and is open to all traffic. If a high-quality hard surface is laid, this could encourage an increase in traffic along the route, which will cause safety problems with pedestrians and cyclists. I would be in favour of either revoking motor traffic completely along this route or installing gates to ensure only authorised and necessary traffic can use it (e.g. farm and Thames Water maintenance vehicles).</p> <p>I would also question how this would fully link up with the new Arborfield Green development. At the moment, path users would need to follow the extremely busy A327 along Eversley road to the Arborfield Cross roundabout before joining Coombes Lane, or have to follow Langley Common road to School Road (B3349). There are footpaths along both these routes, but these are very narrow in places and not suitable for cyclists, particularly the section between the Rickman Close roundabout and the Arborfield Legion. Is there any plan to improve (e.g. widen, reduce speed limit to 30mph) these access routes to enable the new Arborfield Green community to easily access the new greenway route?</p> <p>I would also be interested to know whether there are any plans in place to combine the new foot/cycle path following the Arborfield Cross Relief road with a foot/cycle path alongside the A327 into Shinfield. If not this is a major omission for encouraging walking/cycling routes to/from Shinfield and Reading, given the volume of traffic and danger to pedestrians and cyclists on this major road. Thank you for the opportunity to comment on the Greenways proposal. I hope my feedback will prove useful.</p>	<p>giving access to landowners. This will go through statutory consultation process before any changes are made.</p> <p>Arborfield Relief road has a Greenways which will be connected to the proposed Greenways routes.</p>
33	Local Resident	24/03/2019	Support / comment	Please can we have access for horse riders too in the plans as we are losing all our safe places to ride due to all the houses being built?	
34	Local Horse owner and rider.	27/03/2019	Support / comment	<p>I have heard of the consultation for the phase 2 of the Green ways project, and would like to request that horse riders are given access to this route. I ride in the Wokingham area as that is where I keep my horse, but the routes we can access are becoming detached and sparse.</p> <p>The Greenways project has been progressive and innovative in their approach to make access, enjoyment of the outdoors and safety a priority for many users. There is a lot here that other councils can learn from and Wokingham can be proud of.</p>	Existing Equestrian access will remain and we will try to provide access on Greenways subjected to consultations with

				<p>Please if I can request the consideration of the following:-</p> <ol style="list-style-type: none"> <li>1. Continued access along Arborfield Byway 9/Barkham 1 and through Foxhill on Wokingham Footpath 1, either on the new greenway surface or on a separately fenced section of the route. Footpath 1 and other paths in Foxhill have been used by horse riders for more than 30 years.</li> <li>2. Continued access from Wokingham Footpath 1 onto Limmerhill Road. This is especially important for those who live in Blagrove Lane, Doles Lane and Edney's Hill.</li> <li>3. A cycleway along the edge of Bearwood Road, between Coombes Lane and Highlands Avenue would be not be safe for horse riders to use as it would allow traffic to pass too fast, also potentially cyclists and cars to pass a horse simultaneously. Please negotiate with the landowner for use of the track which runs parallel to Bearwood Road from Coombes Lane to provide a safer, off road route. Please provide safe crossing for all users at this point.</li> <li>4. Please re classify Byways 9 and 1 as restricted Byway to make the Greenway safer for all non-motorised traffic. Especially the most vulnerable; children, elderly, disabled, cyclists and horse riders. If these byways are to remain as such, please make sure the Greenway itself is safe to use and not accessible by fast moving all-terrain vehicles and lorries.</li> <li>5. Please recognise the historic use of Footpath 1 by horse riders and cyclists and re classify as bridleway as part of the delivery of this Greenway.</li> <li>6. Please ensure safe crossing of the ford for horse riders is retained. If this is not possible and all users will use a bridge, please make sure the bridge used has a non-slip surface and is safe for use by horse riders.</li> </ol>	adjacent landowners.
35	Local Resident	27/03/2019	comment	Maps which also show the existing cycle routes close to the proposed Greenway route that would be most useful.	Proposed Greenways Route Map attached in Appendix 1.
36	Local Resident	27/03/2019	support	I am writing to voice my support for the Greenways Project to include horse riders on these multi user paths. We take our life in our hands when we ride on the roads. This is an incredibly busy area and as the number of vehicles on the road is set to increase exponentially due to the amount of development in Wokingham, it will only become worse.	

				This is an incredibly popular area for horse riding which brings a lot of money and jobs to the local community and it is vital we do not lose this link to the rural nature of the region. Because riding horses on the roads is so dangerous, you don't see enough riders to realise we are out there and I don't think Wokingham Council is aware quite how many local people own and ride horses. We are the invisible sport. I look forward to your support of the local riders.	
37	Local Resident	27/03/2019	comment	I am a resident of Shinfield parish and have a very active interest in the housing development of our parish and how it connects with Wokingham. WDC are focusing a lot of development upon our parish but there appears no improvement on how we and the new residents will connect to Wokingham. Can a phase 3 proposal be presented if it doesn't already exist? How can I help get this on WDCs plans and agenda?	Proposed Greenways Route Map attached in Appendix 1.
38	Local Resident	27/03/2019	comment	With regards to the new section of this project, will the design remain the same as given in the previous drawings? This gives 3m wide path with a 1m edge etc. Will this same design fit as it passes through the Wooseshill Estate or are you going to make reductions in the width of said design to suit some tight spots adjacent to houses and trees? In saying this, the very rough plan shows the route following the paths that are already in situ, or is this not correct?	The Greenways are designed to be 3m wide inclusive path network. We have included the existing path network wherever possible.
39	Local Resident	29/03/2019	Support / comment	Have been reading the next phase of the greenway plans and was shocked to see there was no provision for equestrian access? I am wondering why this is the case and the equestrian communities needs are being ignored? Riding horses on the roads is extremely dangerous and has been getting more so year on year as the numbers of cars in use increases. The area in which we live has a very high proportion of horse riders and therefore making more safe off-road routes for them should be a priority. This greenways project is the perfect opportunity to make more safe shared off-road tracks for all, including equestrians please, please take this into account.	Existing Equestrian access will remain and we will try to provide access on Greenways subjected to consultations with adjacent landowners.

40	Local Resident	30/03/2019	Support / comment	<p>How does the Coombes Lane section in Arborfield link to the Arborfield Green/FBC section of the Greenway? How are you intending that walkers/riders will get from Commonfield Lane to Coombes Lane?</p> <p>I would like to lodge the following response to the greenways consultation:</p> <p>It is an excellent idea to convert the proposed route through the Coombes to a greenway. However, this is currently a byway which means it can be used by motorised vehicles. If it stays as a byway and has the proposed hard surface, it will turn into a road, and then will be unusable by walkers and riders. It is already terrifying when cars tear up there when you are walking. This is an ideal opportunity to remove the vehicular access.</p> <p>I can't see the maps in detail that you have published as they appear to be quite low resolution, but it seems the planned route for the byway is up from the Arborfield Cross roundabout. There is a ford there which is an important part of the Arborfield natural landscape. How would this be tackled?</p> <p>The documentation all says that it is linking the greenways to the new Arborfield development - it does NOT. It links to Arborfield village, then there is a huge gap which has no bike or horse access to the next greenway. This must be addressed. It would probably make more sense to run the Coombes greenway down to School Road (rather than to the Cross) then across the fields to the new development. This must be agreed BEFORE this new greenway plan is signed off. Can you please let me know that this has been included in the consultation response?</p>	<p>The California Way Greenways will be a circular route connecting to Arborfield development via common field lane as well as via Nine Mile Ride.</p>
41	Local Resident	31/03/2019	Support/ comment	<p>Overall we full support the idea to the Greenways project and joining up the different parts of Wokingham is a good idea.</p> <p>Backing onto the woods at Fox Hill, I am happy with the routing as long as it doesn't come any nearer to the back of the properties on Dorset way than the existing well-trodden path.</p> <p>I think it is important that the section through the woods at Fox Hill is not lit.</p>	<p>There will be a green buffer zone between Greenways and existing houses. This is still under planning and will be consulted.</p>
42	Local Resident	31/03/2019	Support/ comment	<p>There are a number of horse riders, including myself, that regularly use the same routes noted in Phase 2, especially parts 2 &amp; 3, and it is essential that we continue to have access to these routes. If the proposed plans effectively eliminate</p>	<p>Existing Equestrian access will remain and we will try to provide</p>

				<p>equestrian access to these routes, we will have lost our ability to ride safely off-road.</p> <p>These are the only routes we currently have that do not require us to ride on the main road.</p> <p>Most of the roads near where I ride are A roads with 50 mph speed limits with some blind curves. It is incredibly dangerous to have to ride on these roads. I have had a few near misses and I know a rider who suffered back injuries when her horse spooked on one of these A roads.</p> <p>For horse riders in the Arborfield and Wokingham area, we have lost so many places to ride as the area has been developed over the years. This is literally our last safe set of bridleways so it is a matter of personal safety that our current access isn't restricted and equestrian use is fully added to the planned greenways.</p>	access on Greenways subjected to consultations with adjacent landowners.
43	Local Resident	01/04/2019	Support / comment	<p>I write in reference to the Greenways Development. I am a horse owner in Barkham and regularly use The Coombes and Foxhills for riding. I have to use Bearwood Road which is becoming very dangerous with the increased volumes of traffic – most people are considerate but around 1 in 10 cars passes far too fast and / or too close and I do believe that unfortunately there is an accident waiting to happen in this area. I would very much welcome more off-road access to our local bridleways. I particular please can I request due consideration be given to the following which will help to ensure increased safety for all road users and particularly vulnerable horses and their riders in our very busy environment:</p> <p>Please change the usage of the footpath at the end of Highlands Avenue into Foxhills from footpath status to bridleway. This will allow the bridleways and byways behind St Catherines to be accessible legally without having to ride down the length of Bearwood Road. I understand that this is called Barkham 1.</p> <p>Please provide a safe path for horses along the section of Bearwood Road from the Coombes Lane entrance to Highlands Avenue, if possible a track on the other side of the hedges to allow riders to not have to use the road at all. A cycleway unfortunately will not work well for horses; I have found from experience that taking a horse on such tracks means that cars pass far too fast as they assume that the horse is safely out of the way. Also if a bike is on the track at the same time there is a space issue! A safe crossing over to Highlands Avenue would be appreciated; perhaps a horse crossing.</p>	The Greenways from Foxhill to Coombes Lane via Highland Avenue/ Bearwood road will have equestrian access subjected to consultation with existing landowners.

				<p>Please provide continued access from Wokingham Footpath 1 onto Limmerhill Road, and recognise the historic use of the same by riders and cyclists and reclassify it as a bridleway. It's the best and safest way to get to the pub on a horse from Barkham.</p> <p>Thank you very much for your time to read this email and I look forwards to seeing the Greenways development take shape to ensure our roads are safer for horses, cyclists, pedestrians and car drivers alike.</p>	
44	Local Resident	01/04/2019	Support / comment	<p>Thank you for the opportunity to take part in the consultation on the Greenways. I appreciated your time on Saturday afternoon to talk through some of my questions.</p> <p>I broadly support the Greenways Project and making natural areas more accessible for the Wokingham community.</p> <p>My areas of consideration are focused on Fox Hill and the Combes which I use frequently for walking and running with friends and family.</p> <p>In Fox Hill I would like the following to be taken into consideration:</p> <ul style="list-style-type: none"> <li>- To maintain the natural feel of the woodland, the visual amenity, and minimise the impact on the habitat and species</li> <li>- A path that is as narrow as possible. The 1.5m width that you mentioned would be appropriate for the area</li> <li>- A meandering path rather a straight path</li> <li>- Minimising the trees that are removed, preferably none</li> </ul> <p>In the Combes I appreciate that access needs to be maintained for land, but would prefer that the use of a tarmac road be minimised as much as possible to maintain the visual amenity and the walking surface. I would use that track less if it was tarmac as it would not be as pleasant to walk or run on, and generally not as visually attractive to walk on. We currently walk on that track with family, friends, and with our local Ramblers group.</p>	This part of the route is still under planning and will be consulted.
45	Local Resident	04/04/2019	Support / comment	<p>I have a couple of comments to take into account regarding the greenways project.</p> <ol style="list-style-type: none"> <li>1. Please can you make the route family friendly? By that I mean so that families who want to cycle can. At the moment phase 1 of the greenway does not allow for an adult to tow either a bike trailer for a baby or toddler or a second bike with a young child attached to a parent's bike because of the barrier just before</li> </ol>	The Greenways are inclusive, all weather path network providing access to all age groups and ability.

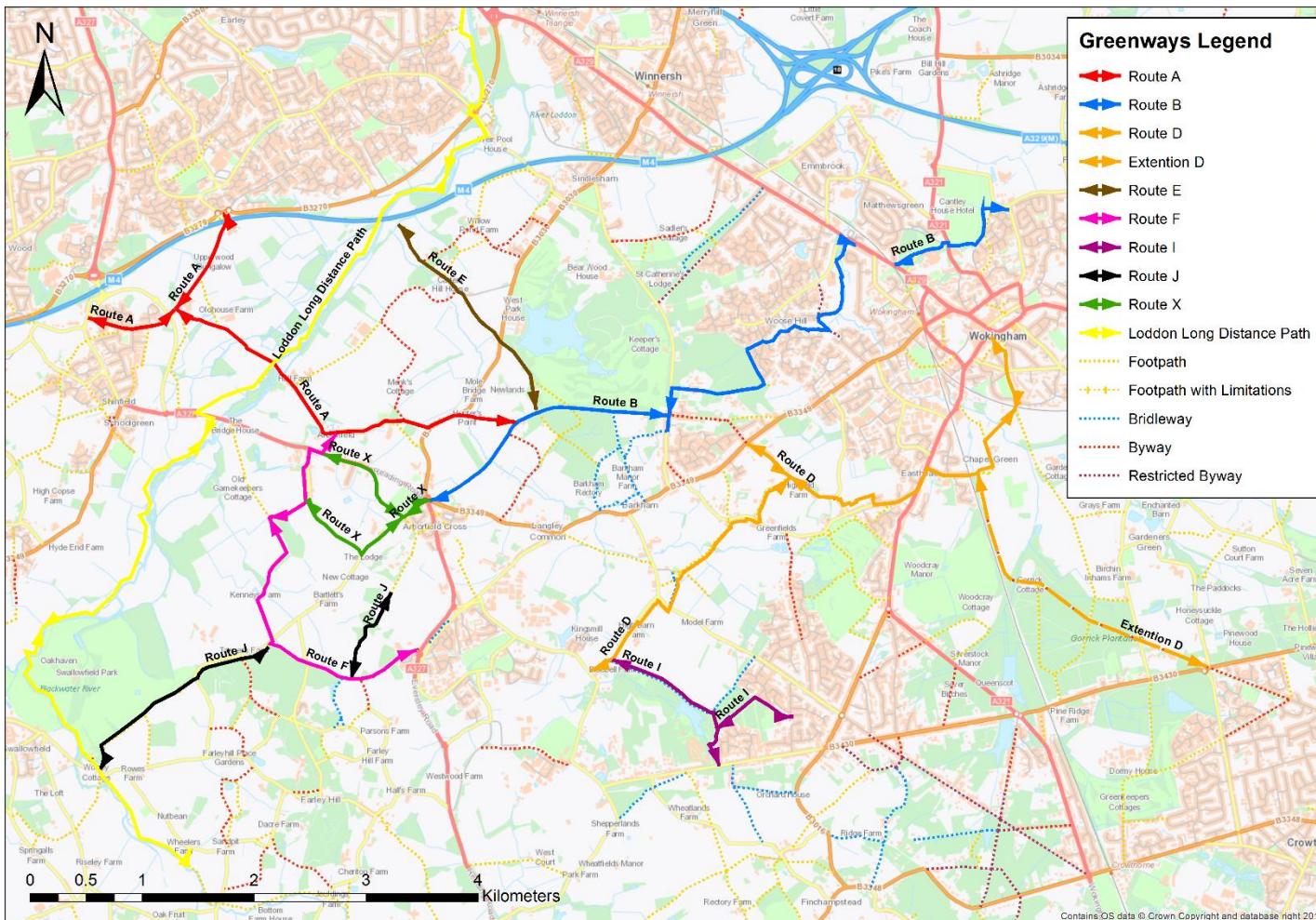
				<p>Commonfield Lane. The swing gate is not wide enough to get an adult bike with a trailer through and it is dangerous to lift a bike with a trailer or bike seat over the metal barrier. It is simply not convenient to get your child out of the trailer / bike seat for them to wander off while you detach the trailer and lift the whole thing over the metal barrier. If you really want to encourage families to cycle for the nursery / school run please make the route accessible to all.</p> <p>2. Are there any plans to link South Wokingham to the Finchampstead and on to Arborfield? A cycle path is desperately needed down the Finchampstead Road from the Tesco roundabout to the Ford garage especially with a Primary School just off of Evendons Lane and to allow the secondary aged children in the area to cycle to school as there is no secondary school provision there. Both primary school children and secondary school children cycle on the pavement along that stretch of road because the road is too fast and dangerous for children to cycle on. The path is far wider than the shared cycle path / footpath on the Finchampstead Rd from the Ford Garage to Finchampstead so it should be feasible.</p>	<p>The gates will be replaced with bollards.</p> <p>The South Wokingham Development will be linked with Greenway routes. Please see proposed route Map (Appendix 1).</p>
46	Friends of Foxhill	05/04/2019	comment	We met at the information session at Woosehill Community Centre last Saturday. I think you mentioned meeting and walking the route through the woods with some of us? Please let me know if this would be possible - hopefully before the closing date for comments.	We will contact you to arrange a meeting.
47	Local Resident	06/04/2019	Support / comment	<p>I have been interested in the greenway surfaces since the original test strip was laid and have contributed to Rights of Way issues for many years.</p> <p>I recognize you have to deal with the conflicting interests of different types of users and have to do that within budget.</p> <p>Please consider these comments:</p> <p>1. The section from Arborfield to A329 in particular is in an area with a high number of horse riders who have no wish to ride on roads to the annoyance of motorists and to significant danger to themselves. All sections of the route should be available to equestrians. Equestrians actually are a safer mix with pedestrians than cyclists with pedestrians (my experience is that the majority of cyclists are totally irresponsible, zooming silently past startled pedestrians with no warning) whereas equestrians can be heard and are almost all responsible when in the vicinity of pedestrians.</p>	Existing Equestrian access will remain and we will try to provide access on Greenways subjected to consultations with adjacent landowners.

				2. Every effort should be made to purchase/rent land alongside sections where your plan indicates there will be need to travel on a road. 3. On this project and generally throughout the Borough, where existing rights of way currently classified as footpaths are relatively wide, these should be re-classified as bridleways or restricted byways. This will cost very little, other than time, and will formalise their existing use by equestrians and cyclists. Greenway Phase 1 is an example, as I understand it, where an opportunity to get equestrians off the busy Nine Mile Ride area roads has been missed.	
48	Local Resident	11/04/2019	Object	<p>It would not be appropriate to run the cycle route through Linnet Walk, currently the bike route through Smiths Walk causes many major issues with bikes going too fast amongst pedestrians, and the bikes coming from Woosehill use the designated walkways to get to Smiths Walk, the accidents and issues this already causes makes this too dangerous for Linnet Walk to become a major cycle route, and the same applies for the footpath along the side of Heron Park. Children here run onto the footpath, and already have issues with cyclists heading for the Spine Road or Smiths Walk and travelling too fast.</p> <p>The green space adjacent to Linnet Walk was designated in 1973 as the recreation area for Woosehill and the Birds estate, and for the Planets estate for the other side of the Linnet Walk green space.</p> <p>I believe it cannot be used as a through cycle path as it has already been designated as recreational space, as has the space adjacent to the Willow Trees in the picnic area on Smiths Walk.</p> <p>It would be appropriate to re-route this Green Route from Smiths Walk down through Jupiter way – clearly away from a walkway/footpath that has been in use by children and pedestrians for over 33 years. I do not believe you can change the designation.</p>	We have taken the feedback and will consult you with an updated route plan.
49	Local Resident	15/04/2019	comments	<p>I live on School Road in Arborfield and access my garage and drive from Coles lane, if the greenway is built how will my access be affected?</p> <p>There is a tree felling business that also use Coles lane, how will they be impacted, will the surface be sufficient for their vehicles?</p> <p>Will the ford have a wider bridge? We do get the odd off road vehicle down the lane which is not an issue but if cars can go over the ford it may increase the traffic which is a concern?</p>	The Greenways are traffic free routes but the access to residents and landowners will remain. Byways

				Will the route be lit? If so light pollution would be an issue. The information states that horses are not be catered for at this stage but many riders use Coles Lane and I think this should be taken into consideration.	on Combes lane/Coles lane will be designed accordingly.
50	Local Resident	15/04/2019	object	<p>Thank you for your time the other day, explaining the new Greenway project through Woosehill. As discussed, our house is <a href="#">21 Chaucer Way</a>, the garden and side aspect of which, backs onto the path leading from Dorset Way into the woods.</p> <p>We are opposed to the Greenway going through the woods unless the following can be addressed:</p> <ol style="list-style-type: none"> <li>1. Security: There will be an increased risk in crime as the smooth path will allow quick access between main roads. The reason why we chose to live in Chaucer Way is because it is a cul-de-sac and less likely to have opportunistic crime taking place. The current path does not lend itself for a getaway through the woods for a burglar or thief - the proposed new path certainly will.</li> <li>2. Noise Levels: The area is lovely and quiet. The increased foot fall including skaters and potentially moped riders will become a noise nuisance. We enjoy our garden, but with a constant footfall of people walking past, close to our fence will detract from our enjoyment. We are also very concerned that the path will be used by anti-social moped / motor cross riders, particularly at night.</li> <li>3. Privacy: The greenway users would be able to see directly into the windows of our house, which could also increase the risk of crime. The greater the footfall, the more people looking into our bedroom window. We shouldn't have to have our curtains drawn closed due to the number of people looking in.</li> <li>4. Flooding: Our garden and patio has been flooded due to surface water runoff from the path and ground around the path. We appreciate that the new path will be permeable and all measures will be undertaken to reduce any effect of flooding. The path and grounds surrounding the path should be reduced in height, which will also help with the privacy of people looking over the fence and also any surface water remains on the council owned land and not directed into people's gardens.</li> </ol>	<p>Foxhill is a Public open space accessible to all users. We understand your concern and need a further discussion with you.</p> <p>The Greenways are traffic free routes and bollards will be in place to restrict any motorised users.</p> <p>The Greenways has permeable surface. The path network through flooding zones will be designed keeping historic flooding data.</p>

				<p>If the above concerns could be addressed, then we would be supportive of the project. We discussed the council planting high hedges along the fence line which could address the majority of the points above.</p> <p>However, we have not seen a satisfactory solution to help prevent anti-social behaviour, particularly with the risk of mopeds and motor cross riders using the path at night.</p>	<p>Green buffer zone will be designed between houses and Greenways but this is subjected to discussion as it maintenance cost implications.</p>
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## Appendix 1: Greenways Route Map across the borough including River Loddon Long distance path.



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