



The Oakwood Centre, Headley Road, Woodley, Berkshire, RG5 4JZ  
www.woodley.gov.uk

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To: **Members of the Planning and Community Committee**  
Councillors B. Soane (Chairman); K. Baker; D. Bragg; R. Horskins; L. Guttridge;  
C. Jewell; V. Lewis; J. Sartorel; P. Singh; J. Taylor

**NOTICE IS HEREBY GIVEN that a meeting of the Planning and Community Committee will be held at the Oakwood Centre at 7:45 pm on Tuesday 30 January 2024, at which your attendance is requested.**

**The Town Council reserves the right to record and broadcast this meeting. Anybody attending the meeting will, by virtue, consent to having their image and audio recorded for this purpose.**

Kevin Murray  
Town Clerk

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## **A G E N D A**

1. **APOLOGIES**
2. **DECLARATIONS OF INTEREST**  
To receive any declarations of interest from Members on agenda items.
3. **MINUTES OF THE PLANNING AND COMMUNITY COMMITTEE MEETING HELD ON 9 JANUARY 2024** Page 5  
To approve the minutes of the Planning and Community Committee meeting held on 9 January 2024 and for the Chairman to sign them as a true record.
4. **ACTIONS / FOLLOW UPS** Page 15  
To review the actions / follow ups arising from previous meetings of the committee. *(Appendix 4)*
5. **CURRENT PLANNING APPLICATIONS** Page 17  
To consider current planning applications and agree comments to be forwarded to the planning authority. *(Appendix 5)*
6. **PLANNING DECISIONS** Page 18  
To note information on decision notices received from the planning authority since the last meeting. *(Appendix 6)*

7. **PLANNING APPEALS**

To note the following appeal decision:

Application: 213106  
Location: Land at, Headley Road East, Woodley RG5 4SN  
Proposal demolition of existing buildings and redevelopment of the site for commercial development for flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, and landscape planting.  
(Woodley Town Council submitted objections to the proposal.)  
Details: Appeal against refusal of planning permission.  
Decision: The appeal was allowed.

8. **TREE PRESERVATION ORDERS**

**Applications for works to trees**

This type of application does not require consultation.

To note application 240047:

Location: TPO 3/1951 WOODLAND 3: 8 Dundela Close, Woodley, Wokingham, RG5 3NN.  
Proposal: T1, Conifer – Fell dead tree.  
T2, Conifer – Fell.

9. **WBC LOCAL TRANSPORT PLAN**

To consider Wokingham Borough Council's draft Local Transport Plan consultation.

The draft plan is provided at **Appendix 9**. Further supporting documentation Page 21 from WBC can be found at: <https://engage.wokingham.gov.uk/>.

The deadline for comments is 23 February 2024.

10. **WBC ASHENBURY PARK BIODIVERSITY PROPOSALS**

To consider Wokingham Borough Council's proposals for enhancing biodiversity at Ashenbury Park.

The consultation, along with a map of the proposals, is provided at **Appendix 10**. Page 55

The deadline for comments is 18 February 2024.

11. **PARLIAMENTARY & WARD BOUNDARIES**

**a) Parliamentary Constituency Boundary**

To note the Boundary Commission for England has concluded the 2023 review of Parliamentary constituencies, with the creation of a new Earley & Woodley borough constituency.

A map of this constituency is provided at **Appendix 11a**.

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The Government will draft an Order containing the recommendations of all four Parliamentary Boundary Commissions: once that draft Order is approved by the Privy Council, the new constituencies will be used for the next General election following that date (for any by-election that may take place beforehand, existing constituencies are used).

**b) Borough & Town Ward Boundaries**

To note that in November Parliament approved the Local Government Boundary Commission for England (LGBCE) review into electoral ward boundaries in the Borough.

A map of the new electoral ward boundaries for Woodley is included at **Appendix 11b**. A full borough map can be viewed at:  
<https://boundarycommissionforengland.independent.gov.uk/2023-review/>

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Following this review, there will be all-out borough elections in May 2024, with all 54 seats up for contention on Wokingham Borough Council.

12. **TRANSPORTATION & HIGHWAYS**

**a) Cycling & Walking task & finish working group**

To note that Steve Vale (Footpath Officer – Loddon Valley Ramblers) and Karen Robertson (Campaigns Representative – Cycling UK Reading) have been appointed as representatives to the working group. The first meeting of the group is now being arranged.

**b) Community Speedwatch**

To receive an update on the Council's Community Speedwatch activities.

**c) Highways Issues**

To highlight and discuss any highways issues noted by Members.

13. **COMMUNITY ISSUES**

To highlight and discuss any recent community issues noted by Members.

14. **PUBLICATIONS/INFORMATION**

To note receipt of the following:

- CCB eBulletin – January 2024
- Wokingham Volunteer Centre Newsletter – January 2024

15. **FUTURE AGENDA ITEMS**

To consider suggestions for future agenda items.

16. **PUBLICITY/WEBSITE**

To consider suggestions for items to be publicised.

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**Minutes of a Meeting of the Planning and Community Committee held at the Oakwood Centre on Tuesday 9 January 2024 at 7:45 pm**

**Present:** *Councillors: B. Soane (Chairman); K. Baker; D. Bragg; L. Guttridge; R. Horskins; C. Jewell; J. Sartorel; P. Singh; J. Taylor*

**Officers present:** *K. Murray, Town Clerk; M. Filmore, Deputy Town Clerk*

**Also present:** *Councillor V. Lewis (virtual attendance)  
3 members of the public*

141. **APOLOGIES**

Apologies for absence were received from Councillor Lewis, who advised he would attend the meeting virtually

142. **DECLARATIONS OF INTEREST**

There were no declarations of interest made by Members.

Councillor Baker advised Members that, in relation to planning application 233168, included for discussion under item 5 Planning Applications, he has been involved in various public consultations run by Boutique Care Homes, as well as having conversations with residents, due to his position as borough ward councillor.

143. **MINUTES OF THE PLANNING AND COMMUNITY COMMITTEE MEETING HELD ON 12 DECEMBER 2023**

**RESOLVED:**

- ◆ That the minutes of the Planning and Community Committee meeting held on 12 December 2023 be approved and be signed by the Chairman as a true and accurate record.

144. **ACTIONS / FOLLOW UPS**

Members noted the information provided in the Actions and Follow ups document, provided in the agenda.

With regards to the potential introduction of the 'Ask for Angela' initiative, Members noted the update, and that Officers believed the initiative was not applicable to Council buildings. However, they were supportive of promoting the initiative in the area, and asked that it be raised with the Town Centre Manager for discussion at the next Woodley Town Centre Partnership meeting.

145. **CURRENT PLANNING APPLICATIONS**

**RESOLVED:**

- ◆ To forward comments to the planning authority as detailed in **Appendix A**.

146. **PLANNING DECISIONS**

**RESOLVED:**

- ◆ To note information on decision notices received from the planning authority since the last meeting, as given in the agenda.

147. **PLANNING APPEALS**

**RESOLVED:**

- ◆ To note the following decision regarding an appeal against refusal of planning permission lodged with the Planning Inspectorate:

Application: 231154  
Location: 49 Quentin Road, Woodley, Wokingham, RG5 3NE  
Proposal: Householder application for the proposed erection of a part two storey part first floor side extension, and single storey rear extension.  
(Woodley Town Council had no objections to the proposal.)  
Decision: Appeal dismissed

148. **PRIOR APPROVAL APPLICATION**

**RESOLVED:**

- ◆ To note the following prior approval planning application:

Application: 233183  
Location: 86 - 88 Headley Road, Woodley, Berkshire, RG5 3QQ  
Proposal: Prior approval submission for the proposed change of use of first floor offices (Use Class E) to 1 no. dwelling (Use Class C3)..

147. **ADVERTISEMENT CONSENT APPLICATION**

**RESOLVED:**

- ◆ To note the following advertisement consent application:

Application: 233125  
Location: 71 Crockhamwell Road, Woodley, Wokingham, RG5 3NW  
Proposal: Application for advertisement consent for 1No Projecting sign internally illuminated (Static), 1No Fascia sign Internally illuminated (Static) and Decal surround ATM. Advertisement period 13/12/2023-12/12/2028.

148. **TREE PRESERVATION ORDERS**  
**Applications for works to trees**

**RESOLVED:**

- ◆ To note the following application for tree works:

Application: 233069  
Location: TPO 141/1977 T10: 68 Western Avenue, Woodley, Wokingham, RG5 3BH.  
Proposal: T1, Oak (T10 on TPO) – Cut back stem growing towards no. 70 Western Avenue by approx. 1.5m; cut back stem growing over the road by approx. 1.5m; crown lift to 5.3m over the road..

149. **WOKINGHAM BOROUGH COUNCIL IEMD – TRO AMENDMENT**

Members discussed the proposed Wokingham Borough Council's Traffic Regulation Order amendment.

It was noted that the proposals relating to Colemansmoor Road had been withdrawn in order to be reviewed further.

**RESOLVED:**

- ◆ To note the report, received from Wokingham Borough Council, regarding the Boroughwide Amendment No.1 Traffic Regulation Order (TRO), for which an Individual Executive Member Decision (IEMD) is due to be made on 18 January 2024, as set out in the agenda, and that no objections were submitted on behalf of the Town Council.

150. **PREMISES LICENCE APPLICATIONS**

150.1 **RESOLVED:**

- ◆ To note the new premises licence application, received by Wokingham Borough Council, for NISA Local, 86-88 Headley Road, Woodley, RG5 4JE.
- ◆ To respond to confirm that the Council has no objections to the application.

150.2 **RESOLVED:**

- ◆ To note the application for a variation of a premises licence, received by Wokingham Borough Council, for Morrisons Daily (Formerly McColls), 141 Crockhamwell Road, Woodley, RG5 3JP.
- ◆ To note that comments were required to be submitted for this application by 22 December 2023, therefore details were circulated to Members via email prior to this meeting and no objections were received.

151. **REVISED ESTIMATES 2023/24 AND BUDGET ESTIMATES 2024/25**

Members considered Report No. PC 1/24 and the applications received for grant funding for 2024/25.

It was highlighted that, were all annual grant applications to be approved for the 2024/25 financial year, this would be approximately a 50% increase in the current budget.

Councillor Baker set out a proposal to consider the annual grant applications in two steps; firstly, setting a budget for the year, and then considering the grants against that budget. He also highlighted that there was a £30k earmarked reserve to provide grants for youth activities, which Members noted had £25k remaining, and suggested four of the annual grant applications under consideration may be more appropriate to be considered for funding against that budget by the Leisure Services Committee.

Following a lengthy discussion by Members to understand the proposal, Councillor Baker proposed, seconded by Councillor Horskins, and it was

**RESOLVED:**

- ◆ To approve a budget of £30,000 for the 2024/25 financial year.
- ◆ For the annual grants received from ARC, First Day's Children's Charity, Home-Start Wokingham District and Parenting Special Children to be referred to the Leisure Services Committee for consideration under the Youth Grant scheme, with the Planning & Community Committee endorsement for approval.

Voting: For: 7    Against: 0    Abstain: 2    No Vote: 0

Members then considered the remaining annual grant applications. The differing sums of money being requested by Keep Mobile and Readibus were highlighted by Members, who noted that Keep Mobile were responsible for providing 4,096 trips for Woodley residents, whilst Readibus were responsible for 4,884 trips. It was suggested that, in future when considering annual grant applications, if a Town Council representative is appointed on the management committee for that organisation that it may be beneficial for them to attend the meeting to provide their views.

Following the discussion, it was

**RESOLVED:**

- ◆ To recommend that the Revised Budget Estimates for 2023/24 be approved.

Voting: For: 7 Against: 0 Abstain: 2 No Vote: 0

- ◆ To not approve the annual grant application received from Chemogiftbags, and to refer them to apply for a Community Grant.
- ◆ To recommend to the Strategy and Resources Committee that the following Annual Grants be awarded for 2024/25:

Citizens Advice Wokingham	£8,000
Keep Mobile	£5,290
Link Visiting Scheme	£1,500
ReadiBus	£14,210
The Wokingham Volunteer Centre	£1,000

Total £30,000

- ◆ To recommend to the Strategy and Resources Committee that the Budget Estimates for 2024/25, subject to the figures above, be approved.

Voting: For: 9 Against: 0 Abstentions: 0 No Vote: 0

152. **CYCLING AND WALKING TASK & FINISH WORKING GROUP**

Councillor Baker updated Members that, where the agenda advises that the Conservative Group believed they would be unable to appoint Members to the working group, he could confirm they would not be able to appoint.

152.1 **RESOLVED:**

- ◆ To note that Councillor Edwards has been appointed as the Labour group representative to the Cycling and Walking task & finish working group.
- ◆ To note that the Conservative group are unable to appoint members to their two places on this working group due to members' existing commitments on other committees.

152.2 At this point, Councillor Guttridge left the meeting.

Members discussed options for progressing the working group. A question was raised as to whether Councillor Taylor could join the working group, but it was suggested this was not possible. Councillor Baker confirmed he would be happy to approach Reading Cycling Club and Reading Cycling Campaign to seek two representatives to join the working group.

**RESOLVED:**

- ◆ To add 22 May 2024 as the end date to the Terms of Reference for the working group.

Voting: For: 9 Against: 0 Abstentions: 0 No Vote: 0

- ◆ To replace the two Conservative group places on this working group with two places allocated to active cyclist representatives from either Reading Cycling Club, Reading Cycling Campaign, or a combination of both. Updated Terms of Reference are included at **Appendix B**.

Voting: For: 6 Against: 3 Abstentions: 0 No Vote: 0



Councillor Jewell requested it to be noted that she had voted against the proposal, not because of the inclusion of two representatives in place of two Conservative group members on the working group, but because these were specified as being from Reading Cycling Club and Reading Cycling Campaign, not groups in Wokingham, and it was unknown if these organisations were willing to take part.

153. **EARLEY STATION FOOTBRIDGE**

Members noted the update regarding the condition of Earley Station Footbridge as provided in the agenda.

The Deputy Town Clerk advised Members that a further update had been provided by Wokingham Borough Council on 4 January stating that an inspection in December had deemed the bridge to be safe, and that conversations were ongoing with Network Rail to establish track possession in order to undertake planned upgrades to the footbridge. It was noted that Wokingham Borough Council had not provided information on what the proposed upgrades were.

**RESOLVED:**

- ◆ To write to Wokingham Borough Council to request details of the proposed upgrade works being planned, how this would address disabled access issues, and what contingency plans would be put in place should the footbridge be deemed unsafe at any point.

154. **TRANSPORTATION & HIGHWAYS**

154.1 **Community Speedwatch**

Councillor Bragg updated Members to confirm he and Councillor Taylor had arranged to meet on the week commencing 15 January to progress this, with the aim being to identify a small number of suitable locations to start undertaking Speedwatch activities to help practice with the kit.

154.2 **Highways Issues**

There were no highways issues highlighted by Members.

155. **COMMUNITY ISSUES**

The success of Woodley Repair Café, run by Councillor Jewell, was noted by Members.

156. **PUBLICATIONS/INFORMATION**

**RESOLVED:**

- ◆ To note receipt of the following:
  - CCB eBulleting – December 2023
  - Me2 Newsletter – December 2023
  - Decelerate (Thames Valley Police Community Speedwatch) Newsletter – #5

157. **FUTURE AGENDA ITEMS**

There were no future agenda items raised by Members.

158. **PUBLICITY/WEBSITE**

There were no publicity and website items raised by Members.

159. **ENFORCEMENT ISSUES**

**RESOLVED:**

- ◆ To note the information on enforcement issues received from the planning authority, as given in the agenda.

160. **EXCLUSION OF PUBLIC AND PRESS**

**RESOLVED:**

- ◆ That in view of the confidential nature of the business about to be transacted in relation to personal information, it was advisable in the public interest that the public and press were temporarily excluded and asked to withdraw for the following agenda item.

Voting: For: 9 Against: 0 Abstentions: 0 No Vote: 0

161. **COMMUNITY HEROES AWARDS**

Following consideration of each of the nominations it was:

**RESOLVED:**

- ◆ To award a total of three Community Heroes Awards.

Members requested that, due to the small number, the ceremony be changed this year to take place prior to the Annual Meeting of Full Council in May, and that both the ceremony and the subsequent meeting take place in the theatre.

The meeting closed at 9:59 pm

Woodley Town Council

**Observations on the following Planning Applications made at the Planning & Community Committee meeting held on 9 January 2024**

<b>Application No. &amp; Address</b>	<b>Proposal</b>
<b>233020</b> 4 Colemans Moor Road, Woodley, RG5 4DL	Householder application for proposed raising of the roof and loft conversion to create habitable accommodation. 3no.dormers to the main rear elevation and 1no. dormer to the front elevation.
<b>Observations:</b> The Planning & Community Committee have reviewed this application and wished to object on the grounds that the proposal is overbearing, unneighbourly, due to loss of light on the adjacent property, and not in keeping with neighbouring properties due to the scale and massing. If WBC Officers are minded to approve the application, the Committee requested that Councillor Soane, as borough ward member, list the application.	
<b>233032</b> 47 Western Avenue, Woodley, RG5 3BJ	Full application for the proposed erection of a single storey rear extension to the existing industrial unit.
<b>Observations:</b> The Planning & Community Committee have considered this application and have no objections, but request that the neighbour's comments be taken into account.	
<b>233035</b> 4 Harding Road, Woodley, RG5 3ER	Householder application for proposed single storey front extension.
<b>Observations:</b> No objections.	
<b>233051</b> 52 Vauxhall Drive, Woodley, RG5 4EE	Householder application for proposed single storey front extension with changes to the fenestration
<b>Observations:</b> No objections.	
<b>233064</b> 47 Denmark Avenue, Woodley, RG5 4RS	Householder application for single storey side extension
<b>Observations:</b> No objections.	
<b>233067</b> 1 Crediton Close, Woodley, RG5 4DQ	Full application for the proposed change of use of amenity land to residential land, incorporating/extending the existing (2 metre high)closed board fencing.
<b>Observations:</b> No objections.	

<b>233145</b> 20 Blanchard Close, Woodley, RG5 4XQ	Householder application for the proposed part single part 2-storey side extension, single storey rear extension, garage conversion and changes of fenestration.
<b>Observations:</b> No objections.	
<b>233161</b> 30 Reading Road, Woodley, RG5 3DB	Householder application for proposed construction of a two storey rear extension.
<b>Observations:</b> No objections.	
<b>233166</b> 138 Reading Road, Woodley, RG5 3AA	Householder application for proposed construction of a single storey front extension to create a porch , a single storey side extension and a single storey rear extension. Plus a loft conversion to create habitable accommodation along with the construction A rear facing dormer into the existing roof. With changes to the fenestration.
<b>Observations:</b> No objections.	
<b>233168</b> Former Travis Perkins Site, Woodley Green, Woodley, RG5 4QP	Full application for the proposed erection of a building to form a residential care home (Use Class C2) with access, parking, landscaping and associated works, following demolition of all existing buildings on the site.
<b>Observations:</b> The Planning & Community Committee have considered the revised proposal, noting the steps taken to respond to the refusal of the original planning application, and are full supportive of the new proposals.	
<b>233193</b> 49 Quentin Road, Woodley, RG5 3NE	Householder application for proposed construction of an first floor side extension above the existing garage and a single storey rear extension with changes to the fenestration.
<b>Observations:</b> No objections.	

# CYCLING & WALKING TASK & FINISH WORKING GROUP

VERSION	DATE	AMENDED?	COMMENTS
0.0	4.12.23	No	Draft Version
1.0	12.12.23	Yes	Approved by P&C Committee (12/12/23)
1.1	09.01.24	Yes	Change to Membership, and end date added – Approved by P&C (9/1/24)

- 1. TYPE OF COMMITTEE =>** Task & Finish Working Group
- 2. PARENT COMMITTEE =>** Planning and Community Committee
- 3. 6 MONTH MEETING RULE VALID (see 6.1.k)**
  - a. YES
- 4. SIZE =>** 4 Members; to be made up of 1 Labour group and 1 Liberal Democrat group appointment, and 2 active cyclist representatives from either Reading Cycling Club, Reading Cycling Campaign, or a combination of both (disregarding Standing Order 2.2 – political proportionality).
- 5. END DATE =>** 22 May 2024
- 6. DUTIES AND POWERS**
  - 6.1. OVERALL PURPOSE**
    - a. To identify, prioritise and optimise actions in order to achieve the following, approved, Strategy for Cycling:
 

*The Town Council’s strategy is to increase the number of cycling journeys in Woodley, both to support our commitment to climate change, and to promote health and wellbeing in the town.*

*We will do this by a programme of communication, collaboration and education in the local community aimed at improving conditions for cyclists, facilitating access to cycles, and encouraging more people to get on bikes.*

*And we’ll provide a forum for experienced, new, and Woodley cyclists to have their say on what’s needed to improve cycling in Woodley.*
    - b. To work with local authorities / cycling groups / experts to achieve the aims of the Strategy for Cycling.
    - c. To consider ways in which improvements may also be made to walking infrastructure.
  - 6.2. MEETINGS**
    - a. Meetings will take place as and when required in order to best achieve the stated purpose within the timescales prescribed by the working group.

- b. Officers will be in attendance at all meetings.

### **6.3. TERMS OF OPERATION**

- a. To review and understand Wokingham Borough Council's Local Cycling and Walking Infrastructure Plan (LCWIP) and where it impacts Woodley and the surrounding area.
- b. To review and understand Wokingham Borough Council's Transport Strategy in terms of its contribution to and effect on cycling and walking in Woodley.
- c. To determine and design a programme of communication, collaboration and education events in the local community with relevant stakeholders, targeted at promoting [Active Travel](#) by improving both walking and cycling conditions in Woodley.
- d. To consider the introduction of a Walkers & Cyclists Forum to further collaborate between the Town Council and residents, including identifying the purpose of such a forum, the likely stakeholders, and the level of involvement required from the Town Council.
- e. To identify issues with / improvements required to existing cycling infrastructure and signage, especially those which create poor cycling conditions and reduce safety, and which discourage the take up of cycling. To consider how to resolve these, working with Wokingham Borough Council as the Highways Agency where necessary, and taking into account the Local Cycling & Walking Infrastructure Plan.
- f. To produce an action plan of recommended improvements and, where appropriate, progress them to completion, including making recommendations, via the Planning & Community Committee, to the Strategy & Resources Committee where it is identified that funding is required.

**ACTIONS & FOLLOW UPS FROM PREVIOUS MEETINGS**

<b>Meeting Date:</b> 25 July 2023			
<b>Minute</b>	<b>Action</b>	<b>Progress Update</b>	<b>Last Updated</b>
44	Write to WBC in July 2024, requesting data on the last 2 years' car park usage in Woodley to compare usage pre- and post car park charge increases.	Not due for completion until July 2024	09/11/23

<b>Meeting Date:</b> 17 October 2023			
<b>Minute</b>	<b>Action</b>	<b>Progress Update</b>	<b>Last Updated</b>
94.2	Council's Speedwatch equipment ready to be collected by Speedwatch coordinator.	No update.	09/11/23
94.2	Speedwatch page / form to nominate sites to be published when Speedwatch group 'go live'.	Awaiting 'go live' of group	09/11/23
94.3	Councillor Soane to raise issue of parents of children at Rivermead Primary School parking on double yellow lines in Addington Gardens at Wokingham Borough Council meeting.	At meeting of 14 November, Chairman updated Members to advise that WBC Councillor Shahid Younis had raised the issue at a Borough Council meeting. It was agreed a site visit would take place to consider options to replace the existing zig-zag parking restrictions which were not effective. Members asked that the item remain on the Actions / Follow Ups list until the matter is resolved.	07/12/23

<b>Meeting Date:</b> 14 November 2023			
<b>Minute</b>	<b>Action</b>	<b>Progress Update</b>	<b>Last Updated</b>
115	When WBC's Local Plan is implemented, consider whether to update the Woodley Design Statement, including evaluating the benefit of such a document.	Awaiting approval of WBC's new Local Plan.	07/12/23

<b>Meeting Date:</b> 12 December 2023			
<b>Minute</b>	<b>Action</b>	<b>Progress Update</b>	<b>Last Updated</b>
135.1	Appointments to the Cycling and Walking working group to be provided by the Conservative group (2 places) and Labour group (1 place) via email following the meeting.	<b>COMPLETE</b> Update provided in agenda.	25/01/24

<b>Meeting Date:</b> 9 January 2024			
<b>Minute</b>	<b>Action</b>	<b>Progress Update</b>	<b>Last Updated</b>
150.1	Respond to premises licence application for NISA local (86-88 Headley Road) to confirm the committee have no objections	<b>COMPLETE</b> Response sent 10 Jan 2024.	25/01/24
151	Refer Chemogiftbags to apply for a Community Grant.	<b>COMPLETE</b> Email sent 10 Jan 2024	25/01/24
152.2	Councillor Baker to approach Reading Cycling Club and Reading Cycling Campaign to enlist two representatives for the Cycling & Walking task and finish working group.	<b>COMPLETE</b> Update on agenda.	25/01/24
153	Write to Wokingham Borough Council to request details of the proposed upgrade works being planned to Earley Station Footbridge, how this would address disabled access issues, and what contingency plans would be put in place should the footbridge be deemed unsafe at any point.	WBC written to on 10 Jan 2024 – chased on 25 Jan.	25/01/24

*Once reported as complete, actions / follow ups will be removed from future reports.*



Woodley Town Council

**PLANNING APPLICATIONS**

<b>Application No. &amp; Address</b>	<b>Proposal</b>
<b>232968</b> Magnolia Court, Headley Road East, Woodley, RG5 4SD	Full application for the proposed changes to fenestration to the existing conservatory.
<b>233095</b> 65 Nightingale Road, Woodley, RG5 3LU	Householder application for proposed single storey front extension and the creation of a porch, single storey side extension , single storey rear extension following the demolition of the garage.
<b>240011</b> Grass Area Fronting 45-49 Enstone Road, Woodley, RG5 4QU	Full application for the proposed change of use of existing highway/adopted grassed areas for the proposed construction of hard standing to provide parking spaces within the garden areas of properties 45, 47 and 49 Enstone Road and the provision of an access.
<b>240027</b> 1 Comet Way, Woodley, RG5 4NZ	Householder application for proposed construction of a single storey rear extension.
<b>240072</b> 33 Elm Drive, Woodley, RG5 4FD	Householder application for proposed loft conversion to create habitable accommodation plus insertion of 2no roof lights to the front elevations and 2no roof light to the rear elevations.
<b>240091</b> 24 Uppingham Drive, Woodley, RG5 4TH	Householder application for proposed single storey rear extension to also include roof lights.
<b>240095</b> 38 Wroxham Road, Woodley, RG5 3AT	Householder application for proposed single storey rear extension plus insertion of 1.no dormer into the east elevation and 1.no dormer into the west elevation of the existing roof with changes to the fenestration.
<b>240115</b> 2 Austin Road, Woodley, RG5 4EJ	Householder application for proposed part single part two storey side extension. To include changes to fenestration.
<b>240128</b> 99a Colemans Moor Road, Woodley, RG5 4DA	Householder application for proposed single storey rear extension.

Woodley Town Council

## PLANNING DECISIONS

### WITHDRAWN – NO DETERMINATION MADE BY WOKINGHAM BOROUGH COUNCIL

Reference / Address	Proposal
<b>232468</b> 17 Wyndham Crescent, Woodley, RG5 3AY	Householder application for the proposed erection of first floor rear extension, plus 1no. rooflight and formation of new side window.

### REFUSED – CONTRARY TO TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
NONE	

### REFUSED – ENDORSING TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
<b>232620</b> The Point, London Road, Woodley, Wokingham	Full application for the proposed erection of a café and drive-thru with associated parking, landscaping and access, following demolition of 2 no. existing dwellings and changes to the existing parking layout.

### APPROVED – CONTRARY TO TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
NONE	

### APPROVED – ENDORSING TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
<b>232401</b> 55 Colemans Moor Road, Woodley, RG5 4DG	Householder application for the proposed conversion of loft to form habitable space, facilitated by the erection of side dormer and 2no rooflights.
<b>232686</b> 85 Western Avenue, Woodley, RG5 3BL	Householder application for the proposed single storey side extension and 2 storey rear extension with Juliet balcony along with changes to fenestration, conversion of the garage to Store and workshop, also an Air source heat pump installed to the rear of the dwelling and Solar panels to the main roof elevation.
<b>232777</b> 40 Pitford Road, Woodley, RG5 4QF	Householder application for the proposed single storey front extension with a tiled pitched roof.
<b>232778</b> 47 Hawker Way, Woodley, RG5 4PF	Householder application for the proposed erection of single storey front porch, changes to fenestration plus internal alterations.
<b>232839</b> 21 Vauxhall Drive, Woodley, RG5 4EA	Householder application for the proposed erection of a single storey rear extension, changes to fenestration and extension of front hardstanding to extend parking area.
<b>232894</b> 43 Ravensbourne Drive, Woodley, RG5 4LH	Householder application for the proposed erection of a single storey front porch following demolition of existing front porch, and new dropped kerb.

**APPROVED – ENDORSING TOWN COUNCIL RECOMMENDATION cont...**

<b>233002</b> 70 Arundel Road, Woodley, RG5 4JT	Householder application for proposed conversion of the garage to create habitable accommodation and first storey extension above the garage.
<b>233064</b> 47 Denmark Avenue, Woodley, RG5 4RS	Householder application for the proposed erection of single storey side extension.

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# Local Transport Plan 4



2023



**WOKINGHAM**  
BOROUGH COUNCIL

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# Executive summary

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The Wokingham Local Transport Plan (LTP) is a strategic document that sets out the approach for all aspects of transport across our borough. The LTP identifies and supports future transport interventions for funding and ensures that we are addressing the priorities of our residents whilst ensuring we meet the requirements of national and local objectives.

The LTP is supported by 'daughter documents' that provide greater detail in the numerous topic areas. Two such documents have already been adopted by the Council, these being the Local Cycling and Walking Infrastructure Plan (LCWIP) and the Local Bus Service Improvement Plan (BSIP).

Our third LTP (termed LTP3) was written in 2011. With a significant part of the strategy having been delivered and changes in technology, policy and demographics, there is a need to produce a new transport strategy.

This draft transport strategy, referred to as LTP4, looks back at what has happened since 2011 and considers the views of our residents and their changing and current travel habits and trends. It also takes account of changes in national and regional policy, and the council's own updated goals and objectives from its various strategies and the emerging Local Plan.

There are two background documents to LTP4 that provide more detail on the data used in developing the new Plan. Annex A is the LTP4 Evidence Base, which includes an overview of empirical data and changes in the borough since the last Plan in 2011. Annex B is the LTP4 Engagement Report which summarises the results of our early engagement with residents in March 2023.

An analysis of travel patterns and socio-economic data suggests four geographic areas around which LTP4 policies can be determined and directed. These are:

- 
- Earley, Woodley and Shinfield which includes the most urban areas of these towns where the main destination for travel outside the borough is towards Reading;
  - North Wokingham, which includes Twyford and is mainly rural with high car dependency;
  - South Wokingham, also generally rural and which also has relatively high car dependency; and
  - Wokingham and Winnersh, the central area of the borough which has the highest levels of "self-containment" and active travel.
-



The characteristics of these four areas have been used to develop place-specific solutions where we know that specific interventions will benefit certain travel types; it also means that, although the Local Plan will have a transport hierarchy and promotes active and sustainable travel, we must accept and support our residents who are dependent on their private car.

The Local Transport Plan supports our local priorities. The LTP Vision has three key themes:



## Create Healthy and Safe Places

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

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

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

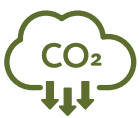


## Develop the Economy

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

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

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



## Reduce Environmental Impacts

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

Measures to achieve this strategy are set out on the following pages.

The LTP is supported by an Action Plan which identifies some of the actions proposed to deliver the objectives of the Plan.

# 1. Background

Wokingham Borough is a thriving area with great opportunities and is one of the fastest growing Local Authority areas in the country.

Transport infrastructure plays a significant role in creating a successful economy whilst also enabling residents to access a range of services and amenities.

Health and wellbeing are at the core of planning and policy making and is a theme running through the LTP4. Research has shown that investing in our transport networks to create opportunities to walk, cycle and use public transport for the things we do every day can help our local shops, schools and healthcare, and improve access to social spaces such as parks and leisure centres. People that cycle to work are generally healthier and living longer than those who commute by car, and those who walk to work and cycling commuters also have lower rates of heart disease.

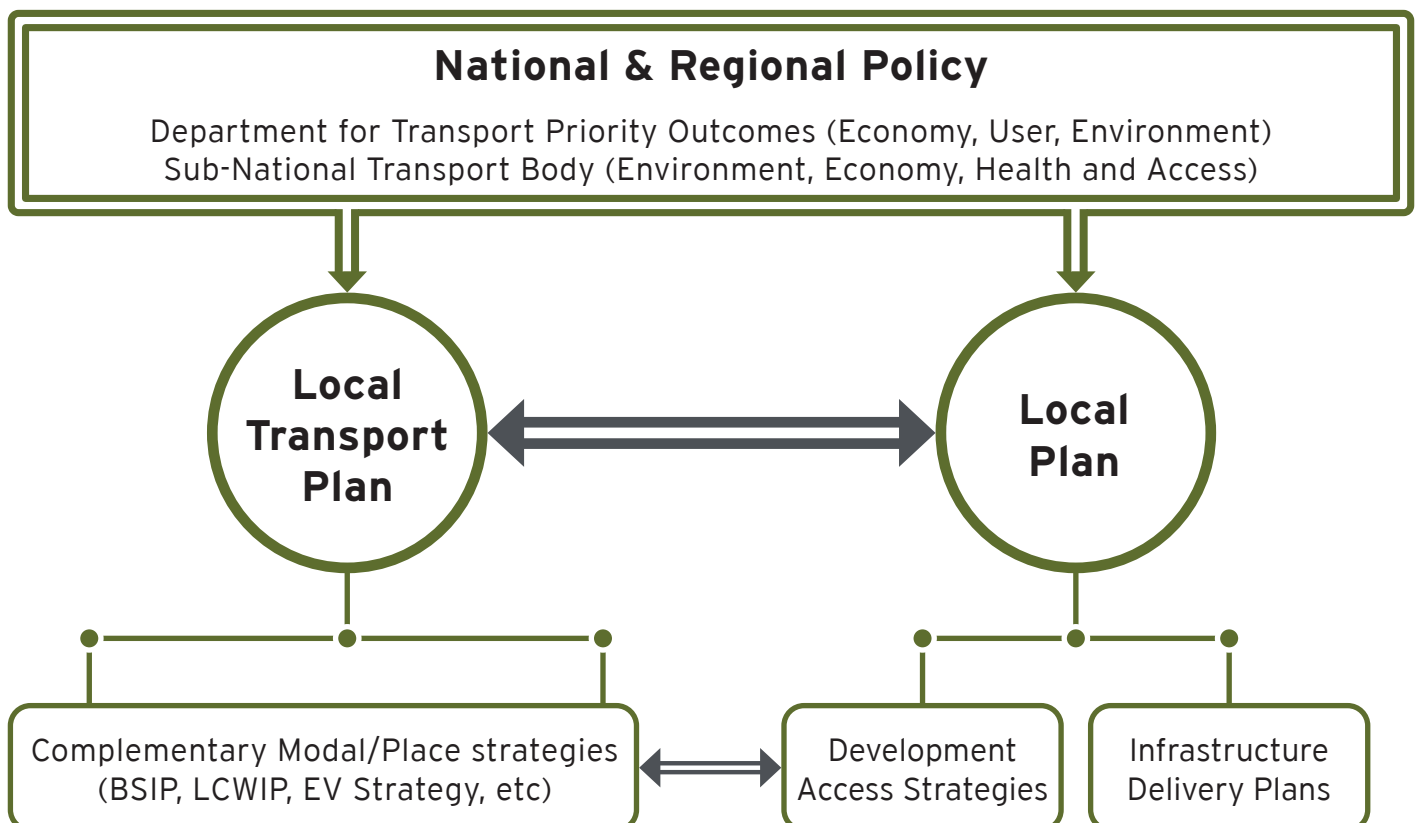
The Plan has an emphasis on providing opportunities for all to access services and employment, increase physical activity and

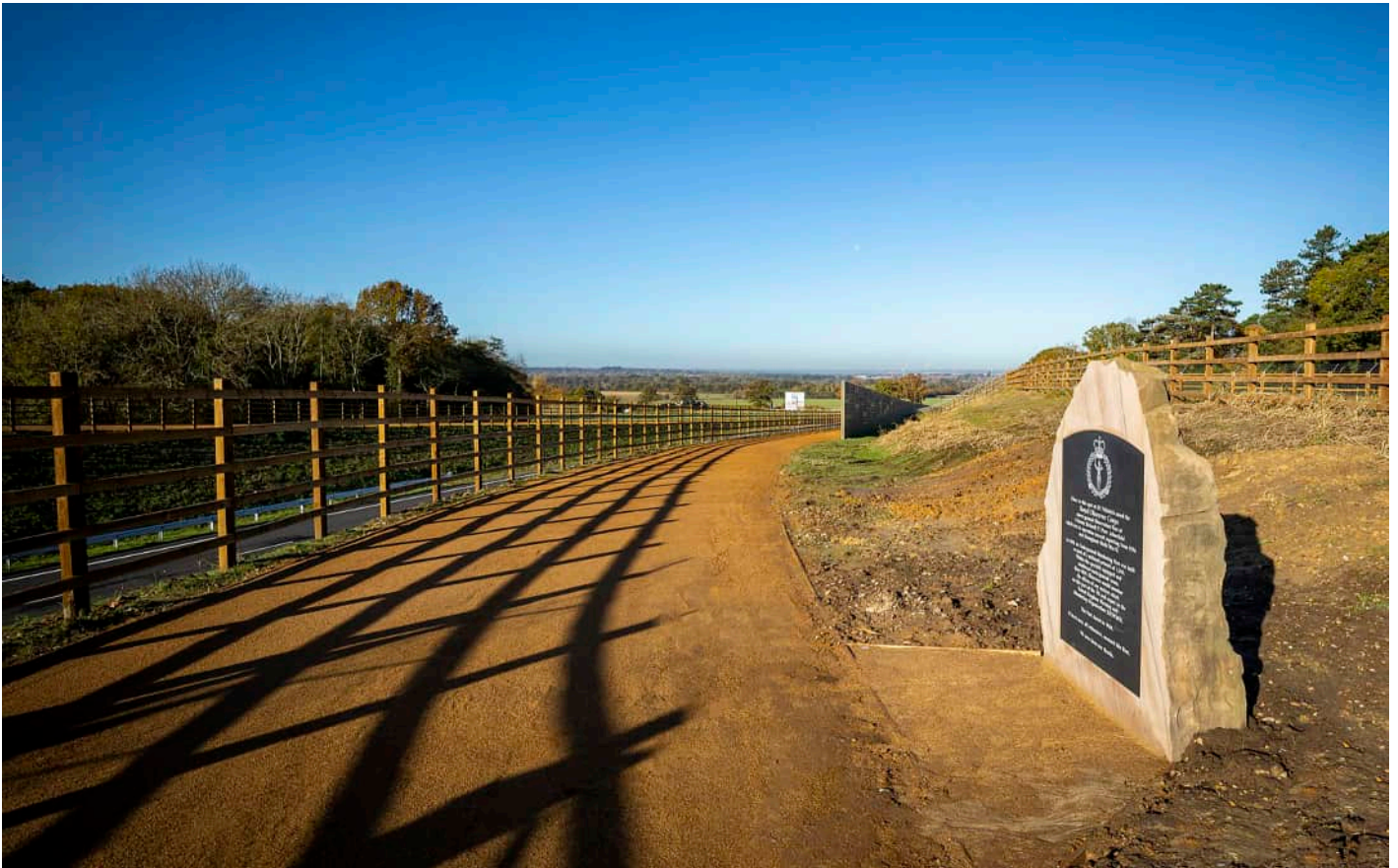
shape the quality of the places where we live. Changes to the transport system provide an opportunity to improve our health and opportunities, and reduce the negative impacts of air pollution, noise and road traffic collisions.

The Local Transport Plan (LTP) is a strategic document that sets out the approach for all aspects of transport across the borough.

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

The LTP is supplemented by several detailed strategies for different travel modes and places, such as the Bus Service Improvements Plan (BSIP), Local Cycling and Walking Infrastructure Plan (LCWIP) and Electric Vehicle Strategy.





Our third and current LTP (LTP3) was written in 2011. LTP3 compiled five strategic goals within the plan: Highways; Active Travel; Public Transport; Smarter Choices; and Demand Management. Good progress has been made delivering its policies.

With a significant part of the strategy having been delivered alongside changing technology and government policy, and a better understanding of travel habits and climate change, there is a need to refresh our LTP and transport strategy to address current priorities and the needs of our communities.

The Council declared a climate emergency in 2019 and has committed to doing as much as possible to achieve carbon neutrality by 2030. Significant changes in travel behaviour and vehicle propulsion, and at a faster rate than that observed to date, will be required to get to carbon neutrality.

Transport policy therefore needs to strike the right balance between improving people's quality of life, supporting the economy and reducing the environmental impacts of transport.

Work to understand travel patterns, trends and emerging opportunities, and engagement with local and regional stakeholders has been undertaken in the development of this new LTP.

A Vision for the LTP has been developed from existing national, regional and local policies to support local priorities. This has led to three key themes that deliver local priorities:

 **Create Healthy and Safe Places;**

 **Develop The Economy; and**

 **Reduce Environmental Impacts.**

We are consulting on this draft LTP to get your views.

## 2. Looking Back

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Our current and third LTP was produced in 2011 and a lot has changed. New transport infrastructure has been delivered and the borough's population has grown. With the growing influence of digital services and further shifts in travel behaviour since the COVID-19 pandemic in 2020, the way we access services and amenities has also changed.

The LTP sets out a pipeline of interventions to support a changing borough. We have made good progress to deliver these improvements. This includes:

- New relief roads at Shinfield, Winnersh and Arborfield, the extension to Nine Mile Ride and the North Wokingham Distributor Road.
- Improvements to public transport, including the upgrade of Wokingham Station and park and ride sites (albeit their usage since 2020 has been impacted by the pandemic).
- Wokingham Town Centre and Peach Place improvements.
- New facilities for walking and cycling, including Greenways, to improve access and leisure opportunities for all throughout the borough; and
- New facilities for walking and cycling, including our ambitious Greenways network to improve access and leisure opportunities throughout the borough; and
- A 45% reduction in injuries from road traffic collisions since 2008.

Along with the new infrastructure, we have improved our engagement to promote safer and more sustainable travel with the creation of My Journey. As part of a comprehensive programme and promotion of sustainable travel and behaviour change campaigns, My Journey manages our Modeshift awards scheme with local schools, our Bikeability programme helping to ensure every child can learn how to safely ride a bike, and provides travel information to new developments that help to reduce car travel and promote lower carbon travel choices.

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



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

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

Wokingham is one of the fastest growing local authorities in the UK. In addition, we are living longer. As a result, our population has increased by 15% over the last decade, from 157,000 in 2011 to 177,500 in 2021. As you might expect, a growing population can increase demand on the transport system.

Significantly, the way people access services has also been changing, notably through a growing use of digital services.

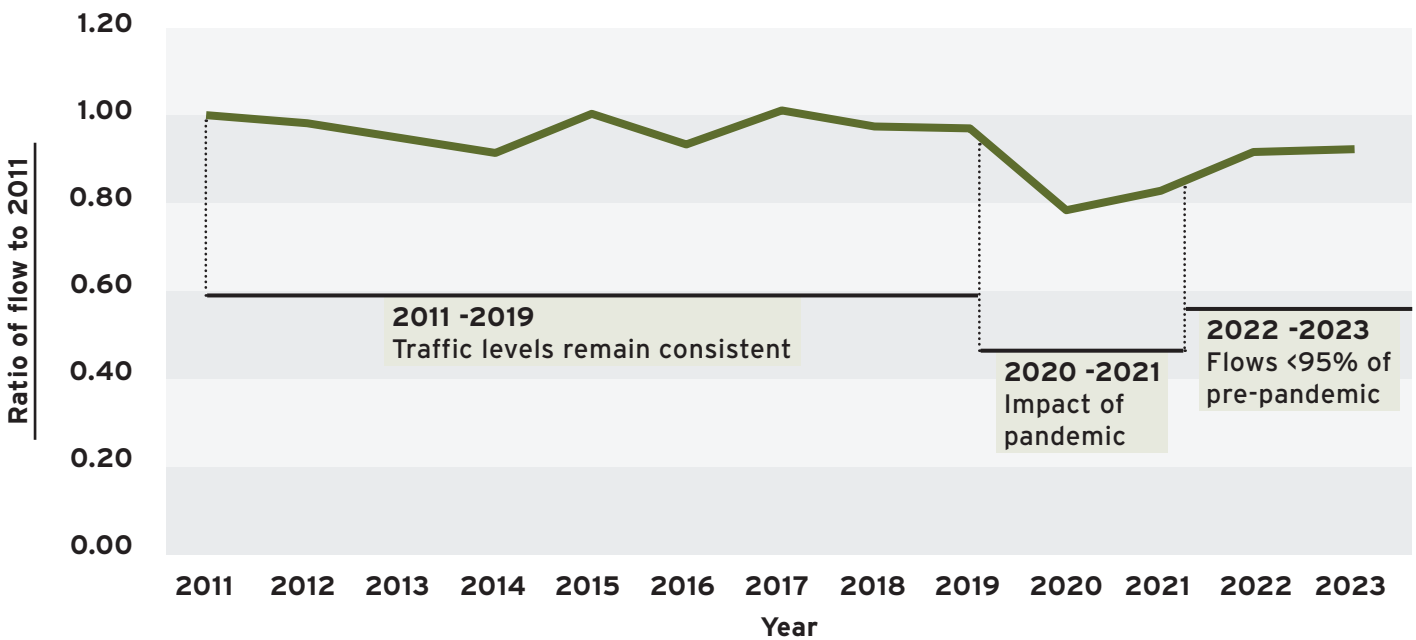
The number of cars owned in the borough has increased over the last decade and Wokingham has one of the highest levels of car ownership in the country. However, each car is being used less than before and this growing car ownership has not led to additional travel. Overall, traffic volumes have not increased, instead remaining relatively stable despite the growth in population.

The number of trips made by individuals has also been reducing, with the National Travel Survey showing that each person made 12% fewer trips in 2019 than they did in 2000.

There appears to be a reduction in private car use when compared with pre-pandemic use, and the times at which people travel has also changed slightly. However, overall traffic volumes have remained relatively steady (excepting the pandemic period) due to a higher number of goods vehicles and 'white van' trips on our roads such that traffic levels in the borough during summer 2023 were only a few percent below the pre-pandemic traffic levels.



### Wokingham Borough Traffic Flows 2011 - 2023



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

# 3. Spring 2023 Engagement

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

The Spring 2023 consultation survey received feedback from a range of stakeholder organisations and 750 public responses across the borough. A full report of the survey and analysis of the results is provided in Appendix B as part of the draft LTP consultation material.

Although the responses were spread by location across the borough, engagement varied by age group. For example, 60% of respondents were aged between 25 and 64, comparable with the 53% of borough residents in this age group. However, almost 40% of respondents were over 65 whereas less than 1% were under the age of 24. This is a recurring concern of the council and we will seek to improve the response rate for those below 65 to ensure better representation of views of our residents both for consultation on this LTP and for policies and schemes arising from it during the Plan period.

Responses to the Spring 2023 survey aligned with the evidence base in Appendix A in that car is the most popular mode of transport for travel, accounting for most trips over five miles. Walking, and to a lesser extent cycling, also accounted for a significant proportion of short trips by residents of Wokingham, Winnersh, Woodley, Earley and Shinfield.

The most raised concerns about current transport facilities were:

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

Respondents were asked to rank the importance of several measures in urban centres. The top three themes were:

- Pedestrian Safety
- Clean Air
- Traffic Congestion

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

## Level of Agreement on Potential Transport Changes

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

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

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

The consultation feedback provided a guide to local priorities from the borough's residents and stakeholders to help shape and inform the LTP. We have also drawn on findings from other engagement, such as the National Highways and Transportation survey (NHT), to provide a comprehensive picture of residents' views.

The responses highlighted areas of concern around maintenance and safety for active travel, and indicated support to improve air quality and reduce carbon emissions.

# 4. Places and Travel Characteristics

Travel for work can be broadly summarised as:



**35% of residents work within the borough.** Short distance urban trips are typically made on foot or by cycle, but with use car dominant in more rural areas.



**35% of residents travel to nearby destinations,** including Reading, Bracknell, Slough, Maidenhead and Windsor.



**30% of residents travel elsewhere,** with around 10% of residents working in London and typically travelling by public transport, and 20% to other regional destinations with the private car used for over 90% of these trips.

## Reduce Environmental Impacts

Most of our population live in the urban areas in the north and west of the borough and along the A329 corridor. Travel patterns vary across the borough with travel and socio-economic data analysis suggesting there are four areas with distinct travel characteristics. These are:

- Wokingham and Winnersh
- North Wokingham
- Earley, Woodley and Shinfield
- South Wokingham

**Woodley, Earley and Shinfield**

High draw to Reading. Many of which made sustainably, especially by bus

Close proximity to services

Higher density and walk/cycle

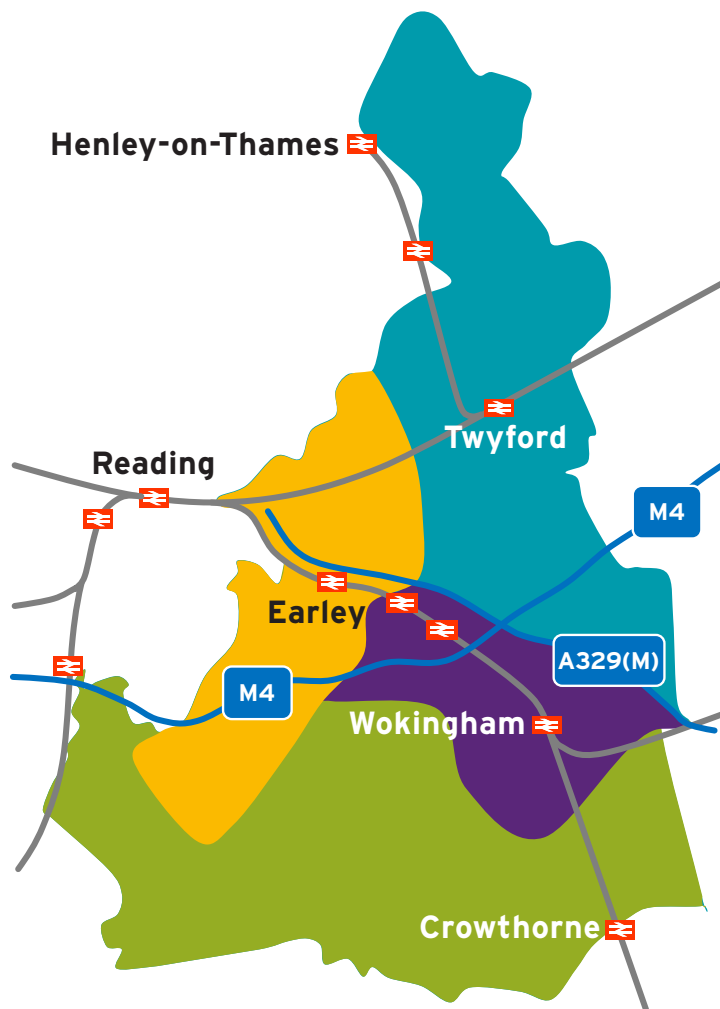
**Wokingham South**

Travel to range of destinations

Development at Arborfield Green

Higher walk/cycle than rural north

Limited public transport routes



**Wokingham North**

Draw to the east and to Reading

Highest car ownership

High rail usage inc. Elizabeth Line

**Wokingham Town and Winnersh**

High levels of self containment

Out commuting to Bracknell.

Highest levels of Active Travel

A329 corridor



# Wokingham and Winnersh

Wokingham and Winnersh have the highest levels of self-containment and active travel in the borough. A quarter of residents work in Wokingham or Winnersh and the proportion of internal commuting trips made by foot/cycle is similar to that made by car. Most residents also live within walking distance of a primary or secondary school and shops and have the greatest potential to walk and cycle.

Bracknell is the most common destination from this area for work outside the borough followed by Reading. Railway stations at Winnersh, Winnersh Triangle and Wokingham, and 15-minute frequency bus services along the A329 provide public transport connections to Reading and Bracknell. There are also hourly bus services between Wokingham and Twyford, Barkham, Finchampstead, Arborfield and Shinfield.

The A329 can suffer from traffic congestion, impacting journey times and causing poor air quality. The Winnersh Relief Road has helped to alleviate congestion at Winnersh Crossroads and improvements to Market Square has enhanced the urban realm in Wokingham town centre, but there remains an Air Quality Management Area (AQMA) in Wokingham town that covers Peach Street, Broad Street, Shute End, Denmark Street and London Road, with the greatest levels of pollution at Shute End.

There is new development located to the north and south of Wokingham. New infrastructure such as the North Wokingham Distributor Road has been completed and includes a new north-south crossing of the railway. In addition, the first section of the South Wokingham Distributor Road (SWDR) has been built connecting the A329 to Waterloo Road and enabling the closure of Waterloo Road level crossing. The remaining sections of the SWDR will come forward as the South Wokingham Strategic Development Location (SDL) is built out over the coming years.

## North Wokingham

The North Wokingham area comprises predominantly rural areas to the north of the A329(M) including Remenham and Twyford. Travel from this area is typically along the east-west corridors such as the A4 and M4, and by train using GWR and Elizabeth Line services towards Reading in the west and Slough, Windsor and London to the east.

Lower population densities in rural areas typically results in fewer local services and facilities, and this is reflected in higher car ownership than in our urban areas. Nevertheless, a smaller proportion of these residents drive to work compared to urban areas. Reasons for this include more rural residents accessing services digitally and a higher proportion of travel by rail, especially from Twyford station.

Twyford railway station has a large catchment area and, despite a drop in use during Covid-19, rail services and car parking continues to be in demand. The station is served by frequent Elizabeth Line services to Reading, Maidenhead and London. Wargrave station is on the Henley Branch Line and connects to the Elizabeth Line at Twyford.

There are regular bus services on the A4 London Road corridor towards Reading, but services are less frequent than elsewhere in the borough. However, some community transport services operate to provide travel opportunities to residents in these areas.

## Earley, Woodley and Shinfield

Areas in and around Woodley, Earley and Shinfield abut the Reading conurbation. Travel to Reading accounts for nearly a third of trips from these areas.

The area benefits from high bus frequencies radiating out from Reading and consequently has the greatest levels of bus usage in the borough. Reading Borough Council's BSIP identifies Fast Transit Public Transport Corridors (FTPT) along the A327 and A329 routes into Wokingham, as well as quality public transport corridors connecting Woodley to Twyford, and Reading to Shinfield and Arborfield. If delivered, these routes would enhance the existing bus services and benefit the residents of Wokingham Borough.

Rail represents a smaller proportion of travel from this area than Wokingham and Winnersh or North Wokingham. Earley railway station is served by trains to Reading, Wokingham and London Waterloo, and the new Reading Green Park station by trains to Reading and Basingstoke and is well located for residents of Shinfield.

There are a number of services, amenities and jobs located in Earley and Woodley and walking and cycling accounts for a third of internal commuting trips. Overall active travel accounts for 10% of all commuting trips in this area, with levels towards Reading low given that many jobs and amenities in Reading are within cycling distance.

## South Wokingham

Residents in the generally rural areas of South Wokingham and including the larger settlements of Arborfield and Finchampstead show a more diverse range of travel destinations when compared to other parts of the borough and a more limited range of public transport options.

The Leopard bus route connects Arborfield to Wokingham and Reading via Finchampstead and Shinfield. The frequency of this service was reduced to hourly following the COVID-19 pandemic, but a growing population along the route will provide new travel demand to support increased bus service frequency.

The new community at Arborfield continues to grow. Among the 3,500 allocated dwellings, over 1,000 have been completed along with new primary and secondary schools. The A327 Arborfield Cross Relief Road (Observer Way) was completed in 2020 to support the development and to reduce traffic passing through Arborfield Cross. The Nine Mile Ride extension to and through Arborfield Garrison and connecting to the A327 was completed in 2022.

The new community has higher levels of walking and cycling than other rural areas, which is a positive travel trend that should be developed further, and benefits from the California Greenway route to Finchampstead.

There are no railway stations in South Wokingham, although Crowthorne station provides an alternative to Wokingham for residents in Finchampstead and Green Park Station for services to Reading and Basingstoke from areas in the west.



# 5. Travel and Transport

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## Strategic Transport Network

The borough is well connected to major strategic roads. The M4 motorway crosses east to west through Wokingham, and the A329(M) provides a similar role north-south between Reading and Bracknell. These roads are accessed at Coppid Beech, Winnersh Triangle, Thames Valley Park and at M4 Junction 11 near Shinfield. Significant local roads also include the A4, A33, A321, A327 and A329.

Access to these strategic routes supports our local economy and enables residents and business to access services and amenities regionally and nationally. We will work with our partners and stakeholders to protect and enhance our strategic road and rail connectivity. This will help to effectively transport people, goods and services within the borough and to neighbouring areas.

## Local Highway Network

Maximising our existing assets is vital to keep the borough moving. A well-maintained transport system is a priority for the council and was supported in the Spring 2023 consultation.

We will trial changes, investigate new approaches using technology to better monitor the network, and align proposed improvements with planned maintenance schedules to reduce disruption. We will also reduce the carbon footprint of highway maintenance and construction activities.

Continuing the current trends which has seen injuries from traffic collisions reduce over the last 15 years, an objective of the LTP will be to help achieve a further 50% reduction in serious and fatal road traffic collisions. Improvements will include targeted measures at areas with the highest collision rates including the A329, A4 and B3349 Barkham Road corridors.

Measures to reduce injuries to vulnerable road users will also be progressed. Areas that currently experience a higher number of collisions include Twyford and Remenham in the north, Arborfield and Newland in the south, and in and around the town centres of Woodley and Wokingham.

## Health and Wellbeing

Transport plays a significant role in people's health and wellbeing. This can include enabling access to services, physical activity and the impact of emissions and noise on health.

Typically, Wokingham has a healthy population. Healthy life expectancy is above the national average and Wokingham is one of the top local authorities for physical activity in adults. However, the borough was in the bottom 20 for physical activity in children and young people. Levels of obesity are double for year 6 children compared to reception aged children, and those in more deprived areas are more likely to be obese than average.

Improving physical activity levels in children and young people, such as through making active travel an easy and accessible choice, can be a key component in achieving a healthier Wokingham and to reduce preventable difference in health and opportunities.

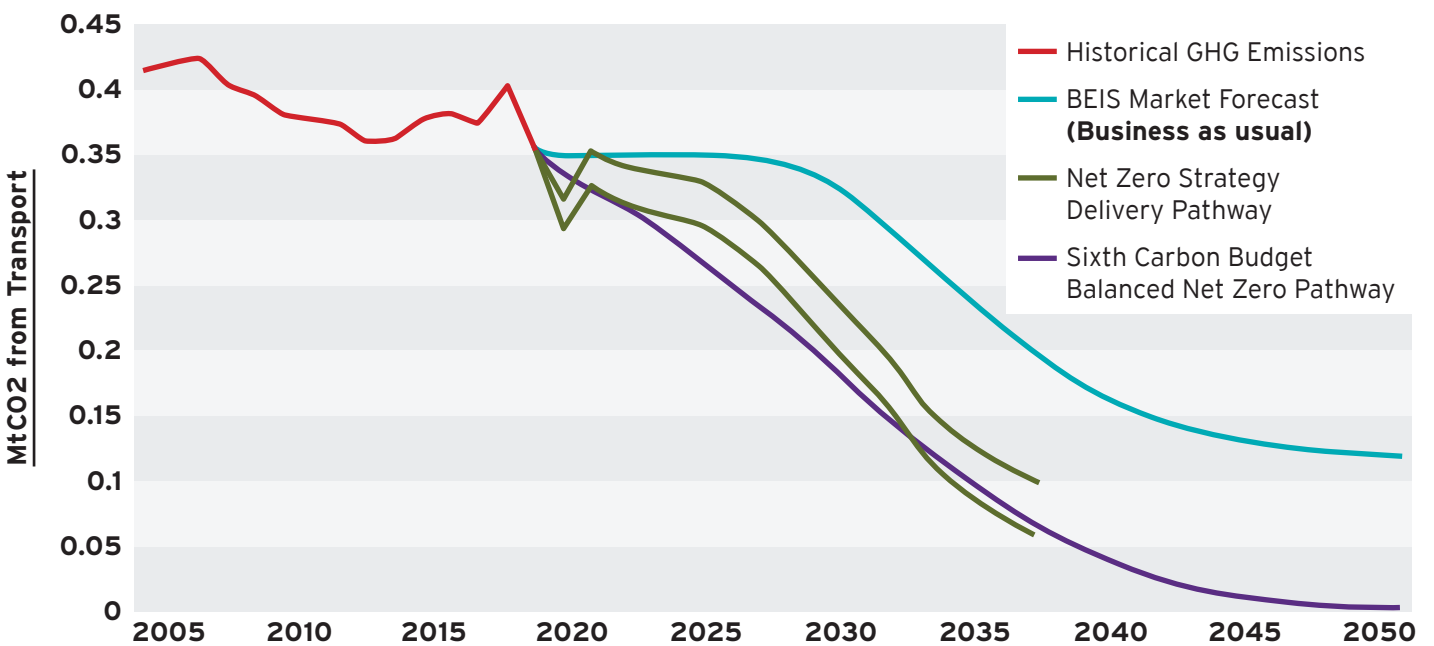
# Environmental Impacts

Local transport accounts for a third of the carbon emissions in the borough. In addition, there are similar levels of carbon emissions arising from major transport links through the area, such as the rail network and the M4.

The council declared a climate emergency in 2019 and has committed to doing as much as possible to achieve carbon neutrality by 2030. Achieving this will require significant changes in travel behaviour and vehicle propulsion.

To be carbon neutral in line with local (2030) or national (2050) targets we will need to make significant changes and at a faster rate of change than that observed to date. In the following diagram, the red line to 2020 indicates our progress to date and the purple line where we would need to go to become carbon neutral by 2050.

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



# Changing Population

It is expected that the population of the borough will increase to 200,000 over the next 10-20 years. Changing demographic characteristics are likely to change the demand for travel. Older age groups make different types of trips to those of working age, including higher levels of concessionary bus travel, and families moving into new housing tend to make more trips than more established residential areas. Of interest, we have noted higher levels of active travel in the new Arborfield Garrison development.

# Air Quality

Wokingham Borough has three Air Quality Management Areas (AQMA), which are where pollution has exceeded legal limits. These are located in Wokingham Town Centre, at Twyford Crossroads and along the M4 motorway running east-west across our borough. Noise pollution is also highest adjacent to the M4 motorway. Clean air in our communities was identified as a priority from the spring 2023 consultation. The removal of all air quality exceedances in the current AQMAs in Wokingham town centre and Twyford will be a short-term priority for the LTP.

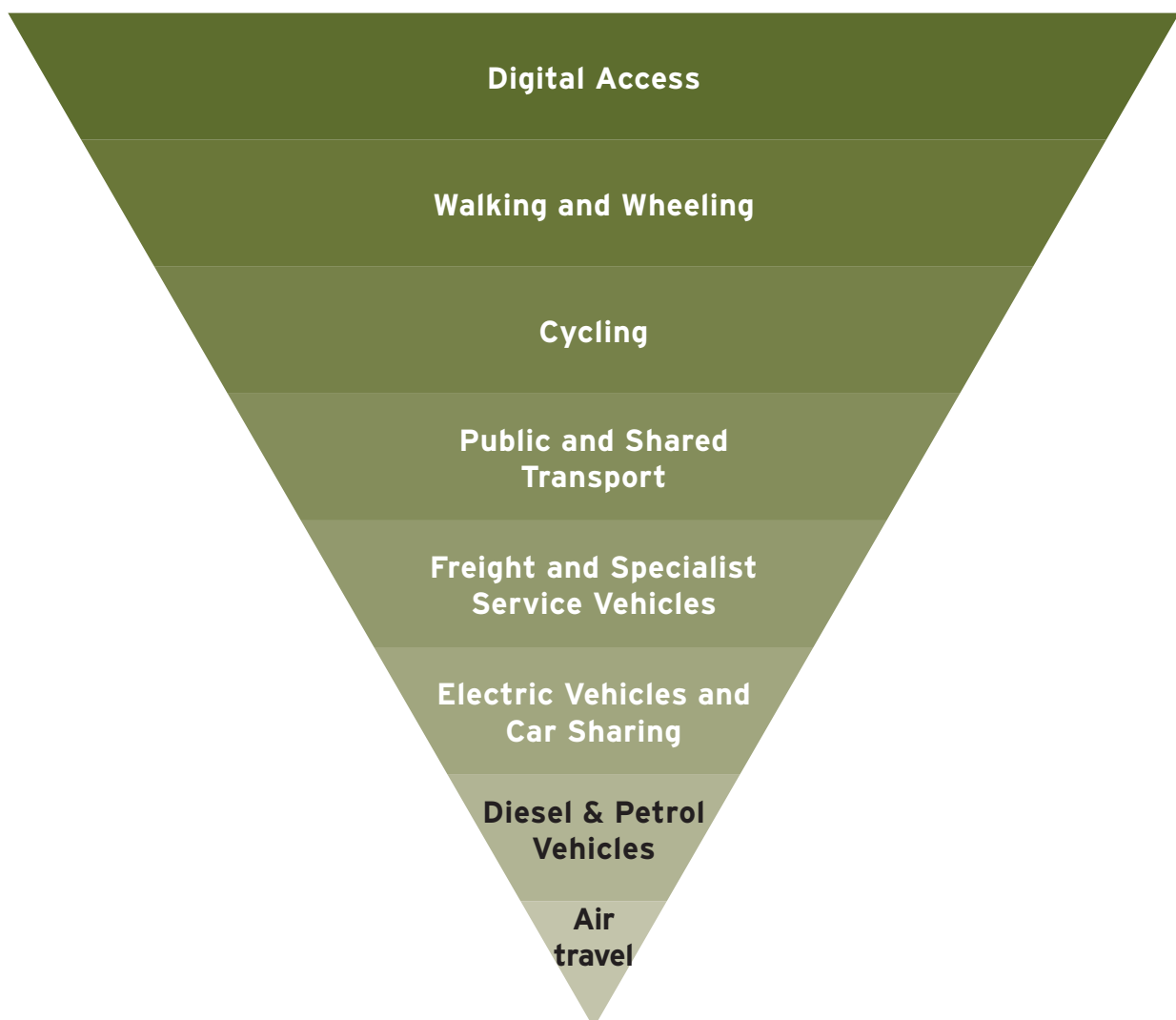
# A new Local Plan

A new Local Plan to allocate further housing and employment development in the borough is being developed by the council. The 2021 Local Plan consultation proposed continued development at Strategic Development Locations (SDLs) in Arborfield, South Wokingham and Shinfield and a new SDL at Hall Farm between Shinfield and Earley. These will provide new homes to thousands of future residents along with new education, retail and employment facilities.

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

## Hierarchy of Transport

In line with national policy, the following diagram sets out a hierarchy of transport provision for the LTP, clearly placing the most sustainable forms of travel and access first and with less sustainable modes having a lower priority. At the top is Digital Access, which contributes to reducing the need to travel, for example to work and shopping (however, we recognise that this can also have a negative impact on the economy). Next is walking and wheeling, which is the term used for wheelchairs, scooters and pushchairs. Although private cars are shown to be our lowest priority, we know that many of us will continue to rely on the private car and simply could not (due to ability or other circumstances) switch to more sustainable modes even if there was appropriate infrastructure and services.



# Digital Access

Technology has already had a significant impact on how we live our lives and the need for and how we travel. Consistent with the aims in the Wokingham Borough Council Plan and Climate Emergency Action Plan (CEAP), the LTP will support growing use of digital technology. This includes improving digital accessibility and promoting remote working where possible and placing it top of the hierarchy for travel.

We will also expand the role of My Journey to help individuals, schools and businesses develop bespoke travel policies, promote car sharing schemes and active travel opportunities.

# Walking, Wheeling and Cycling

Aligned with national policy, there will be an objective for 50% of trips in our towns to be made by active travel. Those residents living in urban areas are generally closer to services and employment, have more travel choice and the greatest potential to walk, cycle or use public transport.

This will be achieved by delivering the active travel infrastructure in our Local Cycling and Walking Infrastructure Plan (LCWIP), improving facilities for walking, cycling and wheeling and reducing the dominance of road traffic in urban centres where supported. We will also improve cycle parking and access and investigate the potential for an on-street cycle or e-scooter scheme through the production of a Future Mobility Strategy.

The priorities for active travel are identified in our Local Cycling and Walking Infrastructure Plan. These include but are not limited to:

- A329 Reading - Winnersh - Wokingham - Coppid Beech Roundabout;
- B3349 Barkham Road;
- Reducing through traffic and increasing active travel facilities in Wokingham Town centre;
- Finchampstead Road.;
- Lower Earley Way; and
- links to Twyford and Twyford Station.

Outside of urban areas, rural villages and local towns bring communities together and provide local services and employment that reduce the need to travel. We will support vibrant rural centres by improving access and public realm, providing local parking facilities, and helping to enable local communities to provide events in their area.

Delivery of the LCWIP and sections of the Greenways network will bolster active travel commuting and leisure opportunities by walking, cycling or wheeling in our rural areas. It will, however, take time to create a network of new off-road routes. Therefore, we will also trial locally supported changes to increase the network of low traffic routes for walking, cycling and horse riding, with priority given to those that improve access to services and amenities such as education and the Greenways.

To enable more walking, cycling and wheeling to school and to promote increased physical activity in young people, we will develop a sustainable routes to school strategy. This will look at public transport and active travel access to schools and where targeted changes could improve access and safe routes for all that enable and support independent access to schools, shops and other amenities. We will also investigate locations to introduce school streets.

# Public Transport

Reading has one of the highest levels of bus use per head in the country and those parts of the borough adjacent to the Reading including Earley, Woodley and Shinfield, and along the A329 and A4 corridors, benefit from the most regular services. Outside of the urban areas, provision is varied with typically less frequent services between Wokingham, Arborfield and Finchampstead, and between Wokingham and Twyford.

We will implement proposals in the Bus Service Improvement Plan targeted at those areas serving the greatest number of people and where improved bus services can be viable. This includes increasing service frequencies and reliability on higher frequency routes and expanding the bus network to support our growing population.

The strategy will seek to improve travel choices and safety by implementing high-quality travel corridors for walking, cycling, wheeling and public transport to provide a core network of attractive cycle and bus routes.

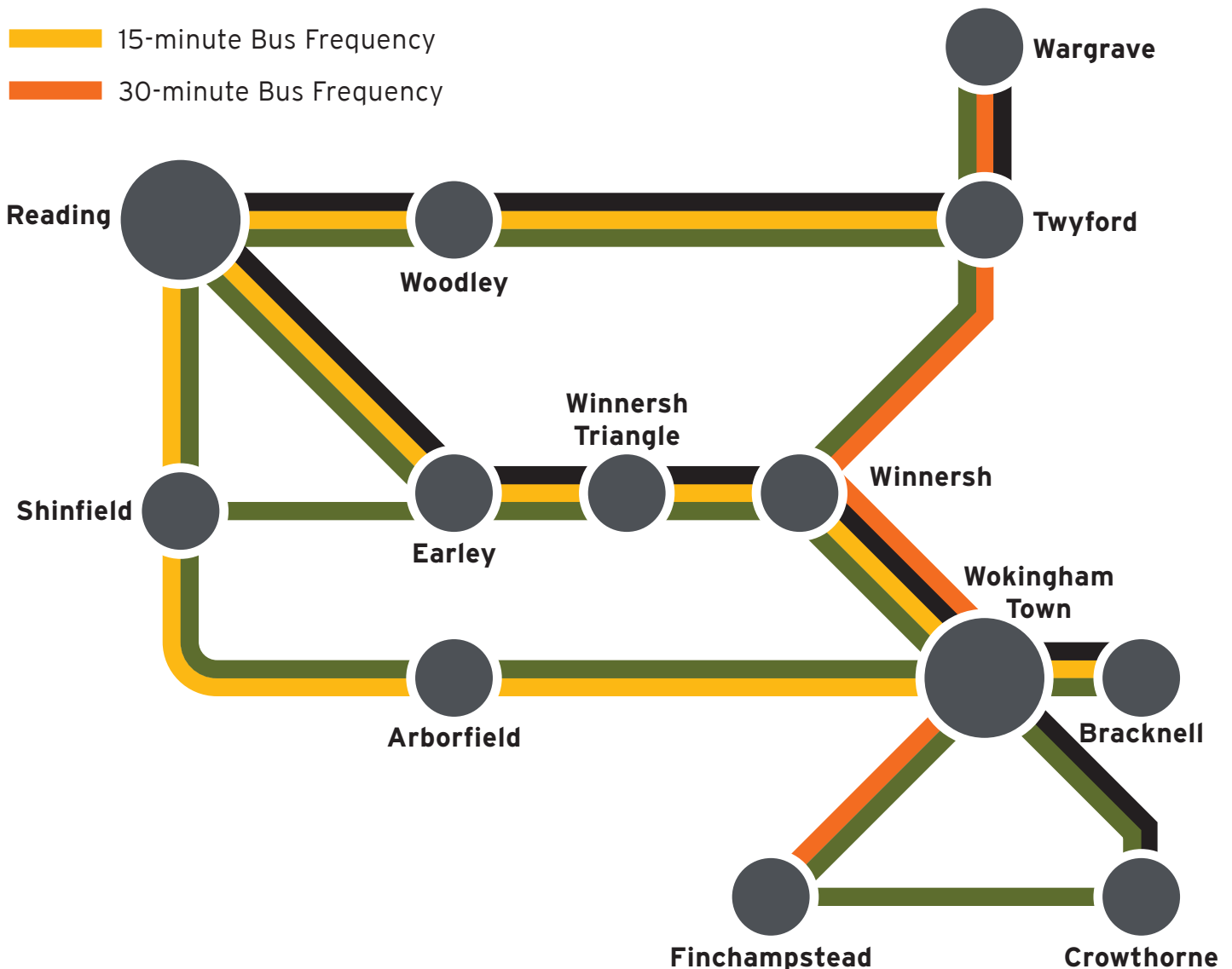
## Aspirational Sustainable Travel Network

30-minute Rail Frequency

Active Travel Infrastructure

15-minute Bus Frequency

30-minute Bus Frequency





We will also investigate and deliver measures to improve access for all. This includes seeking lower fares for bus travel, improvements to the railway crossing at Tan House/Carnival Hub to provide a step free railway crossing and continuing to fund dial-a-ride services to serve rural communities. Support to improve bus services and interchange to Crowthorne Station will also be explored with local stakeholders.

Park and ride services provide additional capacity into Reading and access to a high-quality bus service that is not always viable in lower density rural areas. The park and ride sites at Mere oak and Thames Valley Park are linked by a single, high frequency bus service via Reading town centre or the hospital. Coppid Beech and Winnersh Triangle park and rides are not currently operating as demand for park and ride services has not yet recovered after the pandemic. Nevertheless park and ride is an important part of the transport network and we will seek to further enhance facilities at these, including interchange and electric vehicle charging facilities.

We will work with and encourage rail operators to increase capacity on the North Downs Line and to introduce a Winnersh Triangle stop on the existing Reading-Guildford-Redhill rail service as well as supporting improved services at our railway stations, interchange and measures to decarbonise the railway.

Twyford station has also benefitted from the introduction of electrified rail services and Elizabeth Line operations providing a direct service into and across central London to Shenfield. To complement the enhanced services, we will support improvements to interchange and access for all at Twyford station.

## Electric Vehicles and Car Sharing

To facilitate the transition to zero emission vehicles, we will deliver electric vehicle charge points in areas with limited off-street parking and the highest density of housing, including Wokingham town centre, Winnersh and Earley. To further increase the range of charging options, we will investigate opportunities to generate energy at our park and ride car parks and promote the sharing of existing private charge points, known as peer-to-peer charging.

We will produce an electric vehicle strategy setting out priorities. To reflect the growing and changing technology this will be updated periodically throughout the LTP period. There will also need to find innovative ways of increasing access to zero emission vehicles including the development of a Car Sharing Strategy.

While the transition to zero emission vehicles will help to reduce our emissions, they will still contribute to air and noise pollution. Their contribution to reducing carbon emissions is also small in the short term before widespread uptake. As such, changes in our behaviour and travel in the short term will also be required. Achieving this will require a reduction in total traffic across the Borough and changes to speed limits, with the priority being those that improve road safety and/or air quality.

## Freight

We will produce a freight strategy to better manage the growing number of light and heavy good vehicles, with initial focus on Wokingham Town Centre.

## Our Strategy

Detail on the measures to achieve our strategy is set out on the following pages.

# 6. Our LTP Vision and Themes

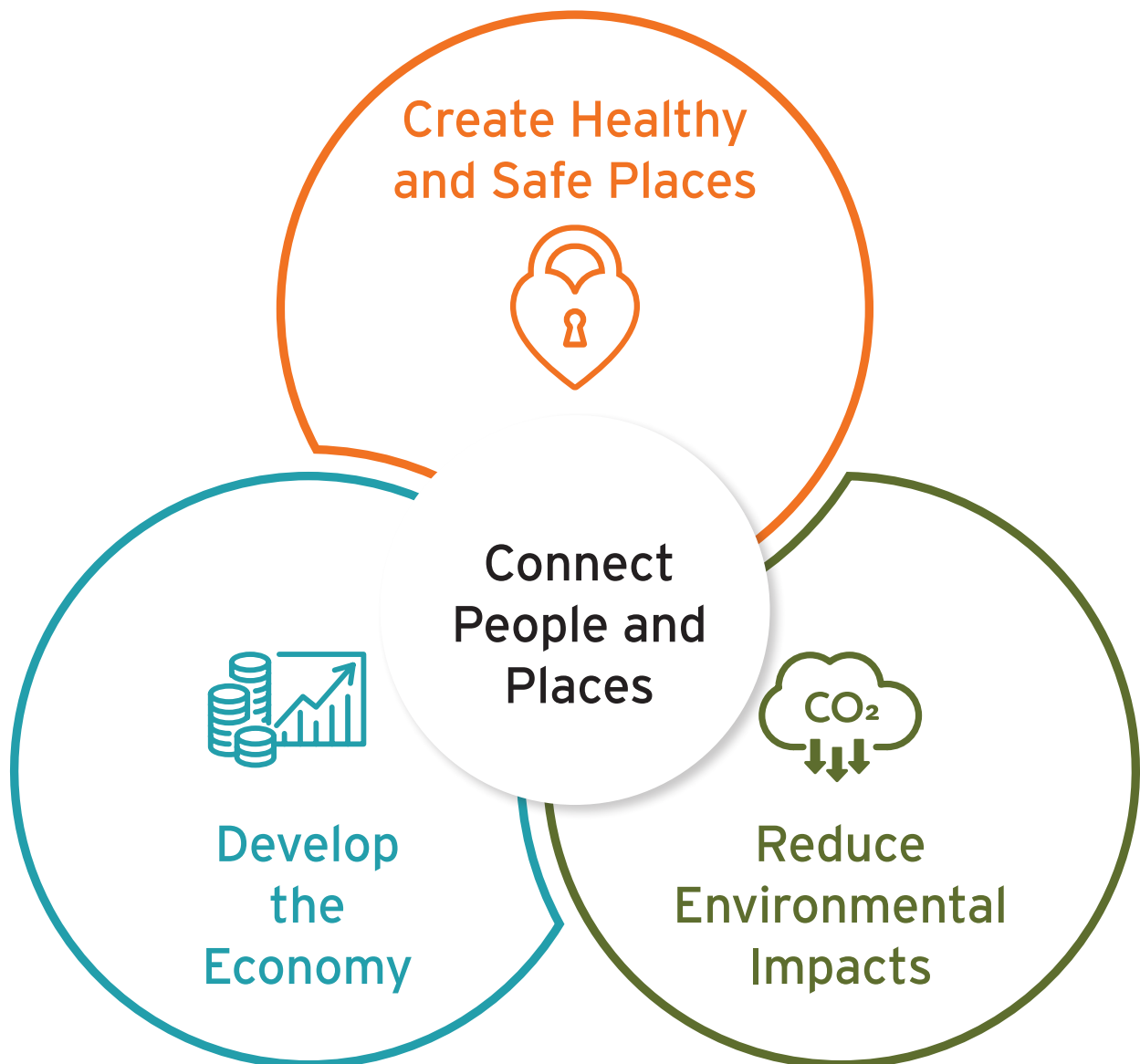
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The Local Transport Plan supports our local priorities.

The LTP Vision is to connect people and places.

The Vision is supported with three themes:

- Create Healthy and Safe Places
- Develop the Economy
- Reduce Environmental Impacts



## The LTP has three key themes:



### Create Healthy and Safe Places

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

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

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



### Develop the Economy

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

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

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



### Reduce Environmental Impacts

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

The themes are supported by objectives. These are detailed in the following paragraphs along with measures and actions we might consider to satisfy the objectives.

The LTP is supported by an Action Plan, detailed in the Appendix, which identifies some of the actions proposed to deliver the objectives of the Plan.

# Create healthy and safe places

## ■ Objective: Safer streets for All

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

Measures and actions:

- Targeted infrastructure and speed limit changes to improve road safety at identified cluster sites, including Wokingham Town Centre, A4 and B3349 Barkham Road.
- Trial and delivery of School Streets, safer routes to school for all across the borough and develop a sustainable routes to school strategy.
- Increase the network of quieter rural roads and residential streets.
- Boroughwide audit of the road and cycling network to indicate the level of skill needed to travel by bicycle which would be used to inform the need for cycling infrastructure.

## ■ Objective: 50% Active Travel in Towns by 2030

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

Measures and actions:

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

## ■ Objective: Thriving Villages and Rural Centres

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

Measures and actions:

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

# Develop the economy

## ■ Objective: Protect and Enhance Strategic Connectivity

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

Measures and actions:

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

## ■ Objective: A Well-Maintained Transport Network

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

Measures and actions:

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

## ■ Objective: Support Sustainable Development:

**Outcome: Attractive transport connections and sustainable communities.**

Measures and actions:

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

# Reduce environmental impacts

## ■ Objective: High Quality Travel Corridors

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

Measures and actions:

### **Boroughwide**

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

### **Earley, Woodley and Shinfield:**

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

### **Wokingham & Winnersh:**

- Delivery of a high-quality sustainable transport corridor along the A329 between Reading, Winnersh, Wokingham, Coppid Beech Roundabout and Bracknell.
- Improve access to and facilities at stations along the North Downs Line.
- Access for all at Tan House Crossing.

### **South Wokingham:**

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

### **North Wokingham:**

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

■ **Objective: Net zero carbon emissions**

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

Measures and actions:

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

■ **Objective: Clean air, removal of all air quality exceedances**

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

Measures and actions:

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

This section has listed the themes and objectives, and the measures and actions to be included in our LTP. These are summarised in an Action Plan which is detailed in the Appendix.



# Appendix: LTP Action Plan

The LTP Action Plan identifies some of the actions proposed to deliver the objectives of the plan. The detail captured in the Action Plan is outlined in the Section 6.

## Create healthy and safe places

Category	Action
<b>Objective: Safer Streets for All</b>	
Road Safety	Targeted infrastructure, interventions and speed limit changes to improve road safety, including the A4 and B3349 Barkham Road
	20mph speed limit in urban centres
	Ongoing Cycle Training Program to schools (Bikeability) and Adult Cycle Training
	Boroughwide audit of the road and cycling network to indicate the level of skill needed to travel by bicycle
School Travel	Promote sustainable and active travel for all at schools through the school Modeshift Awards scheme
	Deliver infrastructure to enable and support independent travel for all to schools and colleges
	Develop a Sustainable Routes to School Strategy
	School Street Pilot(s)
	Roll out of School Streets
<b>Objective: 50% Active Travel in Urban Centres</b>	
Infrastructure	High quality walking, cycling and wheeling facilities and routes as identified in the boroughwide LCWIP
	Reduce dominance of vehicles in urban centres and residential areas
Access to Cycling	Provide a range of secure cycle parking options at local destinations
	Investigate feasibility of on-street cycle or e-scooter hire scheme
Standards	New Active Travel Design guidance
Engagement	Promotional campaign to promote active travel for all
	Increase My Journey engagement to promote sustainable and active travel for all



# Create healthy and safe places

Category	Action
<b>Objective: Thriving Villages and Rural Centres</b>	
Rural Centres	New electric vehicle charge points and secure cycle facilities at local centres
	Enhance pedestrian access for all and safety in local service centres
	Enable and support local events that support vitality of rural villages
Active Travel	Continued delivery of the LCWIP and network of Greenways
	Identify local priorities for quiet rural roads/green lanes to improve walking, cycling, wheeling and horse riding
	Update of active travel route web-based mapping
	Improved walking, cycling and wheeling routes within Twyford and between Twyford and Wargrave



# Develop the Economy

Category	Action
<b>Objective: Protect and Enhance Strategic Connectivity</b>	
Strategic Network	Maintain safe and efficient access to the M4 and A329(M)
	Encourage and support National Highways to reduce noise and air pollution from the M4
Public Transport	Improving walking, cycling and wheeling access for all at interchange facilities and stations in the borough
	Support increased capacity along the North Downs Line
	Support additional services between Reading, Wokingham and Bracknell
Freight	Establish a forum to collaborate with neighbouring authorities and freight operators
	Develop and implement domestic and industrial freight management policies
<b>Objective: A Well-Maintained Network</b>	
Operational Maintenance	Increase the use of lower carbon materials in construction and highway maintenance
	Test and trial measures that can support LTP objectives and reduce maintenance
	Align proposed improvement schemes with the maintenance program.
	Work with operators to share data to improve maintenance activities in Wokingham



# Develop the Economy

Category	Action
<b>Objective: Sustainable Development</b>	
Development Policy	Update of Wokingham Borough Council Living Streets design guidance
	New development layouts designed to Living Streets design principles (or any successor document)
	Promote "My Journey" for Travel Plans and monitoring of travel impacts for all new developments
Sustainable Development	Appropriate secure cycle parking, electric vehicle charging facilities and identify suitable mobility hub provision for all new development
	Provide high quality sustainable and active travel facilities for all in and to/from all strategic development locations
Public Transport	Provide high quality bus stop infrastructure to serve new developments
	Simplification and enhancement of 'Leopard' bus routes serving new development
Infrastructure Delivery	Complete the South Wokingham Distributor Road and active travel package
	Infrastructure required to support new strategic scale development
	Complete the active travel, Greenways and Loddon Long Distance path in the Loddon Valley



# Reduce environmental impacts

Category	Action
<b>Objective: High Quality Sustainable Travel Corridors</b>	
Access for All	Access improvements for all at Tan House/Carnival Hub crossing
	Development of lower fares structure through the Enhanced Bus Partnership
	Continue to fund community Dial a Ride services
	Data sharing with operators, partners and innovators to improve performance and customer information
	Implement a high-quality sustainable transport corridor on the A329 between Reading, Winnersh, Wokingham and Bracknell.
Public Transport	Increased bus frequency and improved bus journey times along priority bus corridors on A327
	Increased bus frequency and improved bus journey times along priority bus corridors on A4/A321
	Increased bus frequency and improved bus journey times along A33 from Mere oak Park and Ride and south of M4
	Wokingham Town to Arborfield, half hourly bus service with aspiration to provide a 15-minute frequency
	Half hourly bus frequency between Wokingham and Twyford
Cycle Network	Deliver high quality cycle facilities, including those in the Local Cycling and Walking Implementation Plan (LCWIP)
	Active travel facilities between Arborfield and Wokingham town centre along the B3349 Barkham Road
	Active travel facilities between Finchampstead and Wokingham town centre
	High quality cycle facilities along Lower Earley Way

# Reduce environmental impacts

Category	Action
<b>Objective: Net Zero Emissions</b>	
Road Traffic	Reduce the impact of traffic movements on Wokingham Borough Council roads
	Promote car sharing for business
Digitalisation	Improved digital accessibility for local residents and business
	Encourage online service delivery
	Support the development and delivery of Mobility as a Service (MaaS) applications
Zero Emission Vehicles	Increase the provision of electric vehicle charging infrastructure
	Promote and encourage community electric vehicle charging
	Communication to publicise and promote benefits of electric vehicles
	Energy generation and electric charge points at car parks and park and ride sites
<b>Objective: Clean Air</b>	
Access	Twyford Crossroads environmental improvements
	Reduce through traffic and speed limit changes in Wokingham town centre
	Wokingham town signage review and refresh
Freight	Wokingham town centre freight strategy
	Support transition to cargo bikes
Public Transport	Transition to zero emission buses across the borough.
	Support decarbonisation of rail services in Wokingham



**WOKINGHAM**  
BOROUGH COUNCIL



## Give us your views on our biodiversity enhancement proposals for Ashenbury Park

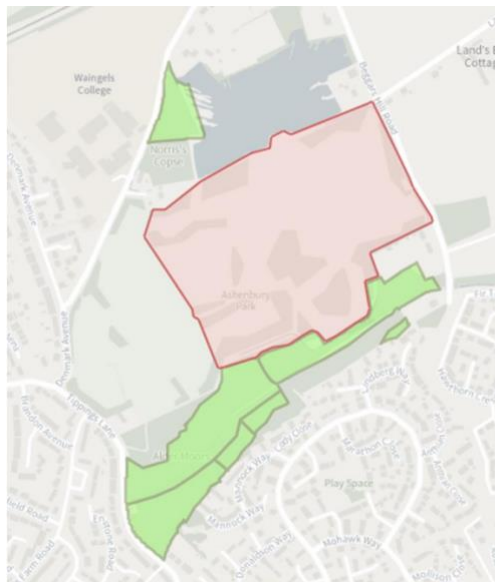
We want to hear your views on our proposals to enhance biodiversity at Ashenbury Park in Woodley.

As part of our Climate Emergency Action Plan and our ongoing commitment to planting more trees across the borough, we have identified Ashenbury Park as a suitable location to create more woodland and enhance biodiversity.

To find out which areas in the park are suitable for tree planting and other biodiversity enhancements, we carried out technical studies on biodiversity baseline, soil analysis and landscape zoning to help develop the proposals outlined in this survey.

In addition, we are proposing to retain the existing areas of woodland, which will be actively managed by us to maximise the biodiversity benefits they are already providing.

**1. We think the areas proposed for woodland extensions in red on the map below would provide a beneficial habitat link to the adjacent ancient woodland, in green on the map below.**







**To what extent do you agree with creating a new woodland habitat link between the two local wildlife sites and their areas of ancient woodland?**

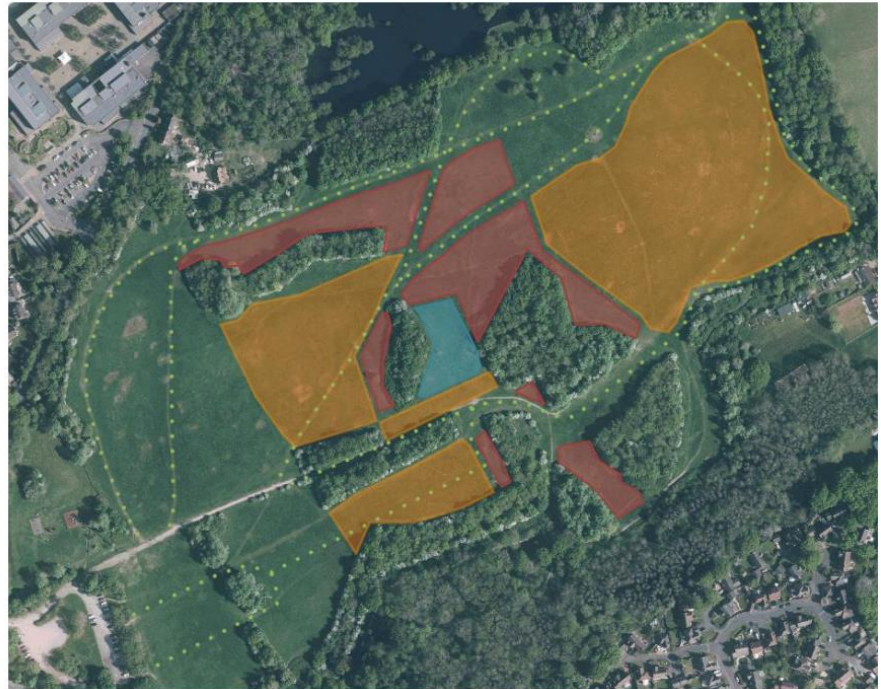
- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

**2. Some parts of the park are unsuitable for woodland planting because of the soil depths, so we have decided to enhance these areas by creating new wildflower meadows which**



would provide a valuable habitat in their own right and also a rich nectar source for insects.

- WILDFLOWER (47,941 m<sup>2</sup>) 
- TREE / SCRUB PLANTING (17,360m<sup>2</sup>) 
- Area around existing Jubilee trees to be retained as open space without BNG intervention 
- 6m NATURAL/MOWN PATHS WITH 3m BUFFER EITHER SIDE TO BE KEPT FREE FROM PLANTING 

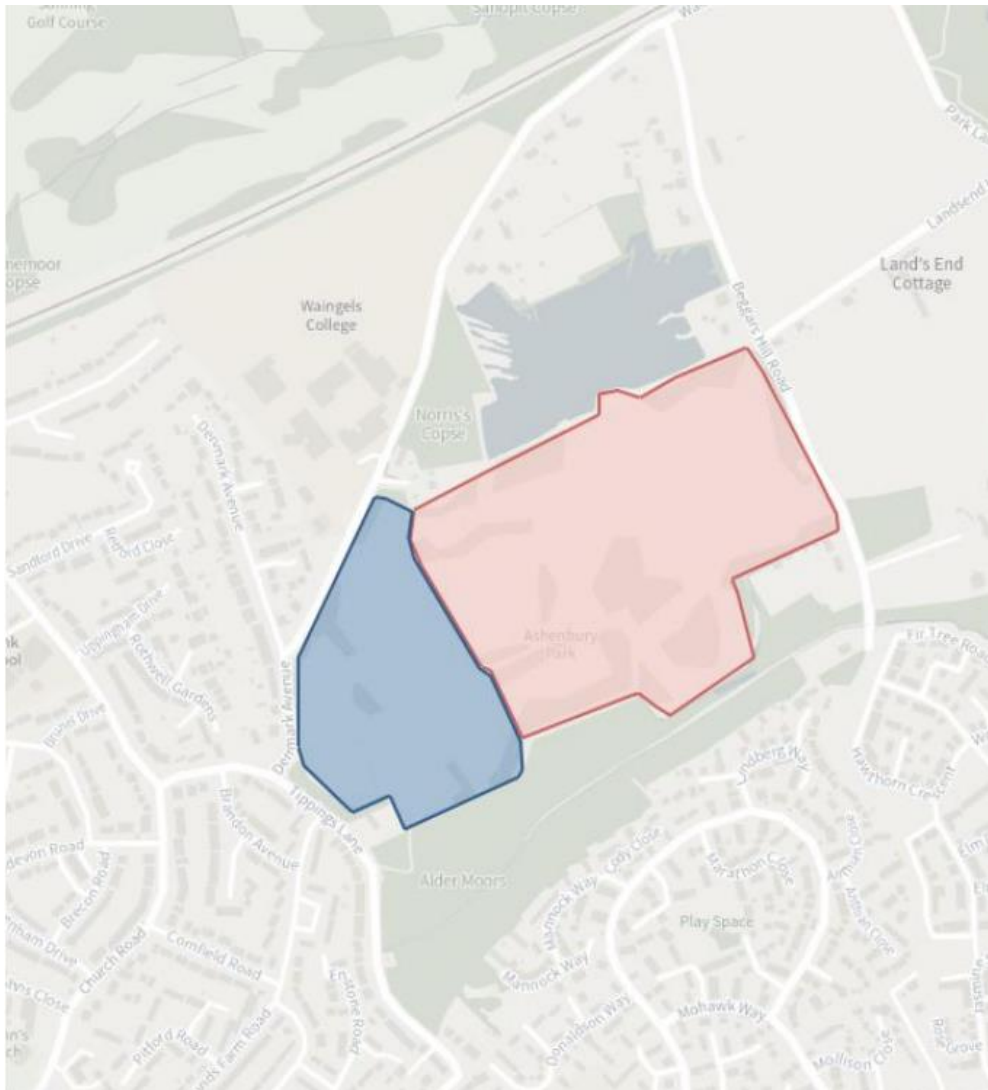


To what extent do you agree with increasing the area of wildflower meadows (shaded in yellow below) at Ashenbury Park?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree



**3. Our current plans leave the area in blue as open recreational space. We are not proposing any changes to this area now, but want to know your views about any future biodiversity improvements.**



**Would you like to see biodiversity improvements to this area in future?**

- I would like it to remain an open space
- I would like to see more areas of new tree planting
- I would like to see more areas of wildflower meadows
- I would like to see a combination of new tree planting and wildflower meadows
- I would like to keep some open space but have some new tree planting
- I would like to keep some open space but have some new wildflower meadows
- I would like to keep some open space but have some new tree planting and wildflower meadows

**4. Overall, do you agree with the biodiversity improvements we are proposing for Ashenbury Park to enhance the habitat and provide additional environmental benefits?**

Yes

No

Not sure

**5. Is there anything else you would like to tell us about the biodiversity improvement proposals at Ashenbury Park?**

# BIODIVERSITY ENHANCEMENT PROPOSALS FOR ASHENBURY PARK

WILDFLOWER (47,941 m<sup>2</sup>)



TREE / SCRUB PLANTING (17,360m<sup>2</sup>)



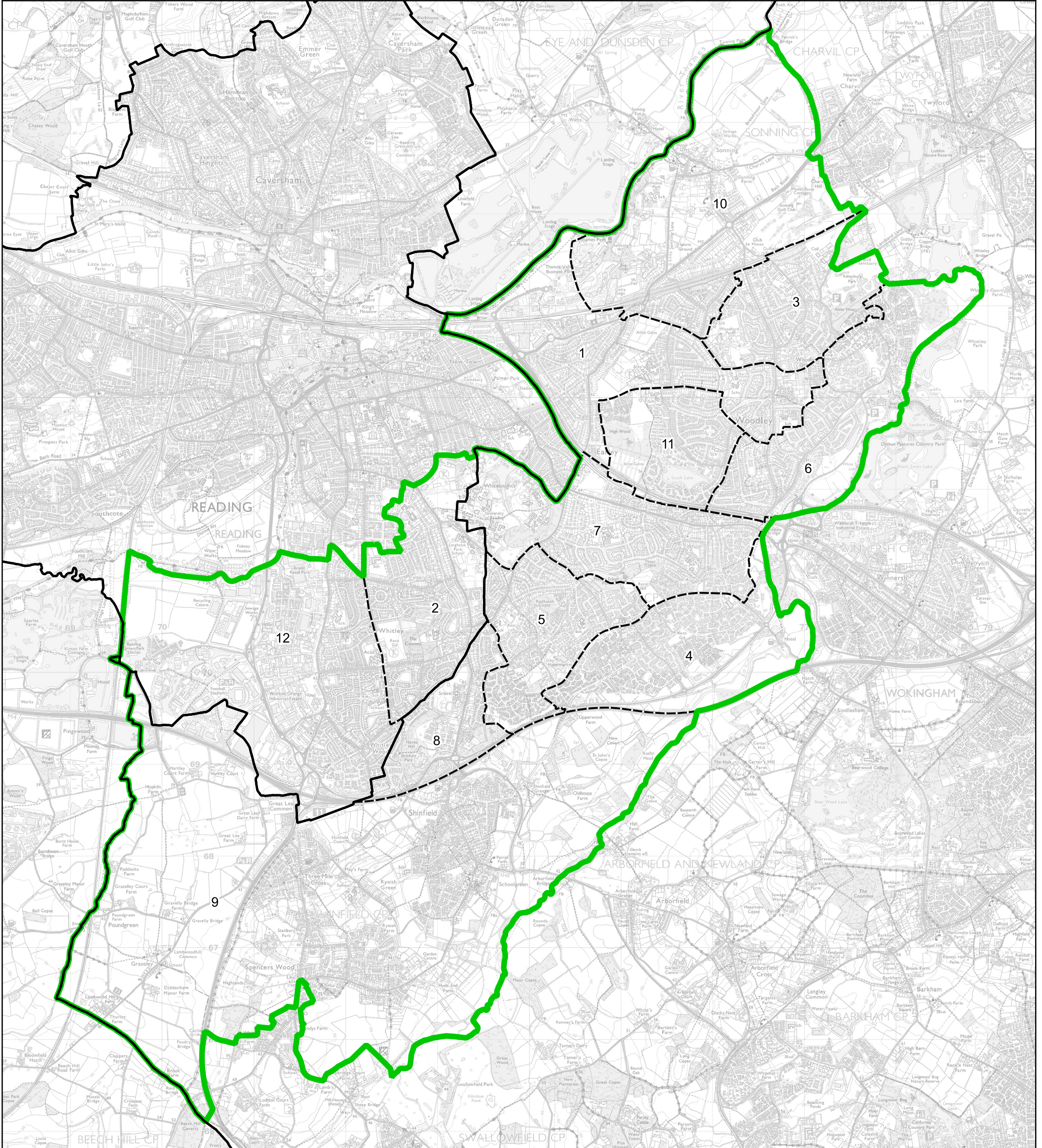
Area around existing Jubilee trees to be retained as open space without BNG intervention



6m NATURAL/MOWN PATHS WITH 3m BUFFER EITHER SIDE TO BE KEPT FREE FROM PLANTING



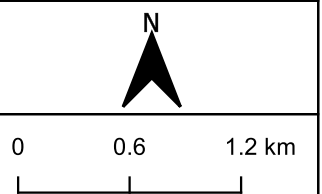
Boundary Commission for England - Final Recommendations for the South East Region  
 Earley and Woodley Borough Constituency - Electorate 70,083



Wards:

- |                            |                   |
|----------------------------|-------------------|
| 1 Bulmershe and Whitegates | 8 Shinfield North |
| 2 Church                   | 9 Shinfield South |
| 3 Coronation               | 10 Sonning        |
| 4 Hawkedon                 | 11 South Lake     |
| 5 Hillside                 | 12 Whitley        |
| 6 Loddon                   |                   |
| 7 Maiden Erlegh            |                   |

- Constituency
- Local Authorities
- Wards



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Earley and Woodley Borough Constituency

WOODLEY CP

- AC BULMERSHE EAST
- AD BULMERSHE WEST
- AE CORONATION CENTRAL
- AF CORONATION EAST
- AG LODDON AIRFIELD
- AH LODDON SOUTH
- AI LODDON WEST
- AJ SOUTH LAKE NORTH
- AK SOUTH LAKE SOUTH
- AL WARREN

