

# Wokingham Local Plan Review

## Provisional Integrated Transport Study

On behalf of **Wokingham Borough Council**

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Appendix A Current LTP Policies

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# 1 Introduction

- 1.1.1 Wokingham Borough Council's (WBC) Third Local Transport Plan (LTP3) replaces Local Transport Plan (LTP2) which expired on 31 March 2011. Unlike previous Local Transport Plans, where local authorities were required to renew the document at least every five years, the LTP3 may be replaced as and when required.
- 1.1.2 LTP3 therefore sets out a long-term strategy to 2026 – a timeframe that is consistent with Wokingham Borough's Local Development Framework Core Strategy. This is subject to the Local Plan update currently being undertaken.
- 1.1.3 The purpose of this provisional ITS (Integrated Transport Study) is to consider the period beyond 2026, with a provisional period of up to 2036, but also as far as 2050, to outline the current and future challenges within WBC and the transport infrastructure that will be necessary.
- 1.1.4 Some of the main drivers of LTP3 include:
- To improve the road infrastructure, maintenance and targeted improvements to the road network to improve traffic flow;
  - To improve the integration of land use planning and transport to create a more efficient transport system;
  - To improve road safety for all road users, through cost effective solutions, education and training;
  - To develop cost effective transport solutions that are sensitive to the varying nature of the District and to improve accessibility to key facilities;
  - To improve the convenience of travel that involves using more than one mode of transport; and
  - To promote sustainable travel choices through various travel planning initiatives.
- 1.1.5 **Figure 1.1** shows the road networks within Wokingham Borough.

Figure 1.1 – Wokingham Borough Road Networks



## 2 Current LTP3 Goals and Options

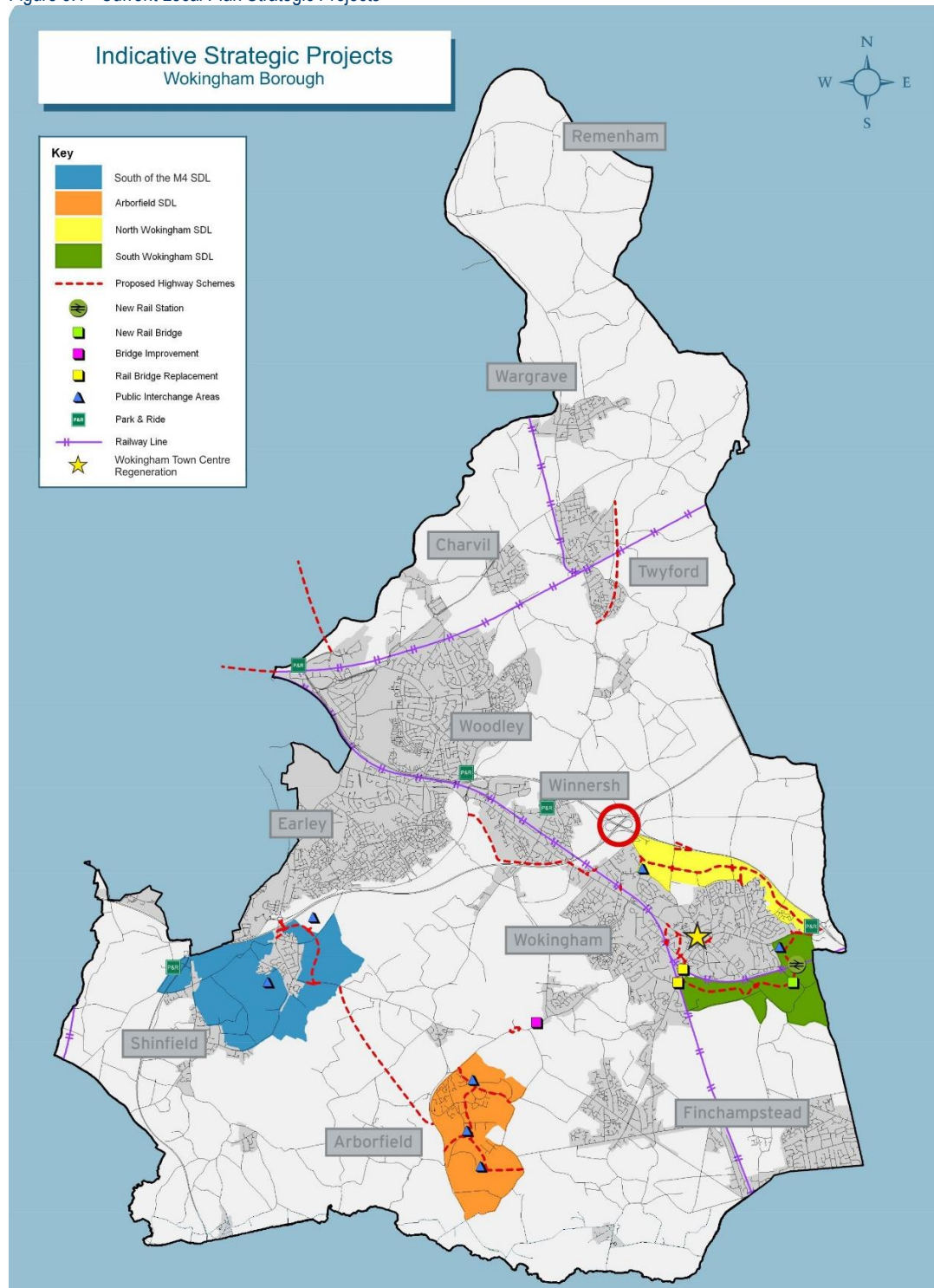
2.1.1 The current LTP3 sets out 5 goals as set out below, which can be carried forward for this review:

- **Highways Goal:** “To have a resilient, safe highway network that balances capacity for all users, enhances the economic prospects of the Borough, and promotes sustainable travel”.
- **Active Travel Goal:** “To work with partners to promote walking and cycling as a health enhancing physical activity for all of our residents through providing:
  - Connected, convenient, safe and signed pedestrian networks across the Borough to enhance existing networks;
  - New cycleways integrated with the existing cycle network; and
  - Improved cycle parking at stations, businesses and schools.”
- **Public Transport Goal:** “To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel”.
- **Smarter Choices and Demand Management Goal:** “To enable people who live, visit and work in the Borough to make informed, safe and sustainable travel decisions from a range of transport options”.
- **Strategic Projects Goal:** “To manage the demand for travel in order to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion”.

### 3 Current Situation and Proposals

3.1.1 **Figure 3.1** sets out the main strategic transport related projects being considered in the context of the Local Plan period to 2026. Shown are schemes which are consented and being implemented, those that have consent to be implemented and those that are aspirations in part linked to current scheme extensions.

Figure 3.1 - Current Local Plan Strategic Projects





### 3.1.2 The LTP3 includes a wide range of measures as summarised in **Table 3.1**.

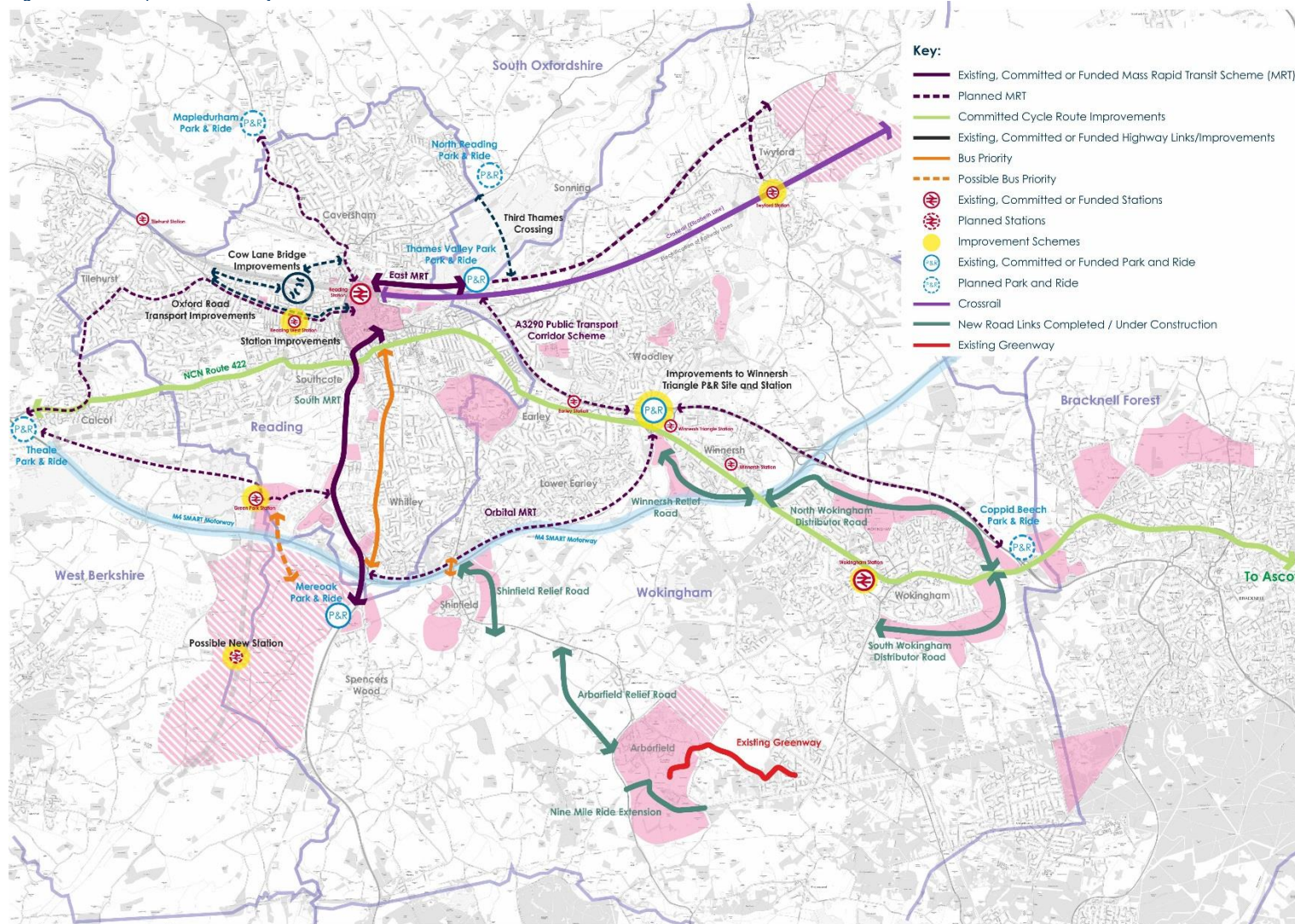
Table 3.1: LTP Measures for current plan

To be or Being Implemented	Status	Under Review
Wokingham Station Gateway Project including Reading Road to Wellington Road Link.	Completed	Measures to improve cross Thames travel which may include a bridge.
Improvements to the railway bridges on the A321 Finchampstead Road, Wokingham.	Completed	Twyford Eastern Relief Road.
Winnersh Relief Road Phase 1.	Completed	Improvements to transport capacity along key strategic routes.
South Wokingham Relief Road.	Under construction	Provide a Park & Ride near the Coppid Beech roundabout on the A329 in Wokingham.
Shinfield Eastern Relief Road.	Completed	High quality express bus services or mass rapid transit along the A4 and A329 corridors.
Improvements to transport capacity along the A321 and A329 including the provision of a new route from the A329 (near M4 overbridge) to the vicinity of the Coppid Beech roundabout.	Under construction	High quality express bus services or mass rapid transit between Reading and Woodley town centres.
The extension of Nine Mile Ride to the A327.	Partly open	High quality express bus services between Green Park and Twyford stations via the Park & Rides in the vicinity of M4, J11 and Loddon Bridge and Winnersh Triangle Railway Station.
Improvements to transport capacity along the A327 (to both the M3 and Reading, including Arborfield Cross Relief Road) and routes towards Bracknell (including the extension of Nine Mile Ride to the A327).	Under construction	Measures to improve accessibility by non-car transport modes along routes to the stations at Green Park and Winnersh Triangle.
Major Strategic Public Transport, Walking and Cycling Infrastructure.	On-going	
Re-building Wokingham station as a gateway including public transport interchange, including provision of access by foot, cycle and public transport.	Completed	
Measures to improve access by non-car modes to Wokingham town centre (including the station interchange).	Completed/ on-going	
Provide Mere oak Park & Ride	Completed	
Measures to improve access by non-car modes to Wokingham town	Completed/ on-going	

centre (including the station interchange).		
Measures to maintain the operation of the network during times of flooding.	On-going	
Improvements to the quality and frequency of public transport services along any part of the network.	On-going	
Improvements to increase the use of bicycles, including cycle paths.	On-going	
Enhancements to footpath and cycle networks to improve access to services and facilities.	On-going	
Wokingham Northern Distributor Road	Partly under construction	
Measures to improve accessibility by non-car transport modes along the A321, A327, A329, A33, B3030, B3349 and B3430 corridors especially on the routes to Bracknell, Reading, Winnersh and Wokingham.	On-going	

- 3.1.3 **Figure 3.2**, seeks to take **Figure 3.1** and look beyond the borough boundary and seek to include the associated schemes within Reading and West Berks in the areas as bounded with Wokingham.
- 3.1.4 **The study covers mainly road, rail and public transport, however integrated within certain measures such as Rail and MRT walking and cycling will be a core consideration.**

Figure 3.2 – Transport Related Projects



## 4 Current Policies

4.1.1 The current LTP policies are listed under five principle headings. The number of policies listed under each heading are as follows:

- Highways Policy Options - 11
- Active Travel Policy Options - 3
- Public Transport Policy Options - 9
- Smarter Choices and Demand Management Policies - 4
- Strategic Projects - 2

4.1.2 **Table 4.1** below sets out a range of the policies, these are seen as the most appropriate with respect to the wider/regional issues across the borough and beyond. As such any proposed scheme, will need to seek to be promoted within one or multiple of these policies:

Table 4.1: Policy Summary

Highways Policy Options	Active Travel Policy Options
Policy HW1: Addressing congestion	Policy AT1: Increasing opportunities to walk and cycle
Policy HW2: Network Management Duty	Policy AT2: Recreation & Active travel
Policy HW3: Improving Access to Key Hubs	Policy AT3: Active Travel for all
Policy HW10: Air Quality	
Policy HW11: Noise Pollution	
Policy SCDM1: Partnership Working;	
Policy SP1: Support for Major Infrastructure; a	
Policy SP2: Cross-boundary Strategic Projects.	
Policy SCDM10: Freight Movements	
Policy SCDM12: Low Carbon Technology	
Policy SCDM13: Transport innovation	
Public Transport Policy Options	Smarter Choices and Demand Management Policy
Policy PT1: Improving Rail Services and Facilities	Policy SCDM1: Partnership Working;
Policy PT2: Increasing our Residents use of Bus Services;	Policy SCDM10: Freight Movements
Policy PT3: Bus Punctuality Partnerships	Policy SCDM12: Low Carbon Technology
Policy PT6: Availability of Services;	Policy SCDM13: Transport innovation

<p>Policy PT7: Developing and Promoting Quality Public Transport;</p> <p>Policy PT8: Park and Ride;</p> <p>Policy PT9: Rural Transport</p> <p>Policy PT10: Accessible Public Transport</p> <p>Policy PT13: Reducing CO2 emissions</p>	
<b>Strategic Projects</b>	
<p>Policy SP1: Support for Major Infrastructure;</p> <p>Policy SP2: Cross-boundary Strategic Projects.</p>	



## 5 Current and Future Challenge

### 5.1 Current Challenge

5.1.1 The current LTP seeks to meet the challenges of accommodating an additional 13,230 new dwellings and associated mixed use development, over the period 2011 - 2026. The majority of the identified housing development in the Borough up until 2026 will occur at the Strategic Development Locations (SDLs). The sites that have been selected as SDLs are:

- South of the M4 – 2,500 dwellings;
- Arborfield Garrison – 3,500 dwellings;
- North Wokingham – 1,500 dwellings
- South Wokingham – 2,500 dwellings; and
- 51,000 sqm of new employment space by 2026.

### 5.2 Future Challenge

5.2.1 The consideration moving forward is for an additional c.9,000 dwellings for up to 2036 and beyond. The Local Plan review is considering up to 300 sites. The larger potential SDL sites being considered as part of this study are listed below, noting that the North Wokingham site lies within the Green Belt:

- South-west of M4 (up to 15,000) of which 10,000 in WBC;
- North of Wokingham, north of the A329(M) - (up to 3,500) - Twyford and Ruscombe; and
- South of Wokingham (up to 1,000) - Barkham Square.

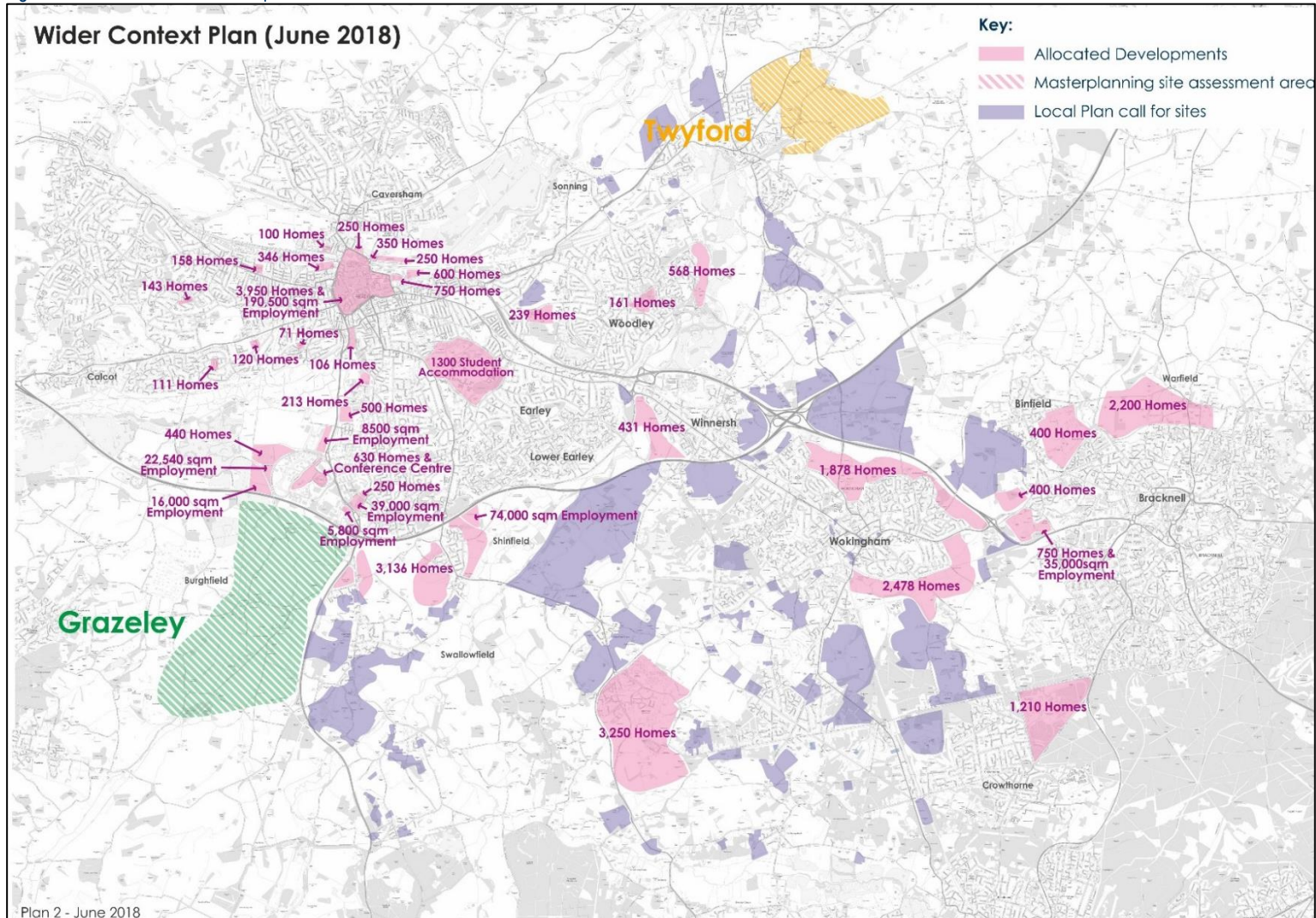
5.2.2 Future challenges are listed below:

- Increased demand for rail travel at Twyford, Winnersh and Wokingham stations;
- Economic growth of the Borough and M4 corridor/ region leading to increased employment opportunities both inside/outside the borough;
- Proposed expansion plans for Heathrow Airport, and improved connectivity via western access;
- Opportunity for economic growth along the Elizabeth Line leading to possible increase in commuter led demand on all services;
- Future technological enhancements which will lead to a change in lifestyle and travel habits/patterns; and
- Localised specialisms in employment along the M4 corridor such as medical/ high-tech/ digital.

5.2.3 Inevitably, the surrounding Boroughs will have additional developments that will have an impact on WBC's transport network. They also do not simply impact on infrastructure, but will have a material impact on Air Quality and Noise locally and across a wider area.

5.2.4 **Figure 5.1** shows the wider context with consented development plans and call for sites yet to be determined the Borough and in part in Reading, West Berkshire and Bracknell.

Figure 5.1 – Wider Context Development Plan





## 6 National/ Regional Schemes

6.1.1 As defined in the current LTP, there are a number of major transport related schemes that will have a material impact on not only the transport network, but how people choose to live, work and commute across the south east, as each will provide wider coverage and easier access to key decisions.

6.1.2 The list below highlights some of the current major transport related schemes:

- Crossrail;
- Third runway and access to Heathrow;
- High Speed 2;
- Great Western Mainline Electrification (the Reading to Basingstoke line doesn't fall within the GWR electrification scheme);
- Smart Motorways M4 and M3;
- Cambridge to Oxford Link; and
- Coast to Reading Link.

## 7 Current Key Issues

- 7.1.1 The principle congestion points across the Borough are focused on the Motorway links and junctions that pass through the Borough. Known and forecast congestion points are depicted in **Figure 7.1**.

Figure 7.1 – Traffic Congestion in Wokingham Borough



7.1.2 These in part match some of the main areas of concern in terms of congestion and connectivity across the borough and regionally. The main issues that have been highlighted as result of the wider consultation process on the IDP are:

- Key issue is that the majority of the infrastructure proposed is MRT and P&R schemes focused on improving access to the key employment hub at Reading only;
- Focus more on the improvement of links north/south between M4 and M3 corridors, and not east/west;
- M4 Junction 10 and A329(M) experience localised peak hour congestion. M4 corridor Junctions 10, 11 and 12 are likely to have future capacity issues even post Smart Motorways, which will increase throughput capacity on the main carriageway, not at the junctions;
- Regional improvements "Cambridge to Oxford Link", how does Thames Valley tie in and what is the Thames Valley equivalent?;
- Poor access to stations and town centre/ urban area;
- Seek to expand P&R and Reading's MRT across the Boroughs, including dual purpose to serve Bracknell and Wokingham as well as Reading;
- Strategic connections between the development sites need to be accommodated with suitable connections to Railway Stations, M3, M4, A4, A33 etc;
- The electrification of the railway line south of Reading towards Basingstoke needs to be promoted;
- The emerging potential for a Third Thames Crossing will need to be understood and the impact this would have on strategic traffic assignment in consideration of emerging development;
- The possibility for the extension of Reading's Mass Rapid Transport network into Wokingham Borough to support future areas should be investigated; and
- How will Heathrow Expansion, Western Link and Crossrail all influence people movement across the borough and wider area?

## 8 Potential Future Priorities

- 8.1.1 **Table 8.1** sets out in summary future schemes for consideration across all modes and in the context of both local and regional benefits. The schemes are not “definite”, but are directly linked to those issues raised through the current consultations process and thus relates to those issues highlighted in **Section 7** of this report.
- 8.1.2 **Figure 8.1** illustrates the future schemes and transport vision for the Borough. **Figure 8.2** illustrates the future cycle network schemes for the Borough.



Figure 8.1 – Potential Future Priorities

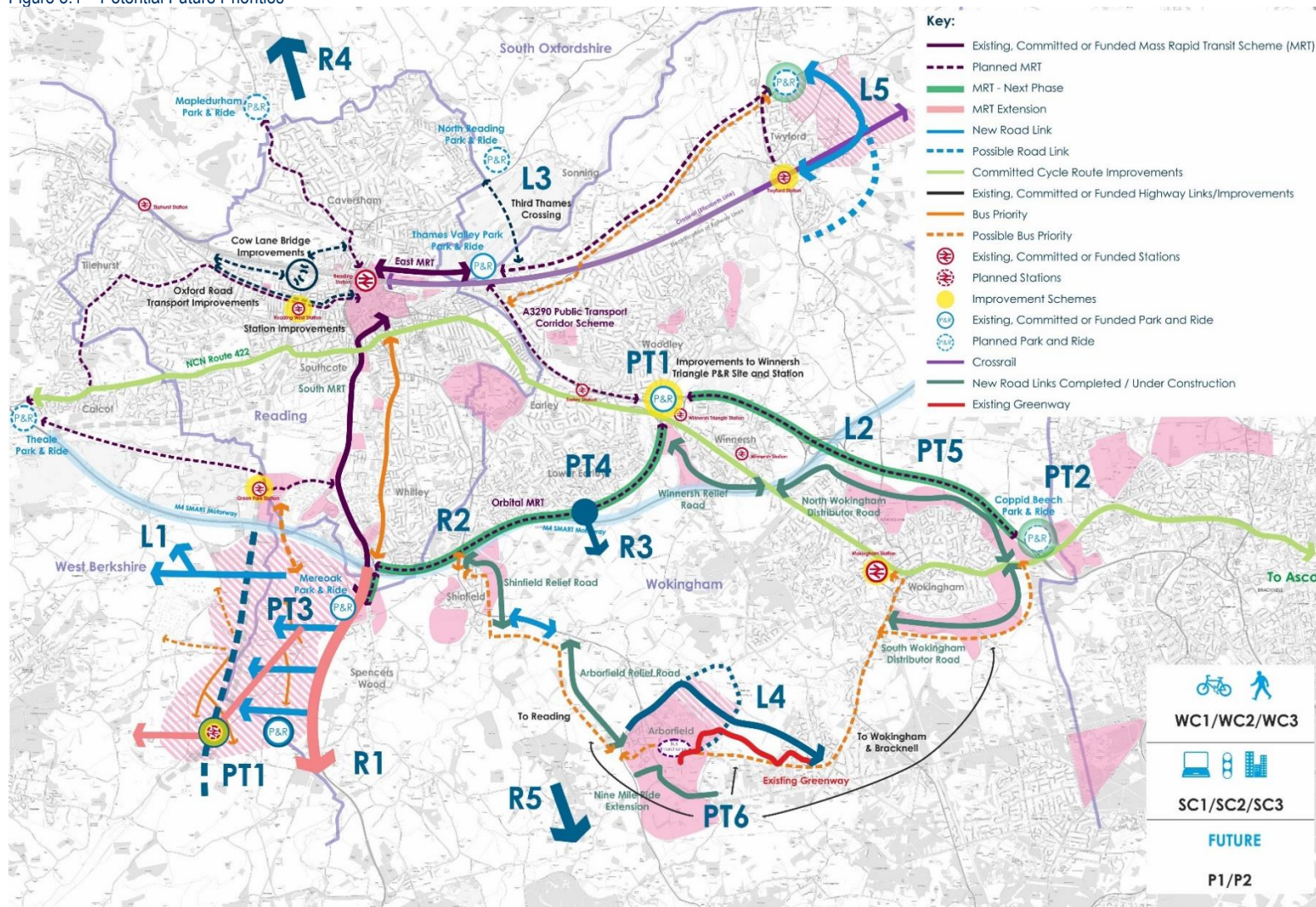


Figure 8.2 – Potential Future Cycle Networks





Table 8.1: Transport Visions and Future Schemes

Ref	Regional	Comment	Time Line	Est Cost	Ref	Local	Comment	Time Line	Est Cost
R1	WBC are one of a group of authorities considering a multi-modal corridor study looking at options related to the improvement of the A33 corridor and the wider links between the M4 and M3.	Considered a bottleneck and offers poor access between M3 and M4.	2030+	TBC	L1	Consider vehicle links to the current services providing access to M4 between Jct 11 and 12.	This could offer improved access between Jct 11 and 12 to the M4 via the current services access as a short-term option pre-major works at Jct 11 or A33 for early phases.	2020+	£2m
R2	Consider widening of M4 beyond Smart Motorway Scheme.	The hard shoulder running will offer limited capacity increase and may not support the level of growth in the area.	2035+	TBC	L2	Review and revise Jct 10 of the A329M.	Recent HE changes have relieved M4 and increased congestion on A329M, as such review and works are needed to increase capacity.	2026+	£30M
R3	Consider new junction between M4 Jct 10 and 11, which could offer release of capacity at these junctions and facilitate future development.	Both Jct 10 and 11 even with recent improvements are carrying high flows, as such would it beneficial to consider an additional junction.	2035+	£70M	L3	3 <sup>rd</sup> Bridge.	Capacity limitations of two primary and a secondary bridge over Thames in area of Reading creates bottlenecks and rat running, especially through Sonning.	2026+	£80-100M
R4	Consider connecting to Cambridge-Oxford Link.	Connectivity to any improved east/west corridor tying in the Thames Valley to this new link would be a key benefit to the region.	2035+	TBC	L4	East/West Link – Barkham.	Issues with flooding on Biggs Lane and increased movements likely to place pressure on Barkham and local roads. Needs to be seen as a facilitator scheme for improving cycle/walking and bus routes in area with upgrades to other roads.	2026+	TBC
R5	New North/South Link between M3/M4.	Possibly post R1 or as alternative consider a link between the motorways.	2035+	TBC	L5	Twyford Relief Road.	Issues with Twyford Cross Roads (AQMA) congestions, access to station and parking, lead to consideration of a new route in/around Twyford to create	2026+	TBC

							opportunities to improve above to be considered.		
Ref	Walking and Cycling	Comment	Time Line	Est Cost	Ref	Public Transport (bus and rail)			
WC1	Review missing links between current significant urban areas.	The urban areas have defined links, but there are limited connections between areas, thus limiting longer local journeys.	2026+	TBC	PT1	New Grazeley Railway Station and additional P&R site.	New facility to support development and possible relief for A33.	2026+	TBC
WC2	Improve way finding across borough for all modes.	Linked to WC1, in creating better links, make the route finding and use easier.	2026+	TBC	PT2	Introduce new P&R at Coppid Beach.	Consider an A329M P&R that may be of multiple use supporting access to Reading, Bracknell and Wokingham.	2026+	TBC
WC3	Seek to increase public realm areas in urban areas and promote walking and cycling.	Promote enhanced place making in local and district areas.	2026+	TBC	PT3	Extend MRT to Mortimer and possible Grazeley Station.	Extension of MRT links promotes use of both rail and P&R for development residents, commuters and users of the A33.	2026+	TBC
WC4	Green Way Extension	Expand WBC Current Greenway strategy across Borough	2026+	TBC	PT4	Extend MRT from Grazeley to Winnersh Triangle.	Introducing MRT option along Lower Earley Way North, linking Grazeley, Shinfield and Winnersh Crossroads, to promote sustainable travel over car use.	2026+	TBC
WC5	Increased connection between sustainable modes and urban areas	Review the gaps in the walking and cycling network (linked in part to WC4)	2026+	TBC	PT5	Extend MRT from Winnersh Triangle to Coppid Beach.	Linked to P&R facility, increased priority on A329M.	2026+	TBC
Ref	Smart City	Comment	Time Line	Est Cost	Ref	Post 2035			
SC1	CCTV/ANPR Enforcement and Management.	Seek to manage enforcement and congestion management on local network via CCTV and ANPR upgrades.	On Going	TBC	P1	Autonomous Vehicles.	Consider how these will better utilise existing infrastructure and lessen need to build additional capacity.	2040-2050	TBC
SC2	SCOOT and UTC Upgrade and Expansion.	Seek to manage congestion management on local network via control room.	On Going	TBC	P2	Upgrade MRT to Tram.	In the future the demand on the bus based MRT may be sufficient to require it being upgraded to a larger capacity system such as a Tram or Autonomous vehicle.	2040-2050	TBC



<b>SC3</b>	Electric Vehicles.	National changes to policy require major investment in charging points as part of general use or linked to individual properties.	<b>2018 onwards</b>						
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## **Appendix A    Current LTP Policies**

