



Wokingham Borough Council

CALIFORNIA CROSSROADS CONSULTATION

Report





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Report

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CONTENTS

1	INTRODUCTION	1
2	SITE CONTEXT	2
3	PREVIOUS DESIGNS	3
4	STAKEHOLDER INVOLVEMENT	4
5	WALKING CYCLING AND HORSE RIDING ASSESSMENT	5
6	THE DESIGN STRATEGY	7
7	CONCEPT DESIGNS	8
8	WORKSHOP 1 AND INDIVIDUAL MEETINGS	10
9	DEVELOPED DESIGN	11
10	WORKSHOP 2 AND STAKEHOLDER CONSULTATION	12
11	PUBLIC CONSULTATION EVENTS	13
12	DEMOGRAPHICS OF CONSULTATION RESPONSES	14
13	FEEDBACK ON PROPOSED OPTION	15
14	OTHER FORMAL RESPONSES TO THE CONSULTATION	25
15	CONCLUSION	27

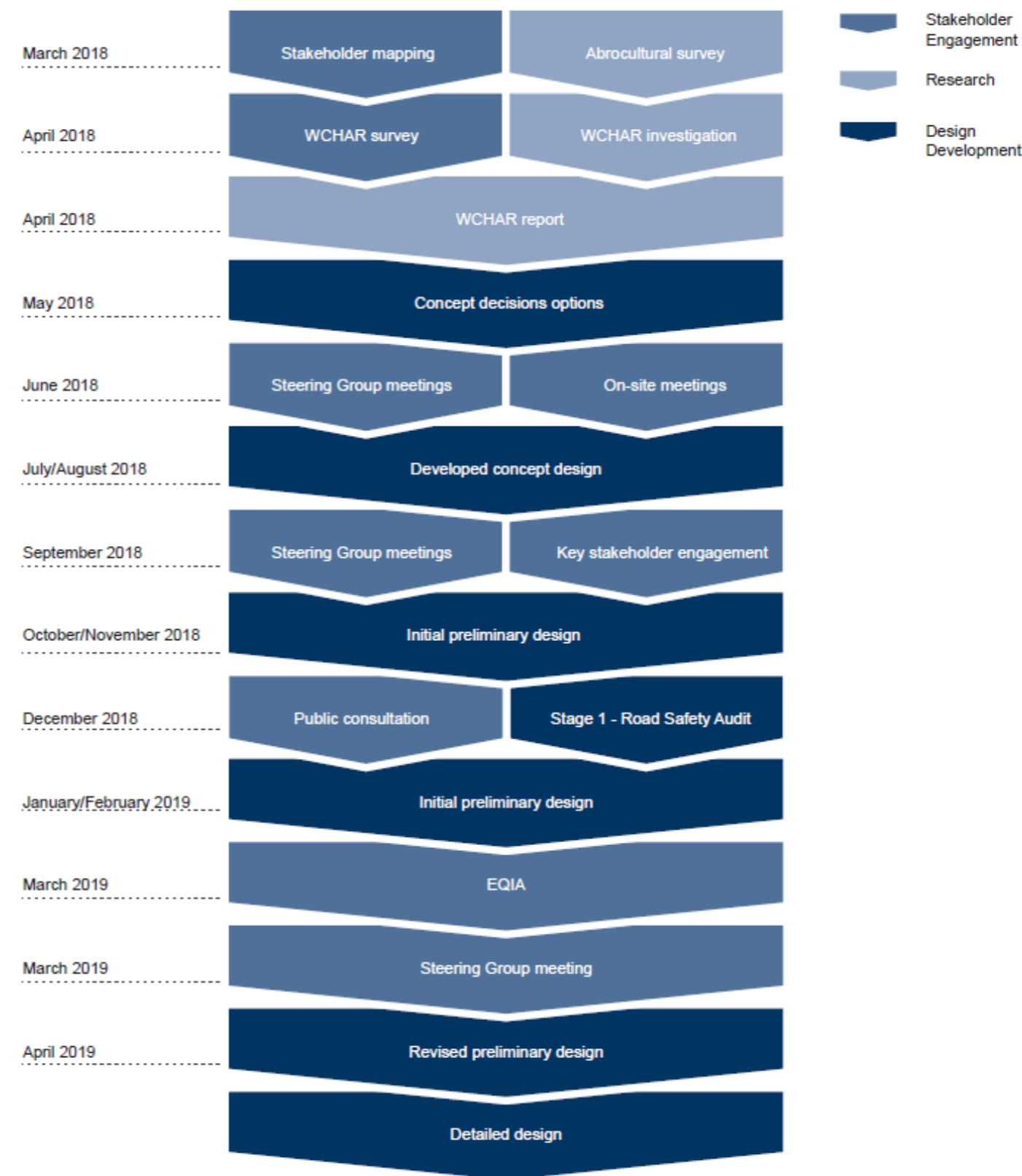
APPENDICES

APPENDIX A
MEETING MINUTES
APPENDIX B
PRESENTATION MATERIAL
APPENDIX C
CONSULTATION MATERIALS
APPENDIX D
STAKEHOLDER LIST

1 INTRODUCTION

- 1.1.1. WSP has been given this great opportunity to develop an innovative design, with stakeholders and the local community, at California Cross roads in Finchampstead Village. Wokingham Borough Council (WBC) has created this opportunity by committing an obligation of consented development, as part of the Arborfield Strategic Development Location (SDL).
- 1.1.2. In the early part of 2015, a Working Group was formed, consisting of WBC members, Finchampstead Parish Members, and local business owners. This group met periodically during 2015 and concluded that the village centre was dominated by vehicles. Following investigation and concept design work, WBC gave a presentation about providing an informal layout at the junction, where drivers would not have priority from any direction, whilst giving greater priority to pedestrians crossing, as an example, a similar scheme was referred to in Poyton. This was presented to the Borough and Parish members, as well as local residents and business, which received positive feedback.
- 1.1.3. Following this, WBC committed to develop California Crossroads into an area which benefits local business owners and residents by creating a place where pedestrians, cyclists, and vehicle traffic can co-exist.
- 1.1.4. WSP was appointed by WBC in 2018 to undertake a baseline investigation of California Crossroads, and to provide concept designs followed by a preliminary design to address the issues found. As part of the commission, stakeholders were consulted at various points to help understand the issues and ensure that the design was developed in synergy with local residents, businesses and key stakeholders' aspirations.
- 1.1.5. Figure 1 -1 outlines the commission/design processes, illustrating how WSP and WBC have worked with stakeholders and interested parties throughout the design process, to achieve a design which reflects the needs and requirements of key stakeholders and the local community. This report provides a summary of the consultation undertaken to date.

Figure 1-1 Design and Consultaion process



2 SITE CONTEXT

- 2.1.1. California Crossroads is a small village centre within the defined settlement of Finchampstead, situated in countryside in the south of Wokingham Borough shown in Figure 2-1. The crossroads are situated at the junction of Nine Mile Ride (B3430) and Finchampstead Road (B3016).
- 2.1.2. Within the immediate vicinity of the junction are amenities such as a petrol station, garage, dental surgeries and a post office. There are also a number of retail units, food and beverage outlets, and residential properties.
- 2.1.3. Moving away from the junction, land use can be mostly defined as low density residential, with some community facilities like the Ratepayers Hall and St. Mary and St. John California Church.
- 2.1.4. In close proximity of the crossroads are three schools: Nine Mile Ride Primary School to the south and Gorse Ride Infant and Junior Schools to the west.

Figure 2-1 Location Plan



N.B. All distances are approximate.

Figure 2-2 Scheme Extents



3 PREVIOUS DESIGNS

3.1.1. Prior to this commission, WBC developed a number of design proposals. These options looked at various engineering solutions to improve California Crossroads but none were successful. Design options included a lozenge shape roundabout (Figure 3-1), but this took up land outside the public highway and provided poor pedestrian permeability. Various signalised layouts (figure 3-2) were also considered, but they also required land outside the public highway and caused sizable traffic queues in the peak periods. As such it was agreed by WBC and Finchampsted Parish Council that an informal street design would be preferred and WSP was awarded this commission.

Figure 3-1 Previous Roundabout Proposal

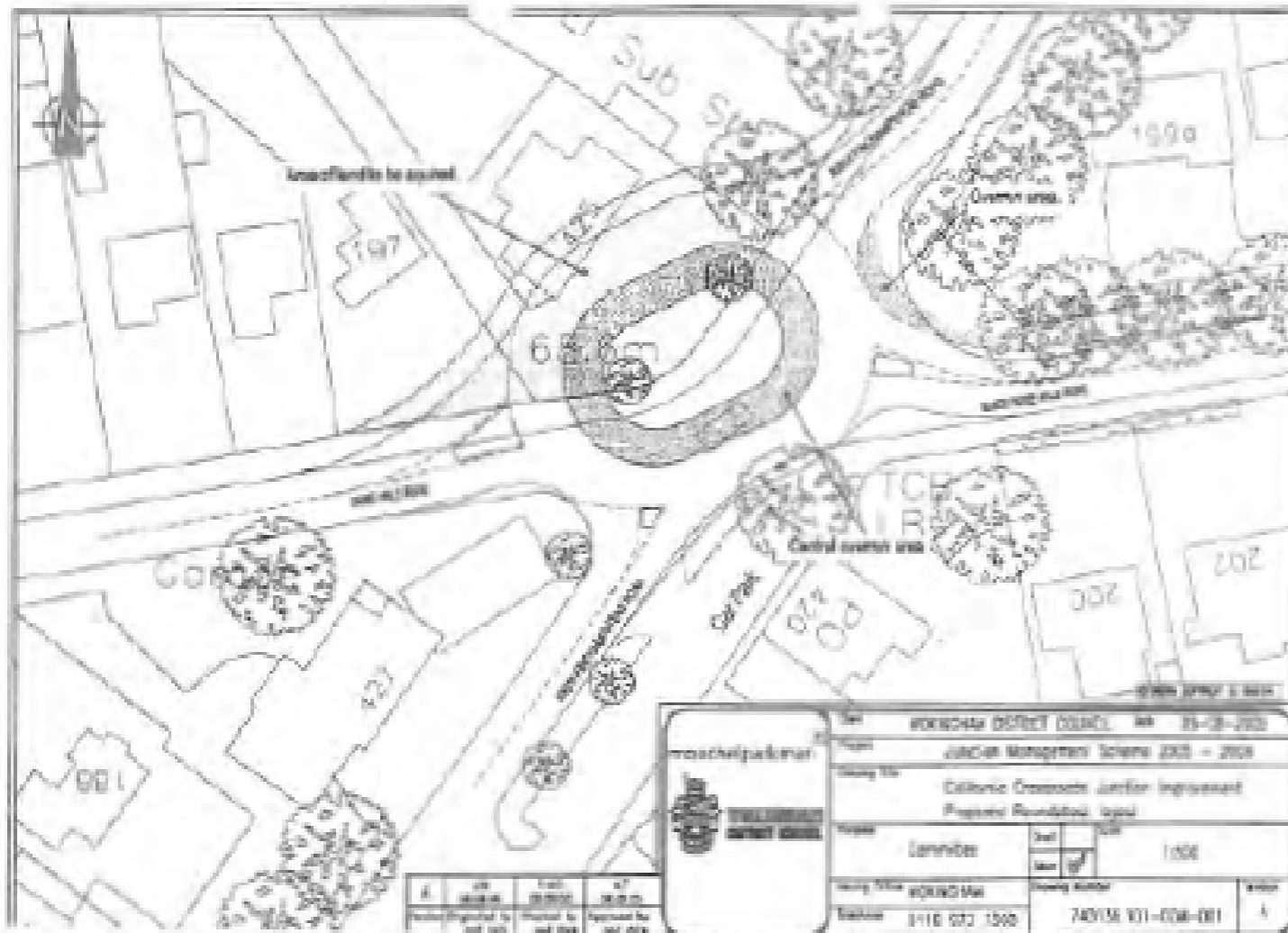
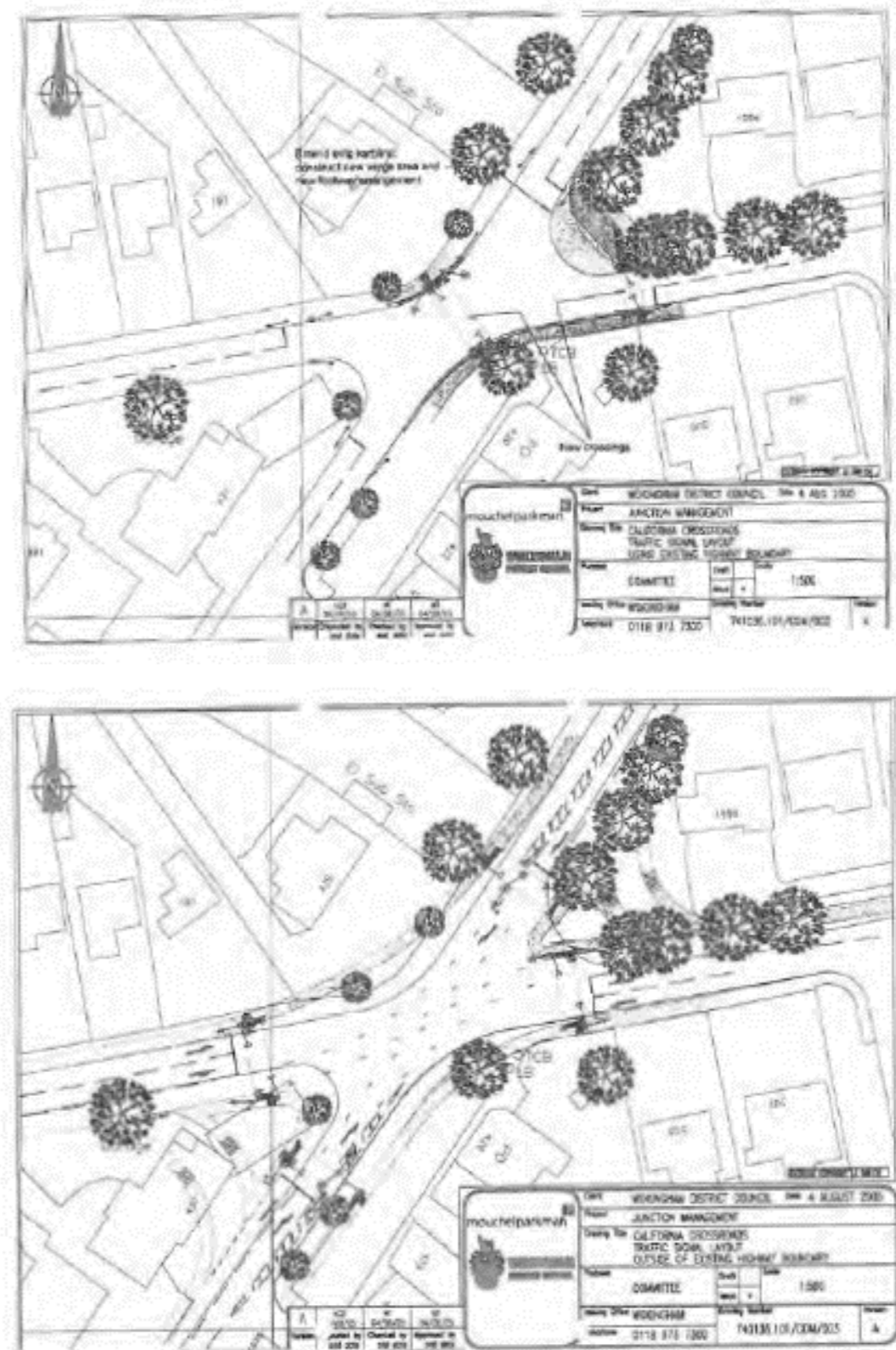


Figure 3-2 Previous Signalised Junction



4 STAKEHOLDER INVOLVEMENT

4.1.1. At the start of the project a stakeholder mapping exercise was undertaken, and it was agreed with WBC, who, when and how often different individuals and groups would be contacted throughout the project. The stakeholder list is outlined in below. The table illustrates the various stages of consultation in which the stakeholders were involved.

4.1.2. The stakeholders can be separated into 3 groups:

- The Steering Group; a mix of parish and borough members, local business owners, and a representative from the local school, Nine Mile Ride. This group was consulted regularly throughout the design process and included in workshops to develop the design.
- Technical leads: are professionals within the WBC and the emergency services. All of these stakeholders were consulted about the proposals prior to public engagement.
- Local focus groups: included a number other parties with an interest in the proposals, such as walking, cycling and public transport user groups, disability groups, and residents.

	Breakdown of groups	WCHAR Survey 14/05/18	Workshop 22/06/18	Individual meetings 07/08 – 10/09/18	Workshop 19/09/18	Consultation 09/10-23/10/18		Public consultation 04/12/18-04/01/19
						by email only	and Drop in session	
<i>Steering Group</i>	WBC Councillors		●		●			●
	Finchampstead Parish Councils	●	●		●			●
	Local Businesses	●	●	●	●			●
	Representative from the local School	●	●		●			●
<i>Technical Group</i>	Service managers (Highways and development)			●			●	●
	Service manager (Development)						●	●
	Countryside and Ecology officer						●	●
	Flood Risk Manager						●	●
	NRSWA Inspector						●	●
	Street Lighting Manager, Environment						●	●
	Landscape Officer						●	●
	PROW Officer	●					●	●
	Communities and Engagement Manager						●	●
	Senior Transport Planner						●	●
	Cleaner, Greener and Reactive Highway Services						●	●
	Planning			●			●	●
	Conservation Officer			●			●	●
	Specialist, Public Open Space and Green Infrastructure Delivery			●			●	●
	Parking Manager						●	●
Emergency services, police, fire and ambulance						●	●	
<i>Focus Groups</i>	Cycle and pedestrian user groups	●				●		●
	Education authorities	●				●		●
	Disability groups	●		●		●		●
	Public transport operators	●				●		●
	Other local businesses	●						●
	Local residents	●						●

**Table 4-1
Stakeholder
Invitation list**

5 WALKING, CYCLING AND HORSE RIDING ASSESSMENT

WCHAR CONSULTATION

- 5.1.1. The DMRB guidance contained within HD 42/17 advises that if a proposed scheme is intended to have a permanent impact on the local highway network, a Walking, Cycling & Horse-Riding Assessment Report (WCHAR) and Review (WCHARR) should be undertaken.
- 5.1.2. As part of this WCHAR, local stakeholders were asked for their views on the existing layout of California Crossroads in May 2018, via a combination of email and face to face surveys (the latter of which was undertaken during a site visit).
- 5.1.3. In total 29 local user groups were consulted, for which a number of reoccurring themes and key issues were raised, including:

Crossings

- A desire for greater pedestrian priority at the junction
- Support for a Zebra crossing in between the double mini-roundabouts
- Difficulty crossing during peak periods
- Importance of retaining the refuge islands at the two uncontrolled crossings
- The need to widen the refuge islands to better accommodate users with pushchairs or mobility scooters.
- The use of traffic signals as a potential option was not favoured

Potential Improvements

- Existing layout works well and should not be subject to alterations
- Support for a more pedestrian orientated scheme
- Street furniture could do with replacing and consolidating.

Nature of the Junction

- Too much going on in a small space
- The access points for the Co-op and Red Oak Stores car parks create conflict between non-motorised users (NMUs – people walking, cycling and horse riding) and vehicles entering or exiting, and traffic on the main carriageway. They are also too close to the junction itself
- Concern about vehicle speeds through the junction and on the approaches to the junction (especially Nine Mile Ride (E))
- Poor visibility of oncoming traffic from the B3016 Finchampstead Road (NE) when using the uncontrolled crossing on the B3430 Nine Mile Ride (E).

Non-motorised users

- The need for safer pedestrian crossings
- The use of the crossroads by horse riders as part of a circular route linking Warren Lane with Wick Hil
- A desire for a segregated cycle route.

- 5.1.4. Table 5.1 shows the stakeholders that were consulted. Further details about the information above can be found in the WCHAR Report published in June 2018, in which Table 8 summarises the

responses that were received from the email engagement and Table 9 summarises the feedback that was obtained during face-to-face engagement.

Table 5-1 California Crossroads – Stakeholders Contacted as Part of the Consultation

Stakeholder	Response
Bathroom Concepts	No
British Horse Society Access and Bridleways Officer	Yes
California Association Ratepayers Hall	Yes
Cresswells Garage Wokingham Ltd	Yes
Co-operative Food, Finchampstead Road	No
Courtney Buses	No
Cycling UK Reading	No
Finchampstead Doctors Surgery	No
Finchampstead Parish Council	Yes
Finchampstead Society	Yes
Gorse Ride Infant and Nursery School	No
Gorse Ride Junior School	No
Horseman Coaches	No
Loddon Valley Ramblers	Yes
Nine Mile Ride Dental Practice	No
Nine Mile Ride Primary School	No
Nine Mile Veterinary Group	No
Public Rights of Way Officer	No
Reading Buses	No
Reading Cycling Club	No
Stagecoach South	No
Stepping Stones Day Nursery and Pre-School	No
St Mary & St John California Church	No
Sustrans	No
Swallowfield Velo Club	Yes
White Bus	No
White Dental	No
Wokingham Cycle Club	No
Yoga Instructor at Ratepayers Hall	Yes

WCHAR REPORT

5.1.5. A second element of the WCHAR was a desktop study. Together, the WCHAR consultation and desktop study highlighted the following opportunities.

Table 5-2 - Summary of WCHAR Report

General opportunities	
1	Improvements that were identified by the WCHAR process could benefit from match funding from stakeholders
2	The application of pedestrian orientated improvements across the extent of the Proposed Scheme could help improve safety and comfort for Non-Motorised Users (NMUs). It could also provide a better balance between different road users and foster a greater sense of place to address the vehicle dominance that appears to characterise the locale.
3	Reallocating road space at the Co-op and Red Oak Stores car parks could enhance the place-making aspects of the locale and create new community space.
4	A permanent 20mph speed limit could be introduced to improve comfort and safety for all NMUs and address concerns regarding vehicle speeds in and around the junction.
5	Providing some form of traffic calming features or a form of deflection on the approach to the double mini-roundabouts could help address concerns raised regarding vehicle speeds, especially on Nine Mile Ride.
Strategic opportunities	
6	Providing segregated cycling facilities could improve user comfort by creating a less intimidating environment. Additionally, it could reduce conflict with vehicular traffic in the carriageway and pedestrians on the footway.
Pedestrian opportunities	
7	Improving pedestrian priority at the uncontrolled crossing between the double mini-roundabouts would provide benefits for pedestrian comfort, convenience and safety, particularly during the peak periods.
8	Providing formal crossing facilities on the B3016 Finchampstead Road, Nine Mile Ride and B3016 Finchampstead Road could help reduce severance and better incorporate pedestrian desire lines.
9	Clearing overgrown vegetation along the footway on the B3016 Finchampstead Road (NE) on the eastern side would increase effective width and enhance user comfort.
10	Widening the footway on the B3016 Finchampstead Road (NE) on the eastern side of the carriageway at the signal-controlled pedestrian crossing would provide extra space between those passing by and those waiting to cross. This would improve the comfort and convenience of the route.

11	Removing pedestrian guard railing in and around the junction would increase the effective width on surrounding footways, thus improving user comfort and convenience. It would improve the visual appearance of the area.
12	Reducing street furniture on the southern side of the junction near the Co-op store and on the north-eastern side of the junction would increase the effective footway space, improving user comfort and convenience. This could be achieved through co-locating items where possible.
13	The provision of tactile paving at the junction with Avery Close on the B3430 Nine Mile Ride would be advantageous for visually impaired users given the fact that there are dropped kerbs and that this route acts a main east-west desire line for pedestrians.
14	The bus stop on the northern side of the carriageway of the B3430 Nine Mile Ride (E) would benefit from some localised improvements. Widening of the footway would reduce the conflict between those awaiting to alight and those passing through. Additionally, Kassel kerbs could be provided to enable step-free access for mobility impaired users.
15	Improving pedestrian priority at the access points to the Co-op and the Red Oak Stores car parks could help to reduce conflict between NMUs and vehicular traffic.
16	Providing tactile paving at the junction with the access road to the Avery Corner car park could help better accommodate the needs of visually impaired users.
17	Widening footways in and around the junction could improve user comfort and enhance the attractiveness of the route.

Equestrian opportunities

18	Evidence received during the stakeholder consultation process from the British Horse Society Access and Bridleways Officer that some equestrian users do use the roundabout as part of a circular walk linking Warren Lane and Wick Hill. Therefore, the junction could benefit from some measures targeted at improving the safety and comfort for equine users. A 20mph speed limit could help foster a less intimidating environment for horses.
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6 THE DESIGN STRATEGY

6.1.1. Following the WCAR Report WSP developed a design strategy for the site. This looked to achieve the following:

Create Strong Gateways

6.1.2. At the periphery of the proposals, gateways would be located to signal to drivers that they are traveling from the public highway, into a public realm orientated environment. This would be the first step in a three-tier transition into the centre of the site where the existing junction is situated.

Provide a High Quality Street Environment

6.1.3. Within the second-tier high quality carriageway, footway, and street furniture materials will be used to create a stronger no-vehicle orientation.

Remove any Priority at the Junction

6.1.4. At the third tier, an informal street layout will be provided where the two existing mini roundabouts are situated, to help readdress the balance between vehicles and non-motorised users. This will be achieved by removing all traditional road markings and transforming the centre from a junction to a landmark.

Courtesy Crossings at Key Desire Lines

6.1.5. Within the three-tiered layout are key pedestrian desire lines/crossing points; the most direct of these are situated around what was the two mini roundabouts, where they will be accommodated by the provision of courtesy crossings. In addition, courtesy crossings will also be provided at the gateways as they provide short, perpendicular, opportunities to cross the street, which is particularly advantageous for various disability groups.

Pedestrian Prioritise the Shopping Parade

6.1.6. The parking currently dominates the area in front of the shops. While vehicular access to the shops is essential, the strategy is to make this a prioritised pedestrian space that retains service access and the majority of parking, whilst providing a much stronger shopping parade dimension to the space.

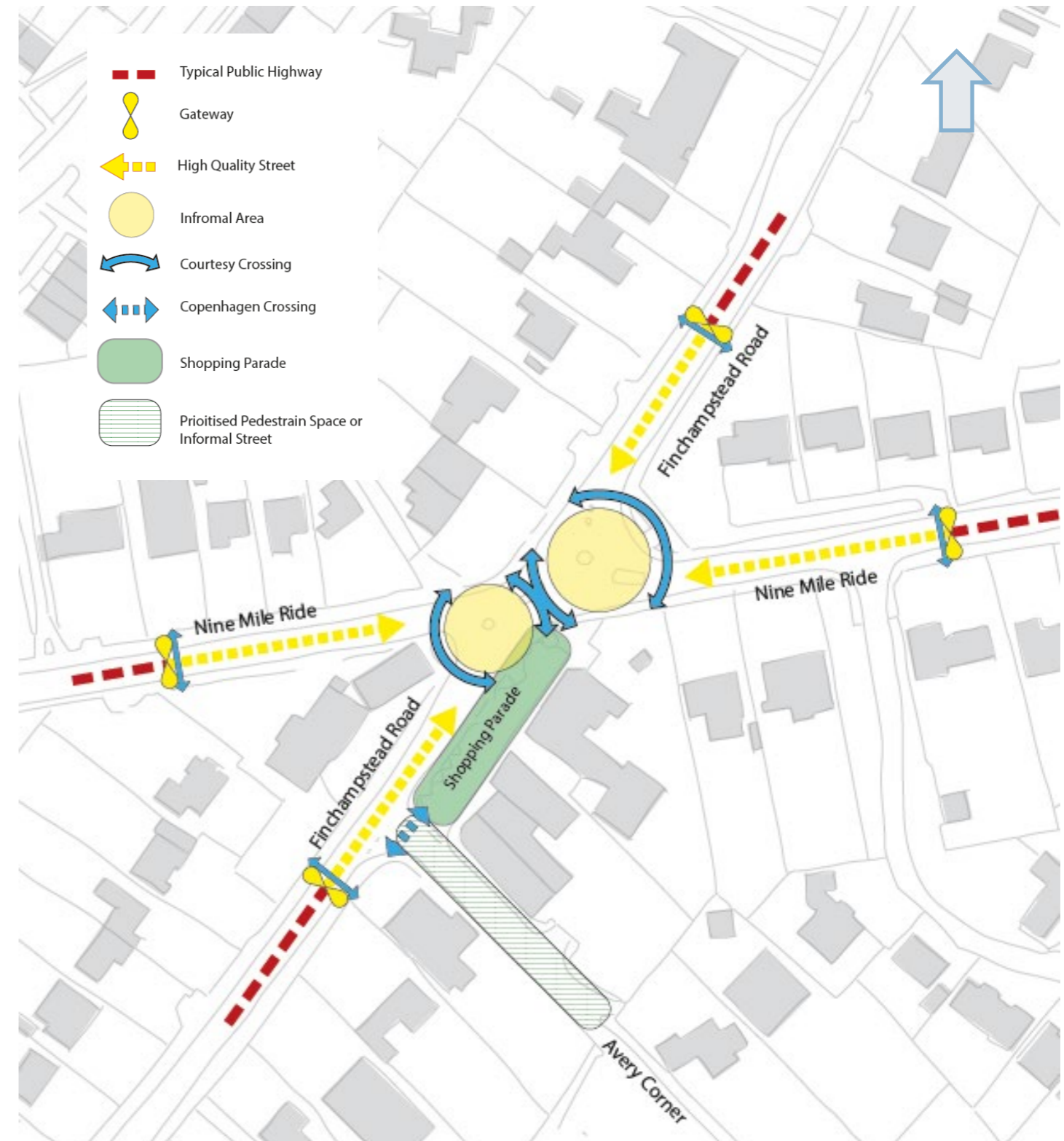
Improved School Access

6.1.7. The Avery Corner Car Park access will be widened to allow 2-way movement, and the approach will be designed to give stronger pedestrian priority, by either providing an informal or prioritised pedestrian layout.

Introduction of Copenhagen crossings

6.1.8. A Copenhagen crossing will be proposed at the access of the Avery Car Park from Finchampstead Road. This is to slow vehicle traffic entering the Avery Corner Car park and give pedestrians priority crossing the access.

Figure 6-1 Design Strategy



7 CONCEPT DESIGNS

7.1.1. The design strategy was used to steer 2 concept designs for which the common elements are outlined below:

- Contrasting footpath to give greater pedestrian priority around the petrol station forecourt.
- Vegetation removed to provide desirable pedestrian routes.
- Access widened to allow for two-way traffic at the entrance of the car park. (Subject to BT telegraph pole relocation and telephone line diversion costs).
- Copenhagen crossing to give pedestrians priority over vehicular movement.
- Lockable bollards to restrict access to service vehicles only.
- New tree planting to soften street scene and replace existing trees which have struggled to establish.
- Parking moved to the edge of the carriageway to create shopping parade in front of shops.
- De-cluttering of street furniture to provide unobstructed pedestrian movements.
- Seating / rest point within the shopping parade.
- Crossings provided on all arms of the junction to encourage slower vehicular movements.
- On approach to the village centre, a gateway will be created. This will be a combination of totems and crossing points. This will emphasise the change in environment from the highway to the public realm.
- Shrub planting areas reduced and replanted to provide improved environments for biodiversity.
- Various leaf pattern designs to demarcate the carriageway and crossing points co-ordinating with the history of the site

7.1.2. WSP developed two concept designs; the Linear Proposal and the Circular Proposal. The elements unique to the Linear design are listed below:

- Vegetation and grass verges removed to widen back of footways.
- Pedestrian priority area allowing for vehicular access to car park.
- Perpendicular parking retaining all eight of the original standard parking bays and one disabled parking bay.
- Allowance for existing service vehicle access to Co-operative to be retained.

Figure 7-1 Perspective sketch the acces to the school for each option



Figure 7-2 Perspective sketch of gateway

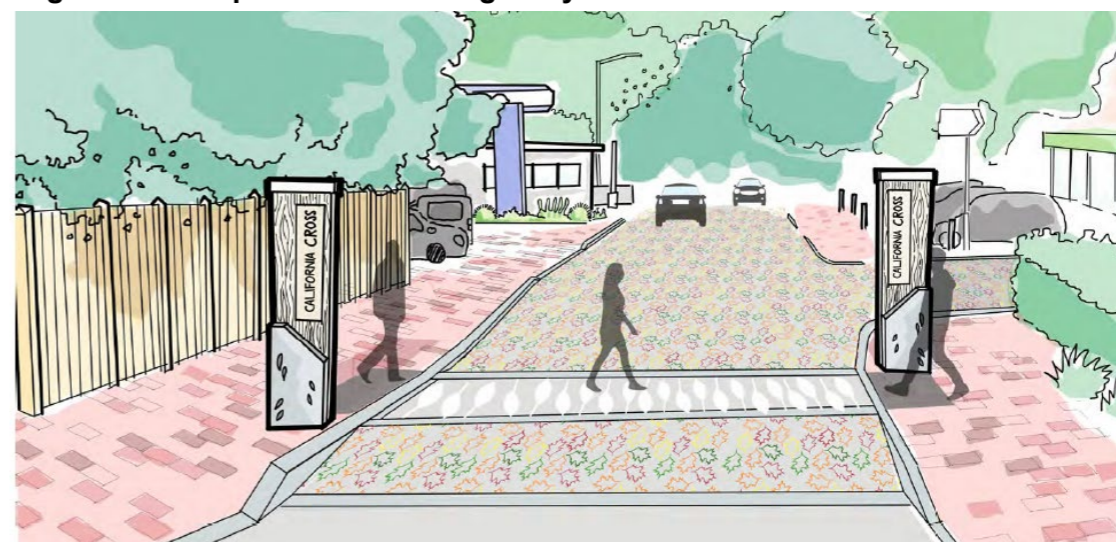


Figure 7-3 Linear design proposal



The elements unique to the circular proposal are listed below

- Footway widened along the eastern edge of car park access route, to improve pedestrian link between the school and shops.
- Angled parking retaining five of the original eight standard parking bays and one disabled parking bay.
- Service vehicle passes through parade rather than cutting across space.
- Convex shaped crossings allow for more direct pedestrian movement.
- Shrub planting areas reduced and replanted to provide improved environments for biodiversity.

Figure 7 -4 Circular design proposal



Figure 7-5 Perspective sketch of central crossing



Figure 7-6 Perspective sketch of shopping parade



8 WORKSHOP 1 AND INDIVIDUAL MEETINGS

Workshop 25 June 2018

- 8.1.1. The concept designs and research were presented to the steering group at a workshop in June 2018. The minutes are provided in appendix A. The purpose of the meeting was to insure the issues were understood, get feedback on the concept designs and a steer on what might be proposed for the public consultation.
- 8.1.2. Feedback from the first workshop was constructive and generally positive. The key points are summarised below:
- The southbound lane between the two roundabouts is meant to be a single lane but often is used as two lanes
 - That for the last few years there has not been a School Crossing Control Officer (Lollipop Man/Lady) assisting children and parents across the central crossing
 - The leaf pattern was liked in the carriageway, but a foot pattern was preferred for the crossings
 - Illegal parking outside the Dentist was raised as an issue
 - The circular option was preferred, but with the echelon parking pointing in the other direction and a prioritised pedestrian layout leading to Avery Corner car park
 - It was requested that the school be involved in the development of the gateways.

Meeting at WBC 07 August 2018

- 8.1.3. WSP met the Public Open Space and Green Infrastructure Delivery Manager, as well as the Conservation Officer and took them through the scheme. Feedback was generally positive with Option 2 being the preferred option. Comments are below:
- It was suggested there should be more planting, particularly along the road leading up to the school.
 - The officers liked the idea of having different totems on each arm but would like to see some similarity between them.
 - It was suggested that there should be a greater focus on the history of the site, including:
 - Get further maps, at least 1883 and 1889
 - Speak to the Berkshire records office to see if they can find more information about the history of the site, possible threads could include
 - How the name Nine Mile Ride came about; it might have been a royal route
 - The forest might have been a royal hunting ground
 - Is there any significance to the local well?
 - Find out more about the land owner

Site Meeting 07 August 2018 (AM)

- 8.1.4. WSP met the shop keeper, who owns all the shops on the north side of the junction. The following points were raised:
- Both accesses to the car park need to be retained so larger vehicles can access the store and utilities compound
 - Visibility when exiting the store from the east side is currently poor
 - Vehicles currently travel through the junction too fast

- Happy with proposed changes to planting, but likely to make his own improvements to it in the meantime.

Site Meeting 07 August 2018 (PM)

- 8.1.5. WSP met with some of the shop keepers from the south side of the junction, including Jats Pharmacy, CO-OP and Bathroom Concepts. They raised the following points:
- They were not supportive of the recent introduction of a 2 hour maximum stay on the parking spaces. They feel that a maximum stay of 30 minutes is sufficient.
 - Keen to keep vehicle access between the shops and the parking
 - If parking directly in front of the shops is to be provided so that it can only be accessed from the road, it should be constructed in a way that can be reversed if ineffective.

Site Meeting 05 September 2018 (AM)

- 8.1.6. A site meeting was held with a representative from CLASP (Caring, Listening and Supporting Partnership). The stakeholders highlighted the following considerations for people with learning disabilities:
- High contrasting colour between the carriageway and the footway so they can see where the carriageway is.
 - Situating the crossings away from the junction, for those who are less confident around the busy junction.
 - Once the scheme is built, it would be worth organising a site visit, so that people could familiarise themselves with the new layout and be given support as to the best way to pass through it.
 - There should be a lesson learnt exercise from the Wokingham Town Centre project to make sure the same mistakes are not made at California Crossroads.
 - It was also noted that there is poor visibility crossing Nine Mile Ride east from the north side of the roundabout.

Site Meeting 05 September 2018 (PM)

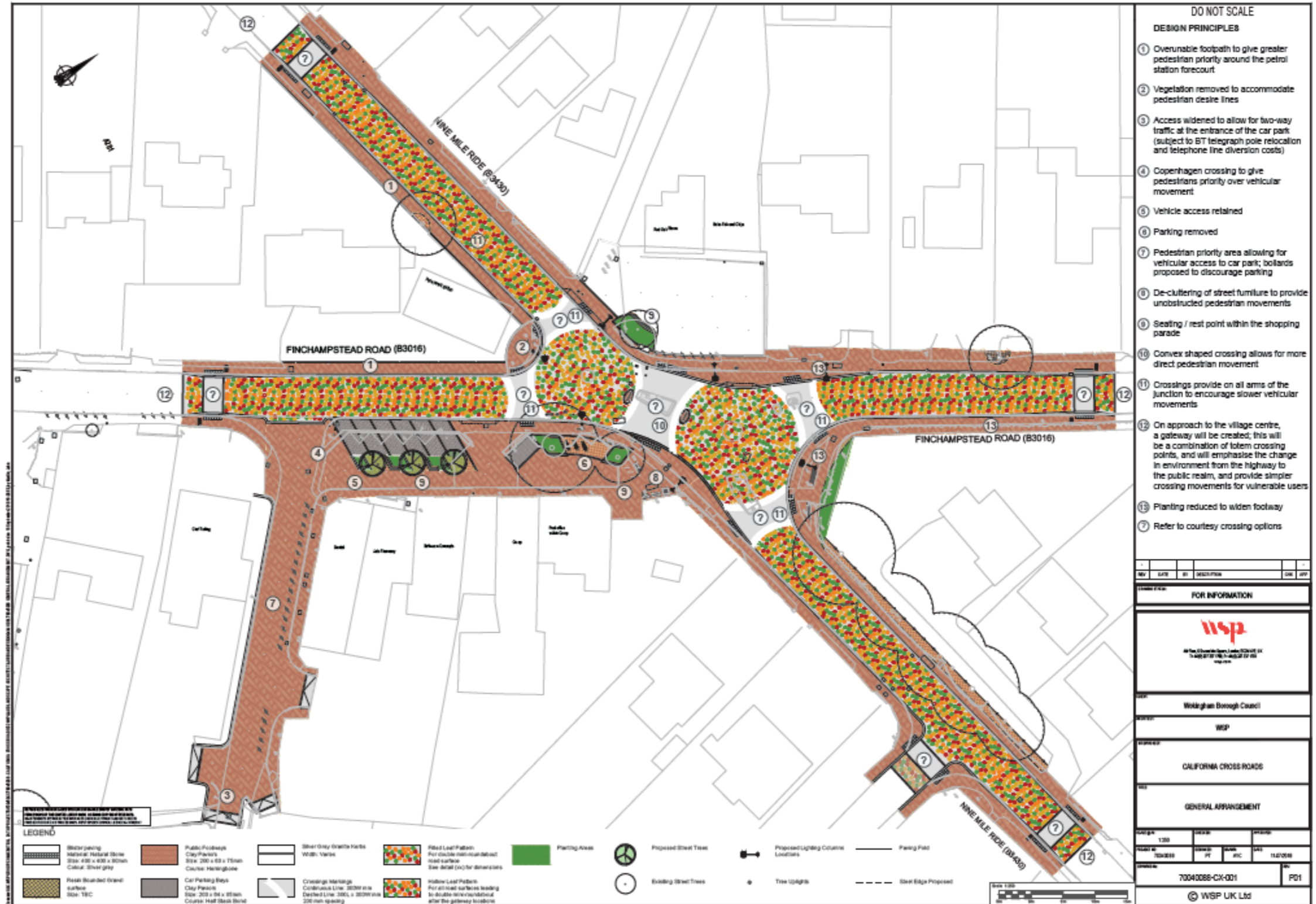
- 8.1.7. WSP met representatives on site from the Guide Dogs for the Blind Association and the Mobility centre and the following points were raised:
- Metal profiles, such as metal studs, burn dog's paws.
 - In any areas where vehicles are expected, a raised kerb with a minimum upstand of 60mm is preferred, including the parking in front of the shops and the road leading to the school.
 - Blister paving must be angled in the direction of the crossing.
 - As a last resort hazard paving can be used, but it needs to have a more prominent profile compared to that used in Exhibition Road.
 - Shared areas are not welcome.
 - It was mentioned that the proposed crossing will be hour glass shaped, and it was discussed that blister paving should be provided for the centre section only with hazard paving provided either side
 - Once the scheme is built, a site visit should be organised, so that people could familiarise themselves with the new layout and be given support/guidance as the best way for them to pass.

9 DEVELOPED DESIGN

9.1.1. The stakeholder workshop and individual meetings showed that both concept designs were broadly addressing their concerns, with option 2 being their preferred option, but with some subtle changes including:

- Rotating the echelon parking west
- Having no delineation between the footway and the carriageway leading to the school, as in the original option 1
- Wider footways to be provided, where vegetation could be reduced at the back of the footway
- The Leaf pattern design replaced with a footprint design

Figure 9 -1 Developed design following Workshop and meetings



10 WORKSHOP 2 AND STAKEHOLDER CONSULTATION

Workshop 9 September 2018

- 10.1.1. For the second workshop with the steering group, stakeholders were invited to review the developed design, including the design for street furniture, paving material and crossings. Following the presentation, attendees participated in an interactive session adding colour coded sticky notes to the drawings. The detailed notes are provided in appendix A, a summary of the key points from the meeting are below:

General discussions included:

- There was a general conversation about the quantity of parking available and how to solve the issue of drivers waiting for spaces. There was a suggestion of limiting parking to 30 minutes.
- There was concern about the proposal of echelon parking and it was agreed that if it was to be included in any proposal, it should be seen as a temporary/trial measure, so it could be removed easily if it proved ineffective
- There was a general consensus that vehicle speeds need to be reduced.
- There was support for replacing the railings with bollards (in front of the north car park) to allow greater permeability to pedestrians
- There were concerns regarding the length of time it would take to construct the solution
- There were some lessons learned from the recently implemented scheme Marketplace – for example colour difference of materials is very important for the partially sighted
- It was noted that the Safety Audit could alter the design plans

Sticky notes from individuals included

- A general like in-principle of the suggested sculpture ideas and getting the school involved but would like to get a local artist involved as well
- Preference for the rustic street furniture pallet
- Preference for Auraton Sanded paving
- Generally, all the crossing designs were liked
- For the general arrangement drawing, individual comments included:
 - Concern there are too many conflicts here [west access to Jazz's car park]
 - Need to reduce speed using 'straddles' along the approach to, and from the roundabout in all directions
 - Need to reduce the speed all over the area
 - Brick paving will get damaged due to level issues
 - Can we be more creative with parking, including the school and restaurants?
 - Definitely think about using the parking and using the Avery car park as a 'policed' car park max 1 hour wait time
 - Don't like loss of parking spaces
 - Concern that brick paving will break up with the Co-op lorries
 - Agree on road widths and parking
 - Agree with the concepts like the trees being retained
 - Comfortable with most aspects of the scheme. Still have concerns over assessing the parking bays straight from the road

- Generally, like all of this

Stakeholder consultation 9 October until the 23rd October 2018

- 10.1.2. Following the workshop, the information presented was emailed to all stakeholders identified as technical groups and focus groups for comment. Those on the technical group list were also invited to a drop-in session where they could come and discuss the scheme with the designer and project manager.
- 10.1.3. Several stakeholders attended the drop-in session and those who did were positive about the scheme. However, formal responses were minimal. It is essential that formal responses are obtained from all the stakeholders within the technical group before detailed design and so this consultation exercise will need to be revisited.

Design for consultation

- 10.1.4. As the design developed from workshop 1 and the individual meetings was broadly accepted by the steering group and key stakeholders, this was incorporated into the consultation material produced for the public consultation. The materials are presented in appendix c.

11 PUBLIC CONSULTATION EVENTS

THE CONSULTATION EVENT

- 11.1.1. In December 2018, WBC held a series of consultation events to gather feedback on the developed proposal for California Crossroads. The consultation ran from 1 December 2018 to 4 January 2019. Three drop-in sessions allowed members of the public to view the plans, ask for more information and submit their feedback as a hard copy on the day. The consultation also allowed for online responses.
- 11.1.2. WBC advertised the consultation using the letter drops, email, word of mouth and various social media. The details are listed below:
- Flyers advertising the drop-in sessions were delivered to 6000 residents and businesses. The flyer included a link to the website and online questionnaire was. The distribution area is shown in Figure 11-1. A copy of the flyer can be found in appendix B -2
 - All those on WBC's stakeholder list were contacted by email and encouraged to participate.
 - The consultation website is: <http://www.wokingham.gov.uk/major-new-roads/california-cross/>

DROP-IN SESSIONS

- 11.1.3. The drop-in sessions were held at Finchampstead Baptist Church which is less than a 10-minute walk from the project site. Dates of the drop-in sessions are listed below.
- Saturday 1st December 2018, 8am-1pm
 - Monday 3rd December 2018, 2pm-8pm
 - Tuesday 4th December 2018, 8am-1pm
- 11.1.4. At the drop-in sessions, A1 boards of the consultation leaflet were displayed, and the council project manager and designer were there to take people through the proposals and answer any questions they had about the proposals. Over the 3 days approximately 300 people visited the consultation.

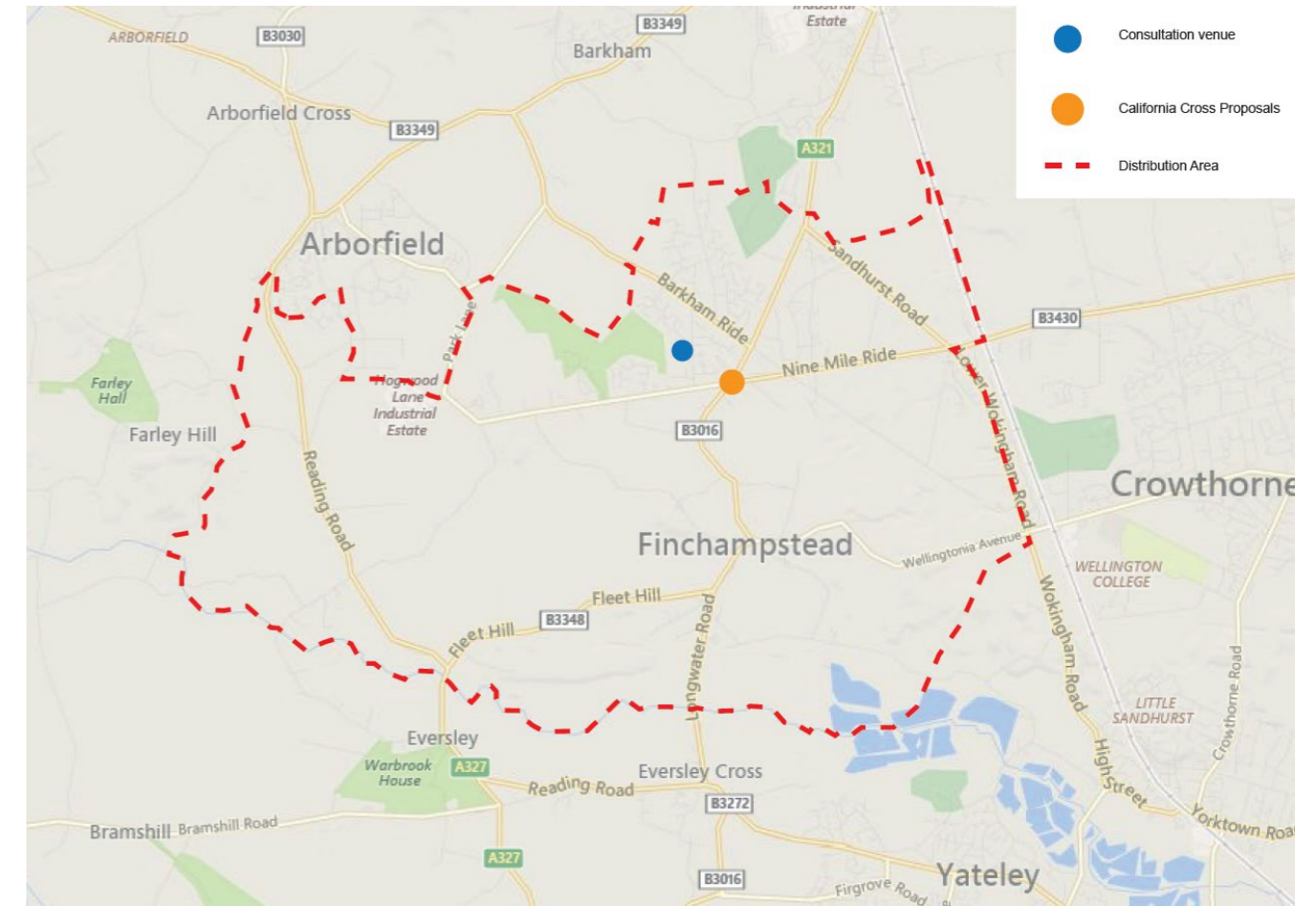
CONSULTATION MATERIALS

- 11.1.5. A copy of the consultation material can be found in appendix B and is listed below:
- Consultation FAQ
 - Consultation leaflet
 - Consultation questionnaire

QUESTIONNAIRE

- 11.1.6. The questionnaire contained six questions. The first question focused on the proposed design option and the remaining five questions focused on the demographics of responses.
- 11.1.7. The online survey can be found at: <https://www.snapsurveys.com/wh/s.asp?k=154287964849>.

Figure 11-1 Distribution area



12 DEMOGRAPHICS OF CONSULTATION RESPONSES

- 12.1.1. In total, there were 276 responses to the consultation. Of these, 72 (26%) were received as hard copies and 204 (74%) online. In addition, WSP received a single letter from Finchhampstead Parish Council.
- 12.1.2. Given that WBC issued 6000 questionnaires, this equates to a 4.6% response rate.
- 12.1.3. Respondents were asked to identify the capacity in which they were responding (e.g. resident, business, commuter, visitor, etc), as well as their age and gender.
- 12.1.4. The results in Figure 12 -1 demonstrate that the majority of respondents were residents (267 respondents, 97%). Smaller proportions identified themselves as commuters (24, 9%) and businesses (11, 4%). It is noted that respondents were able to select multiple options for this question, so the sum total of percentages exceeds 100%.
- 12.1.5. Most respondents were aged 55 and above (59%). A further 23% were aged 45-54 (65 respondents) Just 15% of respondents were aged 44 and under, as shown in figure 12 -2.
- 12.1.6. The gender of respondents was balanced, with 135 male respondents (49%), 121 (44%) female respondents. A further 18 (6%) either did not answer or stated 'prefer not to say' as seen in figure 12 -3.

Figure 12-2 Age range

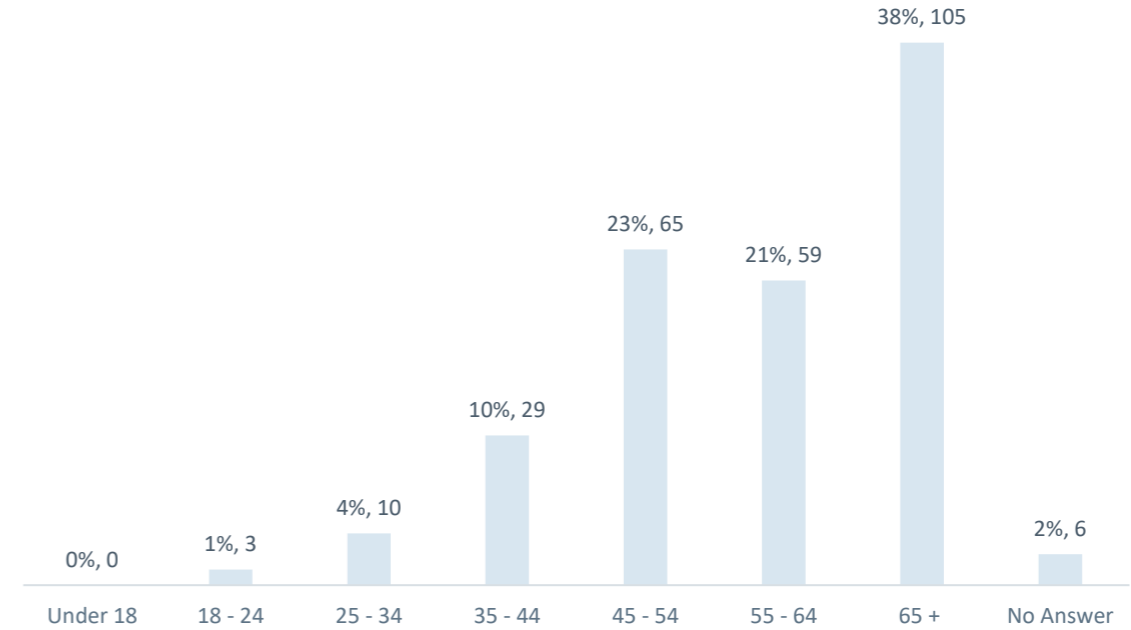
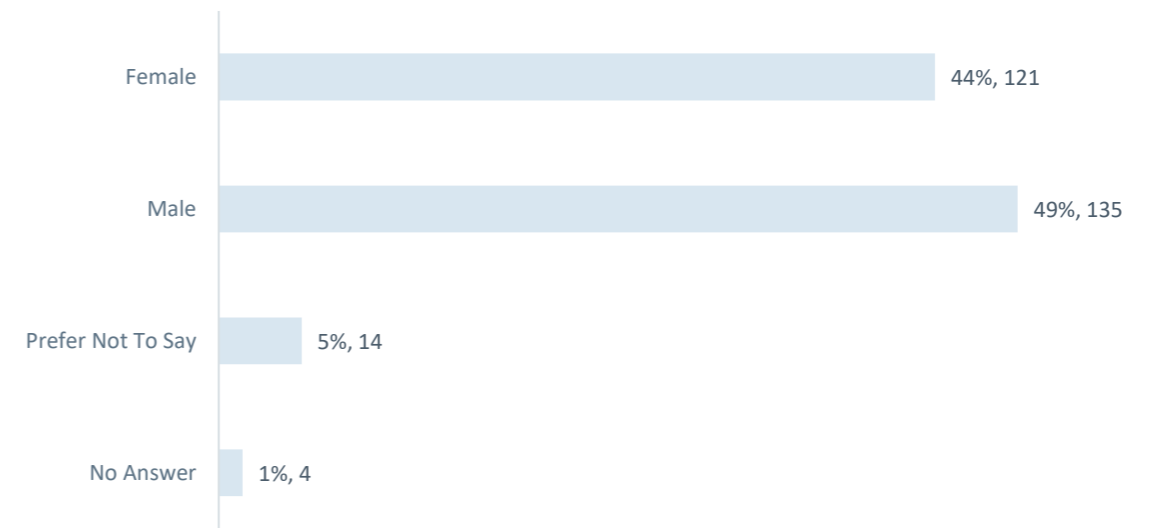


Figure 12-1 Respondent breakdown



Figure 12 -3 Gender breakdown



13 FEEDBACK ON PROPOSED OPTION

13.1.1. One open question asked for feedback on the California Crossroads design proposal presented at the public consultation. The question was: ‘Do you have any comments about the proposed scheme?’.

13.1.2. Many respondents gave multiple comments, meaning that the 276 questionnaires were broken down into 1118 individual comments which have been coded and are presented in the remainder of this chapter.

13.1.3. Given the open nature of the question, responses varied considerably in content, depth and length. WSP undertook a process of coding to categorise the responses into a series of key themes, and areas of comment within those themes. A sample of comments was used to develop a ‘code frame’ for the consultation analysis. As coding is an iterative process, new comment and theme codes are added to the code frame as the data requires. The coding process enables the analysis and interpretation of large pools of qualitative data, allowing the analysts to identify the most frequently occurring areas of comment. The themes identified are as follows:

- Vehicle movement
- Priority and right of way
- Parking
- Crossings
- Shopping area, seating and sense of place
- Bollards and railings
- Pedestrian usage and school access road
- Leaf pattern (the design presented on the surface of the road).

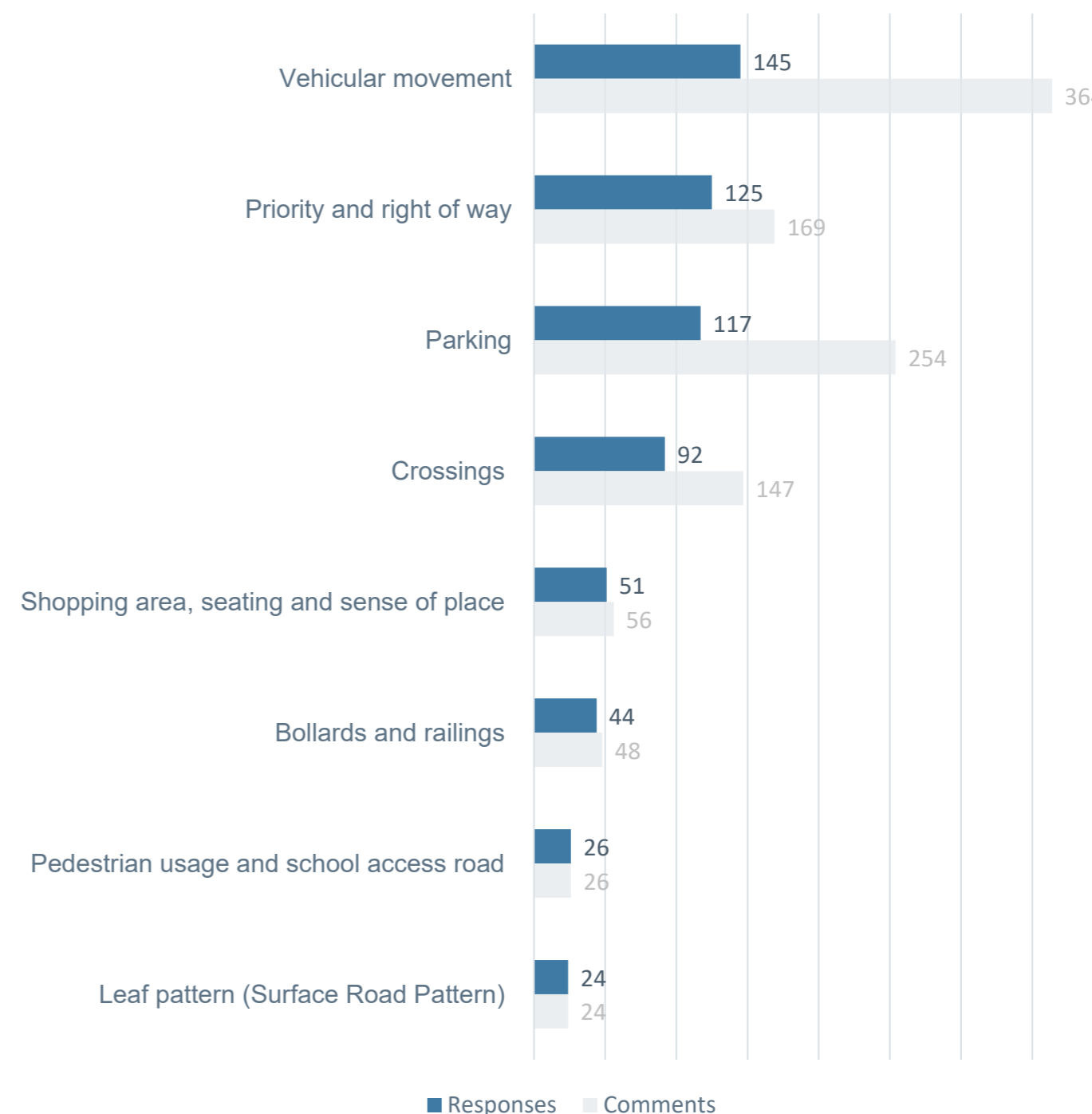
13.1.4. Figure 13-1 provides a visual breakdown of the emerging themes. It shows that the theme ‘vehicle movement’ was the most frequently mentioned (by over half of all respondents; 145).

13.1.5. The second and third most commonly occurring themes were priority and right of way (125 respondents), and/ parking. (117 respondents) Following this, 92 respondents mentioned crossings.

13.1.6. In comparison, relatively few respondents commented on pedestrian usage (26 respondents) and the leaf pattern design (21 respondents)

13.1.7. The remainder of this chapter focuses in more detail on the comments provided, broken down by theme.

Figure 13-1 Breakdown of respondents’ comments by theme NB: chart is based on number of respondents referring to each theme within their response. The sum total of all comments exceeds the total number of respondents because many gave multiple comments.



VEHICLE MOVEMENTS

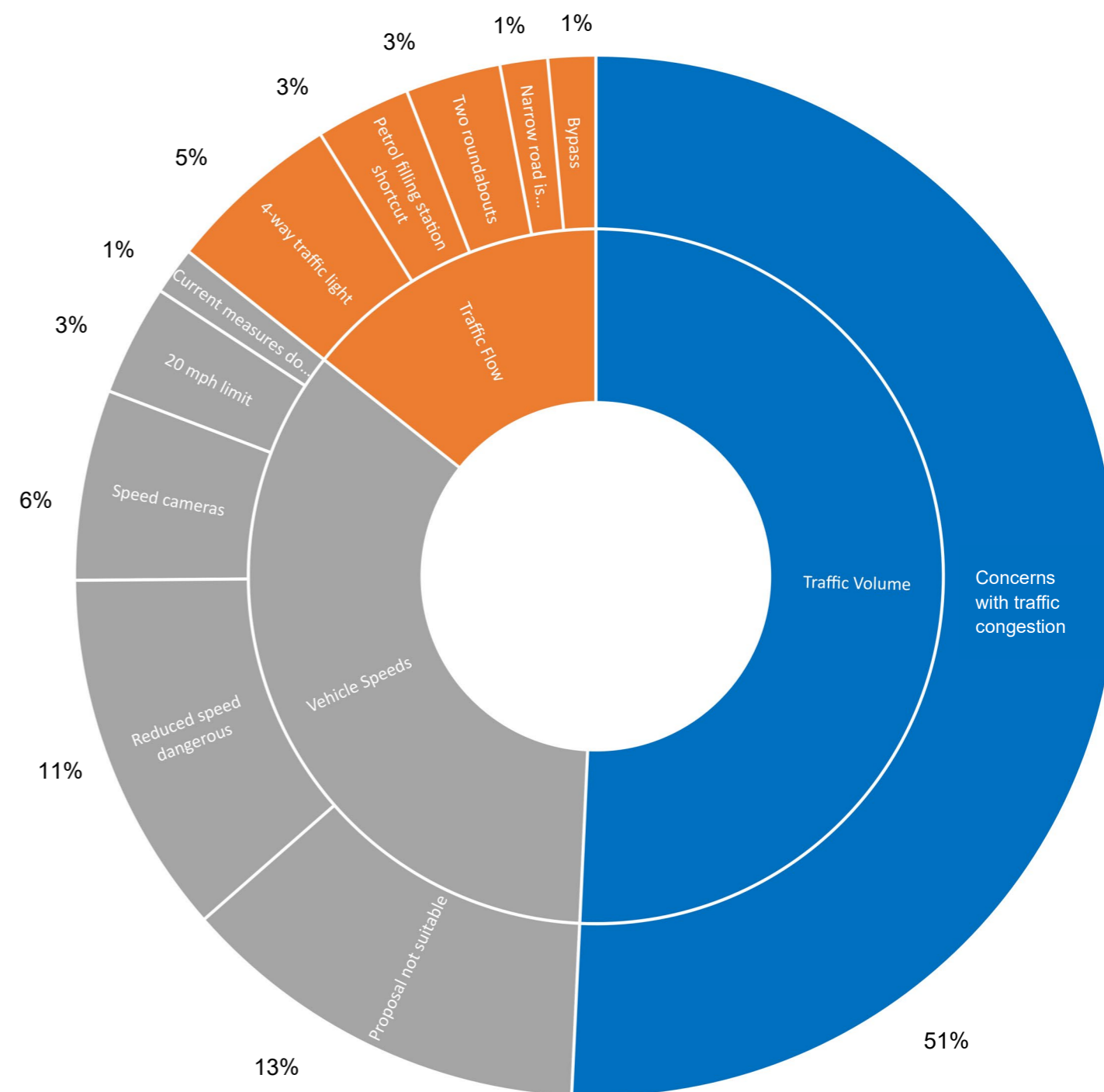
What respondents thought

- 13.1.8. Over half (approximately 145, or 53% of 276) individuals commented on vehicle movements. It is noted that some responses may have included multiple themes and have more than one comment assigned to them.
- 13.1.9. Therefore, in total, questionnaire responses contained 364 comments about vehicle movement. These have been categorised into three sub-themes, as shown in Figure 13.2, the key themes are outlined below:
- Traffic volume (51%)
 - Vehicle speeds (35%)
 - Traffic flow (14%)
- 13.1.10. Around half of the comments were related to traffic volume. In particular, respondents felt that the proposal does not address issues with either the existing amount of vehicular traffic using the junction and/or the expected increase in vehicles that will go through the junction, as more new development is built.
- 13.1.11. Approximately a third of comments were orientated around vehicle speeds, with just over a third of those mentioning a concern that “proposals were not suitable” as drivers could race through the junction. A similar proportion of the comments argued that “reduced speeds are dangerous” as they would cause tail backs which would frustrate drivers making them impatient and irrational. Other comments included the need to introduce further speed restraints, introducing a 20mph speed limit and/or a 20mph camera.
- 13.1.12. The third group of comments accounted for 14% (29 comments) of codes in this theme were about traffic flow. Respondents’ comments included the need for four-way traffic lights, a desire to retain the two roundabouts and concerns that drivers use the petrol station as a shortcut.

Recommendations

- 13.1.13. There is a general feeling that traffic flow and catering for future demand has not been addressed within the proposal. There are also some contradictory concerns about traffic speeds becoming too low (leading to driver frustration) and the design proposal lending itself to abuse by drivers (speeding).
- 13.1.14. There is little that can be incorporated in the proposal to improve congestion. The brief and proposal have not and was not meant to address the traffic volume issues. However, it was stated in the leaflet that the project was proposed to fulfil a legal obligation associated with the Arborfield development, for which many respondents are concerned about an associated increase in traffic. Therefore, respondents may have assumed this project was to address this issue. Irrespective of this, residents do need to be made aware of other improvements the Council is undertaking to improve congestion in the borough, so this can be appreciated.
- 13.1.15. The proposal has included several measures to reduce vehicle speeds, including increase deflection through the junction, and gateway features with road narrowing’s on the periphery of the scheme. However, further speed reduction measures could be considered, in particular vertical deflection on the some of the crossing points.

Figure 13-2 Breakdown of comments on vehicle movements



PRIORITY AND RIGHT OF WAY

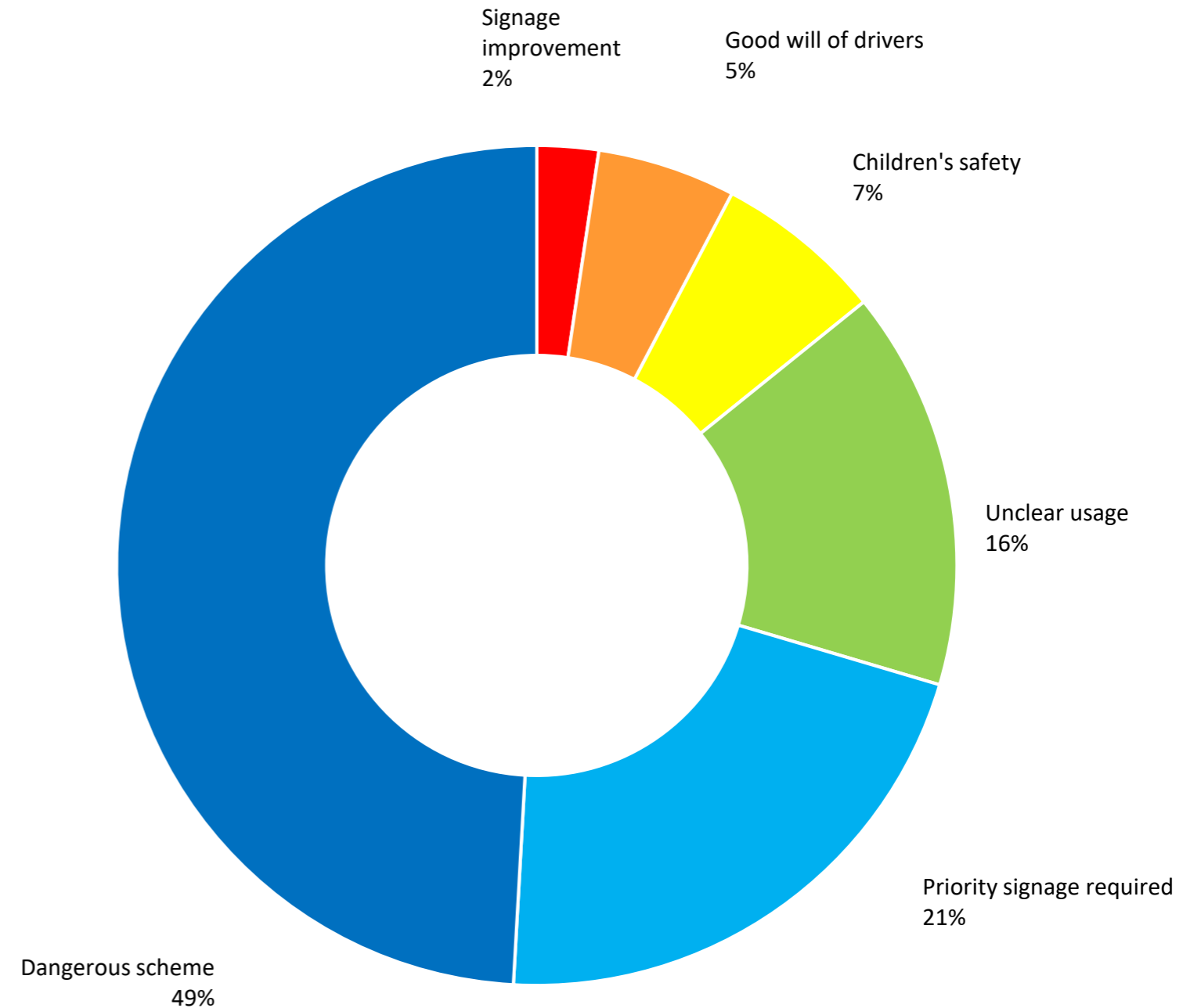
What respondents thought

- 13.1.16. Approximately 125 (45% of 276) respondents commented on this theme. Some responses may have included multiple comments and have more than one comment assigned to them.
- 13.1.17. In total, questionnaire responses contained 169 comments about priority and right of way. These are displayed in Figure 13-3 and are all about the use of the proposed junction layout and whether non-motorised users and drivers would understand who had priority.
- 13.1.18. Around half (49%) of all comments within this theme consider the proposed crossroads dangerous and confusing, 16% felt that priority would be unclear while a fifth (21%) of the comments were requests for priority signage. Other comments included concerns that the proposal would rely on the goodwill of drivers and about children's safety.

Recommendations

- 13.1.19. It is not unusual for people to be unsure how to travel through this type of junction, and it is that uncertainty that make them approach the junction with caution and makes it safe. This type of junction has been implemented in a number of different locations throughout the UK, and they work successfully. Further guidance and examples of how the layout would work could settle people's concerns.

Figure 13 -3 Breakdown of comments on priority and right of way



PARKING

What respondents thought

13.1.20. Approximately 117 (42% of 276) individuals commented on the theme of parking. Some responses may have included multiple themes and have more than one comment assigned to them.

13.1.21. Therefore, in total, questionnaire responses contained 254 comments about parking. These have been categorised into three sub-themes, as shown in Figure 13-4, the key themes are also outlined below:

- Angled parking (42%)
- Concerns over reduced parking (36%)
- Requested improvements (22%)

13.1.22. Many comments were about the proposed angled parking, with the majority feeling it would be dangerous. Other comments included concerns about being required to reverse into spaces, and not being happy with only accessing parking spaces from the south.

13.1.23. Within the proposals, there is a net loss of two parking spaces. Just over a third of comments related to concerns about the loss of parking, with a large portion of these comments stating that the reduction would encourage uncontrolled parking. Other comments included concerns about where HGVs would be parked and the issue of parking outside Bob's Fish and Chips shop not being addressed.

13.1.24. Just over a fifth of the comments (22%) suggested parking improvements. Many of these were quite broad (e.g. asking in general for improved parking) while others were more specific such as to increase parking in front of the school and next to the restaurant.

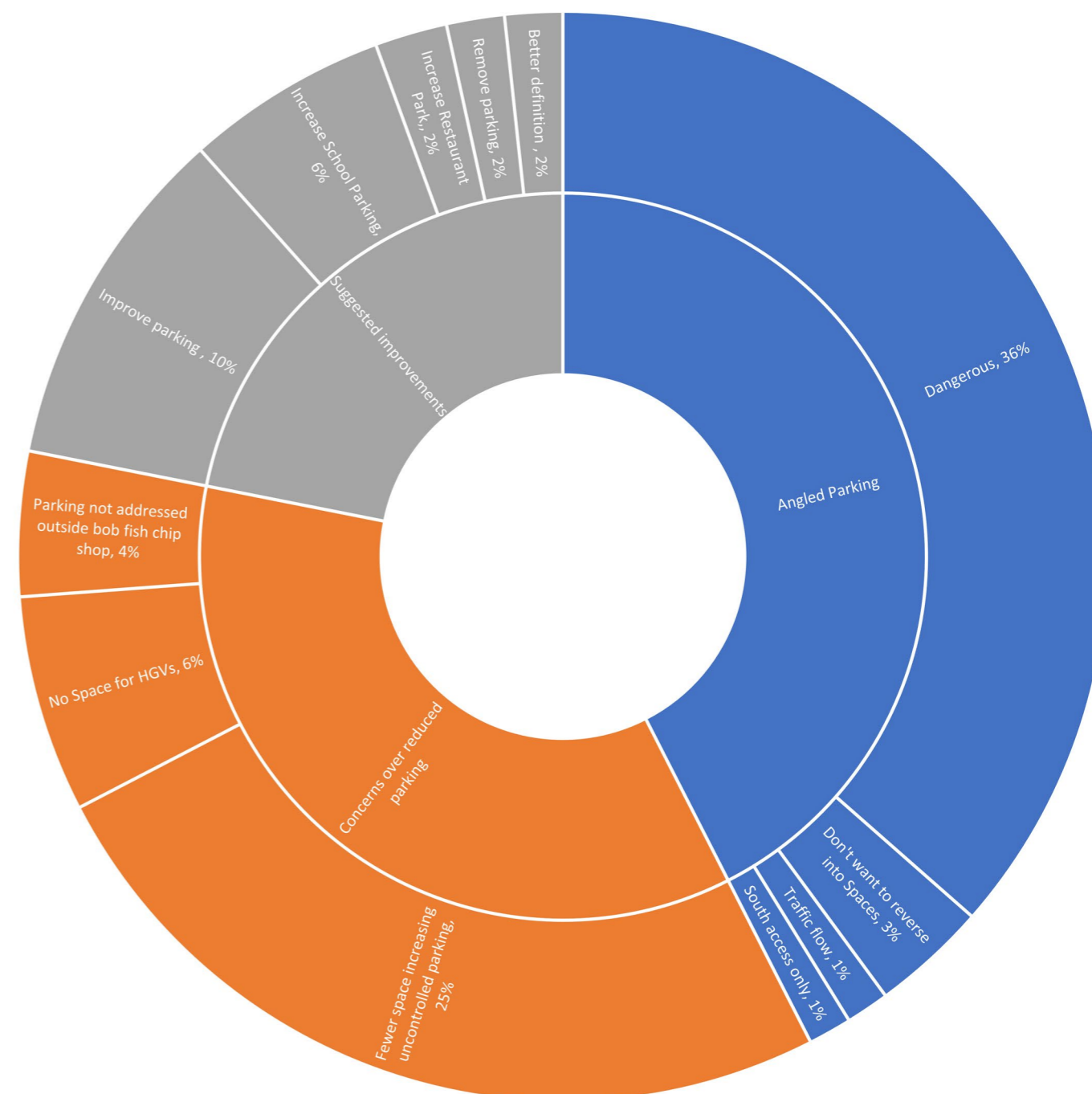
Recommendations

13.1.25. Respondents have concerns about the proposed parking arrangements. They are primarily concerned about the safety of angled parking bays (reversing in/ out) and that there will be less parking available. Some highlighted the need to improve parking at California Crossroads.

13.1.26. The angled parking was introduced to deter drivers from queueing to use these spaces and backing up into the junction causing congestion. The intention was that drivers would instead park in the larger car park at less than 100 metres away. However, respondents are clearly not comfortable with using this type of parking arrangement and further options should be investigated.

13.1.27. As highlighted by the respondents, there is an existing car parking capacity issue. It is worth noting that the arrangement for HGV parking remains as existing in the proposal and Bob's Fish and Chips shop is outside the public highway. However, other options for additional parking should be investigated. This could include making better use of the restaurant car park and exploring whether the private land to the rear of the shops could be used to increase parking, although the latter was not mentioned by respondents.

Figure 13 -4 Breakdown of comments on parking



CROSSING

What respondents thought

13.1.28. Approximately 92 (33% of 276) individuals commented on the crossing. Some responses may have included multiple themes and have more than one comment assigned to them.

13.1.29. In total, questionnaire responses contained 147 comments about the crossing. These have been categorised into two distinct sub-themes, as shown in Figure 13 -5:

- Specific suggested design changes (51%)
- General concerns about safety (49%)

13.1.30. Specific suggested design changes cover 51% (75 comments) of the comments, with many stating that central islands are necessary. Other comments highlighted the need for a raised pedestrian crossing, or more prominent central refuge, or that the crossing should be more like a traditional Zebra crossing.

13.1.31. General comments about safety covered 49% (72 comments) of the comments. Many stated that safety must not be compromised while others relayed specific concerns about how the children and vulnerable users would use the crossings, and the need for a crossing warden (lollipop person).

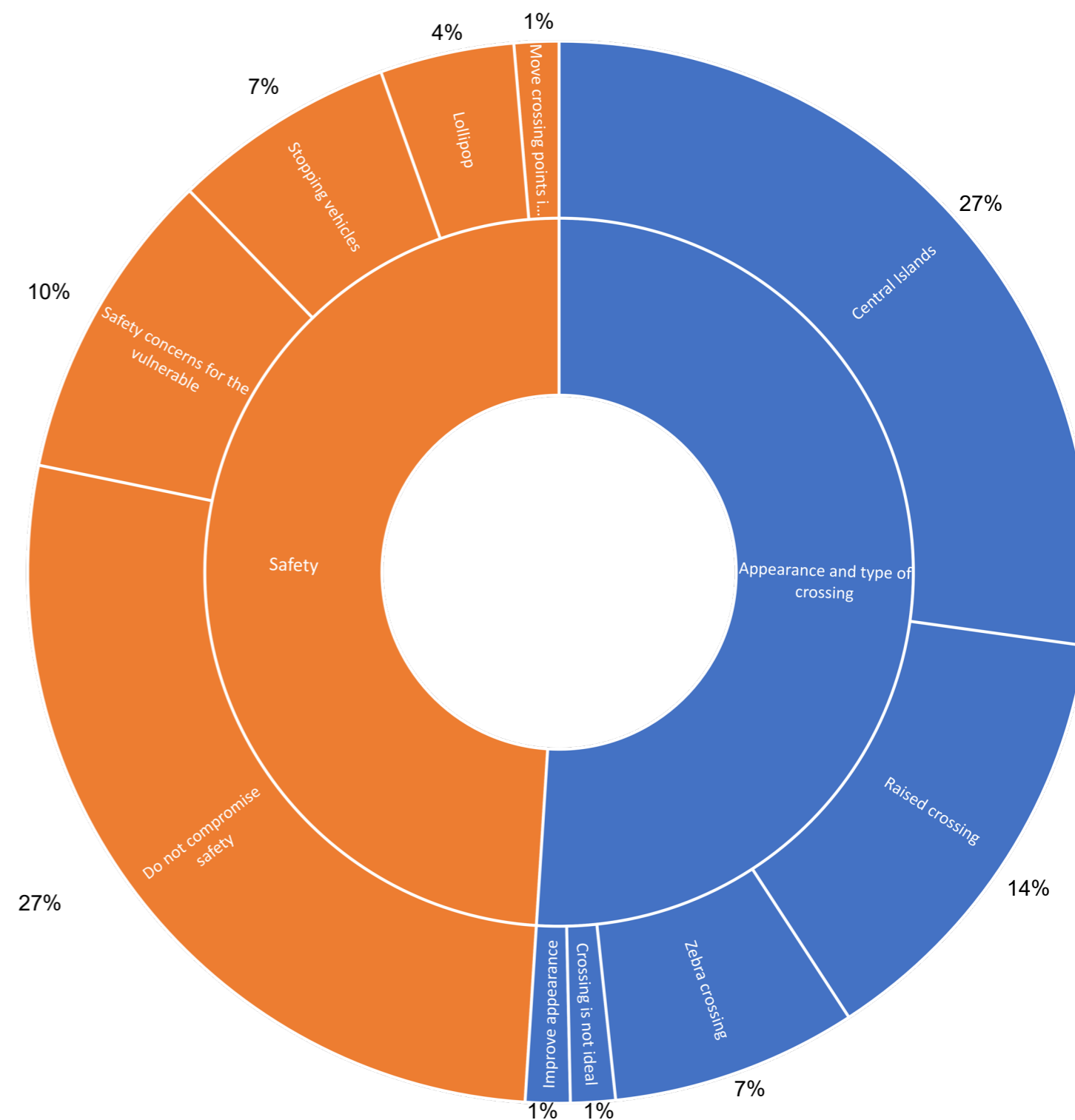
Recommendations

13.1.32. Residents have shown that they are concerned about the safety of the proposed crossing arrangements, particularly for vulnerable groups such as children and the elderly. This is not unusual for the type of proposal and there are several similar schemes implemented in the UK that are safe.

13.1.33. The intention of the proposal is to make the area safer by encouraging lower vehicle speeds and provide a greater crossing priority for pedestrians, but this was not recognised/agreed with by these respondents. The proposed central crossing island is designed larger than existing, but it maybe the removal of the central island on the east arm that prompted some of the received comments. However, these islands were removed to increase deflection through the junction to slow driver's speeds.

13.1.34. The outcome of the consultation suggested some possible improvements which could be further investigated, in particular the raising of some of the crossing points. A review of whether the deflection within the junction should be increased or the existing alignment and central island be retained.

Figure 13 -5 Breakdown of comments on crossing



SHOPPING AREA AND SENSE OF PLACE

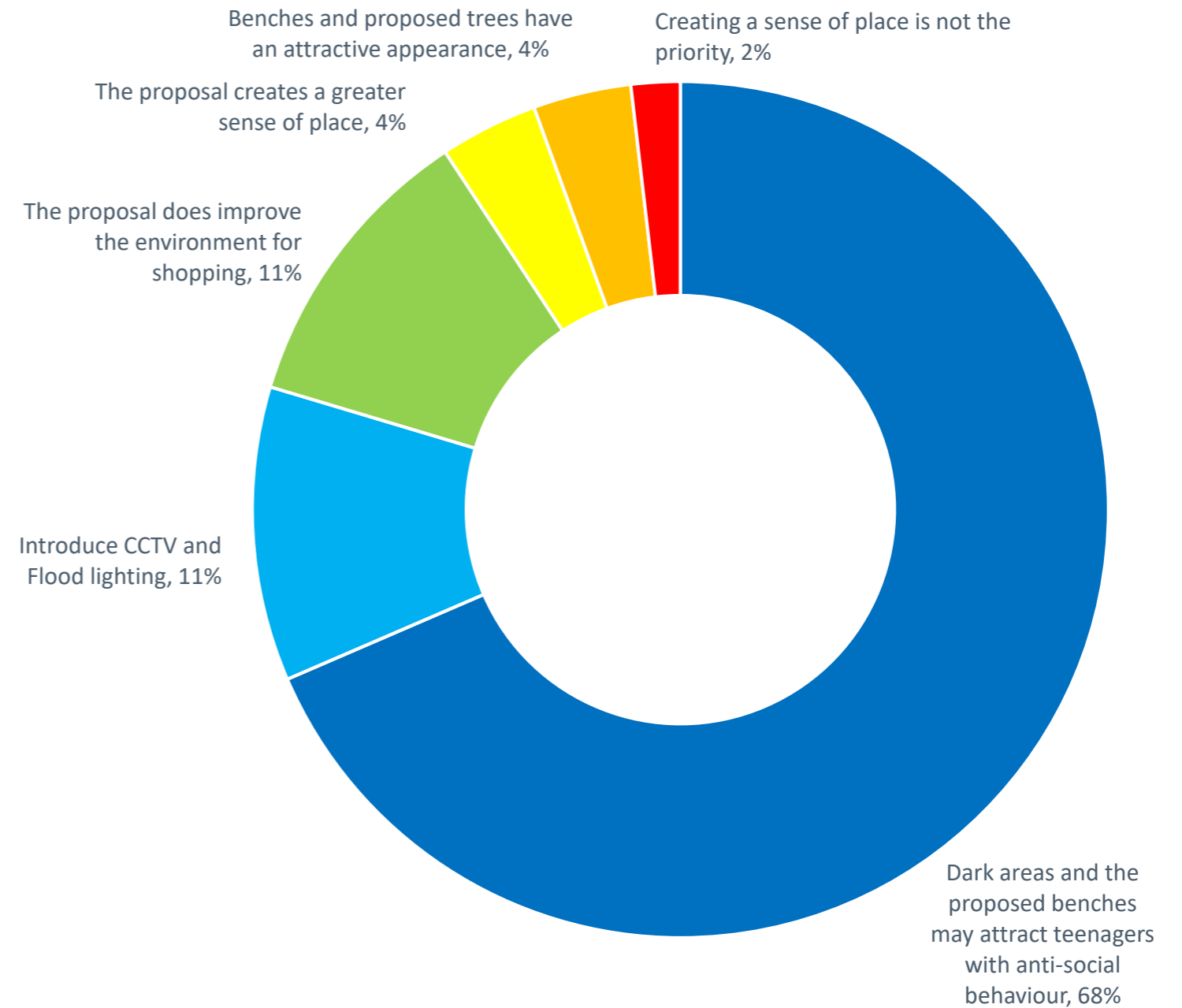
What respondents thought

- 13.1.35. Approximately 51 (18% of 276) individuals commented on the shopping area. Some responses may have included multiple themes and have more than one comment assigned to them.
- 13.1.36. In total, questionnaire responses contained 56 comments about the shopping area, seating and sense of place. The breakdown for comments assigned to this theme can be found in Figure 13 -6.
- 13.1.37. Two-thirds (68%) of comments expressed concerns about the dark areas that the proposal will create, which could potentially attract anti-social behaviour. In addition, there were a number of requests for CCTV and flood lighting.
- 13.1.38. Around a fifth (20%) were positive about this aspect of the scheme with respondents mentioning that the proposal does improve the environment for shopping (11%), that the proposal will create a greater sense of space (4%) and that the benches and trees will have an attractive appearance (4%).
- 13.1.39. A small proportion (2% of comments) argued that creating a sense of place should not be a priority for the project.

Recommendations

- 13.1.40. The concerns about lighting and the likelihood of increased crime and anti-social behaviour can be addressed at the detailed design stage of the project. A detailed lighting design will be undertaken, and seating can be reduced and/or designed so it is uncomfortable to sleep on.

Figure 13 -6 - Breakdown of comments on shopping area, seating and sense of place



BOLLARDS AND RAILINGS

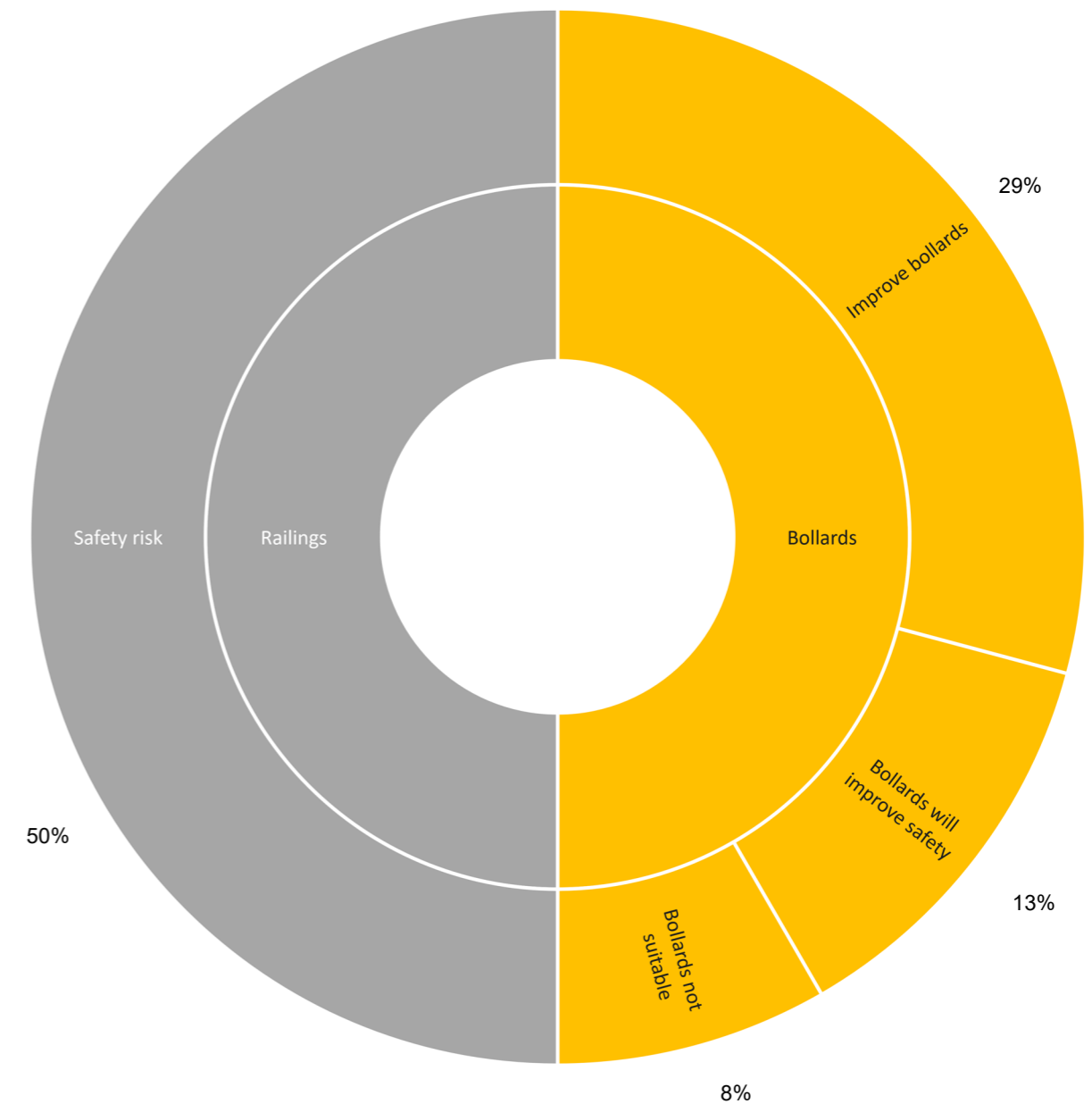
What respondents thought

- 13.1.41. Approximately 44 (16% of 276) individuals commented on bollards and railings. Some responses may have included multiple themes and have more than one comment assigned to them.
- 13.1.42. In total, questionnaire responses contained 48 comments about bollards and railings. These are evenly split, with half on railings (50%) on half bollards (50%), as shown in Figure 13 -7.
- 13.1.43. All the comments with regard to the railings were concerns about safety.
- 13.1.44. The other half of comments were regarding the proposed bollards, with over half of those wanting nicer looking bollards, some mentioned that they felt the bollards made the scheme safer, with only a small number feeling the bollards were not suitable.

Recommendations

- 13.1.45. There is some concern around the safety of removing the guard railing. However, it is worth noting that research has been undertaken by Transport for London which demonstrates that removing guard railing has reduced accidents. In addition, the removal of the guard railing was not identified as a risk in the Stage 1 Road Safety Audit that has been undertaken on the consulted design.
- 13.1.46. No one mentioned they did not want bollards. However, as over half were not keen on their appearance and further work could be undertaken to consider an alternative style/design.

Figure 13 -7 - Breakdown of comments on bollards and railings



PEDESTRIAN USAGE AND THE SCHOOL ACCESS ROAD

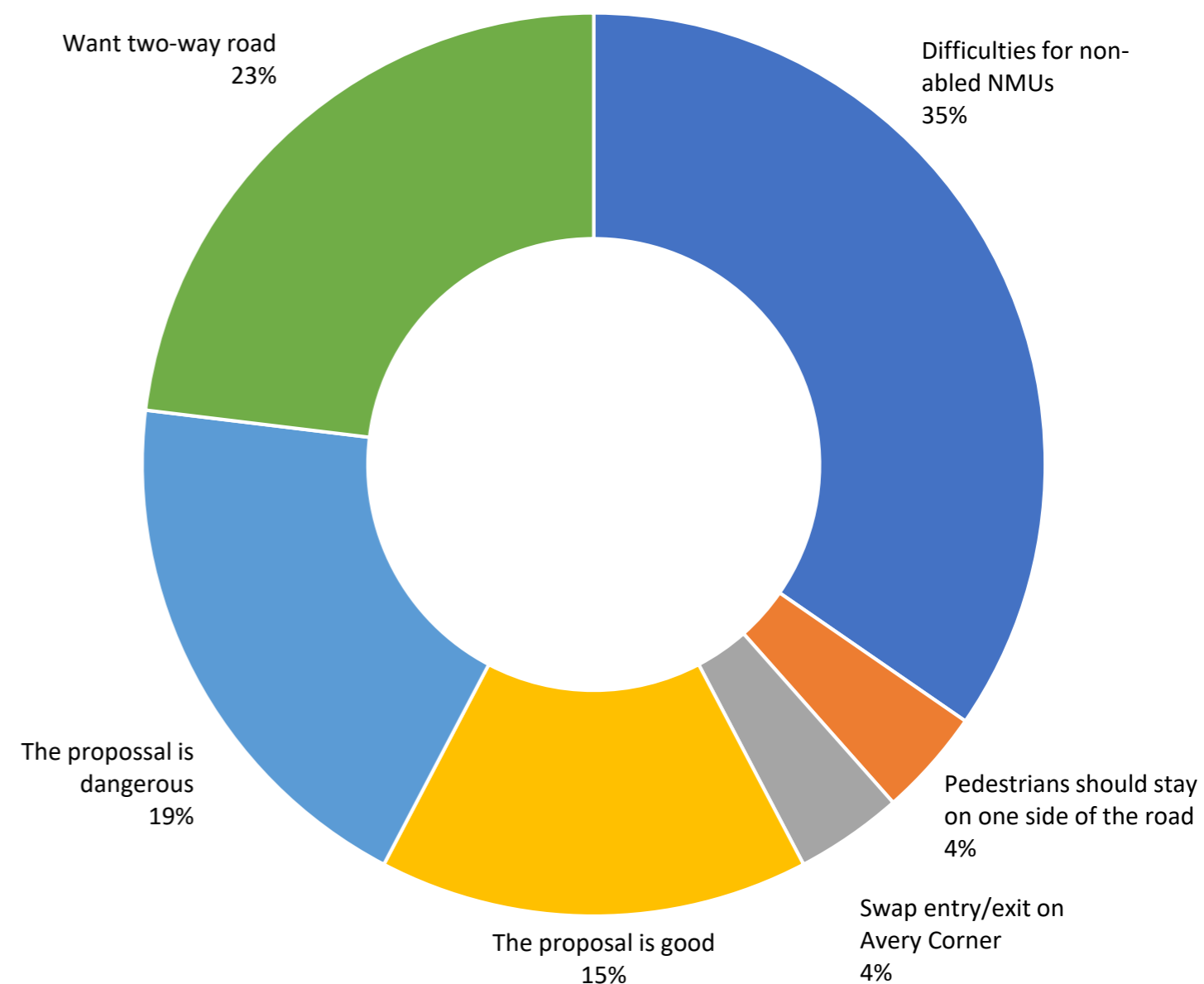
What respondents thought

- 13.1.47. A small number of respondents (approximately 26; 7% of 276 individuals) commented on pedestrian usage and the school access road. For which there are 26 comments about this theme, the breakdown of comments is shown in Figure 13 -8.
- 13.1.48. The most common comment (accounting for about a third of the comments) was concern that vulnerable users would find it difficult to navigate the space.
- 13.1.49. Nearly a quarter of comments referred to the need to widen the school access road. While around a fifth of the comments within this theme argued that the proposal for the school access road is dangerous, others were positive.
- 13.1.50. Just under a quarter of comments were based upon a misinterpretation of the proposal. Respondents incorrectly assumed the access was changing to a one-way system.
- 13.1.51. Other minimal comments included swapping the entrance and exit at Avery Corner, some felt that pedestrians should stay off the vehicular traffic route and a few were positive about the proposal.

Recommendations

- 13.1.52. Respondents have expressed mixed views on the access road and raised concerns about safety for vulnerable groups. It should be noted that these comments were made by only a small portion of all the respondents. Bollards have been used to delineate a safe space, and there is a strong building line for the partially sighted to follow. However, at the original steering group meeting an alternative design was presented that separated pedestrians and traffic. Elements of this design could be revisited and included in the final proposal.

Figure 13 -8 - Breakdown of comments on pedestrian usage and the school access road



LEAF PATTERN

What respondents thought

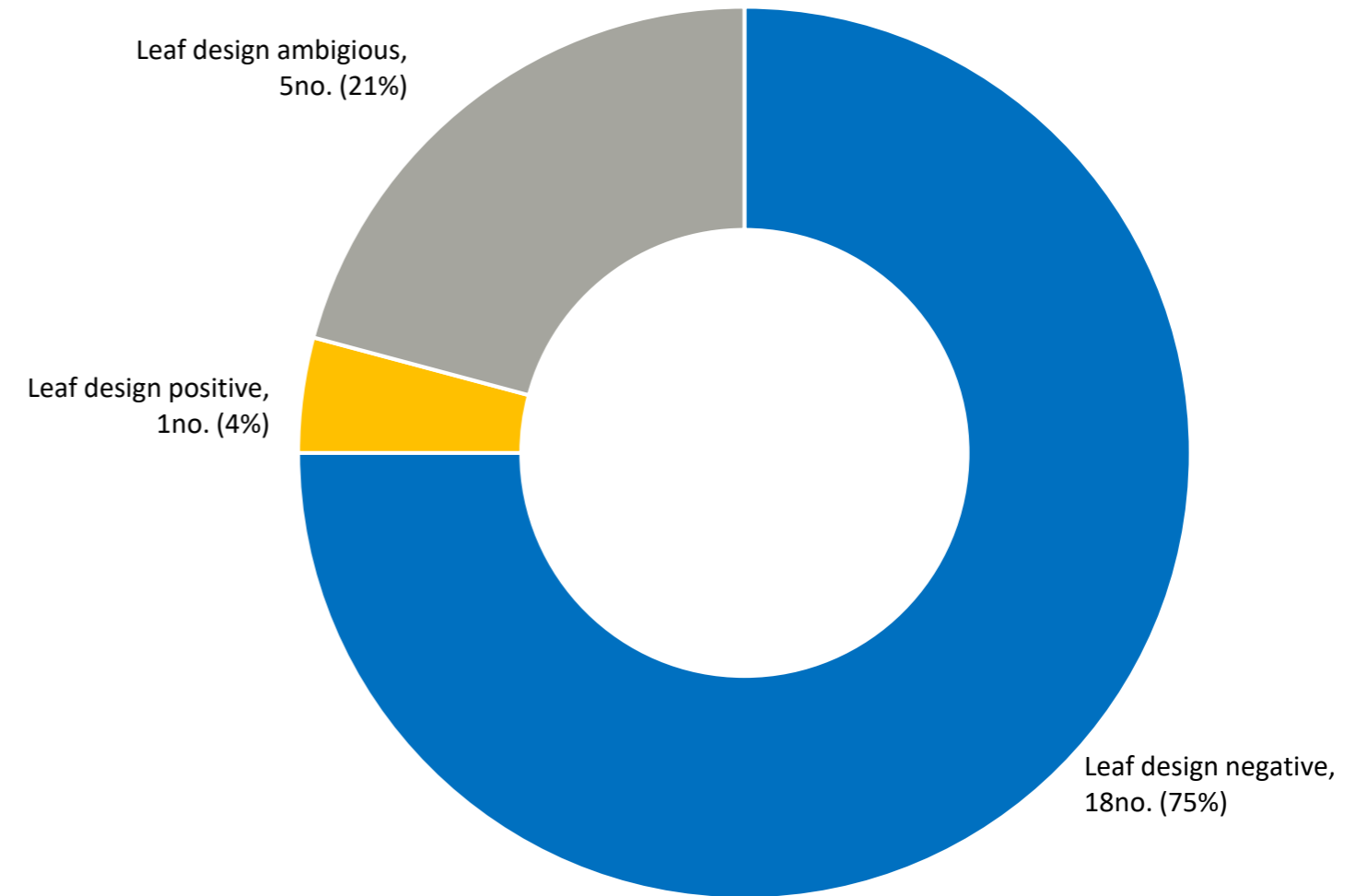
13.1.53. A small number of respondents (approximately 24, 8% of 276 individuals) commented on the leaf pattern for which there were 24 comments.

13.1.54. As shown in Figure 13-9, the majority of comments were negative remarks about the leaf design not being durable, unnecessary and unsafe. A fifth thought the leaf design is ambiguous. One comment was positive.

Recommendations

13.1.55. Although a large proportion of the comments about the leaf design are negative, it is noted that few respondents overall commented on this theme (5%). However, if required by WBC, changes could be made to the design to accommodate those views, such as revising the carriageway treatment or reducing the extent of the carriageway treatment to the central zone.

Figure 13 -9 - Breakdown of comments on leaf pattern



OTHER COMMENTS ABOUT THE SCHEME

What they thought

13.1.56. In addition to the comments that were categorised into the themes presented above, respondents left a range of other comments that did not fall into a particular category. These are shown in Figure 13 - 10.

13.1.57. A number of respondents took the opportunity to make negative comments about the proposed scheme (42 comments, 15% of responses). However, it should be noted that consultation exercises often attract responses from those with very strong opinions. This does mean that responses can be skewed towards negative comments, as individuals with neutral or supportive views are less likely to comment.

13.1.58. Several respondents (23 comments) expressed a preference for the existing layout. There were also comments about the perceived lack of benefits of the scheme (e.g. 14 commented that it is a waste of money, 15 that the benefits do not outweigh the potential costs).

13.1.59. Around 9% of comments within this theme expressed positive comments about the proposal.

13.1.60. Beyond this there was a minimal number of comments on:

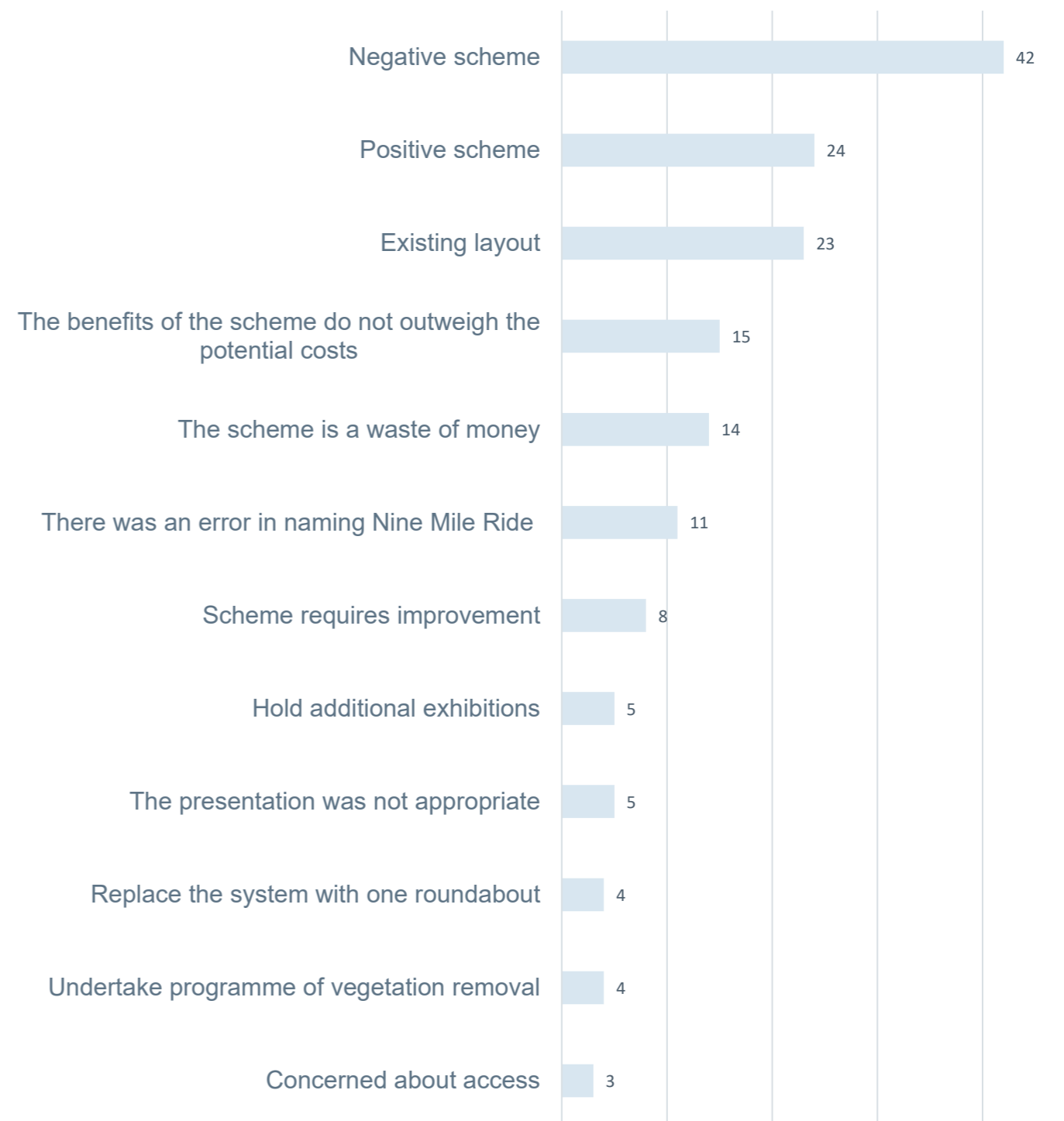
- Incorrect spelling on Nine Mile Ride (this was corrected a few days into the consultation)
- Scheme requires improvement
- Need to hold additional exhibitions
- The presentation was not appropriate
- Replace the system with a roundabout
- Undertake programme of vegetation removal
- Concern about access.

Recommendations

13.1.61. Many of these ad-hoc comments are negative, and this could be partly because of the issues with the recent works completed in Wokingham Town Centre. Although the proposals for this project could seem similar, there are key differences, such as a clear contrast between the footway and carriageway, stronger defined crossing points, and a 60mm minimum upstand between the footway and carriageway in highly trafficked areas. Also, these comments were not particularly specific, but when considered in context of the themes identified, there are opportunities to address the concerns raised.

13.1.62. With regard to comments on cost, it should be noted that the funding for this project is legally bound to a project for California Crossroads, and if it is not spent on this area it will be lost, and so it cannot be spent anywhere else.

Figure 13 -10 – Other comments about the scheme



14 OTHER FORMAL RESPONSES TO THE CONSULTATION

There was only one formal written response to the consultation via a letter which was from Finchampstead Parish Council received on the 18th January 2019, this is detailed below.

14.1.1. The proposed name 'California Cross'

We have no objection to the proposed name but acknowledge that the area is likely to be known as the California Crossroads for the foreseeable future.

14.1.2. The concept of change

We support the concept of change provided there is firm reassurance that this will not have a detrimental effect on traffic flow, assuming the traffic increase is as anticipated following the traffic modelling undertaken, or on the safety of pedestrians and all users. While the area is in need of enhancement, this should be a secondary consideration to the above. We feel that this is a valuable opportunity to look at the area as a whole to investigate the potential for further improvements to parking and to access for deliveries. Areas which should be looked at include the access and parking area behind the Chemist, the land adjacent to and behind the Co-op, the land and parking area behind the restaurants and between this and the Avery Car Park, and any adjacent property which may be for sale.

14.1.3. Shared space

We support the principle of shared space. We would however like clarification on the position with the Government moratorium on shared space schemes.

14.1.4. Parking

We agree there should be parking bays in front of the shops – with one hour time limited parking as previously agreed with WBC. We do not agree with the proposed parking bay layout. Direct access to and from the Finchampstead Road will cause significant traffic disruption. We agree that there should be one dedicated disabled bay in front of the shops but query the access to the bay. The current disabled bay is frequently misused and efforts must be made to address this with the new scheme.

14.1.5. Footways

The footways must be clearly defined for all including the visually impaired and those of limited mobility. Tactile paving, distinct colour changes and height differences are vital. Advice must be sought from the disabled community. We have concerns that the footway around Cresswells complies with the above but also that this does not adversely affect the business. We have concerns over pedestrian access from Nine Mile Ride (east) heading south to the Finchampstead Road, for example to the Doctors Surgery. There needs to be a defined route – including a crossing over the Avery Car Park entrance road – particularly for the less mobile, those with push chairs and the visually impaired.

14.1.6. Crossings

The central crossings may be difficult to use by the visually impaired but we acknowledge that the alternative outer crossings will accommodate these users. Tactile paving should be splayed so that it can be easily identified by the visually impaired. Metal studs should not be used as these are unsuitable for any dogs – assistance or other – in hot weather. The footprint design is inappropriate as this may encourage children to look down and make crossing a game rather than encouraging them to look around and so teaching them about road safety. We are concerned that there is a crossing point exactly at one of the vehicular access points to and from the Red Oak Stores. There is potential

conflict between drivers entering or leaving the car park and pedestrians crossing or waiting to cross the road. We suggest all of the crossings should have raised platforms. This includes the additional crossing at the Avery Car Park entrance road noted above.

14.1.7. The central refuge

The tiny islands should be omitted as this defeats the objective of shared space. We suggest this central crossing could be omitted from the scheme.

14.1.8. Seating

We agree there should be seating but this should be small scale so it provides resting points rather than somewhere where people can lie down or groups can congregate.

14.1.9. Access and entrance to the Avery Corner car park

We agree with the use of the same surface treatment across the width of the road. We agree with the principle of separation of pedestrians and vehicles using bollards. Vehicle access must be prohibited on the 'pedestrian only' route. Two way vehicle access must be maintained. As previously noted a raised and defined crossing over the access road is required. We disagree with the pencil bollard design. This is inappropriate for the setting, childish and will date. These would reinforce the assumption that the Avery Car Park is a school car park – which it is not. We suggest incorporating lighting within or under the bollards – or alternative lighting for the area. We support the widening of the car park entrance to allow two way traffic and to allow a change to the direction of travel within the car park, particularly as this will allow safer use of the school drop off zone. We support the introduction of a two hour limit on up to 6 parking bays as previously agreed with WBC.

14.1.10. Additional comments

- **Hanging baskets:** The Parish Council currently provides 11 hanging baskets on lamp columns in the area. It is understood that the lighting scheme will change but the ability to continue to provide hanging baskets should be retained.
- **Christmas decorations:** The proposed lighting scheme should include the infrastructure for Christmas decorations on lamp columns. Infrastructure for power to a large Christmas tree in an appropriate position is desirable.
- **Red telephone box:** This is the last remaining traditional box in the Parish and has been adopted by the Parish Council and turned in to a book swap. It must be retained either in its current location or an alternative more prominent location.
- **Cycle racks:** The racks outside the Co-op were provided by the Parish Council with assistance from WBC. These should be retained or relocated centrally, and consideration should be given to providing additional racks in other locations.
- **Trees:** Query whether the plans include any work to support the two protected oak trees in front of the Co-op. For example extending the raised beds, addressing the compaction and refreshing the soil. There is also dead wood in the trees which has previously been reported to WBC. The protected red oak tree at the frontage of the Red Oak Stores needs similar attention. It is recognised that this is outside of this scheme but if this tree is to thrive and enhance the area, and provide succession to the two older oaks, this is an opportunity to address this. The new trees to be planted should be uplit.

- **Maintenance:** *There is currently little if any maintenance of the area apart from that arranged by the Parish Council and using volunteers. There is a need for routine maintenance of the area including regular sweeping and litter picking.*
- **Drainage:** *Drainage in the current parking bays and the access the road to the Avery Corner Car Park is compromised by blocked gullies. It is assumed this will be addressed and appropriate drainage incorporated in the new scheme, and maintained going forward.*
- **Co-op deliveries:** *We understand that deliveries should not take place between 8 and 9 am and 3 and 4pm but are aware that deliveries do take place at these times. Permitted delivery times should be confirmed and this should be enforced.*
- **Staff parking:** *Staff from the local businesses are known to park in the bays at the front of the shops so preventing their use by customers. The Parish Council monitors this and contacts the businesses at intervals – which has an effect for a period and then the problem resumes. This scheme provides an opportunity to suggest appropriate parking areas for staff.*

15 CONCLUSION

Summary

- 15.1.1. At the start of the project a broad range of stakeholders were contacted. It was found that their concerns and aspirations aligned closely with what the baseline had identified, and the vision set out in the WBC brief.
- 15.1.2. From this initial study, two concept designs were developed, that would transform the look of the space and how it was used by both drivers and non-motorised vehicle users. Through workshops and meetings with various individuals, including vulnerable user groups, the concept designs were developed into a single proposal for public consultation.
- 15.1.3. Many of the other comments could be themed to topics that could be addressed, these are outlined below with recommendations, along with the number of respondents who mentioned these themes. However, it is noted some responses from the public consultation were negative, and it is assumed this could be in part to the work undertaken in Wokingham Town Centre not being well received.

Vehicular Movement (145/276, 53%)

- 15.1.4. Many of these respondents were concerned the proposal does not address congestion created by new development in the area. There is limited scope to address the congestion within this proposal, but residents need to be made aware of other improvements the Council is undertaking to improve the congestion in the borough.
- 15.1.5. Other comments related to vehicles moving too fast through the junction, which could be potentially addressed by additional traffic calming measures.

Priority and right of way (125/276, 45%)

- 15.1.6. These comments related to concerns of whether pedestrians and drivers would understand who has right of way. This is a common concern before implementing a proposal like this. However, once implemented, there are not normally any issues and users quickly adapt to the changes. WBC could closely monitor the junction after implementation, to identify whether any small adjustments are required.

Parking (117/276, 42%)

- 15.1.7. The layout of proposed angled parking and the need for more parking were a concern. There are other parking layouts that could be considered. There are also opportunities outside of the public highway that WBC and third party landowners could explore to provide additional parking if appropriate.

Crossings (92/276, 33%)

- 15.1.8. Respondents were concerned about safety, particularly of vulnerable users, and many suggested changes that could be further investigated, such as providing more Zebra like crossings, raising the crossings, and retaining the central islands that are proposed to be removed, although the latter would reduce deflection through the junction.

Shopping area, seating and sense of place (51/276, 18%)

- 15.1.9. Many of these respondents were concerned about having enough lighting, and some were concerned about attracting antisocial behaviour with too much seating. These concerns can easily be addressed, by providing adequate lighting, as well as selecting an appropriate style of seating that will deter rough sleeping.

Bollards and railings (44/276, 16%)

- 15.1.10. Respondents were concerned that the removal of guard railing would increase the safety risk, particularly for vulnerable users. There is research to suggest removing guard railing has resulted in reduced accident rates. Some respondents did not like the style of the bollards proposed, which can be addressed by investigating different styles of bollards.

Pedestrian usage and school access road (26/276, 9%)

- 15.1.11. Respondents expressed mixed views on the access road and raised concerns about safety for vulnerable groups, but this is only a small portion of all the respondents. However, at the original steering group meeting an alternative design was presented that separated pedestrian and traffic elements of this proposal which could be revisited.

Leaf pattern (surface road pattern) (24/276, 8%)

- 15.1.12. Most comments about the leaf pattern were negative, but again collectively represented only a small proportion of the total number of respondents. However, if it felt necessary, the design could be changed to accommodate those views, such as revising the carriageway treatment or reducing the extent of the treatment to the central zone.

Next Steps

- 15.1.13. The public consultation has proved a useful exercise for exploring public acceptability of the proposal. The exercise has highlighted several areas where elements of the scheme could be revised to make it more accepted by the public. These need to be explored in further detail to determine whether an alternative design to that proposed is worth progressing.

Appendix A

MEETING MINUTES



1 STEERING GROUP MEETING - JUNE

California Cross MINUTES

Document number	15N02-WSP-DS-7004088		
Meeting date	25 th June 2018		
Meeting location	California Association Ratepayers Hall 14:00-15:00		
Meeting title	Workshop		
Attendees	Leon Scholtz	Wokingham Borough Council - Project Manager	LS
	Paul Tagliarini	WSP Lead designer	PT
	Andrew Cheung	WSP Graduate Landscape Architect	AC
	Cllr Ian Pittcock	Finchamstead South Ward	IP
	Cllr Steve Bromley	Finchamstead Parish Council/Chair of Rd Safety	SB
	Cllr Simon Weeks	Finchamstead South Ward	SW
	Cllr Daniel Sargent	Finchamstead North Ward	DS
	Trevor Cresswell	Owner of Cresswell Garage	TC
	Mrs Ali Brown	Headteacher of Nine Mile Ride School	AB
	Jazz Brar	Owner of north shopping parade	JBr
	Jim Edgington	Owner of Bathroom Concepts	JE
	Charles Margetts	Councillor - Finchamstead North Ward	CM
Visited Stakeholder	Cllr Jim Bay	Finchamstead Parish Council	JBa
	John Steele	Co-Op Owner / Manager	
Apologies	Jayesh Mistry	Jays Pharmacy	
	Ian Haller	Wokingham Borough Council - Service Manager (Highways)	

Minutes (presentation slides attached)	
No.	Comments Regarding General Arrangement Drawings
1	Junction options were developed in 2015 and following the early work of WBC and the involvement of Ben Hamilton-Baillie a preferred draft sketch has been developed. It was asked if WBC/WSP has started from scratch, and the answer was no, WBC/WSP took on board the early work that was undertaken as well as current guidance on those principles.
2	During the discussion of vehicular movement, it was highlighted that southbound vehicles moving between the 2 roundabouts often operates as 2 lanes, even though it is meant to be one lane and this intimidates pedestrians.
3	SB mentioned when the last lollipop lady left a few years ago they could not find a replacement. However, local traffic often give way to pedestrians at the uncontrolled crossing between the two roundabouts.
4	The group felt the guard railings encourage drivers to driver faster. PT agreed that guard railings in some circumstances are not as safe as the public might think as this give drivers a false sense of security. He also mentioned accidents in London have been reduced by removing guard railing.

5	Concerns were raised about the hedge on the corner between Finchamstead road and Nine Mile Ride which is encroaching the footpath. CM mentioned that several emails had been sent to the council on the issue. CM to send them on to PT and LS. It is thought that some of the hedging may be growing from private land although it is encroaching the public highway. PT to look at property deeds and the high boundary to confirm the extent of the public highway.
6	When discussing the existing trees the group liked the idea of removing some of the less established trees to create more space in south shopping parade.
7	When discussing the history of the site the group liked the idea of having a design that related to the existing red oak trees.
Comments during the proposals part of the presentation	
8	CM asked if a raised table would form part of the proposal. PT directed to where they were currently shown on the proposals but cautioned that on some arms the extent of the raised table may be reduced as the design develops. In response the group suggested they are keen to keep the extent of raised area for Finchamstead south.
9	IP mentioned that school access used to be 2-way and that the BT poles have not always been there and so could be relocated.
10	IP inquired if the proposals had addressed car parking on the footway close to the surgery as it causes congestion in the immediate area and toward the roundabout. PT said he was not aware of this issue and that he would look into it further.
11	CM asked why there are only significant changes proposed to the shopping parade on the South side of the junction and not to the shopping parade on the north side. PT answered this is because the North parking area is privately owned. Also the most significant traffic blockage occurs on the South of the junction/parade of shops, and near the Nine Mile Ride school entrance.
12	Along the shopping parade car park it was asked if there will be a barrier to stop cars accessing parking from the roadside. PT clarified that the proposals intend drivers to access the car parking bays from road side so to move traffic away from the shopping parade.
13	The group agreed that people prefer to walk on the shop side of the parked cars in the south shopping parade, rather than on the footway on the carriageway side of the parked cars.
14	For the echelon parking proposal, the group suggested they would prefer it to be pointing in the opposite direction. PT mentioned the Ponders End case study where they are also facing in the other direction and agreed with the group that they should be rotated.
15	An issue with the servicing of the Co-Op was raised after the echelon parking option was presented and it was mentioned that the Co-Op can get deliveries up to 5 times a day, (it was later confirmed that it could be up to 3 times a day, 7 days a week by

	the Co-Op manager).
16	It was enquired whether the central reserves were still required at the junction. PT said it is preferable to retain them where possible as research shows courtesy crossings work better with central islands. The island in-between the 2 roundabouts is particularly important, if possible the width of this island will be increased, to make sure drivers pass single file in both directions between the roundabouts.
17	IP commented that large vehicles regularly take out the guard railing.
18	CM request more seating and cycle parking be incorporated into the proposals. PT agreed to investigate.
Question and Answers/summary of group discussions	
How do you feel about courtesy crossings and Copenhagen crossings?	
19	The radial option was the preferred option as some felt that the crossings stood out more and were wider compared to the linear option presented.
20	JBr suggested to move the pedestrian informal crossings further apart/away from the junction and mentioned that he has concerns about the proximity and frequency of crossings especially the one between the two mini roundabouts. LS explained that pedestrians will cross the road regardless if it shortens their journey and the new crossings just aim to make that safer.
Prioritised or informal street on approach to the school?	
21	AB inquired whether there is research to show which type of street is safer than the other. PT was not aware of any research. He explained, it is about the perception of the space and how people felt they could use it. Typically, a space with no kerb lines will have pedestrians using the full width of the space. Whereas a full pedestrianised area with kerb lines retained can still have people just using the edges of the space.
22	The group preferred the no delineation option which they believe will slow the drivers down more than the other option, PT agreed.
23	In addition, AB wanted to make sure that parents cannot park along the approach to the school which she expects will be difficult but added it is important we prioritise children's safety.
24	AB suggested that child shaped bollards could be used instead or as well as the pencil bollards to make drivers more aware that there can be many children using the space.
25	JBr raised concerns that removal of the barrier along the southern perimeter of his car park could encourage drivers to drive straight into the car park spaces from the road and not use the car park entrance. LS said that other measures could be used such as benches, tress, and bike racks and other street furniture as an informal barrier.
Do you like the leaf pattern idea?	
26	The leaf pattern idea was well received but it was suggested for the crossings it

	could be amended to be more obvious to drivers that they are approaching a crossing. Shoes instead of leaves was suggested for the courtesy crossings and was generally liked by the rest of the group.
	Could we lose some parking in the parade if we had to?
27	Several issues were raised about the parking along the shopping parade and collectively the group think that drivers will wait on <u>Finchampstead Road</u> instead of driving past if there are no spaces, despite the intention of the proposals.
28	It was suggested limiting the length of stay in the parking bays opposite the shopping parade could increase capacity of the parking. Some people use the parking for more than just visiting the shops occupying a space for a considerable length of time. LS confirmed the introduction of a TRO that limits the parking time will be introduced as part of the scheme.
29	Although it was suggested by a member of the group that parking could be replaced by a market, businesses were concerned about losing any parking in front of the shops. A suggestion was made as to whether the parking could be relocated to the back of the shops or elsewhere, but strong objection to this was put forward by business owners.
30	Some were not sure if it would be safe to move the parking to the edge of the carriageway. PT mentioned it has worked successfully at Ponders End. LS said he will send some photographs.
31	It was enquired if tandem parking could be proposed but PT mentioned that there would not be enough room for drivers to drive in or out of the parking spaces.
	Any other ideas for the gateways?
32	It was requested that more community engagement is undertaken for the design of the gateway totems. AB is keen to get the school involved.
23	It was requested the gateways on <u>Finchampstead Road</u> south be moved out to help with the congestion in front of the surgery. PT was concerned the gateway would lose its impact, PT to look at alternative proposals to resolve this issue.
	What do you particular like about the scheme?
34	The group generally like the scheme, IP was particularly keen to reinstate the 2-way working to the school entrance
	Is there anything you particularly dislike?
35	IP queried if the gateway on <u>Finchampstead Road</u> North could be moved further away from the signalised crossing, or if the crossing could be removed. PT advised it would be best to keep the existing crossing and monitor its use after the scheme is implemented.
36	Business owners were keen not to see any parking <u>lost</u> .
	Any other queries or suggestions?
37	<u>JBr</u> raised concerns that traffic on the junction when looking right do not consider his customers coming out of his car park and believes a sign to tell drivers to beware

	of approaching traffic exiting the car park could help. It was mentioned that there will be a 20-mph speed limit and that the layout is reducing speed and raises awareness and the attention of the driver, which should help resolve this issue.
38	TC mentions that we need to be considerate to the requirements of petrol tankers and the distance from the building and the road. LS said we will <u>look into it</u> and find out the right distances.
39	CM highlighted that the project needed to be future proof and asked whether future development proposals had been considered. PT answered that data was being gathered about future development and a traffic model will be undertaken to look at the robustness of proposals.
40	IP asked to confirm the purpose of the scheme. LS answered that scheme is a public realm enhancement scheme, not a traffic flow improvement scheme. The project could have a slightly negative effect on traffic flow (traffic modelling to confirm) but the benefits of the scheme for the local community will far outweigh this.
41	CM asked what benefits are proposed for cyclists and could WSP give it further thought. PT answered there is not sufficient width in the public highway to incorporate a cycle lane. However, the scheme will greatly reduce the speed of vehicular traffic going through the scheme which will benefit cyclists.
42	SW requested that construction works be organised outside of school term time where possible to minimise disruption. LS agreed this would be done.
	Meeting with Co-Op Manager
43	It was confirmed that articulated lorries service the Co-Op and reverse directly off the highway into their service bay. JS mentioned he gets deliveries 7 days a week, up to 3 times a day.

California Cross MINUTES

Document number 15N02-WSP-DS-7004088
 Meeting date 19th September 2018
 Meeting location California Association Ratepayers Hall 19:30-20:45
 Meeting title Workshop No.2

Attendees	Leon Scholtz	Wokingham Borough Council - Project Manager	LS
	Paul Tagliarini	WSP Lead designer	PT
	Yana Huntington	WSP Assistant Landscape Architect	YH
	Cllr Ian Pittock	Finchampstead South Ward	IP
	Cllr Steve Bromley	Finchampstead Parish Council/Chair of Rd Safety	SB
	Cllr Daniel Sargent	Finchampstead North Ward	DS
	Jayesh Mistry	Jats Pharmacy	
	Trevor Cresswell	Owner of Creswell Garage	TC
	Colin Cresswell	Owner of Creswell Garage	CC
	Jim Edgington	Owner of Bathroom Concepts	JE
	Cllr Charles Margetts	Finchampstead North Ward	CM
	Cllr Simon Weeks	Finchampstead South Ward	SW
Apologies	Jazz Brar	Owner of north shopping parade	JBr
	Cllr Jim Bay	Finchampstead Parish Council	JBa
	Mrs Ali Brown	Headteacher of Nine Mile Ride School	AB
	John Steele	Co-Op Manager	JS
	Ian Haller	Wokingham Borough Council - Service Manager (Highways)	IH

Minutes (presentation sheets attached)	
No.	Comments Regarding General Arrangement Drawings
1	It was suggested by SB to relocate the parking bays directly in front of the shopfronts, PT explained that this would create a vehicle dominated space and would not solve the issue of vehicles queuing for parking bays. The aim of the current design is to access bays directly from the carriageway, to discourage drivers queuing.
2	Another suggestion was to remove the public realm elements (seating and planting) and install parking in its place. PT explained this would not provide enough space for additional parking.
3	It was requested whether a maximum parked vehicle time of 30 minutes could be introduced to increase customer turnover, PT and LS agreed they would look into this.
4	There was concern about the access to parking bays in the proposed layout, as drivers reversing out of bays could potentially be a hazard. PT explained that there is a similar scheme in Enfield where this works well. He also said that the design would be safety audited before construction. After construction of the scheme, the parking would be closely watched, and if it was found to be a hazard the planting could be removed and the parking spaces reconfigured.

5	It was enquired whether raised tables could be incorporated within the scheme to slow vehicular traffic. PT explained, the use of raised tables is unlikely as the existing upstand is already minimal, and the required upstand at such junctions is a minimum height of 60mm (to provide area differentiation to the blind and those with reduced visibility). The group were concerned that without a raised table the desired reduction in traffic speed to 20 mph would not be achieved. PT explained that other measures are in place within the design to reduce vehicle speeds including: a narrowed carriageway, a pushed-out kerb line which increases deflection, and gateways into the space. These measures would work together to reduce speeds.
6	The group had concerns about vehicles currently parking on double yellow lines along the road to the school, as it obstructed access to the school and car park. PT explained that the proposals includes a reduction in the carriageway width and the use of bollards to discourage parking. In addition, the level space would also give pedestrians priority, assisting those walking to and from the school and car park.
7	Concerns were raised that the railings had been removed from the front of Jazz's car park as this could allow drivers direct access to the parking spaces. PT explained that the proposal includes bollards to prevent this. The benefit of bollards is that they allow pedestrians to pass through.
8	It was asked whether any of the existing trees would be removed. PT informed that 2 trees would be removed as they are in poor condition but new trees would be planted. So, there is no net loss of trees.
9	Concerns were raised regarding the durability of the proposed footpath by the garage as the space is used by lorries. PT explained that the proposed footpath is in the same location as the existing and that with the correct construction a paving solution can be robust.
10	The group raised the issue of the acuteness of the curve while turning left out of Finchampstead Road by the garage. PT explained that this would not be resolved by the proposed design as there is not sufficient public highway space to do so.
Comments Regarding Sculpture	
11	Examples of gateway features were shown along with five potential artists and their varying styles. The suggestion of using a locally based artist was made by CM.
12	A suggestion was made to speak to Chris Driver from the parish council to obtain historic information about the area.
Other comments within the Scope of Works	
13	Concerns were raised about the length of time a road closure would be required and the disruption arising from the construction of the proposed works. It was suggested that the duration of works should be provided at the public consultation along with traffic management plans. PT commented that the design chosen ensures the fastest option of construction, compared to typical alternative solutions. A figure for the length of time required for the road closures could not be provided at this stage, but by speaking with a contractor at the preliminary design to develop traffic management plans an estimation could be provided.
14	On the discussion of construction, IP asked if the works would include utility repairs. PT stated that utility companies are always informed of scheduled works to give an opportunity to coordinate it with their maintenance programme. In addition, the Council

	would be undertaking its own investigations with regard to the drainage system, to understand its condition and whether any work is needed to be undertaken during the construction of the proposals.
15	LS mentioned that an exhibition event will be held in the first week of December'18. At this event members of public will be able to ask questions, provide feedback and concerns on the design layouts. There will be an opportunity to provide written feedback at the venue and also provide feedback via an online portal. This information will be collated in a public engagement document and the comments and views will be taken into consideration, feeding onto the Preliminary Design. IP asked if a public consultation should be undertaken. LS to communicate back to IP.
16	It was asked, what lessons have we learnt from the Marketplace? PT commented that we have learnt that colour difference of materials is very important for the partially sighted. For California Cross strong material colour differences will be used. In addition, PT mentioned that he and LS had a meeting with partially sighted representatives, who mentioned the alignment of blister paving was also important.
17	It was asked if the design could be altered by the Safety Audit. The answer was that the comments in the safety audit are always taken on board and 99% of the time audit comments result in a change to the design. PT gave the Ponders End project as an example where the parking got revised following the safety audit comments.
18	A point was made that the design would be confusing for drivers coming out of the car park by the fish and chip shop. However, it was then realised that some uncertainty was the point of the design and aids a reduction in traffic speeds.
Queries Outside of the Scope of Works	
19	It was suggested that the number of parking bays could be increased by constructing a car park in the field beyond the school, however, the group realised this idea was impractical and it would lead to partial demolition of the school playground to provide access.
20	Regarding the number of parking bays, a suggestion was made to discuss with the restaurant owners about making a large public car park from the private car parks of the Chinese and Indian restaurants.
Comments on Post-It-Notes	
	Key
	Positive
	Negative
	Neutral
Sculpture - James Price	
21	Light, subtle. Most in character (CM)
22	Like it, it is best with history and heritage. (JE)
Sculpture - Andrew Tangier	
23	Like the local interaction this could create with the school children (SR)
Sculpture - Andrew Frost	
24	Best option, links with forest. (CM)
Street Palette 'Steel'	
25	Too modern, out of character (CM) agreed by (SB)
Street Palette 'Rustic'	

26	Matches forest character of area (CM) agreed by (SB)
	Street Palette 'Classic'
27	No comments
	General Arrangement
28	Are there too many conflicts here [west access to Jazz's car park]? (CM)
29	Need to reduce speed using 'straddles' along the approach to and from the roundabout in all directions. (JM)
30	Three lanes at present with two going west allows vehicles to go (south) <u>Finchampstead Road</u> without being held up by vehicles waiting to go east down NMR towards CCP. (IP)
31	Need to reduce the speed all over the area. (JM)
32	Brick paving will get damaged due to level issue (TC)
33	Can we be more creative with parking, including the school and restaurants? (DS)
34	<u>Definitely think</u> about using the parking and using the <u>avery</u> car park as a 'policed' car park max 1 hour wait time. (JM)
35	Don't like loss of parking spaces (SB)
36	Brick paving will break up with Coop lorries (TC)
37	Agree on road widths and parking (CM)
38	Agree with the concepts like the trees being retained (DS)
39	Comfortable with most aspects of the scheme. Still have concerns over parking bays straight on to road. (JE)
40	Think about the direction which the car park is approached (JM)
41	Generally, agree with all of this (CM)
	Crossing Paving Concept 1
42	I like the abstract nature of this. It doesn't look like you <u>have to</u> walk on the footprints. (SB)
	Crossing Paving Concept 2
43	All designs are fine, leave it to the public to choose. (JM)
44	Same as above (SB)
45	Least fussy and best (CM)
	Crossing Paving Concept 3
46	Will pedestrians be trying to look at the footprints and not at the traffic? Important eye contact is maintained in a shared space implementation. (SB)
47	Like the clearer designs (DS)
48	Simple and denotes its purpose (JE)
	Crossing Paving Concept 4
49	Same as above (SB)
50	Simple is good (JC)
	Crossing Paving Concept 6
51	OH NO!! (SB)
	Brick Paving – <u>Auraton</u> Sanded
52	Like the softer feel of this colour combination (JE)

53	Good choice <u>as long as</u> their borders are trimmed (JM)
54	Best material for the natural feel (SB)
	Brick Paving – <u>Supraton</u> Tumbled
55	A good mix, tasks has a more country feel. <u>Also</u> more early marks stains (IP)
56	To dark, try <u>yorkstone</u> instead (CM)
	Brick Paving – Padova Sanded
57	To dark, try <u>yorkstone</u> instead (CM)
58	Do these persuade enough differentiation with the road? (DS)
	Brick Paving – Bruno Sanded
59	Too uniform, urban will crack and stain. (IP)

3 MEETING NOTES FROM MEETINGS WITH INDIVIDUALS ON-SITE

Organisation	Role	Individual meetings
Wokingham Borough Council	Service Manager (Highways)	07/08/18 Met at WBC offices, to discuss the traffic modelling and the transport statement. The validated existing model was presented and the following was agreed. <ul style="list-style-type: none"> ● They were happy with the existing model ● The forecast model was to be based on the same predictions as the Aborfield development ● The vissim model is not required to be presented at Decembers consultation
Wokingham Borough Council	Service Manager (Development)	
Wokingham Borough Council	Planning Officer, Planning Regulation and Enflnformation and Administration\	14/05/18 Had a meeting with the Planning Officer to confirm that just a GA with highway boundary is required for the Section 192.
Wokingham Borough Council	Conservation Officer	07/08/18 Met both at WBC offices and took them through the scheme, feedback was generally positive with option 2 the preferred option. Comments are below The Conservation Officer would like to see more planting, particularly along the road leading up to the school, and likes the idea of having different totems on each arm, but would like to see some similarity between them. The Public Open Space and Green Infrastructure Delivery Specialist is keen to see some focus on the history of the site and suggested the following <ul style="list-style-type: none"> ● Get further maps, at least 1883 and 1889 ● Speak to the Berkshire records office to see if they can find more information about the history about the site, possible threads could include ● How the name nine mile ride came about, we think it might of been a royal route ● we think the forest might of been a royal hunting ground ● Is there any significance to the local well ● Find out more about the land owner
Wokingham Borough Council	Specialist, Public Open Space and Green Infrastructure Delivery	
Learning Disabilities Group & CLASP (a local self-advocacy organisation for people with learning disabilities)		05/09/10 Met on site who mentioned the following should be considered for people with learning disabilities <ul style="list-style-type: none"> ● High contrasting colour between the carriageway and the footway so they can see where the carriageway is ● The crossings away from the junction, are useful for people to use, who are less confident around the busy junction ● Once the scheme is built, it would be worth organising a site visit, so that people could familiarise themselves with the new layout, and be given support as to the best way to pass through it In addition she also mentioned that: <ul style="list-style-type: none"> ● There should be a lesson learnt exercise from the Wokingham Town Centre project. ● That there is poor visibility crossing nine mile road east from the north side of the roundabout
Alzheimer's Society Dementia Empowerment Group		24/08/18 Would like some information to present to a wider group. We have informed the officer, that we have nothing to share at the moment.
Guide Dogs	Community Engagement Officer, Reading Mobility Centre	05/09/10 Met on site and the following points were raised: <ul style="list-style-type: none"> ● Metal profiles, such as metal studs burn the dogs paws ● Any areas where vehicles are expected, a raised kerb with a minimum upstand of 60mm is preferred, including the parking in front of the shops and the road leading to the school ● Blister paving must be angled in the direction of the crossing as a last resort hazard paving can be used, but it needs to have a more prominent profile compared to that used in Exhibition Road <ul style="list-style-type: none"> ● Shared areas are dislike/not wanted ● It was mentioned that the proposed crossing will be hour glass shaped, and it was discussed that in this circumstance blister paving should be provided for the centre section only with hazard paving provided either side. ● Once the scheme is built, a site visit should be organised, so that people could familiarise themselves with the new layout and be given support/guidance as the best way for them to pass through it
Jats Pharmacy		08/08/18 Met at Bathroom Concepts. The following points were raised: <ul style="list-style-type: none"> ● The owners wanted parking to have a maximum stay of 30min, and was not happy that a 2hr maximum stay had been introduced ● Was keen to keep vehicle access between the shops and the parking ● If parking directly in front of the shop was going to be provided, that it can only be accessed from the road, they wanted it constructed in a way that it could be reversed if it did not work out.
Bathroom Concepts		
Red Oak Stores		08/08/18 Met on site and the owner mentioned the following <ul style="list-style-type: none"> ● Both accesses need to be retained so larger vehicles could access the store and utilities compound ● Visibility when exiting the store from the east side is poor ● vehicles go thorough the junction too fast ● He was happy for us to propose changes to his planting, but he would still make improvements to it in the meantime, in case the works did not materialise
Bob's Fish and Chips		
Roberto's Pizzeria		
Inch Deli & Bakery		

Appendix B

PRESENTATION MATERIAL





California Crossroads July 2018



Leon Scholtz
Project Manager Wokingham Borough Council

Paul Tagliarini
Lead Designer WSP

Today's Workshop

- Scheme extents
- Our understanding of the site
- The constraints
- Previous proposals
- The design strategy
- Current guidance
- Scheme presidents
- Initial ideas
- Your thoughts
- Next steps

Scheme extents



Our understanding of the site: Vehicle Movement



Our understanding of the site: Pedestrian & Cycle Movement



Our understanding of the site: Street Furniture



Our understanding of the site: Local Environment



Our understanding of the site: Historical context

- Name originated in the 1850s
- Brick yard and Sawmill
- Land owner like California
- Red Oak originates from California



California Cross in 1876



Autumn Colour of Red Oaks

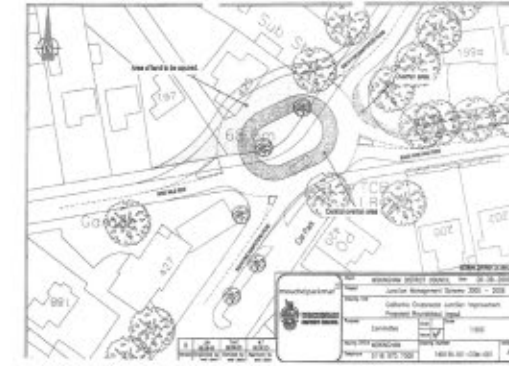
Constraints

- High through movement
- Highway boundary
- Carriageway edge
- Existing parking
- Services Access
- Utilities (above and below ground)
- Mature Trees

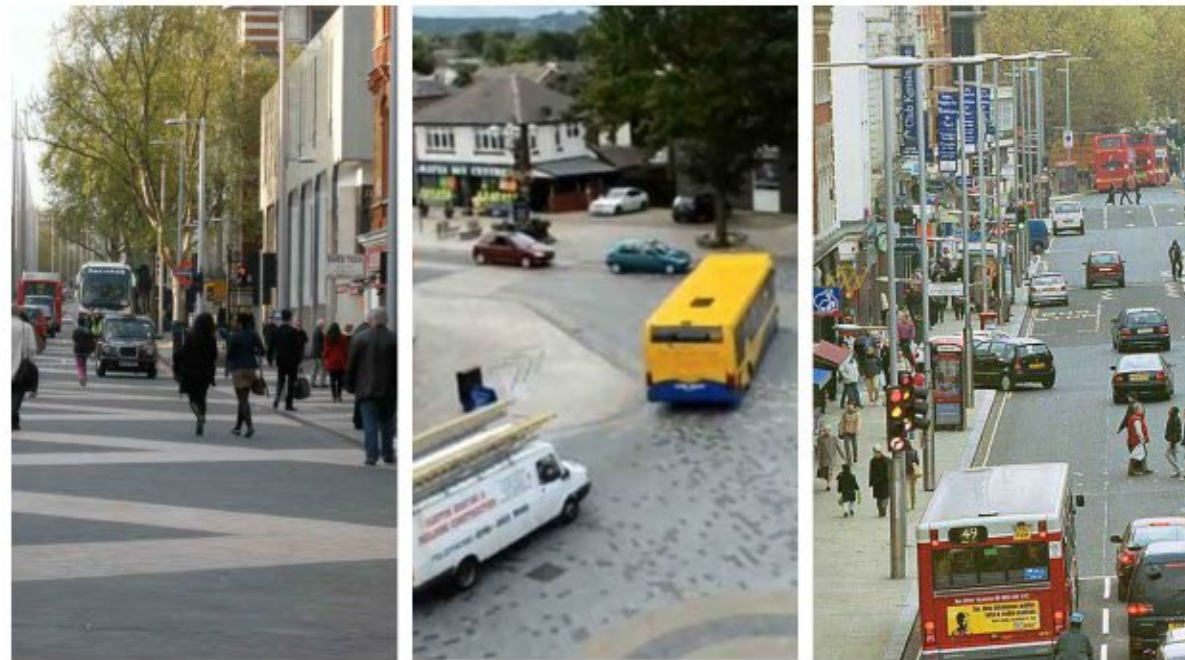


Previous Proposals

- Land Hungrey
- Outside public highway
- Orintated around vehicle movement



Current Guidance: Types of shared space



Prioritised Pedestrian Street

Informal Street

High Quality Street

Design Presidents: Crossings

Blended/Copenhagen crossing



Copenhagen crossing with cycle lane



Good example in Clapham Junction



Example next to school in Walthamstow

Courtesy Crossings



Material change, highlighting pedestrian crossing point.



Painted markings on road surface using pattern to denote crossing points.



Thermo plastic markings applied to asphalt road surfaces in heavy trafficked area

Artist impression: Approach to the school



Informal Street



Prioritised Pedestrian Street

Your thoughts

- How do you feel about courtesy crossings and Copenhagen crossings?
- Prioritised or informal street on approach to the school?
- Do you like the leaf pattern idea
- Could we lose some parking in the parade if we had to?
- Any other ideas for the gateways?
- Are there parts of the scheme you particular like?
- Are there parts of the scheme you particular dislike?
- Is there anything else we should think about?



Next Steps

- | | | |
|-------------------------------|-------------------|---------|
| • Develop Preliminary design | August - December | 2018 |
| • Undertake traffic modelling | April - July | 2018 |
| • Road safety Audit | November | 2018 |
| • Public Engagement | November | 2018 |
| • Detail Design | | 2019 |
| • Construction | | 2019/20 |

ARTIST WORKSHOP SHEETS

A Gateway Feature for California Crossroads

Marking the Entrance to Your New Space

Typical Features

John Mills

Metalworker and Sculptor

John's style is to create an overall design where numerous children can participate by each contributing a feature towards an overall design. He gives children the opportunity to physically create their designs.

Andrew Frost

Wood Sculptor

Andrew is a wood sculptor who likes to find influence in organic shapes.

He has run numerous workshops with children. His method is to bring the children into the space, playground and ask them to find design influence in nature and the world around them.

James Price

Blacksmith

James has a contemporary style that is characterised by clean lines and considered details.

He has produced many public art installations where his approach is to use the art to strengthen the 'sense of place', making the art relevant to the local community. James also teaches blacksmithing to teenagers at West Dean College.

Andrew Tanser

Carver and Sculptor

Andrew works with a huge variety of materials including stone, metal, glass, concrete, fibre-glass and brick. His style varies greatly which enables him to produce a wide range of designs.

Andrew has worked with public realm schemes before of which most have evolved design workshops with schools or the local community. One of his methods is to get the children to model their design in play-doh.

Andrew has an idea that the California Cross totem poles could be reinforced glass boxes with handmade items relating to the areas heritage hanging. Above is a concept and to the right is a similar example.

Louise V Durham

Sculptor and Stained Glass Window Maker

Louise is a sculptor who specialises in using stained glass within timber posts. Her designs are built to withstand extreme weathering.

She has lots of experience running workshops and has worked with children. She invites each child would design a stained glass shape that would contribute to the overall feature.

STREET FURNITURE OPTIONS

STREET PALETTE 'CLASSIC'

California Cross Roads Street Furniture Palette

Hardscape Supraton UWF Tumbled

Details

- Material: Clay
- Finish: Tumbled
- Dimensions: 200L x 50W x 65H mm
- Colour: Blend, Brown, Red

Marshalls Morpeth Bollard

Details

- Finish: Steel Core, Polyurethane
- Dimensions: 900H x 140D mm
- Colour: Anthracite / Jet Black
- Features: Root fixed

Hardscape Auraton Sanded

Details

- Material: Clay
- Finish: Sanded
- Dimensions: 200L x 64W x 65H mm
- Colour: Blend, Brown, Red

Broxap Sheffield Stand

Details

- Finish: Duralcast polyurethane
- Dimensions: 800H x 750W mm (600H mm for junior)
- Colour: Black (RAL 9005)
- Features: Root fixed, Baseplate fixed

Street Furnishings Pencil Bollard

Details

- Finish: Ferrocast, Polyurethane
- Dimensions: 1000H x 95D mm
- Colour: Various
- Features: Anti-ran; Base plated; or Root fixed

Broxap Derby Round Litter Bin

Details

- Finish: Galvanized Steel, Polyester Powdercoated
- Dimensions: 1050H x 580D mm
- Colour: Black (RAL 9005)
- Capacity: 130L

Streetlife Rough & Ready All Black Bench

Details

- Finish: Recycled Plastic; Galvanized Steel
- Dimensions: Custom
- Features: Back Rest Optional

Broxap Urmston Display Case

Details

- Finish: Stainless steel, Powdercoated
- Dimensions: 1000H x 500D mm
- Colour: Black (RAL 9005)
- Features: Single swing opening door with internal display board

DW Windsor Strand Luminaire

Details

- Strand Luminaire (Strand A)
- High Power LED: 3000-18000 lumen range
- Hoop Traditional (89 Shaft)
- 1000 mm projection
- Newcastle Column
- 8000H x 130D mm

DO NOT SCALE

PROJ	19/09/18	JM	PRELIM WORKSHOP	PT	-
REV	001	W	03/09/18	DM	AP
PRELIMINARY					
4th Floor, 6 Devereux Square, London, EC2M 4YE, UK T: +44 (0) 207 337 1100, F: +44 (0) 207 337 1101 www.wsp.com					
WOKINGHAM BOROUGH COUNCIL					
WSP					
CALIFORNIA CROSS ROADS					
STREET PALETTE CLASSIC					
SCALE	1:100	DATE	PT	ISSUED	
PROJECT	70040088	REV	001	DATE	19/09/2018
REF	70040088-SK01	REV		DATE	
					P01
© WSP UK Ltd					

STREET PALETTE 'RUSTIC'

California Cross Roads Street Furniture Palette

Hardscape Padova Sanded

Details

- Material: Clay
- Finish: Sanded
- Dimensions: 200L x 64W x 65H mm
- Colour: Blend, Brown, Red

Marshalls Sineu Graff Timber Bollard

Details

- Finish: Treated hardwood
- Dimensions: 1000H x 110W mm
- Colour: Natural
- Features: Cast iron capping can be included; root or base fixed

Hardscape Bruno Sanded

Details

- Material: Clay
- Finish: Sanded
- Dimensions: 200L x 64W x 65H mm
- Colour: Brown

Streetlife Solid Bicycle Rack

Details

- Finish: Untreated, weathering steel, FSC Hardwood
- Dimensions: 750H x 700W mm
- Features: Surface mounted (concrete slab necessary)

Hardscape Lotus Tumbled

Details

- Material: Clay
- Finish: Tumbled
- Dimensions: 200L x 64W x 65H mm
- Colour: Grey

Marshalls Charm Litter Bin

Details

- Finish: Corten Steel
- Dimensions: 950H x 380D mm
- Colour: Untreated weathering steel
- Capacity: 50L

Marshalls 'Belinda & Billy' Bollard

Details

- Finish: Ferrocast, Polyurethane
- Dimensions: 1000H x 210D mm
- Colour: Various
- Features: Anti-ran; Base plated; or Root fixed

Artform Annunci Display Stand

Details

- Finish: Stainless Steel with Corten Plate
- Dimensions: 2060H x 461W mm
- Colour: White Aluminium and weathered
- Features: Fits Six (6) A4 Sheets

Streetlife Rough & Ready 6 Bench

Details

- Finish: Treated FSC Hardwood, Corten Steel
- Dimensions: Custom
- Features: Back Rest Optional

DW Windsor Timber Light Column

Details

- Tapered conical
- Parallel circular
- Square
- Curved

DO NOT SCALE

PROJ	19/09/18	JM	PRELIM WORKSHOP	PT	-
REV	001	W	03/09/18	DM	AP
PRELIMINARY					
4th Floor, 6 Devereux Square, London, EC2M 4YE, UK T: +44 (0) 207 337 1100, F: +44 (0) 207 337 1101 www.wsp.com					
WOKINGHAM BOROUGH COUNCIL					
WSP					
CALIFORNIA CROSS ROADS					
STREET PALETTE RUSTIC					
SCALE	1:100	DATE	PT	ISSUED	
PROJECT	70040088	REV	001	DATE	19/09/2018
REF	70040088-SK02	REV		DATE	
					P01
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STREET PALETTE 'STEEL'

California Cross Roads Street Furniture Palette

Hardscape Padova Sanded

Details

- Material: Clay
- Finish: Sanded
- Dimensions: 200L x 64W x 65H mm
- Colour: Blend, Brown, Red

Marshalls Wolverhampton Bollard

Details

- Finish: Polyurethane, Steel core
- Dimensions: 1000H x 114D mm
- Colour: White Aluminium (RAL 9006)
- Features: Anti-Ran; Baseplate; Root fixed

Hardscape Supraton UWF Tumbled

Details

- Material: Clay
- Finish: Tumbled
- Dimensions: 200L x 50W x 65H mm
- Colour: Blend, Brown, Red

Broxap Curve Cycle Stand

Details

- Finish: Stainless Steel Polished
- Dimensions: 800H x 680W mm
- Features: Root fixed; Baseplate

Street Furnishings Pencil Bollard

Details

- Finish: Ferrocast, Polyurethane
- Dimensions: 1000H x 95D mm
- Colour: Various
- Features: Anti-ran; Base plated; or Root fixed

Broxap Apollo 100 Hooded Bin

Details

- Finish: Stainless Steel Polished
- Dimensions: 1245H x 490D mm
- Colour: White Aluminium (RAL 9006)
- Capacity: 80L

Streetlife Solid Cloudy Grey Bench

Details

- Finish: Treated FSC Hardwood, Galvanized Steel
- Dimensions: Custom
- Features: Back Rest Optional

Artform Annunci Display Stand

Details

- Finish: Stainless Steel Polished
- Dimensions: 2060H x 461W mm
- Colour: White Aluminium (RAL 9006)
- Features: Fits Six (6) A4 Sheets

DW Windsor Aluminium Light Column

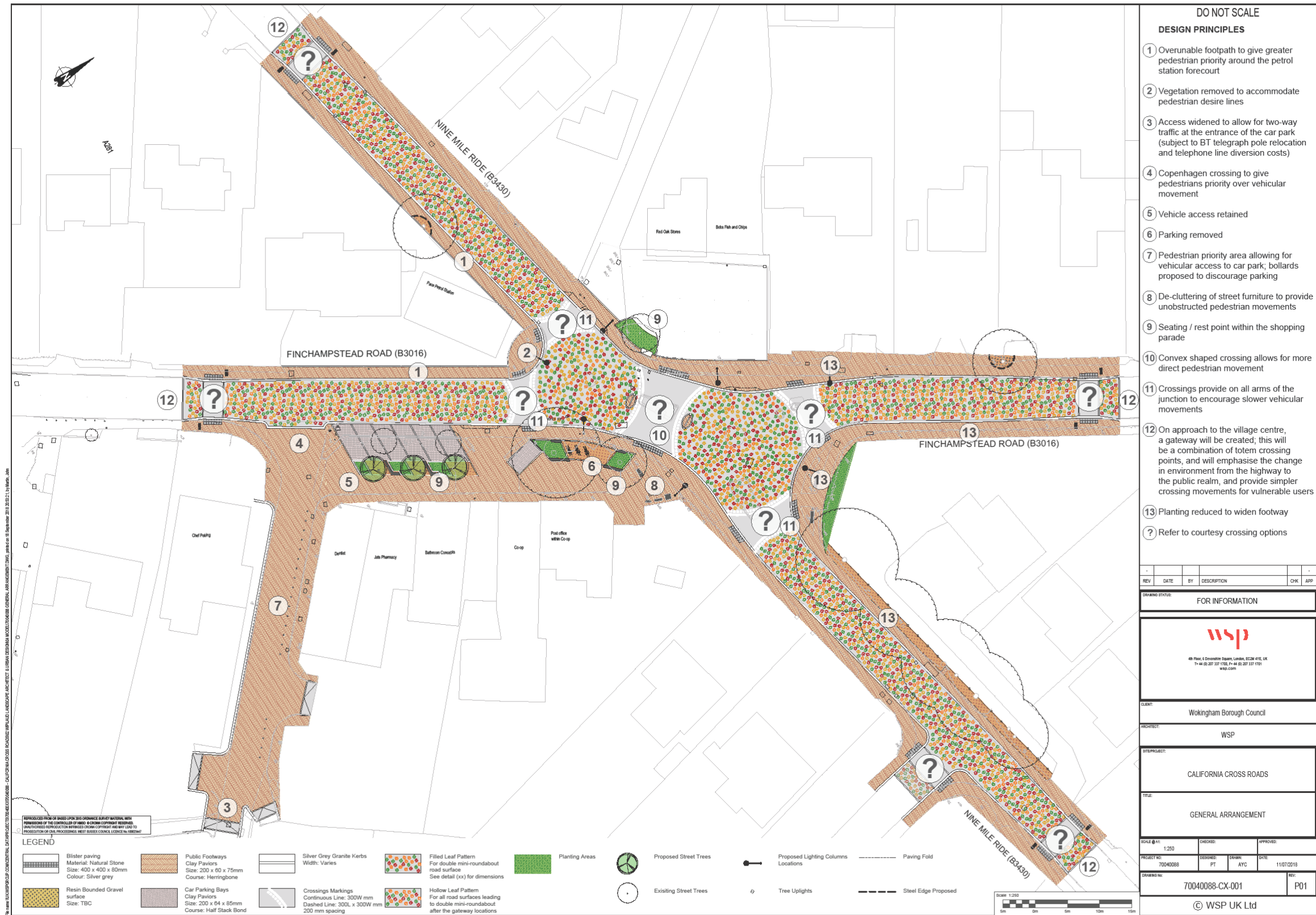
Details

- Tapered conical
- Parallel circular
- Square
- Curved

DO NOT SCALE

PROJ	19/09/18	JM	PRELIM WORKSHOP	PT	-
REV	001	W	03/09/18	DM	AP
PRELIMINARY					
4th Floor, 6 Devereux Square, London, EC2M 4YE, UK T: +44 (0) 207 337 1100, F: +44 (0) 207 337 1101 www.wsp.com					
WOKINGHAM BOROUGH COUNCIL					
WSP					
CALIFORNIA CROSS ROADS					
STREET PALETTE STEEL					
SCALE	1:100	DATE	PT	ISSUED	
PROJECT	70040088	REV	001	DATE	19/09/2018
REF	70040088-SK03	REV		DATE	
					P01
© WSP UK Ltd					

GENERAL ARRANGEMENT PLAN



- DO NOT SCALE**
- DESIGN PRINCIPLES**
- 1 Overrunable footpath to give greater pedestrian priority around the petrol station forecourt
 - 2 Vegetation removed to accommodate pedestrian desire lines
 - 3 Access widened to allow for two-way traffic at the entrance of the car park (subject to BT telegraph pole relocation and telephone line diversion costs)
 - 4 Copenhagen crossing to give pedestrians priority over vehicular movement
 - 5 Vehicle access retained
 - 6 Parking removed
 - 7 Pedestrian priority area allowing for vehicular access to car park; bollards proposed to discourage parking
 - 8 De-cluttering of street furniture to provide unobstructed pedestrian movements
 - 9 Seating / rest point within the shopping parade
 - 10 Convex shaped crossing allows for more direct pedestrian movement
 - 11 Crossings provide on all arms of the junction to encourage slower vehicular movements
 - 12 On approach to the village centre, a gateway will be created; this will be a combination of totem crossing points, and will emphasise the change in environment from the highway to the public realm, and provide simpler crossing movements for vulnerable users
 - 13 Planting reduced to widen footway
 - ? Refer to courtesy crossing options

REV	DATE	BY	DESCRIPTION	CHK	APP
FOR INFORMATION					
<p>WSP 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000</p>					
CLIENT: Wokingham Borough Council					
ARCHITECT: WSP					
SUBJECT: CALIFORNIA CROSSROADS					
TITLE: GENERAL ARRANGEMENT					
SCALE: 1:250	DESIGNED: PT	DRAWN: AYC	CHECKED: AYC	DATE: 11/07/2018	REV: P01
PROJECT NO.: 70040088					
DRAWING NO.: 70040088-CX-001					
© WSP UK Ltd					

CROSSING OPTIONS

LEGEND

- Solid crossing alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.

DRAFT FOR DISCUSSION

LEGEND

- Solid crossing alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.

DRAFT FOR DISCUSSION

OPTION A - Scale 1:40

OPTION B - Scale 1:40

LEGEND

- Solid crossing alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.

DRAFT FOR DISCUSSION

LEGEND

- Solid crossing alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.

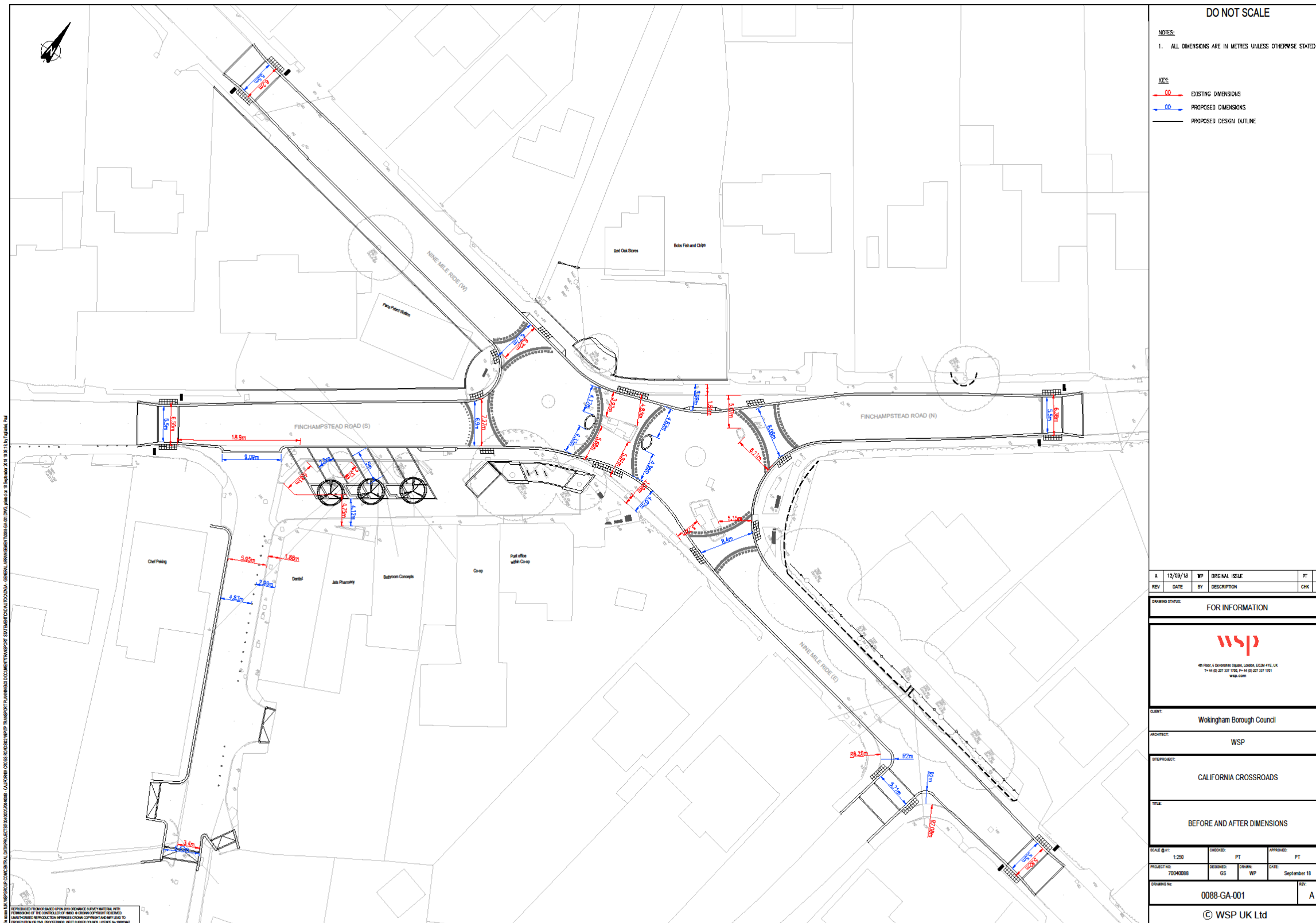
DRAFT FOR DISCUSSION

LEGEND

- Solid crossing alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.
- Gravel paving alternative to be preferred for 100% of 200mm or 250mm depth.

DRAFT FOR DISCUSSION

BEFORE AND AFTER DIMENSION PLAN



Appendix C

CONSULTATION MATERIALS



California Cross

Public Consultation

»Background

In order to fulfil a legal obligation associated with the Arborfield SDL consented development, Wokingham Borough Council (WBC) have been tasked to deliver public highway improvements at California Crossroads. California Crossroads is situated at the intersection of Finchampstead Road (B3016) and Nine Mile Ride (B3430). These roads link Wokingham, Finchampstead, Arborfield and Bracknell. However, where these roads meet is a lot more than just a junction, it is the heart of a local community; with a primary school, nursery school, post office, restaurants, and many other facilities.

In the early part of 2015, a Working Group was formed, consisting of Wokingham Borough Council (WBC) Members, Finchampstead Parish Members, and some local business owners. This group met periodically during 2015 and it was agreed that the area was vehicle dominated within the village centre. Following investigation and concept design work, a presentation to local residents was given by WBC officers, which received positive feedback.

A scope was then identified to develop California Crossroads into an area which benefits local business owners and residents by creating a place where pedestrians, cyclists and vehicle traffic can co-exist.



A footprint design is intended to mark out the crossing points to encourage drivers to give way to pedestrians. A leaf pattern has been proposed in the carriageway to make the area feel less vehicle orientated. The leaf shape suggested will be the same as the Red Oak tree, of which there are many in the area.

»Search 'California Cross' at www.wokingham.gov.uk



California Cross

Public Consultation

»The Proposals

Towards the end of this year the Working Group, Council and their appointed design team developed a proposal to meet the aspirations agreed in 2015, these are detailed below:

1. Footpath around the petrol station forecourt to be paved in contrasting material, to give strong pedestrian priority around the petrol station, and to narrow the appearance of the carriageway to encourage slow vehicle movements.
2. Targeted vegetation removal, so pedestrians can move more directly around the junction.
3. Access widened to allow two-way traffic at the entrance of the car park to ease congestion at this point.
4. Prioritised pedestrian space where pedestrians have priority over vehicular traffic. This will encourage slower speeds to and from the car park and provide more space for pedestrians to travel (2 locations).
5. Bollards provided to prohibit vehicle access (3 locations).
6. Vehicle access retained as access for shop servicing, property parking, and disabled parking.
7. Parking removed to reduce the traffic volumes using the service access mentioned above and improve the pedestrian environment and movement.
8. Parking relocated to the edge of the footway and parking movement revised so parking bays are entered and exited directly from the carriageway.
9. Totems gateway markers will inform drivers that they are entering a village centre, which will encourage them to reduce their speeds and give way to pedestrians at the crossings points (4 locations).
10. Back of footway widened to provide more space for pedestrians and improve visibility around the junction (2 locations).
11. Access retained but shared with crossing point to allow pedestrians to make a more direct movement around the junction.
12. Central refuge provided for central crossing point.



»Search 'California Cross' at www.wokingham.gov.uk



California Cross

Public Consultation

»School Access

It is proposed that the access to the school be pedestrian prioritised. There will be no separation between the footway and the carriageway, giving pedestrians a wider area to travel. For those less confident to walk with the cars that will slowly pass through, there are a row of bollards that define a length of space leading to the school where cars cannot access. The bollards are intended to be shaped like pencil ends and children sculptures, to co-ordinate with the school environment to which they lead.



»Search 'California Cross' at www.wokingham.gov.uk

California Cross

Public Consultation

»Shopping Parade

A stronger shopping parade feel is proposed by moving the parking to the carriageway edge to reduce the need for vehicles to access this area. This creates the opportunity to generate more space for pedestrians to pass through, access the shops, and provide seating. The area will be paved with clay blocks to resonate with the clay pit that was used to provide clay bricks not far from here.



»Search 'California Cross' at www.wokingham.gov.uk

California Cross

Public Consultation

»Timeline



What happens next?

Please complete the feedback form, either at the exhibitions or online. You can visit the website to see frequently asked questions and answers.

You can provide your feedback on the enclosed form or online: Search 'California Cross' at www.wokingham.gov.uk

The deadline for feedback is **4th January 2019**

This will then be collated and comments will be considered. Responses to the collated comments will then be displayed on the council website and necessary changes will be made before commencing with the detailed design.

Thank you for your time.

»Search 'California Cross' at www.wokingham.gov.uk

California Cross

Frequently asked questions

Q. Could you replace the 2 mini-roundabouts with one large roundabout?

A. This was investigated and it was found it would require a substantial amount of land that is outside the public highway and the council's ownership.

Q. Can you replace the 2 mini-roundabouts with a signalised junction?

A. A number of signalised options have been considered but they had a significant negative impact on vehicular traffic movements.

Q. Is the carriageway flush with the footway?

A. Where the existing roundabouts are, the proposed kerb upstands are generally at least 80mm, except at crossing points and vehicle accesses. This means the kerb upstands will be generally what they are now or very similar.

The area between the parked cars and the shops will be completely flush, but vehicle flow will be minimal and slow here.

The area leading up to the school will also be completely flush but this will have an area protected by bollards where vehicles can't go.

Q. Who has priority when driving through the junction?

A. No-one has priority, this is intentional to encourage drivers to move through the junction slowly with a stronger focus on their surroundings.

Q. Can you put in cycle lanes?

A. The roads are not wide enough to accommodate cycle lanes, vehicles will be moving slower through the junctions which will create a safer environment for cyclists.

Q. Could you provide more parking?

A. Additional parking has not been provided but the length of stay in the parking bays will be reduced to ensure frequent availability to visit the shops.

Q. How long is this going to take to construct?

A. Wokingham Borough Council appreciate it is a sensitive site and will phase the works to minimise disruption to the surrounding local businesses, residents and schools. Our current approximation is 4-6 months, but this will be confirmed before construction begins.

Q. What time of year will the project be constructed?

A. The project will be planned to ensure the most disruptive aspects of the work are undertaken during the summer months and in particular during the school holiday.

» Search 'California Cross' at www.wokingham.gov.uk





Appendix D

STAKEHOLDER LIST



10 STAKEHOLDER LIST

Organisation	Role	Group surveys/meetings						Email Consultation 09/10/2018		Email/Walkin session	
		WCHAR survey 14/05/18		Wokshop 22/06/18		Wokshop 19/09/18		Contacted	Responded	Contacted	Responded
		Contacted	Responded /attended	invited	Responded /attended	invited	Responded /attended				
Wokingham Borough Council	Councillor - Finchampstead South Ward	✓	-	✓	-	✓	-	-	-	-	-
Wokingham Borough Council	Councillor - Finchampstead South Ward	✓	-	✓	-	✓	✓	-	-	-	-
Wokingham Borough Council	Councillor - Finchampstead North Ward	✓	-	-	-	-	-	-	-	-	-
Wokingham Borough Council	Councillor - Finchampstead North Ward	✓	-	✓	-	✓	✓	-	-	-	-
Finchampstead Parish Council	Clerk	✓	-	-	-	-	-	-	-	-	-
Finchampstead Parish Council	Chair of Road and Road Safety	✓	-	✓	-	✓	-	-	-	-	-
Wokingham Borough Council	Service Manager (Highways)	✓	-	✓	-	✓	-	-	-	✓	-
Wokingham Borough Council	Service Manager (Development)	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Highways Development Control	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Countryside Officer, Ecology	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Ecology officer	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Flood Risk Manager	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	NRSWA Inspector	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Street Lighting Manager, Environment	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Landscape Officer	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	PROW Officer	☐	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Communities and Engagement Manager	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Senior Transport Planner	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Cleaner, Greener and Reactive Highway Services	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Principal Planning Officer	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Planning Officer, Planning Regulation and Enf\Information and Administration\	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Conservation Officer	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Specialist, Public Open Space and Green Infrastructure Delivery	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Parking Manager	☐	-	-	-	-	-	-	-	✓	-
Sustrans	Active Travel Officer, Wokingham	✓	-	-	-	-	-	-	-	✓	-
Wokingham Borough Council	Cycle Training Officer, Wokingham	✓	-	-	-	-	-	-	-	-	-
Breeze	Breeze Ride Leader	✓	-	-	-	-	-	✓	-	-	-
Sprockets Cycling	Cycle Instructor	-	-	-	-	-	-	✓	-	-	-
Wokingham Cycling Club	Club Committee	-	-	-	-	-	-	✓	-	-	-
L & G		✓	-	-	-	-	-	-	-	-	-



Crest		✓	-	-	-	-	-	-	-	-	-
Wokingham Healthwatch	Chair	✓	-	-	-	-	-	✓	-	-	-
Arborfield resident who is a paralympian and a campaigner of access issues		✓	-	-	-	-	-	-	-	-	-
Learning Disabilities Group & CLASP (a local self-advocacy organisation for people with learning disabilities)		✓	-	-	-	-	-	✓	-	-	-
Alzheimer's Society Dementia Empowerment Group		✓	-	-	-	-	-	✓	-	-	-
Guide Dogs	Community Engagement Officer, Reading Mobility Centre	✓	-	-	-	-	-	✓	-	-	-
Nine Mile Ride School					✓			✓	-	-	-
Gorse Ride Infant & Nursery School									-	-	-
Blue Bird Nursey									-	-	-
Xenuk Tandoori									-	-	-
Chef Peking									-	-	-
White Dentist									-	-	-
Jats Pharmacy				✓		✓			-	-	-
Bathroom Concepts				✓		✓			-	-	-
CooP	Store Manager								-	-	-
Post Office									-	-	-
Pace - Cresswell Garage				✓		✓	✓		-	-	-
Pace - Cresswell Garage									-	-	-
California Ratepayers Hall				✓		✓			-	-	-
Red Oak Stores									-	-	-
Bob's Fish and Chips									-	-	-
Roberto's Pizzeria									-	-	-
Finch Deli & Bakery									-	-	-
Nine Mile Ride Dental Practice									-	-	-
Nine Mile Veterinary Hospital									-	-	-
Finchamstead surgery GP									-	-	-
Reading buses (Leopard)									-	-	-
Rebecca Brooks									-	-	-
	Wokingham School busses								-	-	-



		-	-	-	-	-	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		-	-	-	-	-	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
West Berkshire and Wokingham Environmental Health	Senior Scientific Officer							<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		-	-	-	-	-	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		-	-	-	-	-	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abulance	Clinical Operations Manager SCAS	✓						✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire		✓						✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police		✓						✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police	Neighbourhood Inspector							✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		-	-	-	-	-	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local Residents		✓									<input type="checkbox"/>



WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com