



**WOKINGHAM**  
**BOROUGH COUNCIL**

## **Public Transport Plan** **2011 – 2026**

(Supporting LTP3)

## Public Transport Plan for in Wokingham 2011-2026

To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel

	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
	To work with train operating companies and Network Rail to address station access and conditions and the range of destinations available	To work in partnership with bus operators to deliver a high quality and effective service, linking both rural locations and urban centres	Ensuring the best use of limited funding for Council supported bus services	Using technology to make bus services more efficient and easy to use	To work with partners to effectively promote information concerning public transport to all user groups	Create the necessary framework for improved public transport environmental sustainability
Over the life of the plan we will:	Work with bus and rail operators to improve public transport services to increase their overall use	Better promote the benefits of more sustainable transport choices including buses.  Promote accessibility to jobs, shopping, leisure facilities and services by public transport.  We will reduce bus journey times and improve reliability of services.  Improve points of access to the public transport network e.g. Kassel kerbs and bus shelters.	Improve the affordability and availability of public transport.  Undertake regular holistic reviews of both scheduled public bus services and other Council funded transport such as school bus services.	Instigate a maintenance contract for the Real Time Passenger Information (RTPI) equipment in the Borough.  Work in partnership with neighbouring Authorities to implement a programme of on-vehicle RTPI upgrades.  Actively pursue alternative methods for providing public transport information e.g. stop specific information available using smart-phones.	To improve opportunities for all members of society to use public transport  Work with public transport partners to encourage all services to have 'all access' features (e.g. low floor buses, non slip handrails, visible displays and audible stop messaging)	Make public transport more environmentally friendly and aim to reduce carbon emissions from public transport operations on Council supported services.
We will have succeeded if, by 2026:	Wokingham Station has been redesigned to include new and improved pedestrian links and cycle facilities.  If all stations have developed a well maintained and effective travel plans.  Bus links have been provided between major stations in the Borough and new and existing development locations.	The rising trend in single occupancy car trips has been reversed.  A network of inter-urban bus services connecting all urban centres within the Borough.  Have introduced bus priority measures on strategic corridors e.g. A329 and A33.  We have developed a network of Park & Ride sites with neighbouring Authorities and public transport partners.	A comprehensive network of services which rely less on financial support from the Council leading to a reduction in the number of passenger journeys that are supported from 15% to 10% of all journeys in the Borough.	The Council has worked with partners to develop a bus and rail smart ticketing scheme that will help support a commonsense approach to integrated bus and rail travel.  We have provided stop specific public transport information on all strategic corridors e.g. A329 and A33.	Every bus, coach and train service in the Borough to have 'all access' features.	A fleet of low carbon buses operating in the Borough.  We are all better prepared for extreme weather events, by prioritising key routes to be kept operational.





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## **5.0 Strategic Objectives**

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## **6.0 Action Plan**

### **Appendix 1 Equalities Impact Assessment**

## 1.0 Introduction

1.0.1 This policy highlights the importance of attractive public transport services in helping to deliver the Council's wider priorities. The use of public transport can provide a more environmentally sustainable alternative to travelling by private car and is a more efficient use of the capacity of our transport network. If people can be attracted from cars to bus and rail services, the Borough will benefit from reduced traffic congestion which is essential for supporting economic growth and reducing environmental impacts.

1.0.2 The challenge for improving public transport, and in particular bus services, is to increase the commercial viability of the services by improving passenger numbers, reliability and reduced journey times. This is particularly challenging in rural areas of the Borough, such as Swallowfield, Riseley, Wargrave, Ruscombe and Remenham. All bus services must be affordable, available and accessible to those who would wish to use them.

## 1.1 Report Structure

1.1.1 The remaining sections of this policy document are set out as follows:

- Section 2 briefly outlines the current situation regarding public transport in the Borough;
- Section 3 summarises National and Local policy, legislation and regulation;
- Section 4 links the development of this policy to the Council's Sustainable Community Strategy goals;
- Section 5 lists the public transport policy recommendations;
- Section 6 sets a recommendation lead action plan.

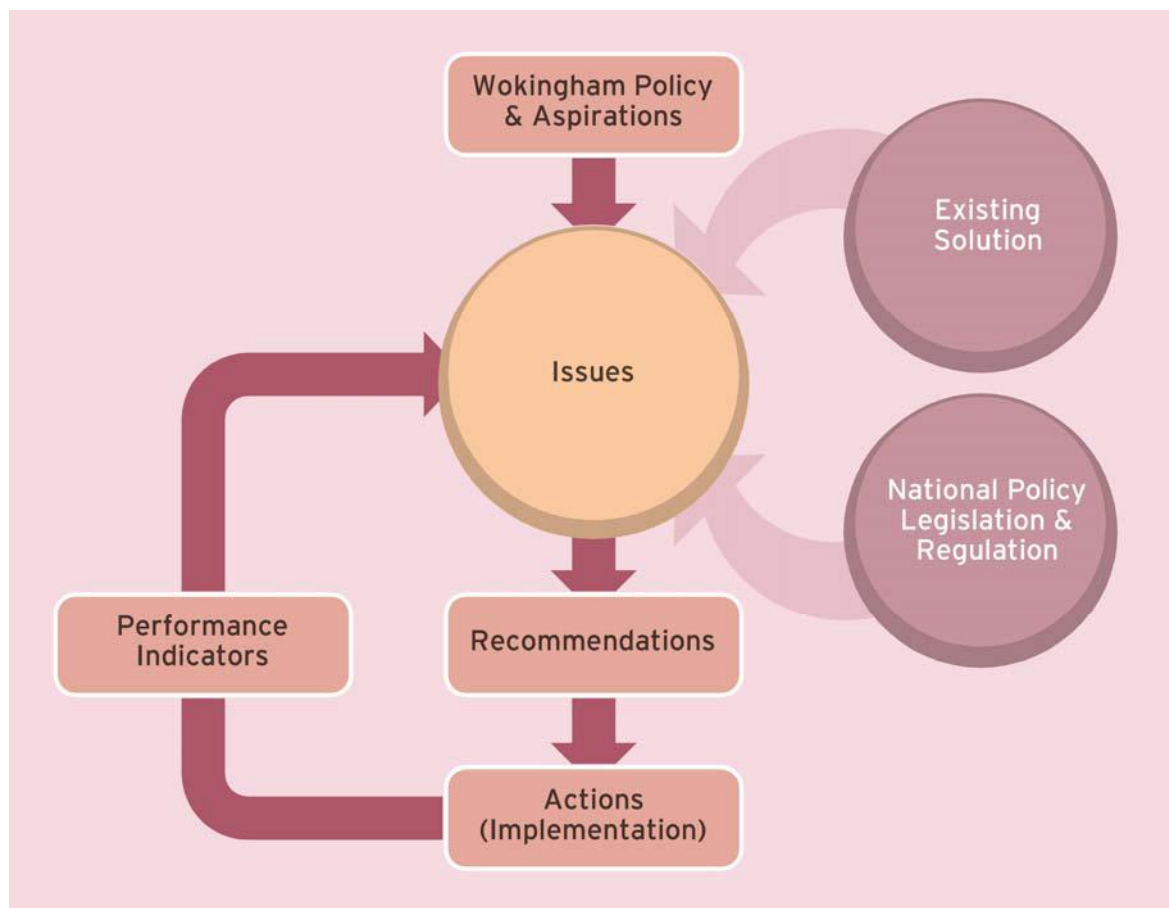
## 1.2 A Public Transport Plan for Wokingham

1.2.1 Wokingham Borough Council's Third Local Transport Plan (LTP3) sets a vision for public transport which is for "an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel."

1.2.2 The structure of this policy document is illustrated in Figure 1.1.

Figure 1.1

Wokingham Public Transport Policy Methodology



## 2.0 Public Transport in Wokingham Borough

2.0.1 On average over 7.5 million journeys are made by public transport to or from the Wokingham Borough every year. Wokingham's public transport network comprises of six rail stations and 30 registered bus routes. Of the 30 registered bus routes almost half receive a proportion of subsidy from the Council or neighbouring local authorities.

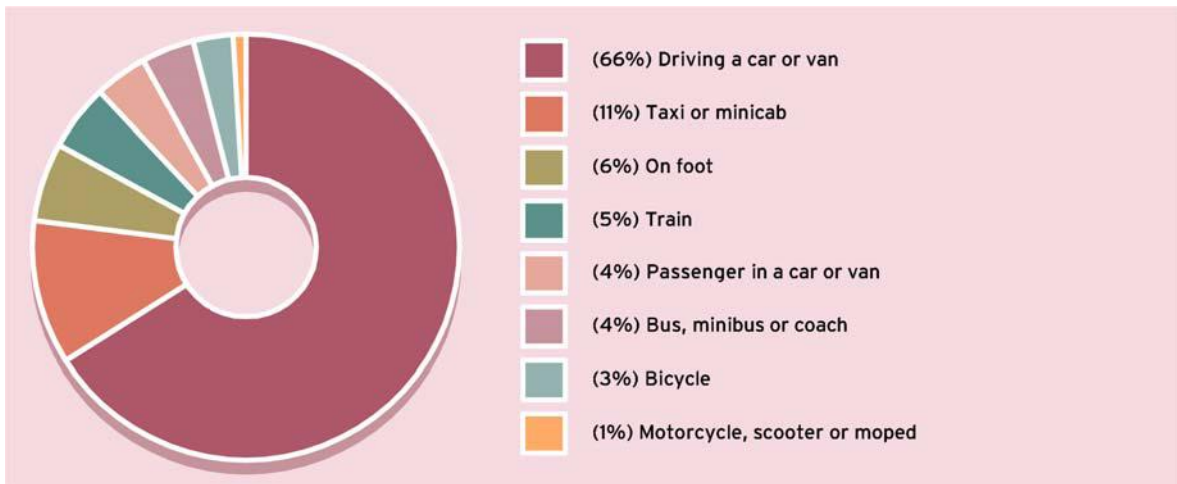
### 2.1 Bus Services

2.1.1 The existing bus network is concentrated around the main urban areas of Reading, Wokingham and Bracknell. Wokingham's bus network provides good links to the surrounding urban areas; however, only 5% of residents travel to work by bus. Of this 5%, the prime destination is Reading with 77% of all bus passengers travelling to this destination (Wokingham LTP2 2006-2011).

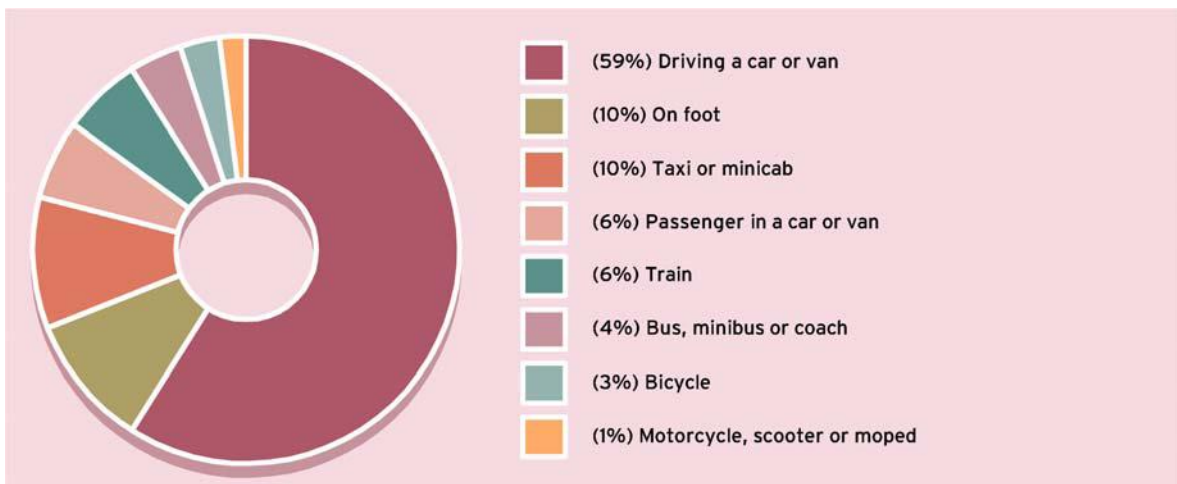
2.1.2

Census data taken in 2001 shows the following mode share for Wokingham compared with the southeast in Figures 2.1 and 2.2. It will be seen that the figures for Wokingham are very much in line with the South East average as far as public transport is concerned.

**Figure 2.1 Mode Share for Wokingham**



**Figure 2.2 Mode Share for South East England**



2.1.3

There are three main bus operators serving the area, Reading Buses, Thames Travel and First, supplemented by Arriva The Shires and Countywide. A brief description of each operator's service is provided below:

2.1.4

Reading Buses are predominately focused on providing bus services within the Reading Urban Area, which includes Woodley and Earley. Although Reading Buses operate a largely commercial network, recently support has been required from Wokingham Borough Council in order to provide services between south and east Woodley and Reading.

2.1.5 Thames Travel operates a network of supported local services in the Borough. Thames Travel operates a mainly rural network connecting outer lying towns and villages to urban centres.

2.1.6 First operate mainly inter-urban bus services in the Wokingham Borough area. The main service provided by First provides a link between Reading, Wokingham and Bracknell. First has recently provided larger capacity vehicles on this important inter-urban route.

## 2.2 Rail Services

2.2.1 For residents the rail network presents the opportunity for quicker, low carbon journeys to areas of employment, retail and leisure. For employers, the rail network presents an opportunity for more efficient business travel and access to a wider pool of skilled labour.

2.2.2 The rail network is operated commercially by train operating companies. Local rail usage figures for stations within Wokingham Borough are set out in Table 2.1. The figures show that Wokingham station has the highest usage in the Borough, with Twyford station having the second highest usage.

**Table 2.1 Number of Rail Entry and Exits from Rail Stations in Wokingham Borough**

Station	Line	Entry / Exits per annum
Earley	Reading to Waterloo	451,123
Winnersh Triangle	Reading to Waterloo	293,276
Winnersh	Reading to Waterloo	442,180
Wokingham	Reading to Waterloo/Gatwick	2,123,265
Wargrave	Henley Branch Line	62,084
Twyford	Great Western Mainline	1,222,400
<b>Total</b>		<b>4,594,328</b>

2.2.3 All stations in the Borough, with the exception of Wargrave, have frequent train services to Reading and London.

2.2.4 Currently 6% of residents travel to work by train, which is slightly lower than the south east and national average of 8.2% and 6.5% respectively.

2.2.5 Surveys conducted by the Council for the Second Local Transport Plan show that rail travel is concentrated at Wokingham and Twyford stations, with 58% of all rail journeys starting at these stations. Both stations experience concentrated passenger demand during peak periods. However, during the off-peak, passenger numbers are much lower.

- 2.2.6 Surveys for the Second Local Transport Plan revealed that the main journey destinations for rail users from Wokingham Borough were London (58%) and Reading (15%). The availability of fast trains from Reading to London Paddington increases demand for travel to Reading station, contributing to overcrowding at the station.
- 2.2.7 The majority of passengers indicated that they walked (49%) to Wokingham Borough stations. Alternative modes of travel to local stations include travel as car driver (31%) and car passenger (15%). Very few people (1%) indicated that they used local bus services to travel to Wokingham Borough stations.
- 2.2.8 To help inform the development of this policy document, an analysis of day-to-day operational issues, resident's ability to access the network, and pressures of future development have been considered.
- 2.2.9 To ensure an integrated policy, consideration has also been given to School Transport, Community Transport, Park and Ride as well as supporting measures such as Intelligent Transport Systems (ITS) and Communication.

## **3.0 National and local policy, legislation and regulation**

- 3.0.1 This chapter provides a summary of relevant National and Local Policy. This existing policy will shape the direction in which public transport development should proceed.

### **3.1 National policy legislation and regulation**

- 3.1.1 The following table briefly summarises National Policy which is enshrined in Legislation.

POLICY	OBJECTIVES FOR TRANSPORT
National	
N1 - National Policy statement 12 - Local Spatial planning (DCLG 2008)	The local authority is required to produce a Sustainable Communities Strategy ( SCS) following consultation with their local communities and key local partners through the Local Strategic Partnership (LSP) including public transport providers
N2 - Planning Policy Guidance note 13 - Transport PPG13 (ODPM 2001)	<p>The key aim of PPG 13 is to ensure that local authorities carry out their land use policies and transport programmes in ways that help to:</p> <ul style="list-style-type: none"> <li>• Promote more sustainable transport choices</li> <li>• Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling</li> <li>• Reduce the need to travel especially by car</li> </ul>
N3 Planning Policy Statement 1, Delivering sustainable development (ODPM 2005)	Reduce the need to travel and encourage accessible public transport provision will help secure more sustainable patterns of development
N4 - Planning Policy Statement 3 - Housing (CLG, 2006)	<p>States the need for public transport to be considered for housing development and that it should be safe, accessible and user friendly. This should be incorporated in regional and local policy.</p> <p>Public transport is important to mitigate carbon emissions for new development.</p>
N5 - Planning Policy Statement 4 - Sustainable Economic Growth (CLG, 2009)	<p>Relevant policies: EC3, EC8, EC10, EC12.</p> <p>High quality development should be accessible by public transport which provides transport choice.</p>
N6 - Concessionary Bus Travel Act (2007)	Provides a commitment to provide free travel on some public transport for vulnerable groups improving social inclusion and accessibility for all.
N7 - Local Transport Act (2008)	Empowers local authorities to have greater control over the provision of bus services and local public transport.

## 3.2

## Local policy legislation and regulation

### 3.2.1

As well as National Policy a range of local policies are in place which need to be taken into account. These include the following:

POLICY	OBJECTIVES FOR TRANSPORT
Local	
L1 - Wokingham Borough Adopted Local Plan (March 2004)	<p>Promoting the use of public transport and reducing the need to travel.</p> <p>Housing development should be well linked with public transport and development of transport interchanges should be addressed.</p> <p>Policy WT10 provides for the proper provision of public transport including bus priority, improved routes which encourage modal shift to public transport.</p>
L2 - Wokingham Core Strategy DPD (2009)	<p>Sound transport system with adequate capacity to key services and facilities.</p> <p>Wokingham Borough Council encourages schemes that improve public transport infrastructure, increase use of public transport and ease congestion.</p> <p>Provide development that gives adequate opportunities for travel by public transport.</p>
L3 - Wokingham Draft Local Transport Plan 3 (2011-2026)	<p>Increasing the use of public transport</p> <p>Addressing affordability and availability of public transport</p> <p>Improving accessibility to public transport</p> <p>Tackling crime and anti-social behaviour</p> <p>Promoting enhanced environmental sustainability of public transport</p>

POLICY	OBJECTIVES FOR TRANSPORT
<p>L4 - Wokingham Sustainable Community Strategy (2010-2020)</p>	<p>Promotes the use of public transport so that Wokingham Borough is:</p> <ul style="list-style-type: none"> <li>• The best place in the country to grow up;</li> <li>• A place that enjoys strong economic growth and prosperity;</li> <li>• A sustainable place to live, visit, work and do business;</li> <li>• A place where everyone can enjoy good health and wellbeing, and where vulnerable people are supported;</li> <li>• A place where everyone feels safe; and</li> <li>• A place where culture and diversity are celebrated, communities are cohesive and services are delivered in the heart of the communities.</li> </ul>
<p>L5 - Wokingham Sustainable Travel to School Strategy (2007-2012)</p>	<p>Aims to give equal educational opportunities to pupils by ensuring widespread access and knowledge of public transport.</p> <p>Looks to encourage sustainable travel patterns reduce car travel and reduce congestion.</p> <p>Encourage routes and timetables which are advantageous to serve the requirements of pupils both at schools and in further education;</p> <p>Requires action to develop partnership working with public transport operators.</p>
<p>L6 - Wokingham Borough Local Development Framework (LDF) Supplementary Planning Documents (SPDs) - Town Centre Master Plan</p>	<p>Looks to address the constraints of:</p> <ul style="list-style-type: none"> <li>• Congestion on town centre routes into Wokingham Town Centre, particularly at peak times;</li> <li>• The environment surrounding Wokingham rail station;</li> <li>• The ease of public transport interchange within the town centre; and</li> <li>• The frequency of service provision to areas south of the Borough.</li> </ul>

POLICY	OBJECTIVES FOR TRANSPORT
<p>L7 - Wokingham Borough Local Development Framework (LDF) Supplementary Planning Documents (SPDs) - Strategic Development Locations (SDLs)</p>	<p><b>Arborfield</b></p> <ul style="list-style-type: none"> <li>• Key requirements for the Arborfield SDL are:</li> <li>• A bus interchange facility within the district centre;</li> <li>• Early engagement with bus operators;</li> <li>• Public transport infrastructure which places an emphasis on passenger comfort, safety and convenience for its users;</li> <li>• Public transport infrastructure which contributes to the overall identity, quality and character of the area.</li> </ul> <p><b>South of M4</b></p> <p>Key requirements for the South of M4 SDL are:</p> <ul style="list-style-type: none"> <li>• Establishing key public transport infrastructure and routes early in the process;</li> <li>• A bus interchange which allows public transport access to the Reading Mass Rapid Transit scheme; and</li> <li>• A sustainable transport connection between Spencers Wood and Shinfield.</li> </ul> <p><b>North Wokingham</b></p> <p>Key requirements for the North Wokingham SDL are:</p> <ul style="list-style-type: none"> <li>• A permeable layout that facilitates direct pedestrian and cycle connections to public transport interchanges, including Coppid Beech Park and Ride, North Wokingham Relief Road and Ashridge interchange;</li> <li>• Public transport stops should be located within a short walk of dwellings; making public transport the mode of choice for journeys to work.</li> </ul>

POLICY	OBJECTIVES FOR TRANSPORT
L7 - Contd.	<p><b>South Wokingham</b></p> <p>Key requirements for the South Wokingham SDL are:</p> <ul style="list-style-type: none"> <li>• Public transport stops should be within a short walk of dwellings;</li> <li>• Land for a new rail halt and public transport interchange should be safe guarded to allow for journeys to Wokingham, Bracknell and London. The potential for the provision of an alternative to the Waterloo crossing to facilitate pedestrian, cyclist and public transport movements should be maintained;</li> <li>• A new southern distribution road should act as a key public transport corridor;</li> <li>• Provision for efficient and convenient public transport journeys beyond the SDL boundaries should be made.</li> </ul>
L8 - Wokingham Borough Local Development Framework (LDF) Supplementary Planning Documents (SPDs) - Infrastructure Delivery	<p>Sets out the parameters for the delivery of infrastructure in the Strategic Development Locations (SDL) including an indication of:</p> <ul style="list-style-type: none"> <li>• Key public transport infrastructure;</li> <li>• Indicative costs for bus corridor improvements, where appropriate;</li> <li>• Indicative capital and revenue costs of infrastructure / bus service provision;</li> <li>• Timescales for submission of infrastructure;</li> <li>• Timescales for the phasing of infrastructure;</li> <li>• Partners for the delivery of infrastructure.</li> </ul>

3.2.2 The policies outlined above show the importance of public transport as mitigation against congestion, adverse environmental impacts, social exclusion and enabling economic growth. Public transport is particularly important in respect to schools and community both in more urban areas and in dispersed and rural settlement.

3.2.3 The policy above also indicates some of the other influences behind transport use including: journey times, security, travel environment and quality and cost. All these factors need management to maximise the potential for public transport use in Wokingham Borough.

## 4 Wokingham Borough's public transport vision and goals

### 4.1 Introduction

4.1.1 This Public Transport Policy is reflective of the Council's wider corporate agenda and therefore is aligned with both the Sustainable Community Strategy and the Third Local Transport Plan 2011-2026. This chapter sets out the overarching vision and associated local goals that will shape the provision of public transport.

4.1.2 The Council's overarching goals, as detailed in the Sustainable Community Strategy, are set out below. By 2020 the Sustainable Community Strategy also looks to achieve a Borough which is innovative, with entrepreneurship, progressive communities with sustainable lifestyles and communities which are empowered. The Third Local Transport Plan will set the context for delivering these objectives for the wider transport network in the first instance. This Public Transport Policy will specifically address the goals of the Sustainable Community strategy in terms of public transport.

### 4.2 Wokingham's Sustainable Community Strategy Goals

4.2.1 The Council has set out six priorities in the Sustainable Community Strategy (2010-2020). These are as follows:

- 1) Creating the best place in the country to grow up;
- 2) Creating a place that enjoys strong economic growth and prosperity;
- 3) Creating a sustainable place to live, visit, work and do business;
- 4) Creating a place where everyone can enjoy good health and wellbeing, and where vulnerable people are supported;
- 5) Creating a place where everyone feels safe;
- 6) Creating a place where culture and diversity are celebrated, communities are cohesive and services are delivered in the heart of communities.

### 4.3 Wokingham's third Local Transport Plan (2011 – 2026)

4.3.1 The Third Local Transport Plan embraces the national policy context and local policy in the form of the priorities of the Sustainable Community Strategy. The overarching vision of the Third Local Transport Plan is:

*Goal* ***"To provide a cost effective, inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and well-being of those that use it"***

4.3.2 The Third Local Transport Plan identifies an overarching goal for public transport in the Borough as follows:

*Goal* ***“To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel.”***

4.3.3 The transport policy document has been developed around this goal.

## **4.4 Identifying public transport themes**

4.4.1 Public transport has the ability to provide a more environmentally sustainable alternative to travelling by private car, and is a more efficient use of capacity on our transport network. To ensure that public transport addresses issues of congestion on our roads by making the most efficient use of existing capacity and resources we will develop this policy under six broad public transport themes as identified below.

4.4.2 To identify which of the Sustainable Community Strategy goals this public transport policy contributes to, a review of the existing public transport situation and the future needs of the Borough has been undertaken. The results of this analysis are set out in Table 4.1.

**Table 4.1 Meeting the Sustainable Community Strategy**

Themed transport objectives to address public transport issues	Meeting the Sustainable Community Strategy					
	1. Creating the best place in the country to grow up	2. Creating a place that enjoys strong economic growth and prosperity	3. Creating a sustainable place to live, visit, work and do business	4. Creating a place where everyone can enjoy good health and wellbeing, and where vulnerable people are supported	5. Creating a place where everyone feels safe	6. Creating a place where culture and diversity are celebrated, communities are cohesive and services are delivered in the heart of communities
1. Rail services and facilities	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓
2. Bus services and facilities	✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓
3. Environmental Sustainability	✓✓✓	✓	✓✓✓	✓✓	✓	✓✓
4. School Services	✓✓✓	✓	✓✓	✓	✓	✓✓
5. Intelligent Transport	✓✓	✓✓	✓	✓	✓	✓
6. Communication	✓✓✓	✓✓✓	✓	✓✓✓	✓✓✓	✓✓✓

- ✓✓✓ fully meets Sustainable Community Strategy goal
- ✓✓ generally meets Sustainable Community Strategy goal
- ✓ slightly meets Sustainable Community Strategy goal

## 5.0 Strategic Objectives

5.0.1 Analysis of the existing situation and taking into account policy, legislation, Wokingham's Sustainable Community Strategy Goals and Public Transport Policy priorities, recommendations have been developed under six themed transport objectives.

### 5.1 Objective 1

*Objective 1 To work with train operating companies and Network Rail to address station access and conditions and the range of destinations available*

5.1.1 Integration of the rail network with other modes is important to provide user choice and allow better access to more destinations. Opportunities exist for better interchange within the Borough, which would provide a better and more connected public transport network. Following an analysis of accessibility to all rail stations in the Borough, only one rail station was determined to have any form of bus rail interchange.

#### R1 - Improve interchange facilities

To improve interchange facilities at all stations within the Borough, with particular emphasis on Wokingham and Twyford stations.

5.1.2 The quality of the environment at stations impacts on passengers' perception of safety and security. In order to deliver the Sustainable Community Strategy objective of creating a place where everybody feels safe, these perceptions of safety need to be overcome.

5.1.3 Some of the causes of negative perceptions of safety and security are known to be graffiti, vandalism, and a lack of staff presence and worn out facilities. It is important to identify where maintenance and provision is poor to try and change this public perception and reduce crime.

#### R2 - Improve perception and condition of station facilities

To work with Network Rail and train operating companies to improve facilities and the condition of stations within the Borough to encourage rail travel. This may involve:

- Working with Network Rail, train and bus operators and British Transport Police to reduce the fear of crime;
- Encouraging operators to ensure the prominence of CCTV at rail stations and on trains;
- Encourage Train Operating Companies (Network Rail) to man all stations and for longer;
- Improving lighting on routes to stations and bus stops; and
- Maintaining the appearance of stations and the quality of environment.

### 5.0.5

With the decisions to proceed with Crossrail and the electrification of the Great Western Mainline line through Twyford significant change in service patterns are imminent. Connections and journey times need to be improved to national and international transport hubs, in particular, to airports and London stations. Specifically, on the Borough's rail routes.

- Service through Twyford following electrification and the probable extension of Crossrail to Reading should, at least, maintain their existing journey times and frequencies.
- Journey times on services on the Reading – Waterloo service through Wokingham should be reduced with an aspirational timing of no more than 59 minutes to Waterloo from Wokingham from the current 67 minutes. Even this modest reduction of some 13% would be expected to gain at least another 10% in passengers with a consequent reduction in the use of cars.
- Services to Gatwick Airport should ideally be 2 trains per hour to fulfil the franchise commitment on First Great Western.
- Services on the Henley-on-Thames branch through Wargrave should offer a regular interval service of 2 trains per hour for at least most of the day and robust and improved connections to both London and Reading.

### **R3 - Support rail connections to national and international transport hubs and by reducing journey times, particularly from Wokingham to London Waterloo.**

To work with Network Rail and train operating companies to further develop the economic competitiveness of the Borough by improving strategic rail links to central London, Heathrow and Gatwick .

## 5.2

### Objective 2

#### *Objective 2*

*To work in partnership with bus operators to deliver a high quality and effective service, linking both rural locations and urban centres*

#### 5.2.1

To ensure bus services supported by Wokingham Borough Council remain effective and continue to be socially inclusive, while offering value for money, a review to these services is required on a regular basis. With limited Council funding available for bus services, those routes which provide the greatest benefits will be prioritised. A structured system of assessing supported services will be used annually to determine future funding requirements.

## **B1 - Regularly review the access needs of different communities**

To review the needs of those in urban and rural areas in light of accessibility to and the provision of supported bus services on a regular basis. This review will ensure that supported bus services still fulfil a need within the community and highlight any gaps within the existing bus service network. The review will also take into account changes in travel patterns caused by new development.

- 5.2.2 A longer journey time in comparison to car travel is often a disincentive to use the bus for inter-urban journeys. Where rail services are not available, express bus routes between urban centres can help reduce the use of the car for inter-urban journeys.

## **B2 - Review the opportunities for improved inter-urban bus routes**

To review opportunities for express bus routes between urban centres providing attractive journey times that will be more attractive to passengers. This will build on recommendations put forward by the Berkshire Strategic Transport Forum (BSTF).

- 5.2.3 Currently space for buses to stop, wait and navigate through traffic is limited within Wokingham Town Centre. Space for buses to stop and wait for short periods of time are important to ensure bus services operate effectively. Bus priority lanes and bus waiting areas must be kept clear from general traffic as this traffic could impede the efficient operation of these facilities.

## **B3 - Review the space available for bus stops, the opportunities for bus lanes and the need for enforcement of bus facilities within Wokingham Borough, particularly in urban centres.**

To review opportunities for bus facilities both to reduce journey times and make bus travel more convenient. Ensure buses are given priority to encourage further use of buses.

- 5.2.4 The existing public transport network may not be appropriate to accommodate increased numbers of passengers which may result from new development. New facilities and infrastructure maybe required to accommodate increased travel demand. Funding for public transport should be made available as part of a comprehensive package of sustainable transport measures.

## B4 - Ensure sufficient public transport provision for all new developments

All new developments should provide appropriate public transport provision by ensuring:

- All dwellings have access to public transport stops within 400 metres walking distance;
- All occupants are able to access appropriate employment, retail, health, education and leisure facilities;
- Public transport provision is provided before or on first occupation;
- A package of sustainable transport measures is promoted through the Travel Plan. For example the Travel Plan should include innovative public transport schemes as well as the provision of public transport information, stop specific timetables, complimentary public transport passes, real time passenger information, details of how the travel plan coordinator will actively promote public transport use and a commitment to bus infrastructure.

5.2.5 Infrastructure and services do not always cater for residents with special needs or restricted mobility. All new bus related infrastructure should ensure that nobody is excluded from travelling.

## B5 - Improve access for all

To identify and improve facilities for access to public transport such as low floor vehicles and raised kerbs at bus stops. Actively encourage audio notifications on buses and at selected bus stops.

5.2.6 At present there is limited physical road space in the Borough to build new bus lanes which give public transport the ability to compete with the car. New development including the redevelopment of Wokingham Town centre may provide an opportunity in the future for the application of Intelligent Transport Systems (ITS) to give priority for buses at junctions to reduce journey times, improve reliability of services and incentivise bus use. ITS policies have been developed as part of this public transport document and are explored in more detail from Page 19 onwards.

## B6 - Bus priority measures

Promotion of bus priority measures could include:

- Development and enforcement of dedicated bus lanes where appropriate;
- Working with development control to ensure new development incorporates well designed bus only access where appropriate;
- Ensuring all vehicles are compatible with any potential bus priority measures; and
- Ensuring bus priority provision is properly enforced.

- 5.2.7 A barrier to public transport use is often the perception of an inconvenient and unpleasant travelling environment. It is important to identify where maintenance and provision is poor to try and change public perception. Funding for improving these facilities can also be available from the private sector in return for advertising space and best use of this should be made.

## **B7 - Monitor and ensure a quality waiting environment**

To work with all partners to ensure a quality waiting environment is maintained. This might include the re-negotiation of advertiser funded bus shelter contracts.

- 5.2.8 The Council is reliant on public transport operators to provide services in the Borough. The Council does not provide vehicles and has limited influence on commercial operators' use of vehicles. Service contracts for supported services are an important means of provision of services and are an opportunity to ensure services are of high quality in terms of safety, passenger environment and environmental sustainability.
- 5.2.9 To ensure that tendered bus services are attractive to residents and are seen as a real alternative to the private car, the Council will insist that vehicles are of the highest quality, represent good value for money and provide access to essential services. Access to services such as schools and colleges, employment sites and health facilities is particularly important for vulnerable groups such as the elderly, the disabled and low income families to prevent these groups becoming socially excluded.

## **B8 - Bus service contracts**

To insist contracts with public transport operators promote vehicles which are, safe, provide appropriate levels of information and are of a high standard with high levels of maintenance. Vehicles should also provide suitable access for vulnerable groups such as the elderly and the disabled.

- 5.2.10 Council funding for supported services is limited and should be used effectively to ensure the maximum public benefit can be gained. Decisions regarding which services should receive funding need to be made carefully with regard to all issues involved. Regular reviews of Council support for services will be undertaken following a formal process as set out in Annex A.

## **B9 - Ensure best use of limited funding for supported bus services**

Limited funding availability for supported bus services means there is a need to ensure best use is made of the funds available. Annual reviews of supported services will ensure funds are best used across the Borough and services fit with the changing environment and the priorities of the authority.

- 5.2.11 Supporting the provision of public transport services can require substantial revenue funds. Generally, bus service support is drawn from the Council's revenue funds, or developer funds. It is our intention to work with communities to identify innovative funding sources for supporting improvements to essential services, particularly services run later into the evening, at weekends and to rural communities.

## **B10 - Identify funding opportunities for improvements to all services**

To identify funding opportunities for improvements to all services, in particular evening, weekend and rural services.

### **Community Transport**

- 5.2.12 Improve public transport provision could be done by providing new 'conventional' bus services or flexible community transport services. Community transport is transport that is operated by charities or social enterprises to meet the needs of those in society who cannot otherwise use conventional public transport services.
- 5.2.13 Volunteer organisations from the 'third sector' currently provide community transport in Wokingham. Community transport providers require conveniently located pick up and set down points in town centres (including Wokingham, Woodley and Earley). Community transport users are often unable to walk long distances and so pick up and set down points are required close to amenities.

## **B11 - Improve accessibility for vulnerable or isolated residents**

To ensure that Community Transport is delivered as an effective service to those who operate it as well as those who use it. This will include a review of existing pickup and set down points in key locations.

### **Park and Ride**

- 5.2.14 Park and Ride have the potential to reduce traffic congestion on the Borough's road network by reducing the length of trips and removing traffic from town centre locations. The Council together with neighbouring authorities will examine the potential to develop new Park and Ride sites to facilitate a reduction in traffic congestion. This can also have an important impact on the amount of carbon dioxide and other pollutants. It is also possible for Park and Ride to be used with other modes such as cycling.
- 5.2.15 Important decisions need to be made regarding future provision of Park and Ride in Wokingham Borough. It is recommended that a Park and Ride study is undertaken.

5.2.16 The Park and Ride study would consider existing and proposed Park and Ride services at the following locations:

- Loddon Bridge
- Winnersh Triangle / IQ Winnersh
- South of M4
- Coppid Beech
- Thames Valley Park

## B12- Park and Ride

To undertake a Park and Ride study, which will consider the following:

- Capital costs associated with providing a Park and Ride service;
- The frequency of operation of Park and Ride vehicles;
- Forecast levels of Park and Ride patronage;
- Potential impact on the highway network;
- A business case for the Park and Ride site.

## 5.3 Objective 3

*Objective 3 Ensuring the best use of limited funding for Council supported bus services*

5.3.1 The Council has a statutory duty to provide school travel for children who live over a certain distance away from their school. This may require dedicated bus services and routes or provision maybe secured as part of a tendered public transport service. All services should be reviewed on regular basis. Where new development takes place consideration should be given to the effects on school travel.

## SS1 - School transport and efficient vehicle use

To review the use of vehicles for school travel to ensure that vehicles are used to their maximum potential through out the day.

5.3.2 After school activities are valuable for children's development providing opportunities for physical exercise, cultural activities and additional learning. To allow more children to access these activities provision of additional school bus services at convenient times could be considered.

## SS2 - Bus services and after school activities

Where possible we will work with public transport operators to ensure appropriate capacity on vehicles for transporting school children and wherever possible coordinate timetables to allow children to participate in after school activities.

- 5.3.3 Anti-social behaviour by school children on public transport can become a disincentive to travel by public transport for other members of the public and can be a safety concern for drivers. Measures to address this would improve services for drivers, the public and children.

## SS3 - Reduce anti-social behaviour on buses

To work with schools and operators to address bad behaviour of school children on public transport. This will include the formulation of a code of practice in school travel plans and to ensure that pupils and parents sign up to this code of practice before bus passes are issued.

## 5.4 Objective 4

*Objective 4 Using technology to make bus services more efficient and easy to use*

- 5.4.1 To encourage public transport use, services must try to compete with travel by car. As congestion increases the use of bus priority measures can improve journey times for buses compared with car trips.
- 5.4.2 Wokingham Borough already has some of the infrastructure in place to provide bus priority at traffic signals but not all these systems are currently active. Bringing these systems into use would improve the attractiveness of bus services by making journey times more reliable, reducing journey times and allowing for the more efficient use of vehicles. More reliable and quicker journey times retain existing users to continue and encourage new users.

## ITS1 - Bus priority measures

To work with appropriate partners to explore the feasibility of relevant bus priority infrastructure at traffic signals. This will be done as part of a wider programme of making public transport a viable alternative to car travel between new and existing residential areas and to key locations such as town centres.

- 5.4.3 Real Time passenger Information (RTPI) increases confidence in the reliability of bus services and allows travellers to better plan their journey making trips more pleasant and convenient. Currently Wokingham has a limited quantity of services with either the capability of RTPI or the available infrastructure at bus stops. Surrounding authorities, such as Reading and Oxfordshire, also operate RTPI systems, albeit that they are different systems. The Council seeks to make best use of RTPI and proposes to expand the current system within Wokingham Borough.

### **ITS2 - Real time passenger information (RTPI)**

The Council will explore the feasibility of further integration of Wokingham Borough's existing RTPI system with those in surrounding authorities. This will include:

- Expanding the existing RTPI system to cover the Reading journey to work area;
- Making use of sustainable display technology, such as solar powered units;
- Encouraging operators to equip new vehicles with on-board displays that incorporate audio announcements;
- Integrating audio announcements into key bus stops, e.g. business parks;
- Installation of information displays at any new Park and Ride sites; and
- Wherever new development takes place, provisions should be made for RTPI from first occupation.

- 5.4.4 Many people using public transport will use more than one bus or a bus in combination with the train. Cross-ticketing allows a passenger to purchase a single ticket for their journey that includes all bus and rail journeys for their particular trip. Cross-ticketing is already available within the Borough in the form of PlusBus; however the Borough is covered by separate PlusBus areas making seamless travel across the entire Borough difficult.

- 5.4.5 Smart ticketing is an alternative way of achieving seamless travel across an area. Smart ticketing incorporates smart card technology to integrate public transport ticketing options. Furthermore smart ticketing can also be loaded with 'reward' schemes that can be used to incentives for public transport use or local faculties. Bracknell Forest Council currently uses the "Edge" card, which fulfils a similar function within the Bracknell area and South West trains are trialling smart ticketing on stations between Wokingham & Windsor via Staines.

### **ITS3 - Consider the viability of extending cross-ticketing and or introducing smart ticketing**

To explore the options for integrated ticketing with operators, to enable passengers to purchase a single ticket for their journey.

## 5.5 Objective 5

*Objective 5 To work with partners to effectively promote information concerning public transport to all user groups*

5.5.1 Coordination between the Council, users groups and operators could be improved to allow more joined up thinking and planning. This communication can form an important link in ensuring good integration between bus and rail service provision. The development of public transport forums allow users to raise issues that affect their day-to-day travel and operators to embrace these idea and communicate the limits of what is achievable. These would include:

- Public transport forum
- Rail operators forum
- Bus operators forum
- Rail service Forum

5.5.2 Rail services are a key link to London and Reading for the majority of peak-time commuters. Travelling conditions at peak times are often cramped and travel by train is becoming increasingly expensive. We will develop a rail forum to better represent the view of our residents with regards to improving future rail services.

### Com1 - Establish a rail service forum

To address issues relating to rail services it is recommended that a rail forum, including Network Rail, Train Operating Companies, the Council and user groups, is formed to:

- Ensure the Council's view are represented when dealing with issues of network capacity and frequency;
- Allow for joint funding bids;
- Respond to the needs of the community.

### Bus Service Forum

5.5.2 Bus services provide a lifeline for many residents to services. Most bus routes which operate within Wokingham have a start or finish point outside of the Borough. It is important that all parties work together to ensure that bus services are planned to access locations where people want to travel to and wherever possible timetables coincide with activities which are important to people.

## Com2 - Bus service forum

To continue to participate in a cross-boundary bus service forum to ensure a quality bus service is delivered for Wokingham residents. Issues to be addressed include:

- Promotion of major schemes across travel to work areas;
- Cross-boundary route improvements; and
- Joint ticketing

### Promotion and Marketing

- 5.5.4 A key aim is to encourage more people to use public transport with the effect of reducing levels of traffic, congestion and vehicle emissions. An important part of encouraging people to use public transport is informing them of the environmental, community and health benefits of travel by public transport. This will include marketing new initiatives and improvements to services.
- 5.5.5 It is important to make travel by public transport convenient and easy to use this includes making travel decisions easier. Informing what routes and services are available and when timetable changes are made (including temporary changes for road works etc.) is important to encouraging public transport use. This information should be made available in a variety of ways, whilst accounting for special requirements (including different languages).

## Com3 - Promote services and improve public transport information

Promote public transport services, to include:

- Branding of high frequency routes;
- Provide improved transport information at key stops;
- Wider promotion of timetable changes;
- Promote a series of simplistic timetables & maps , that are easy to read to key destinations;
- Seek opportunities for third party funding to promote services; and
- Provide information through a range of media and formats

## 5.6 Objective 6

*Objective 6 Create the necessary framework for improved public transport environmental sustainability*

- 5.6.1 Funding opportunities may exist for replacing older vehicles and the purchase of new low emission vehicles. Best practice examples are demonstrated in Oxford where hybrid electric vehicles are being used. These vehicles have been purchased with one off payments from the Government's green bus fund. These opportunities need to be fully investigated and understood to consider whether funding can be sought for services in the Wokingham area.

### **ES1 - Encourage the use of greener vehicles**

To encourage operators to purchase environmentally efficient vehicles for use within the Borough. Where appropriate the Council will support operators with funding bids for greener vehicles.

- 5.6.2 Public transport use has an important part to play in the reduction of carbon emissions and air quality within the Borough. To emphasise this potential, these benefits should be promoted together with other benefits such as improved personal health and reduced congestion.

### **ES2 - Advertise environmental benefits of public transport**

To promote and advertise the environmental and health benefits of using public transport.

- 5.6.3 In some areas of the Borough noise caused by buses can disturb residents. This can have an effect on their quality of life. Examples include bus services waiting in residential areas in the early morning with their engines running. Reducing the impact of bus noise needs to be considered in consultation with bus operators.

### **ES3 - Investigate noise pollution caused by buses**

To investigate the levels of disturbance to residents caused by buses during the early morning and evenings. In liaison with operators investigate potential changes to operation including location of parking, vehicle engines and working practices.

- 5.6.4 Recent weather events (flooding in 2007 and snow in 2010) have shown there are problems associated with travel as a result of extreme weather conditions. Planning for these events can ensure that core services and trips are catered for in times when travel is affected. This needs to be considered in future planning for public transport.

### **ES4 - Review extreme weather contingency plans**

To work with emergency planning teams and transport operators to create contingency plans for extreme weather events. These plans should include diversion routes, timetable changes and arrangements for storage and movement of vehicles

## **6.0**

### **6.1**

## **Action Plan**

### **Introduction**

#### 6.1.1

An Action Plan has been created that sets out how each recommendation may be taken forward in the short, medium and long term. The actions relating to each recommendation need to be taken forward in a coordinated way so that policies are delivered as an integrated package.

Objective	Recommendations	Actions with timescale		
		Short	Medium	Long
Objective 1: To work with Train Operating Companies and Network Rail to address station access and conditions and the range of destinations available	R1- Improve interchange facilities	Discuss bus timetables with operators to improve the ease of interchange between bus and rail.	Take steps to implement a programme of works to improve interchange facilities at Twyford station as per the station's access report.	Improve interchange facilities at Wokingham railway station, as part of the station link road scheme when funding becomes available.
	R2 - Improve perception and condition of station facilities	Work with Network Rail & TOC's to improve cleanliness and attractiveness of pedestrian routes to stations and areas around stations. This should include a review of lighting, CCTV provision, the provision of litter bins and the cleaning of graffiti.	Work with Network Rail and TOC's to negotiate improved levels of maintenance at Winnersh, Winnersh Triangle, Earley and Wargrave stations. Ensure staffing levels are maintained and possibly improved at Wokingham & Twyford.	Work with operators to encourage the refurbishment of Wokingham station as part of the station link road scheme. Consider parking improvements at Winnersh station and pedestrian route improvements to Twyford station.

Objective	Recommendations	Actions with timescale		
		Short	Medium	Long
Objective 2: To work in partnership with bus operators to deliver a high quality and effective service, linking both rural locations and urban centres bus services and facilities	B1 – Regularly review the access needs of different communities	Establishing local user group and forums that are representative of the Borough’s public transport users. Set up a consultation process that incorporates the ideas and views of Town and Parish Councils.	Engage with local communities to understand specific local needs through a programme of consultation and user group forums. Undertake ACCESSION analysis to identify gaps in the public transport network.	Implement findings and recommendations through local bus tenders and contracts with operators. This will include a regular contract review process.
	B2 – Review the opportunities for improved inter-urban bus routes	Where funding is available improve bus stop infrastructure at all stops on the A329 corridor. Discuss BSTF report recommendations with the 190 service operator (First).	Review the feasibility of existing bus lay-bys on the A329 route with local bus operators.	Consider bus priority measures, such as the provision of bus lanes and priority at traffic signals.
	B3 – Review the space available for bus stops, bus lanes and enforcement of bus facilities within Wokingham Borough, particularly in urban centres.	Identify bus stops and bus priority where there is a problem with private vehicles misusing the facilities.	Investigate and consult on the relevant options for improved design and enforcement of bus stops and bus priority.	Work with partners to implement relevant bus priority schemes and constantly monitor and review the impact of the schemes.

Objective	Recommendations	Actions with timescale		
		Short	Medium	Long
Objective 2 Cont'd	B4 – Ensure sufficient public transport access for all new developments	To examine all new planning applications to ensure that they contain high quality public transport provision which is easily accessible throughout the development. Develop a toolkit of measures which should be considered as part of any Travel Plan.	Secure sufficient funding for public transport provision for new developments, particularly Strategic Development Location (SDL), at the relevant stage in the planning process.	Ensure that access levels are maintained through the new development after it has been completed. Implementation and monitoring of the effectiveness of Travel Plans. This should include a review of public transport use.
	B5 – Improve access for all	Establish local user group forums that are representative of the Borough's public transport users. Work with bus operators to encourage the use of accessible vehicles and ensure appropriate training is provided.	Develop a bus stop improvement programme including the identification of locations for "talking bus stops" e.g. in town centres and on business parks. We will look to secure funding for the delivery accessible infrastructure.	To regularly consult the bus use forum on ongoing accessibility issues within the Borough.
	B6 – Bus priority measures	To ensure that all new development includes provision for public transport so that buses are given the most direct and convenient route e.g. the development of bus gates or bus lanes which shorten journey times.	Review all existing bus routes and where appropriate consider the installation of bus priority measures e.g. at key junctions and on main bus corridors.	To work with partners to ensure bus priority measures are appropriately enforced so that they remain effective.

Objective	Recommendations	Actions with timescale		
		Short	Medium	Long
Objective 2 Contd.	B7 – Monitor and ensure a quality waiting environment	Audit all existing bus stop facilities.	Seek to secure a commercial contract for the provision of new bus shelters in the Borough, this contract should include the ongoing maintenance and cleaning of shelters. Produce a programme of improvements which accords with recommending the BSTF Gold, Silver and Bronze design standards	Annually review a programme of improvements.
	B8 – Bus service contracts	Regularly discuss issues raised by bus users with operators of tendered contracts for the purpose of maintaining and encouraging future bus use.	Ensuring all tendered documents include the provision of high quality and mobility inclusive vehicles.	Periodically review the tender process to ensure that the highest quality vehicles are always used.
	B9 – Ensure best use of limited funding for supported bus services	Establish a criteria for supporting bus services in the Borough to ensure the best use of Council funds.	Review all existing tendered bus services against the adopted criteria. Request passenger data twice a year from operators for the purpose of monitoring tendered services.	Ensure all new tendered bus services meet with the adopted criteria. Regularly review contracted services with operators.

Objective	Recommendations	Actions with timescale		
		Short	Medium	Long
Objective 2 Cont'd	B10 – Identify funding opportunities for improvements to all services	Constantly monitor and review all possible funding streams, this could include developer contributions, Government grants and wider commercial opportunities for partnership working.		
	B11 – Improve accessibility for vulnerable or isolated residents	Review community transport town centre drop off and pick up points, in consultation with local operators and user groups.	Consult with users on how to make services more user friendly, e.g. group bookings and times of operation.	Implement an annual monitor and review process.
	B12 – Park and Ride	Consider the viability of the existing park and ride site at Loddon Bridge and identify ways in which its future use can be promoted.	Undertake a Park & Ride study to include the following sites: 1. Loddon Bridge, 2. South of M4, 3. Coppid Beech, 4. Thames Valley Park.	Develop a network of integrated Park & Ride sites around the Borough.
	SS1 – School transport and efficient vehicle use	Audit of existing demand for Council provided travel to school services and review the existing resource allocation.	Discuss with other Council departments ways to achieve integrated vehicle use. Regularly review the provision of school services with operators.	Review the outcomes from consultation to identify relevant funding sources.

Objective	Recommendations	Actions with timescale		
		Short	Medium	Long
Objective 3: - Ensuring the best use of limited funding for the Council supported bus services	SS2 – Bus services and after school activities	Inform schools of relevant timetable changes. Discuss the possible coordination of timetables and after school activities with bus operators.	Conduct discussions with schools regarding transport provision when there are changes in school catchment areas or locations.	
	SS3 – Reduce anti-social behaviour on school buses	Identify where there are current issues with behaviour of school children on bus services.	Draw up a code of conduct for behaviour on school buses, which parents and pupils can sign up to, before passes are issued.	Regularly review the pupil code of conduct on a school by school basis as part of school travel plan reviews.
	ITS1 – Bus priority measures	Investigate the current provision of bus priority measures that have already been installed.	Complete a costed feasibility study to make existing bus priority measures fully operational. This should include an assessment of the likely impact on capacity at the junctions. Explore possible funding options for the provision of bus priority measures.	To complete a network of bus priority measures on key corridors within the Borough.

Objective	Recommendations	Actions with timescale		
		Short	Medium	Long
Objective 4: - Using technology to make bus services more efficient and easy to use	ITS2 – Real Time Passenger Information (RTPI)	Re-establish Wokingham Borough Council's access to the Reading RTPI system.	Instigate a maintenance contract for the RTPI equipment in the Borough. Work in partnership with operators to implement a programme of on-vehicle RTPI upgrades.	To expand RTPI provision to all new development sites in the Borough, ensuring that the systems are operational from day 1.
	ITS3 – Consider the viability of cross and smart ticketing.	Investigate options for implementing cross ticketing or smartcards across the Borough.	Encourage operators to purchase ITSO compliant ticket machines.	
	Com1 – Establish a rail service forum	Establish local user group forums that are representative of the Borough's public transport users.	Set up a rail operator forum to promote rail use within the Borough and raise issues identified by the local public transport users forum.	Working with the rail operators the Council can establish future funding bids and provide comments on major schemes such as station redevelopment in the interest of local residents.

Objective	Recommendations	Actions with timescale		
		Short	Medium	Long
Objective 5:- To work with partners to effectively promote information concerning public transport to all user groups	Com2 – Bus service forum	Develop a programme for the implementation of promotional services, which is reviewed in terms of funding and IT infrastructure availability on an annual basis. Continue to subscribe to Traveline for the delivery of the most up-to-date timetable information.	Continue to attend a bus operator forum to promote bus use within the Borough and raise issues identified by the local public transport users forum.	Working with bus operators and neighbouring authorities, the Council can undertake cross-boundary studies and provide feedback on cross-boundary route development.
	Com3 – Promote services and improve public transport information		Work with operators to promote individual routes and services. Where services are supported by Council funding, operators will be required to jointly promote services as part of the tender contract.	Investing in ITS infrastructure at bus stops, which can be used for the promotion of bus services and have the ability to attract commercial revenue streams.
	ES1 – Investigate funding for greener vehicles	To ensure that all tendered services comply to Euro 5 regulations on emissions standards.	Work in partnership with operators to identify funding streams and opportunities for greener buses.	Establish a public transport network that is served by a fleet of low carbon buses.

Objective	Recommendations	Actions with timescale		
		Short	Medium	Long
Objective 6:- Create the necessary framework for improved public transport environmental sustainability	ES2 – Advertise environmental benefits of public transport	Develop a programme of cost effective and targeted advertising in partnership. Partners may include representatives of the air quality action groups, health organisations and commercial partners. This can be developed over the life of this policy document.		
	ES3 – Investigate noise pollution caused by buses	Instigate discussions between bus operators and residents to resolve concerns regarding noise pollution from buses.	Encourage operators to purchase quieter vehicles, such as electric hybrids.	
	ES4 – Review extreme weather contingency plans	Identify those routes that are most likely to be affected by extreme weather and develop contingency plans to protect the core bus routes and any subsequent diversion routes.	Establish a communication system that quickly relays information to operators and members of the public concerning changes to core routes.	To role out a system of RTPI stops on all main corridors within the Borough to aid with the delivery of relevant information in extreme weather events.



## **Appendix 1 Equalities Impact Assessment**



# WOKINGHAM BOROUGH COUNCIL

## EQUALITY IMPACT ASSESSMENT ( EIA )

### Stage 1 – Defining the Scope of the EIA

What is being assessed and who is responsible for carrying out the Assessment?	
1.1 Policy being assessed	Wokingham Public Transport Policy
1.2 Policy Aims and Objectives	To have a clear direction for public transport policy across the Borough supported by a straight forward action plan.
1.3 Department / Service carrying out the Assessment	Traffic, Transport and Road Safety
1.4 Lead Officer carrying out the Assessment	Matthew Gould
1.5 Other internal groups to be Involved.	Corporate Services
1.6 External Partners – Stakeholders / Equality Groups	

<b>Assessing Potential Issues</b>					
1.7	The equality groups to be considered and level of relevance	High	Medium	Low	Notes
	(a) Particular racial groups			√	The proposal will affect all groups equally.
	(b) People with particular Disabilities		√		Appropriate provision for people with disabilities will be considered where necessary. Policies detailed in the plan include consideration under Disability Equality Duty for residents accessing public transport as detailed in the 2010 Equalities Act
	(c) Particular gender groups			√	The proposal will affect all gender groups equally.
	(d) People of particular sexual orientation			√	The proposal will affect people of all sexual orientations equally.
	(e) People of particular age		√		The proposal will affect all age groups equally.
	(f) People with particular religion or faith			√	The proposal will affect all religions and faiths equally.
1.8	Potential issues relating to equality within the Policy	There are no potential issues relating to equality within the public transport policy document			
<b>Assessing impact</b>					
1.9	The equality groups to be considered	Positive	Negative	Neutral	Notes
	(a) Particular racial groups			√	Should any of the proposals within the plan require it, full consultation with all affected parties will be undertaken before implementation.
	(b) People with particular disabilities			√	As (a)
	(c) Particular gender groups			√	As (a)

(d) People of particular sexual orientation			√	As (a)
(e) People of particular age			√	As (a)
(f) People with particular religion or faith			√	As (a)

## Stage 2 – Impact Assessment

<b>Assessing Consultation, Service Delivery and Practical Outcomes</b>	
2.1 Issues raised from other data, research or consultation	None noted
2.2 Measures to be considered to help reduce adverse impact for particular groups	Before the implementation of any proposals, consultation will be undertaken with all affected people.
2.3 List consultation undertaken with appropriate stakeholders and equality groups	<p>Consultation has been undertaken at officer level only at this stage. Further consultation with appropriate stakeholders will take place as elements of the Public Transport Plan are progressed. Such stakeholders are:</p> <ul style="list-style-type: none"> <li>- Wokingham Ability Partnership</li> <li>- Wokingham Learning Disability Partnership Board</li> <li>- Wokingham Area Access Group</li> </ul>
2.4 Issues raised and feedback from stakeholders and equality groups	None
2.5 Main issues that may hinder effective implementation of measures	No such issues are expected that relate to equality groups.

### Stage 3 – Options and Decisions

3.1 Main conclusions and recommendations of EIA	At this stage of the process there is a neutral impact on all equality groups with the exception of people with particular disabilities. However impact on this particular group will be considered carefully in line with the 2010 Equalities Act. Until further work progresses on individual elements of the Public Transport Plan no further action is considered necessary with regard to equality groups.
3.2 Feedback to stakeholders and equality groups / Review of EIA	

### Stage 4 – Implementation and Review

Action Required	Timeframe	Resources/ Cost	Lead Officer Responsible	Relevant Vision Statement/ Performance Indicator
No actions identified at this stage.			Matthew Gould	

**Stage 5 – Publishing Results**

5.1 Where are published results available?	
5.2 Report included on WBC internet / intranet pages?	
5.3 Where to view a copy of the policy?	
5.4 Where to find copy of final Member decision paper	

<p><b>Name / Position of Officer completing</b></p> <p><b>Matt Gould – Team Leader, Traffic, Transport and Road Safety</b></p> <p><b>Signed</b>.....</p> <p><b>Date</b> .....</p>	<p><b>Name of Senior Manager Authorising Assessment/Action Plan</b></p> <p><b>Matt Davey – Head of Technical Services</b></p> <p>.....</p> <p>.....</p>
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