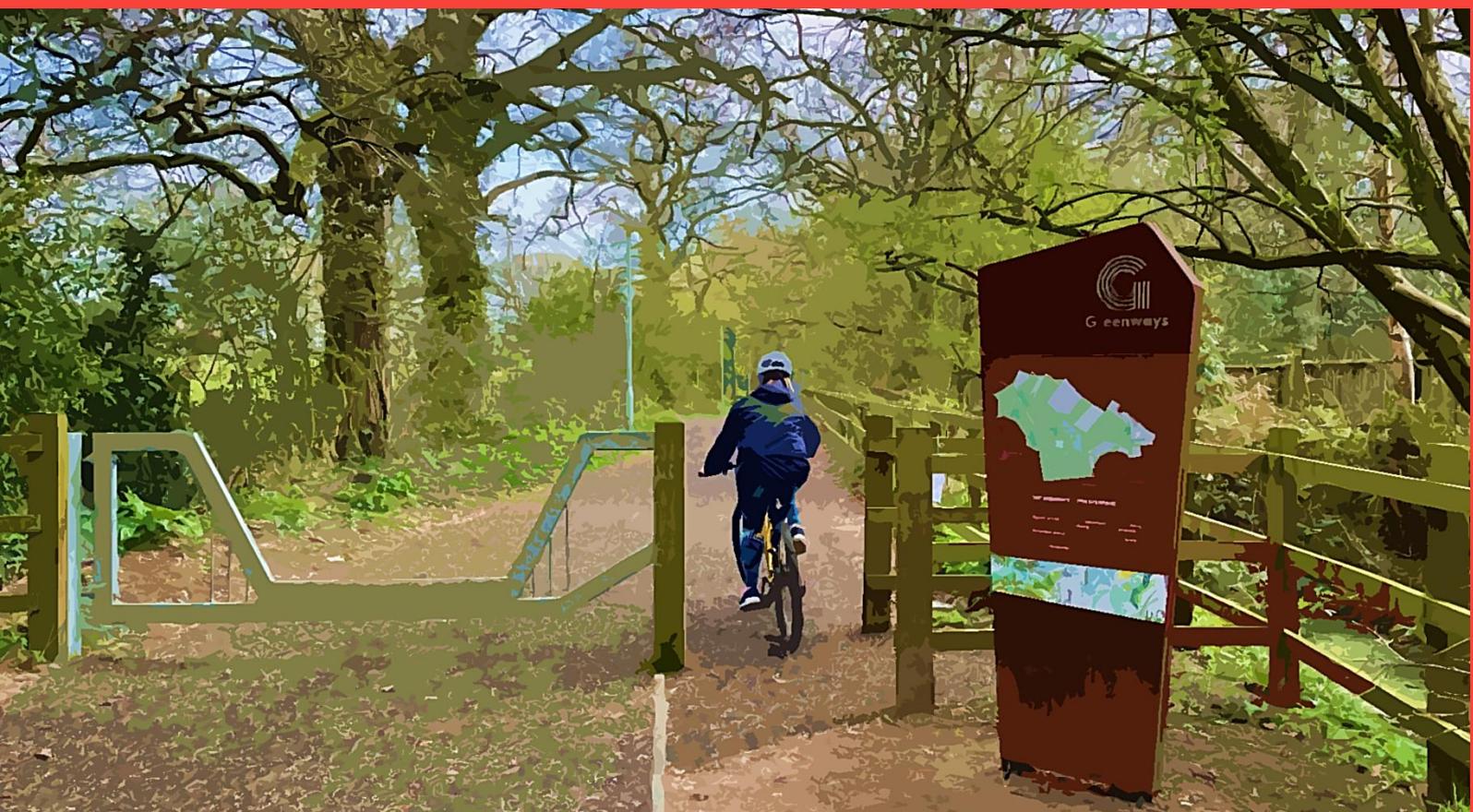


WOKINGHAM
BOROUGH COUNCIL

LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

CONSULTATION SUMMARY REPORT
JANUARY 2023



WOKINGHAM
BOROUGH COUNCIL

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Wokingham Borough Council

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Consultation Summary Report

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APPENDICES

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1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. Wokingham Borough Council is developing a Local Cycling and Walking Infrastructure Plan (LCWIP). This is a new, strategic approach to identify cycling and walking improvements required at the local level. Such improvements are part of a long-term approach to develop local cycling and walking networks, as part of the Government's strategy to increase the number of trips made on foot or by cycle.
- 1.1.2. The aim of the LCWIP is to determine where best to focus future investment in active travel infrastructure to support walking and cycling across the borough. This might include providing new cycle routes, improving footways and crossings, creating 'school streets' or reducing the impact of through-traffic in local neighbourhoods.
- 1.1.3. Wokingham Borough Council have been seeking input from across the local community to help shape the outcome of the LCWIP. This has included working in partnership with local stakeholders to identify priority areas and locations for planning and providing infrastructure to enable more cycling and walking journeys to be made. Through this consultation in late Summer to Autumn 2022, Wokingham Borough Council are seeking thoughts on proposed draft cycling and walking network plans and the improvements that might be needed to make these key routes safer and more convenient to use.
- 1.1.4. In addition to the cycling and walking network plans, a series of 19 area-based initiatives are being proposed for neighbourhoods within the borough, focusing more on localised interventions.

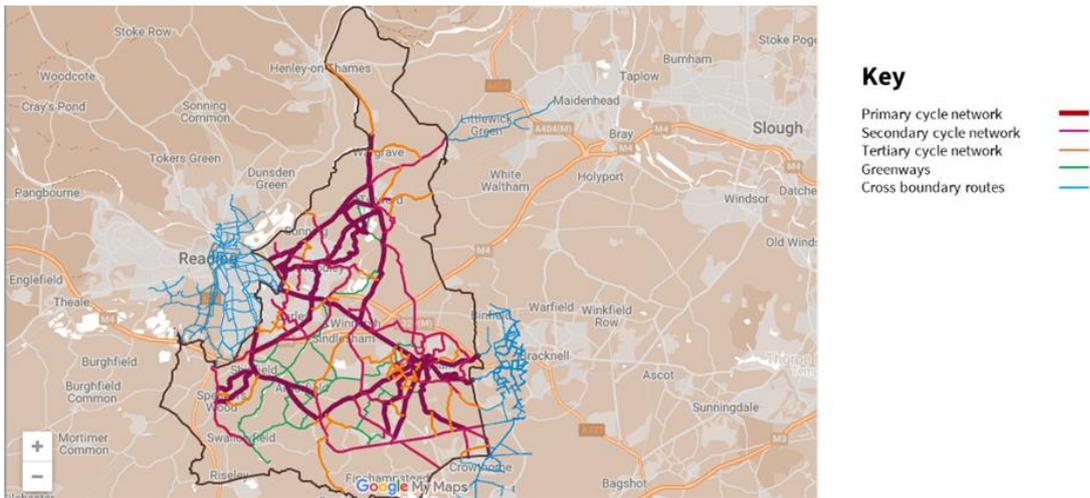
1.2 LOCATION

- 1.2.1. The LCWIP plans are focused on the Borough of Wokingham, which is located between Reading and Bracknell, in Berkshire. Wokingham is situated on the rail line between Reading and London Waterloo, at a junction where the line splits to form the North Downs Line towards Redhill and Gatwick Airport. The A329(M) motorway and M4 also pass close to the town.
- 1.2.2. The LCWIP focused on developing routes across the Borough, including in locations in Arborfield and Newland, Barkham, Charvil, Earley, Finchampstead, Remenham, Ruscombe, St. Nicholas, Hurst, Shinfield, Sonning, Swallowfield, Twyford, Wargrave, Winnersh, Wokingham Without, Woodley, and Wokingham town.
- 1.2.3. The LCWIP process focused on areas within the Borough of Wokingham where it was considered that there was both existing demand for cycling and walking trips, as well as the future potential for increasing these further. Throughout the process, the intention is that the LCWIP is updated and can be added to and widened in scope, in order to include new developments when these arise.

1.3 BOROUGH-WIDE CYCLE NETWORK

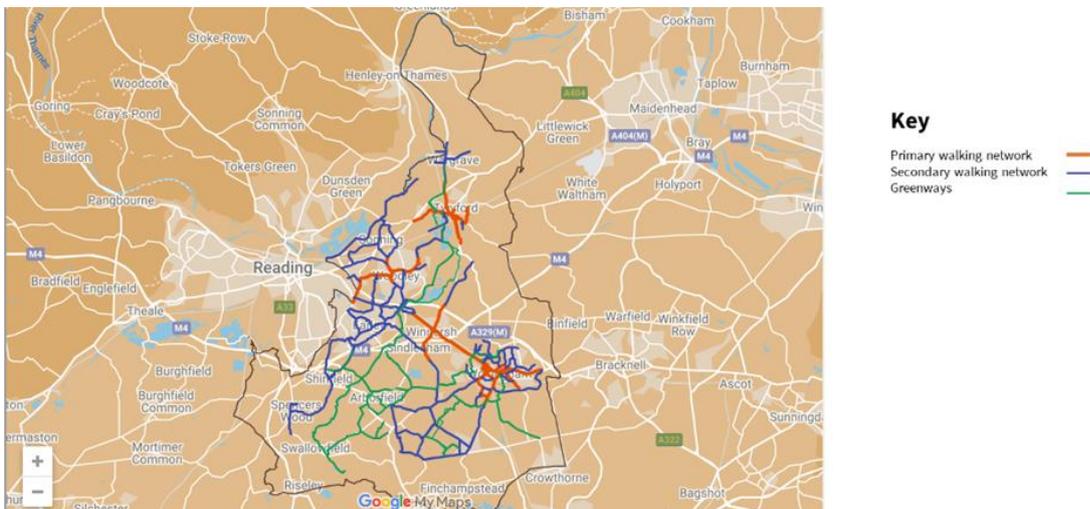
- 1.3.1. As part of the LCWIP, a draft Borough-Wide Cycle Network Plan has been developed based on previous feedback, and is now presented for further consultation. This shows the proposed cycle network for Wokingham Borough and how it connects with cycling routes in neighbouring local authorities. It is based on analysis of where people are most likely to cycle and has been divided it into three networks: primary, secondary and tertiary.

- 1.3.2. **The primary network** consists of the most popular routes, which typically connect towns and villages to other town centres or places where many people work and study. On these routes, the aim is to keep cyclists separate from both vehicle traffic and pedestrians wherever space allows.
- 1.3.3. **The secondary network** comprises routes which support the primary network, also based on popularity and put forward by local people during earlier phases of consultation.
- 1.3.4. **The tertiary network** is usually along quieter, residential streets which contribute towards a joined-up cycle network across the borough. These are shown in the map below.



1.4 BOROUGH-WIDE WALKING NETWORK

- 1.4.1. A draft Borough-Wide Walking Network Plan has been developed based on previous feedback, and is now presented for further consultation. Routes have been identified where people are most likely to walk, with this information used to develop a primary and secondary network.
- 1.4.2. **The primary network** is typically along main pedestrian routes through busy urban shopping and business areas, with improvements identified that could make walking safer and easier.
- 1.4.3. **The secondary network** consists of lesser used but still popular routes, mostly through local areas feeding into the primary network. These are shown in the map below.

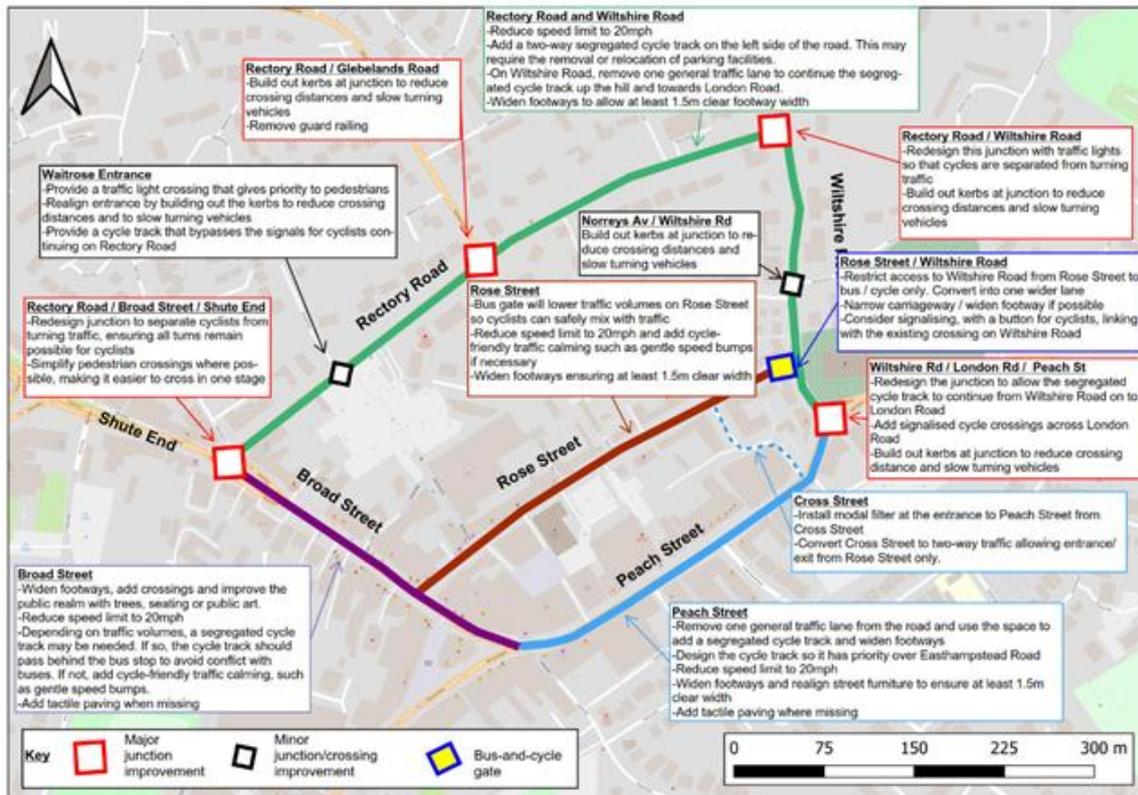


1.5 AREA-BASED LCWIP SCHEMES

1.5.1. In addition to the Network plans for walking and cycling, the LCWIP also included a total of 19 area-based schemes, which focus more specifically on measures in a more localised area. The following locations have been proposed for area-based improvements as part of the LCWIP:

- Central Wokingham
- Shinfield
- Easthampstead Road
- Finchampstead Road
- London Road
- Spencers Wood
- Earley
- Wargrave
- Barkham Road
- A4 Bath Road
- Observer Way
- Woodley
- Oxford Road
- Wokingham to Bracknell Greenway
- Reading Road
- Twyford
- Nightingale Road
- Church Road Woodlands Avenue
- Winnersh

1.5.2. Each of the area-based schemes includes more detail of the measures proposed than presented in the network plans, which are more focused on connections. For example, details are given as to the precise nature of the improvements through annotations and labelling. These include measures such as footway widening, segregated cycleway introduction, junction redesign and new crossing locations. An example of the information presented is shown below (shown here: Central Wokingham area-based schemes).



2 CONSULTATION

2.1 SCHEME INFORMATION

2.1.1. The Wokingham Borough Council Commonplace website included information about the proposed elements of the Wokingham LCWIP plans. This included a series of project information pages, incorporating text information as well as mapping to show the proposals for the Borough-Wide Cycle Network Plan, and Walking Network Plan, plus individual pages for each of the area-based schemes.

2.1.2. Information content available on the Wokingham Borough Council Commonplace website, included a navigation page – listing all of the elements of the planned LCWIP. From here, it is possible to select individual schemes and view more in-depth detail about the proposals for these areas as part of the planned LCWIP improvements. An example shown below for the **Church Road / Woodlands Avenue** area-based scheme shows the information presented – which includes a text-based overview of the proposals, vibrant and clear mapping indicating the location of the proposed interventions, plus a link to allow for comment on the proposals.

< Home Church Road/Woodlands Avenue 125 responses

1/1

Church Road

These proposals would involve reducing the speed limit on Church Road to 20mph. Footways would be widened to a minimum of 1.5m along the entire route, taking space from grass verges and the carriageway. Where width is available a segregated cycle track would be considered, otherwise on other sections we would consider shared use paths for both pedestrians and cyclists.

Larger junctions would be redesigned to separate cycles from turning traffic using traffic lights. Pedestrian crossings at these junctions will also be simplified where possible, to allow crossing in a single stage. At smaller junctions the kerb would be built-out to reduce crossing distances and slow turning vehicles.

A separate scheme is being developed between Woodlands Avenue to Culver Lane as part of the Government's Active Travel Fund, [you can comment on this scheme here](#).

Map Callouts:

- Culver Lane roundabout:**
 - Review the roundabout layout to slow down vehicles
 - Reduce to single lane approaches on all approaches
 - Improve crossing facilities on all arms
- Woodlands Avenue - Palmer Park:**
 - A separate scheme is being developed for this area as part of the Active Travel Fund
- Palmerstone Road:**
 - Palmerstone Road to Anderson Avenue: Consider converting grass verges to footways and investigate using this extra space to provide a segregated cycle track. This will depend on the available width and other constraints. Reduce speed limit to 20mph and consider use of traffic calming.
- St Peters Road to Wokingham Road:**
 - Reduce speed limit to 20mph, with consideration given to traffic calming (such as speed humps, carriageway narrowing)
 - Widen footways to a minimum of 1.5m
 - Remove guardrailling
 - Cut back and maintain vegetation
- Wilderness Road between Wokingham Road and Whiteknights Road:**
 - Remove bollards by the Co-op, replace with planters
 - Widen footways to a minimum of 1.5m, reallocating space from the general carriageway where necessary
 - Improve drainage near signalised crossing
 - Introduce double yellow lines to deter footway parking
- Church Road bridges (over A3290 and rail line):**
 - Reduce speed limit to 20mph, with consideration given to traffic calming
 - Introduce a dropped kerb and remove guardrailling at Mays Lane
 - Investigate whether a shared use footway between cyclists and pedestrians can be introduced here
 - Widen footways to a minimum of 1.5m
 - Introduce lighting over the bridge
 - Cut back and maintain vegetation
- St Peters Road and Heath Road (side roads):**
 - Build out kerbs at junction to reduce crossing distances and slow turning vehicles
 - Remove guard railing by Heath Road
- Wokingham Road / Wilderness Road junction:**
 - Redesign of this junction to provide safe and convenient crossings for cyclists and pedestrians between all arms
 - This would require taking some roadspace away from the carriageway
- Oldfield Close / Palmerstone Road / Eastcourt Avenue / High Tree Drive (side roads):**
 - Build out kerbs at junction to reduce crossing distances and slow turning vehicles
- Offfield Close:**
 - Build out kerbs at junction to reduce crossing distances and slow turning vehicles

Key: Major junction improvement (red square), Minor junction/crossing improvement (black square)

Scale: 0 to 0.8 km

2.2 DATA COLLECTION

2.2.1. Feedback on the LCWIP proposals were collected via two channels:

- The commonplace map (allowing comments to be pinned to an interactive map)
- The Engage Survey (a separate conventional question-based survey).

2.2.2. In addition to these, some emails and letters providing feedback on the proposals were received by the project team – a summary of this feedback is provided in Chapter 5 of this report.

2.3 RESPONSE RATE

2.3.1. The consultation received a strong response rate, with close to 4,000 respondents giving feedback on the LCWIP proposals for Wokingham Borough. Of these, the vast majority were received via the Commonplace platform, with a further 140 responses being received through the Engage Survey.



3 CLOSED RESPONSE QUESTIONS

3.1 DEMOGRAPHICS AND EQUALITIES

Age group

Figure 3-1 - 'What is your age?'

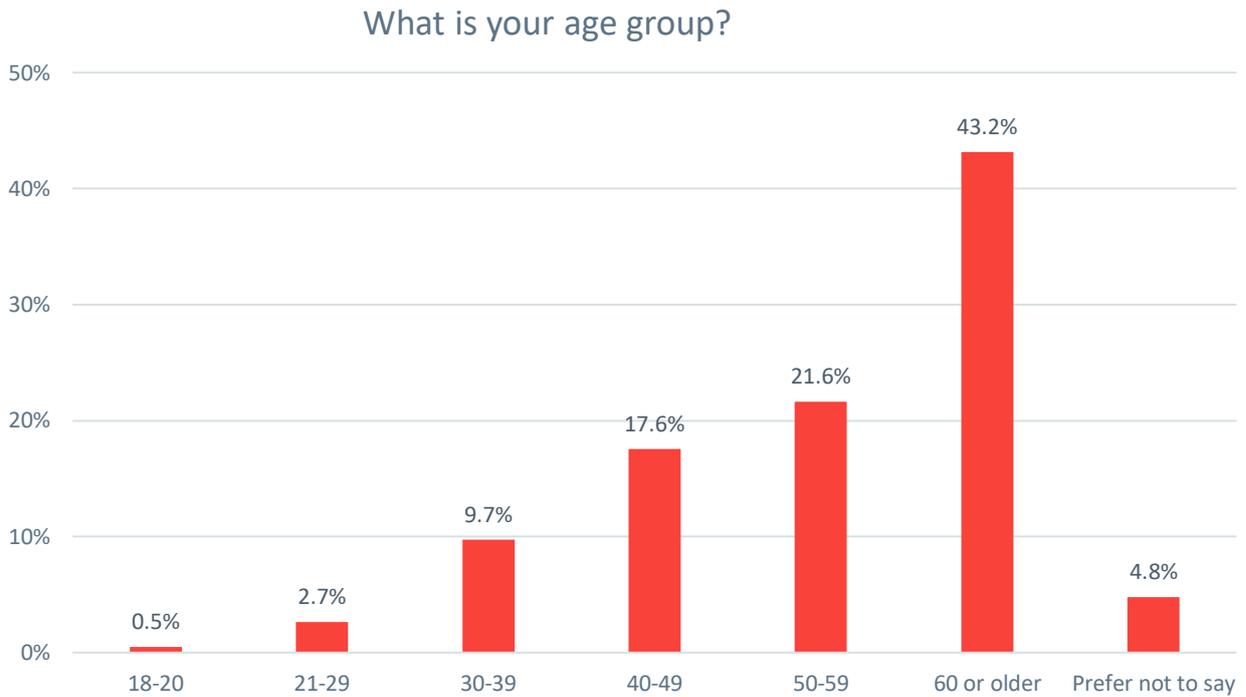


Figure 3-1 shows the age groups of respondents. This question was asked as part of both the commonplace and engagement consultations, reaching a total of 3,922 people. Of this, 2,528 people provided a response (64.4%).

Of the 2,528 who provided an answer, 1,091 respondents were 60 or older (43.2%), 547 respondents were 50-59 (21.6%) and 444 were 40-49 (17.6%). Following this, a further 246 were 30-39 (9.7%), 67 were 21-29 (2.7%) and 12 were aged 18-20 (0.5%). A total of 121 selected that they preferred not to say (4.8%).

Gender

Figure 3-2 - 'What is your gender?'

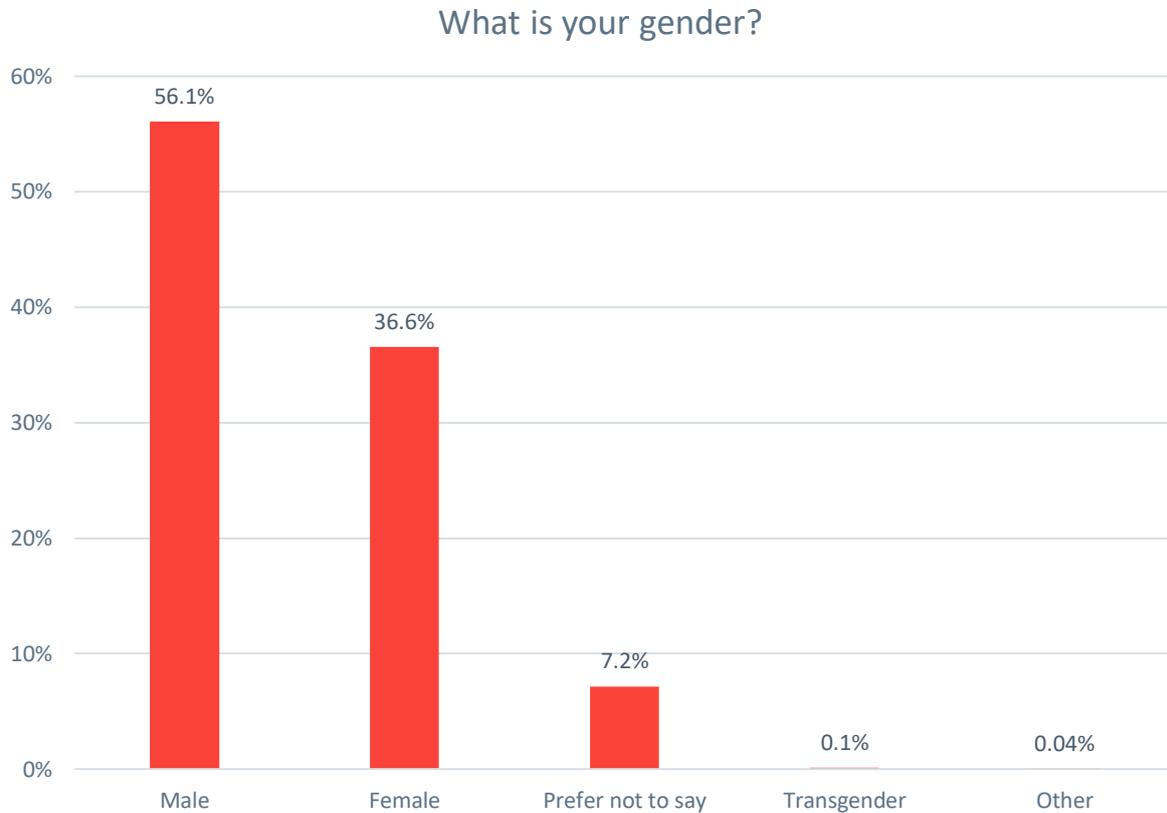
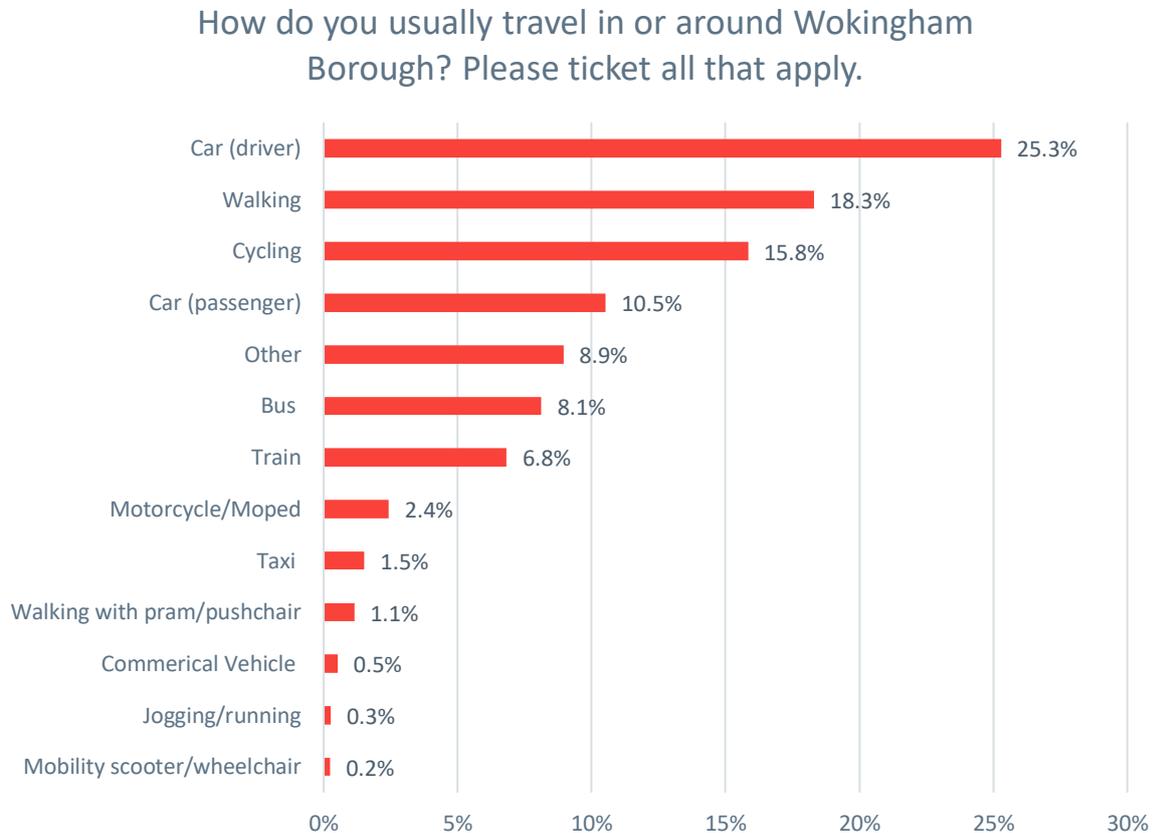


Figure 3-2 shows respondent's gender. This question was asked as part of both the commonplace and engagement consultations, reaching a total of 3,922 people. Of this total, 2,765 provided an answer to this question (70.5%).

Of the 2,765 who provided an answer, 1,551 identified as male (56.1%), 1,011 identified as female (36.6%) and 198 selected that they would prefer not to say (7.2%). Following this, 4 respondents identified as transgender (0.1%), and 1 respondent selected 'other' (0.04%).

How do you usually travel around Wokingham Borough? (Commonplace only)

Figure 3-3 - 'How do you usually travel in or around Wokingham Borough? Please tick all that apply.'



Of the 3,782 responding to this survey, 2,641 provided an answer to this question (69.8%).

Respondents were able to select more than one transport option and a total of 8,672 individual transport options were selected from the 2,642 providing an answer.

Figure 3-3 shows that the largest proportion of respondents travel in or around Wokingham via car as a driver, selected by 2,193 respondents (25.3%). A total of 1,588 respondents identified that they travel in or around the Borough by walking (18.3%), 1,374 cycle (15.8%) and 913 travel via car as a passenger (10.5%). A further 776 respondents selected 'other' (8.9%), anything not listed as a pre-defined answer fall under this. A further 705 respondents selected they travelled via bus (8.1%), 592 selected train (6.8%) and 211 selected they travel via a motorcycle/moped (2.4%). A total of 132 respondents travel via taxi (1.5%), 99 walk with a pram/pushchair (1.1%), 45 travel in a commercial vehicle (0.5%), 23 respondents jog/run around Wokingham (0.3%) and 21 respondents travel in mobility scooters/wheelchairs (0.2%).

Are you responding on behalf of an organisation? (Commonplace only)

Figure 3-4 - 'Are you responding on behalf of an organisation?'

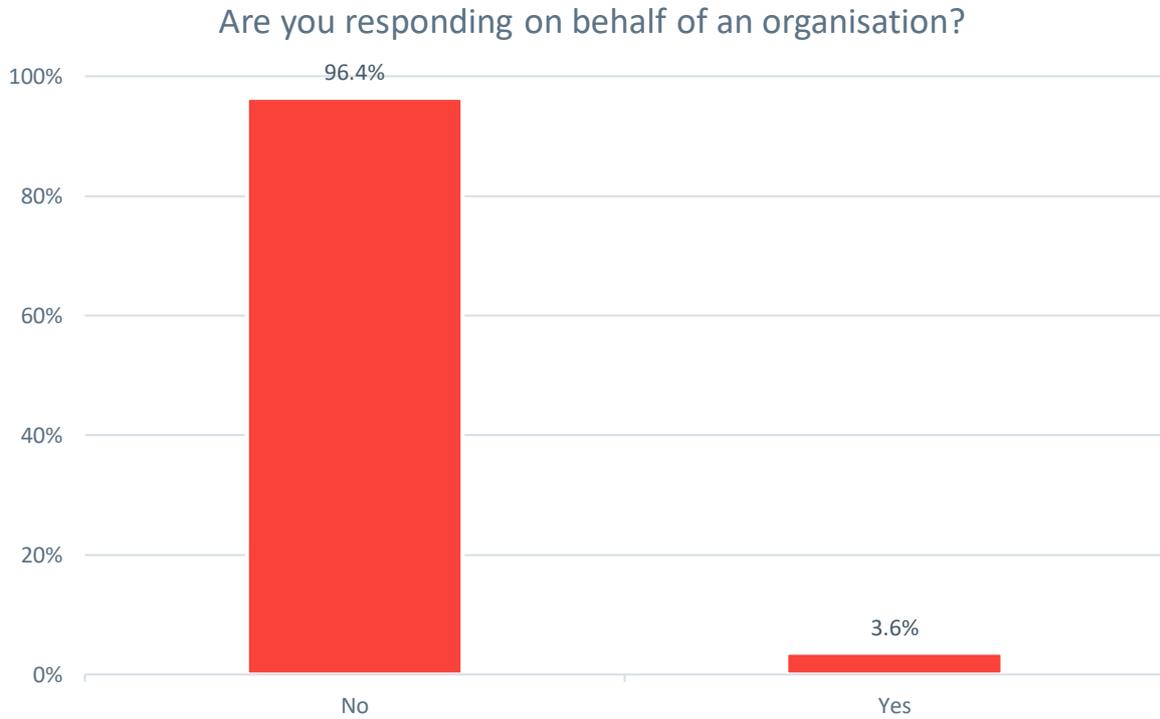


Figure 3-4 shows where the respondents were asked 'Are you responding on behalf of an organisation?'. The question was responded to by 2,259 respondents out of the 3,782 who completed the Commonplace survey (59.7%). Of those providing an answer, 2,177 responded with 'No' (96.4%) and 82 responded with 'Yes' (3.6%).

What is your employment status? (Commonplace only)

Figure 3-5 - 'What is your employment status?'

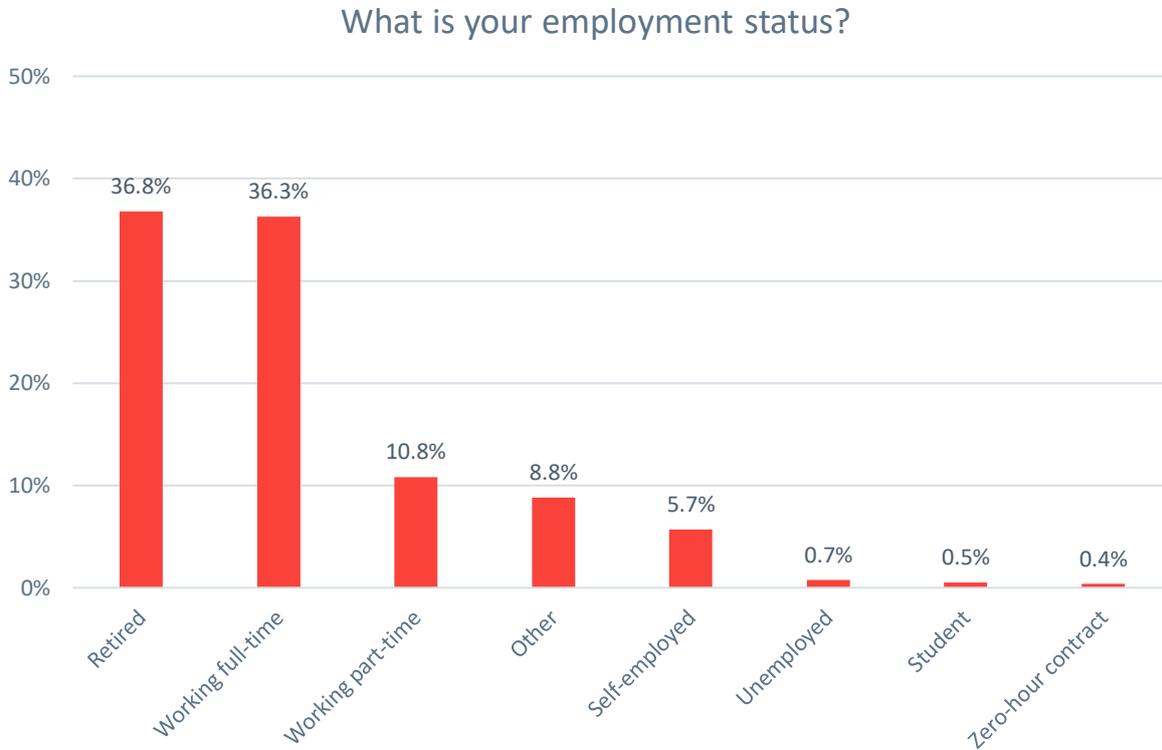
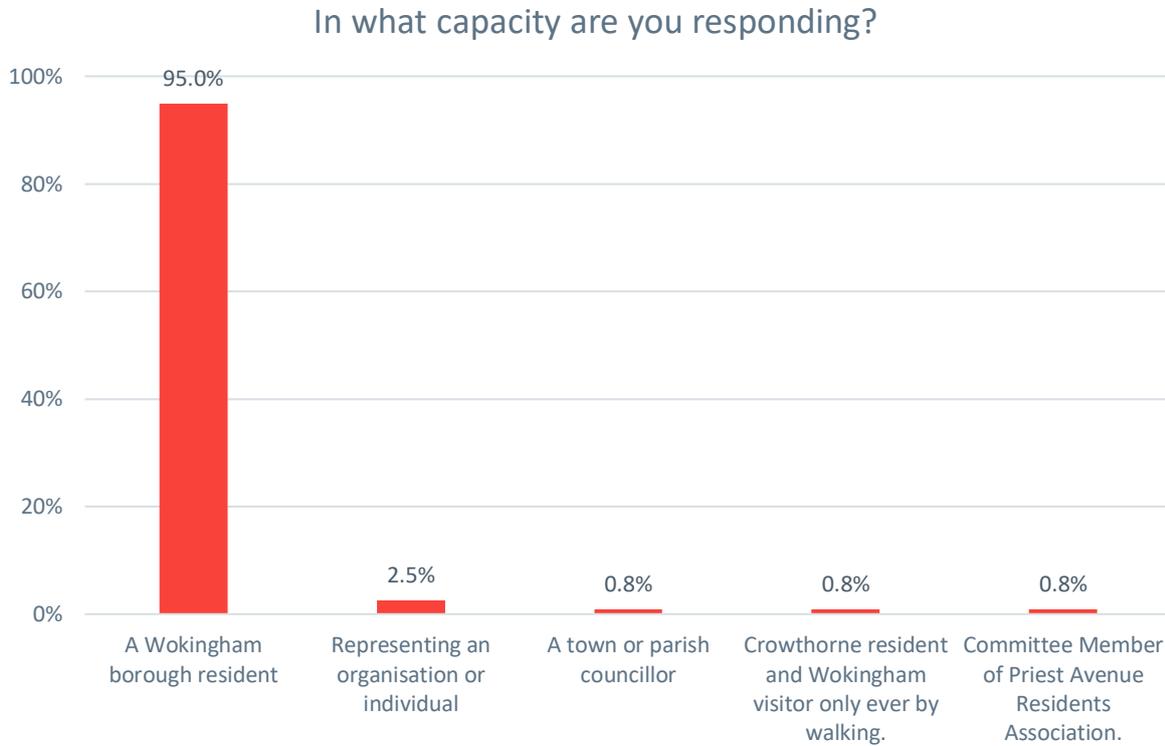


Figure 3-5 shows where the Commonplace survey asked respondents 'What is your employment status?'. The question received responses from 2,668 of the 3,782 respondents to the Commonplace survey (70.5%).

Of those providing an answer, 981 were retired (36.8%), 968 were working full-time (36.5%) and 289 respondents were working part-time (10.8%). A further 235 respondents selected 'other' (8.8%), 152 respondents were self-employed (5.7%), 20 respondents were unemployed (0.7%), 13 were students (0.5%) and 10 were on zero-hour contracts (0.4%).

In what capacity are you responding? (Engage survey only)

Figure 3-6 - 'In what capacity are you responding?'



Respondents to the Engage survey were asked what they are responding as. A total of 119 respondents provided an answer to this question out of a possible 140 who completed the Engage survey (85%).

Figure 3-6 shows that of those responding, 113 identified that they are a Wokingham Borough resident (95%), followed by 3 respondents who were representing an organisation or individual (2.5%). 1 respondent was each a Town or Parish Councillor, a Crowthorne resident and Wokingham visitor only ever by walking, or a Committee Member of Priest Avenue Residents Association (0.8% each).

Ethnicity (Engage survey only)

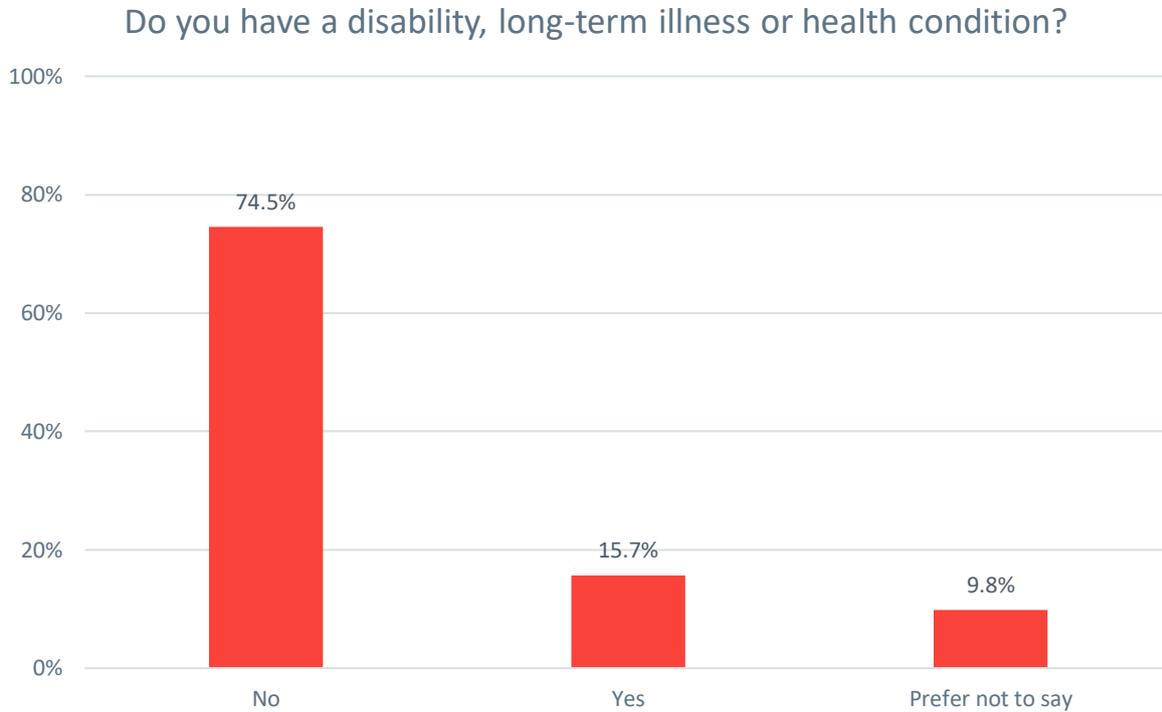
Figure 3-7 - 'What race or ethnicity best describes you?'



As part of the Engage survey, respondents were asked 'What race or ethnicity best describes you?'. This question received 103 responses from a possible 140 (73.6%). Of this, 89 respondents selected 'White: British' (86.4%), 7 selected 'White: Other' (6.8%), 6 preferred not to say (5.8%) and 1 respondent selected 'Asian/British Asian: Chinese' (0.9%) – 26.4% of Engage survey respondents did not provide an answer to this question.

Disability / long-term illness or health condition (Engage survey only)

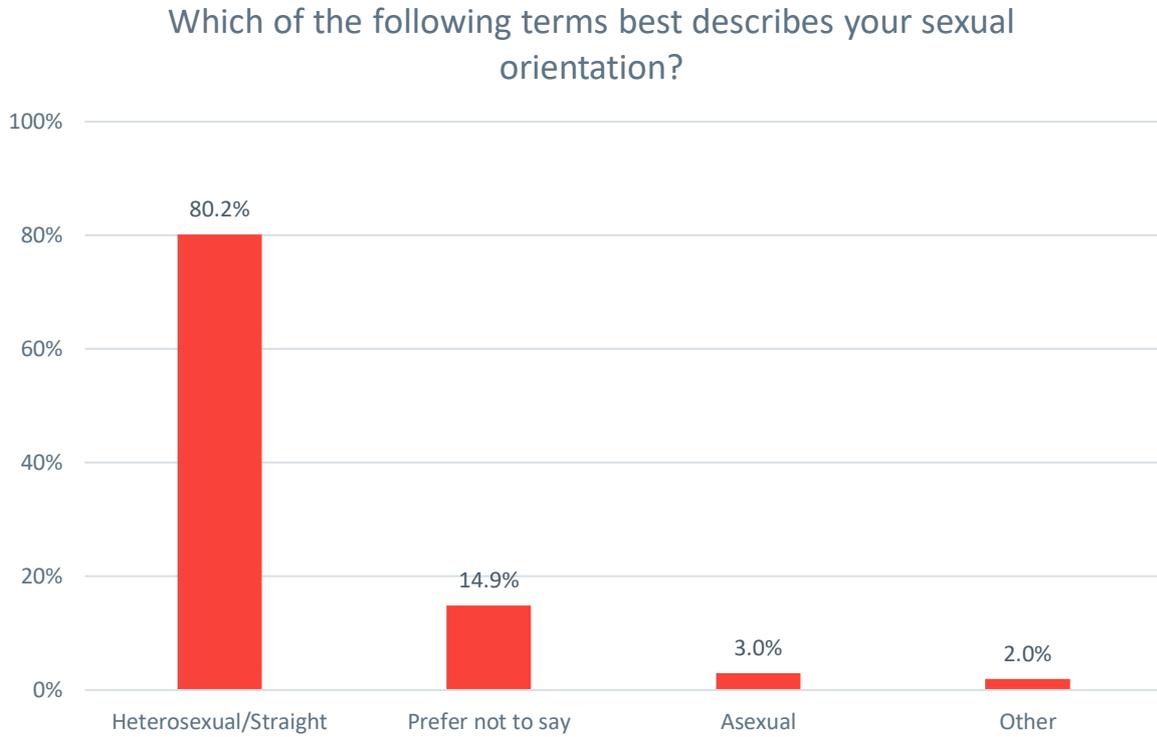
Figure 3-8 - 'Do you have a disability, long-term illness, or health condition?'



The respondents to the Engage survey were asked 'Do you have a disability, long-term illness, or health condition?'. This received responses from 102 of the 140 Engage respondents (72.9%). Of those who provided an answer, 76 selected 'No' (74.5%), 16 selected 'Yes' (15.7) and 10 selected that they would prefer not to say (9.8%).

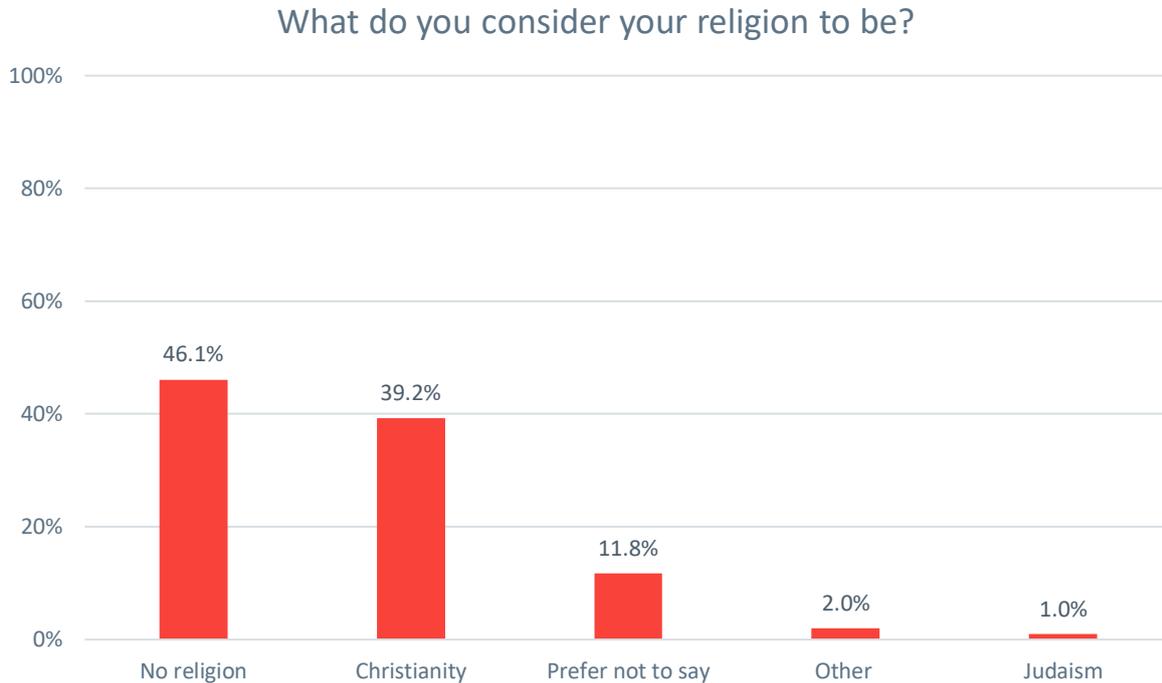
Other equalities questions (Engage survey only)

Figure 3-9 - 'Which of the following terms best describes your sexual orientation?'



The 140 respondents to the Engage survey were asked 'Which of the following terms best describes your sexual orientation?', 101 of these respondents provided an answer (72.1%). 81 respondents selected 'Heterosexual/Straight (57.9%), 15 selected that they would prefer not to say (10.7%), 3 selected 'Asexual' (2.1%) and 2 respondents selected 'Other' (1.4%).

Figure 3-10 - 'What do you consider your religion to be?'



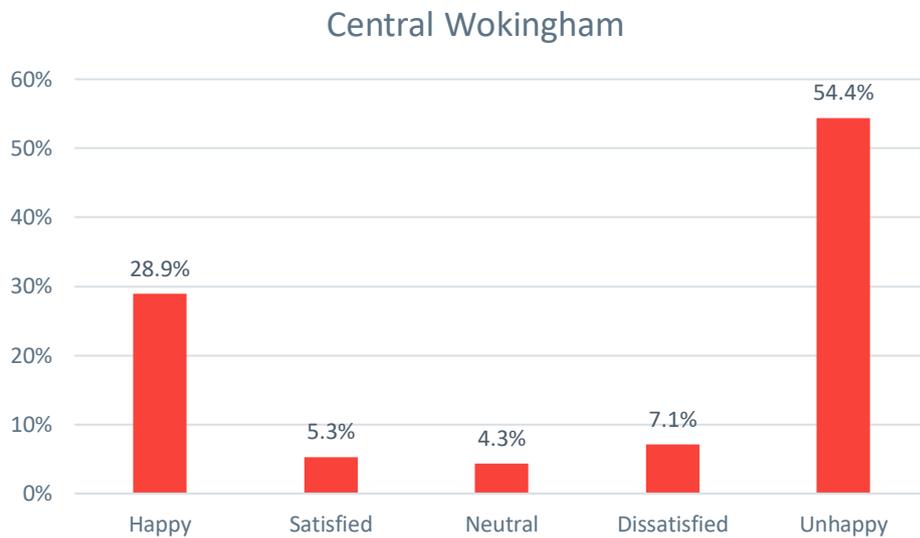
The Engage survey respondents were asked 'What do you consider your religion to be?' – of the 140 receiving this survey, 102 provided an answer (72.9%). Of those providing a response, 47 selected 'No religion' (46.1%), 40 respondents selected 'Christianity' (39.2%) and 12 selected that they would prefer not to say (11.8%). Following this, a further 2 respondents selected 'other' (2.0%) and 1 respondent selected 'Judaism' (1.0%).

3.2 ATTITUDES TOWARDS AREA-BASED LCWIP SCHEMES

3.2.1. Respondents were asked to give their overall view on the area based LCWIP schemes. This question was only raised in the Commonplace survey, but did not appear in the Engage survey.

Central Wokingham

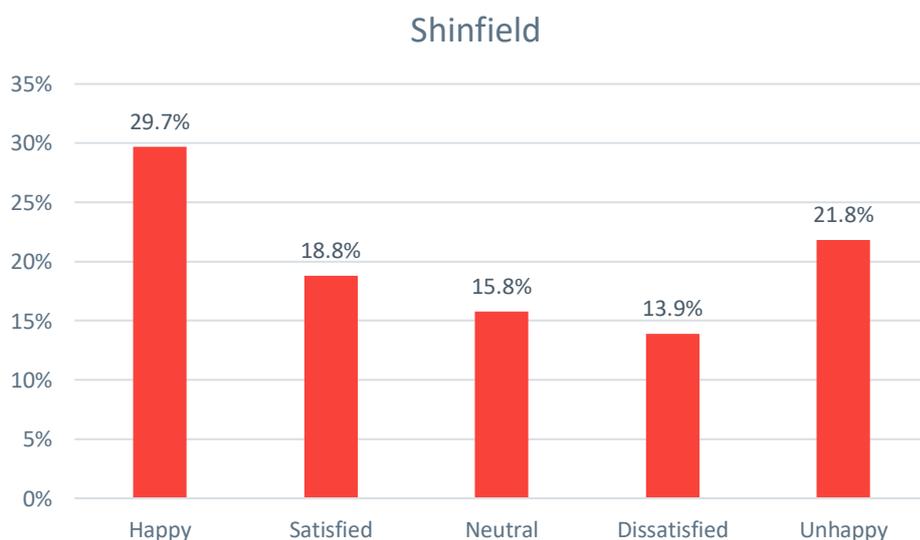
Figure 3-11 - Central Wokingham



Central Wokingham received responses from the largest number of people – 491 respondents of the 3,782 Commonplace survey respondents (13%). Of this, 267 were unhappy about the proposals (54.4%), 21 were neutral (4.3%) and 35 were dissatisfied (7.1%). Despite this, 142 respondents were happy with proposals (28.9%) and 26 were satisfied (5.3%).

Shinfield

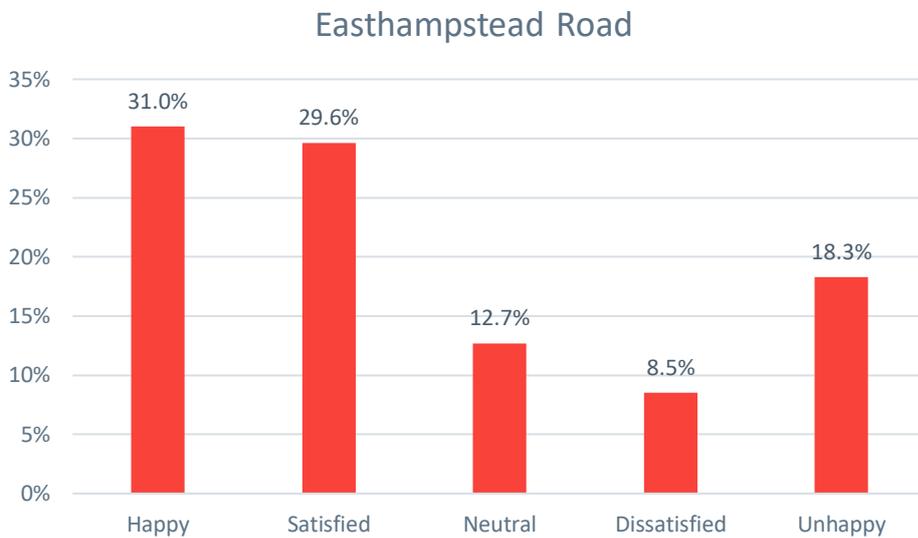
Figure 3-12 - Shinfield



Shinfield received responses from 101 respondents (2.7%). Of this, 30 were happy with the proposed interventions (29.7%), 19 were satisfied (18.8%) and 16 were neutral (15.8%). Despite this, 22 were unhappy (21.8%) and 14 were dissatisfied (13.9%).

Easthampstead Road

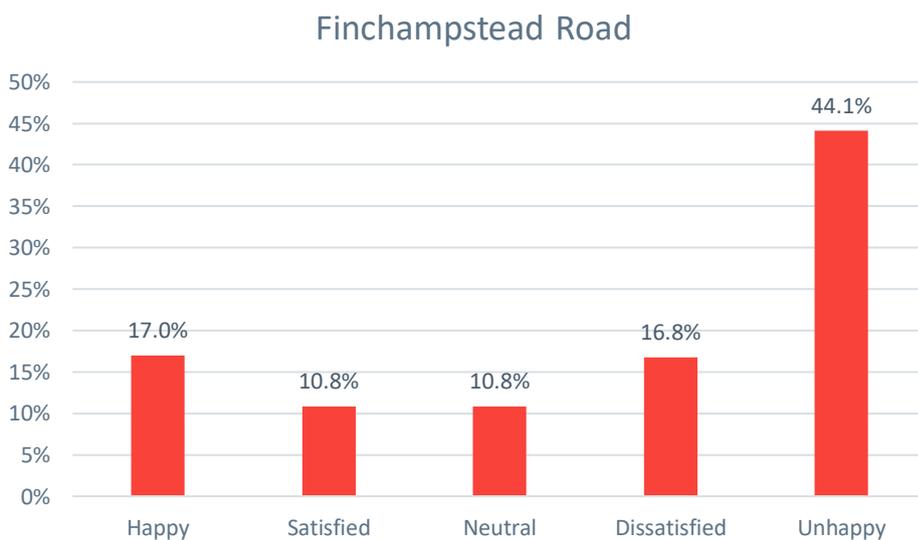
Figure 3-13 - Easthampstead Road



Easthampstead Road received 71 responses (1.9%). Of the 71, 22 are happy about the proposals (31%), 21 were satisfied (29.6%) and 9 were neutral (12.7%). Despite this, a further 13 were unhappy with the proposals (18.3%) and 6 were dissatisfied (8.5%).

Finchampstead Road

Figure 3-14 - Finchampstead Road



There were 279 responses for Finchampstead Road out of a possible 3,782 (7.4%). A total of 123 respondents were unhappy with the proposals (44.1%), 47 were dissatisfied (16.8%) and 30 were neutral (10.8%). A further 49 respondents were happy about the proposed interventions at this location (17.6%) and 30 were satisfied (10.8%).

London Road

Figure 3-15 - London Road



In total, 230 respondents provided a response to proposed interventions at London Road (6.1%). Of this, 92 respondents were unhappy with proposals (40%), 16 were dissatisfied (7%) and 18 were neutral (7.8%). Following this, 83 respondents were happy about the proposals for London Road (36.1%) and a further 21 were satisfied (9.1%).

Spencers Wood

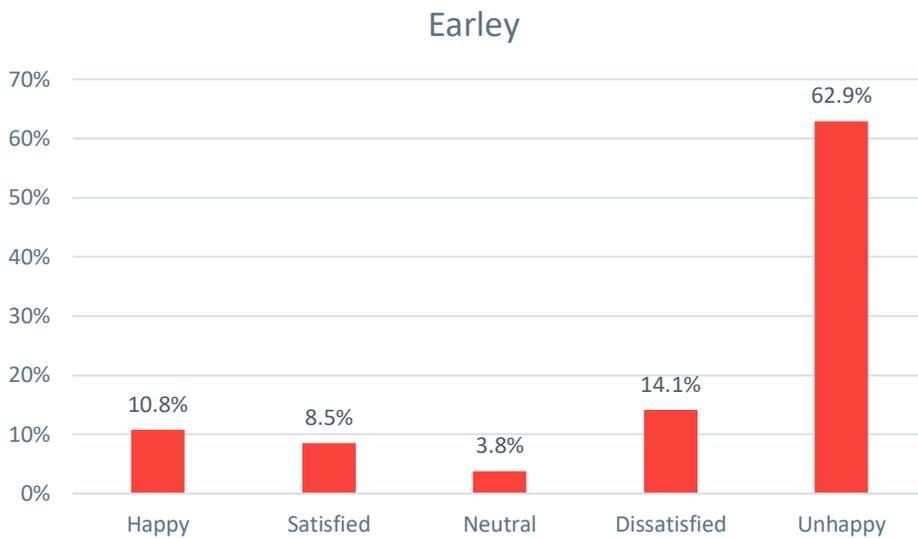
Figure 3-16 - Spencers Wood



Spencers Wood received replies from 47 respondents (1.2%). Of the 47 responses, 17 respondents were happy with proposals (36.2%), 14 were satisfied (29.8%) and 4 were neutral (8.5%). Following this, 8 respondents were unhappy with the proposals (17%) and 4 were dissatisfied (8.5%).

Earley

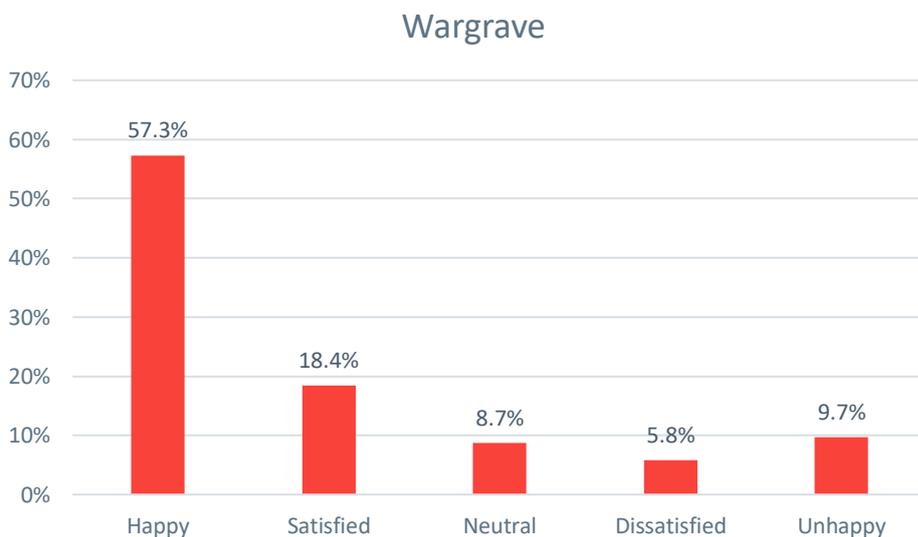
Figure 3-17 - Earley



Earley was responded to by 213 respondents (5.6%). Of this, 134 were unhappy (62.9%) and 30 were dissatisfied (14.1%). A further 23 respondents were happy with proposals (10.8%), 18 were satisfied (8.5%) and 8 were neutral (3.8%).

Wargrave

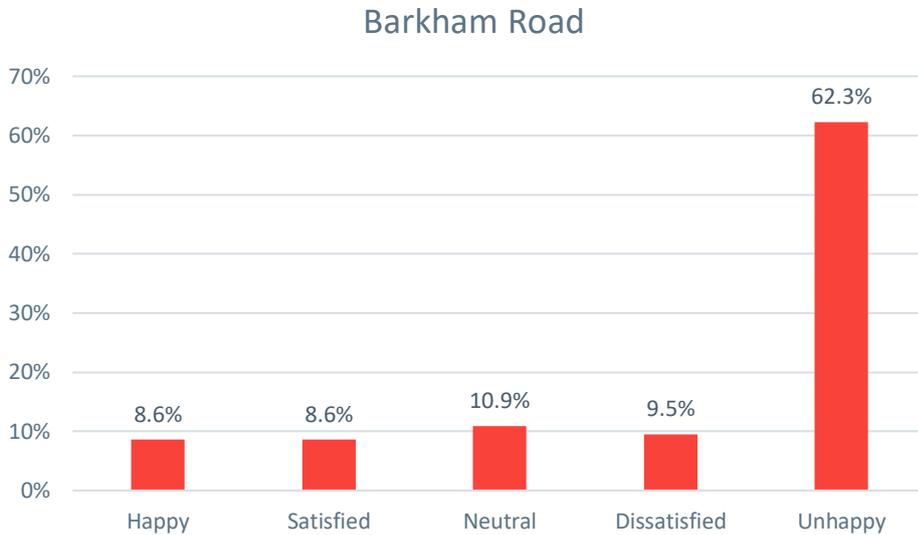
Figure 3-18 - Wargrave



Wargrave received responses from 103 respondents (2.7%). Of this, 59 were happy with the proposals (57.3%), 19 were satisfied (18.4%) and 9 were neutral (8.7%). Following this, a further 10 respondents were unhappy with proposals at Wargrave (9.7%) and 6 were dissatisfied (5.8%).

Barkham Road

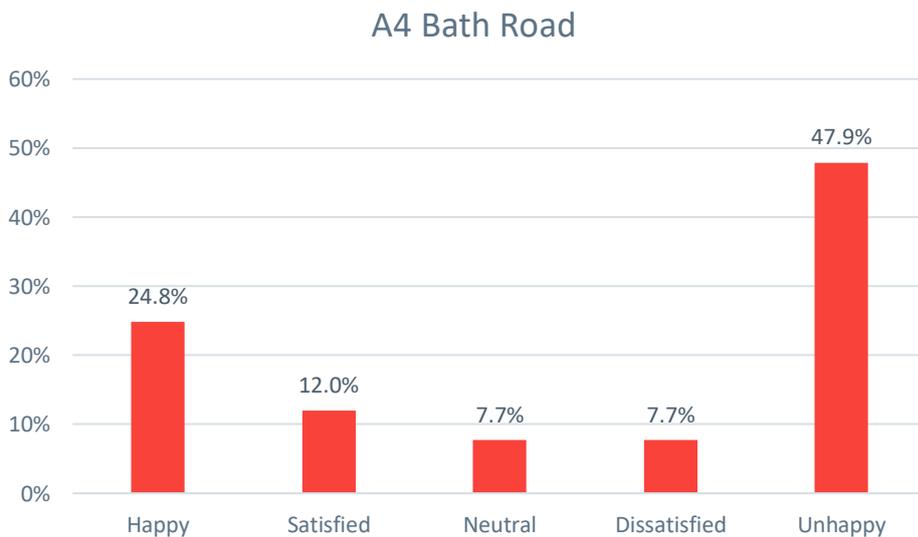
Figure 3-19 - Barkham Road



A total of 220 respondents provided an answer for proposed interventions at Barkham Road (5.8%). Of this, 137 were unhappy with the proposals at Barkham Road (62.3%), 21 were dissatisfied (9.5%) and 24 were neutral (10.9%). Following this, only 19 were happy with the proposals (8.6%) and a further 19 were satisfied (8.6%).

A4 Bath Road

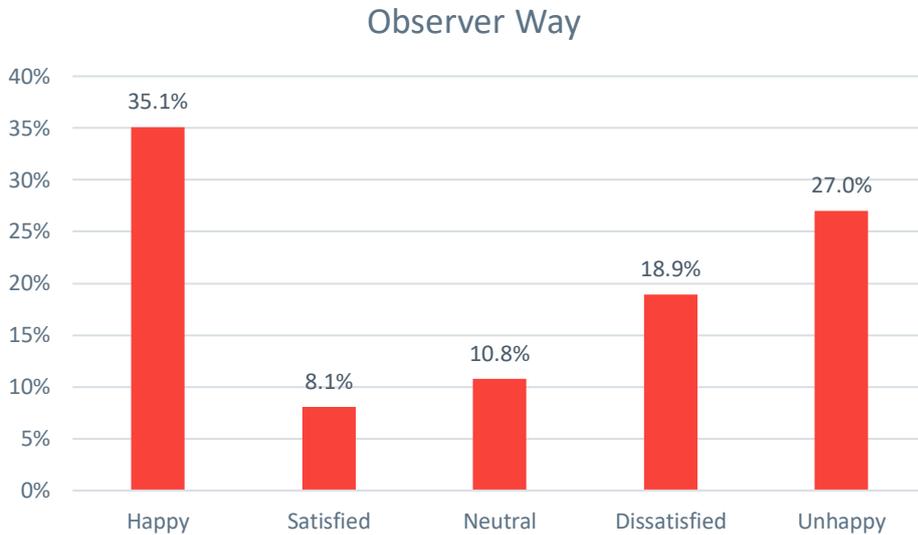
Figure 3-20 - A4 Bath Road



Regarding proposed interventions at A4 Bath Road, 117 responses were received (3.1%). Of this, 56 were unhappy with proposals (47.9%), 9 were dissatisfied (7.7%) and 9 were neutral (7.7%). A total of 29 respondents were happy with the proposals (24.8%) and 14 were satisfied (12%).

Observer Way

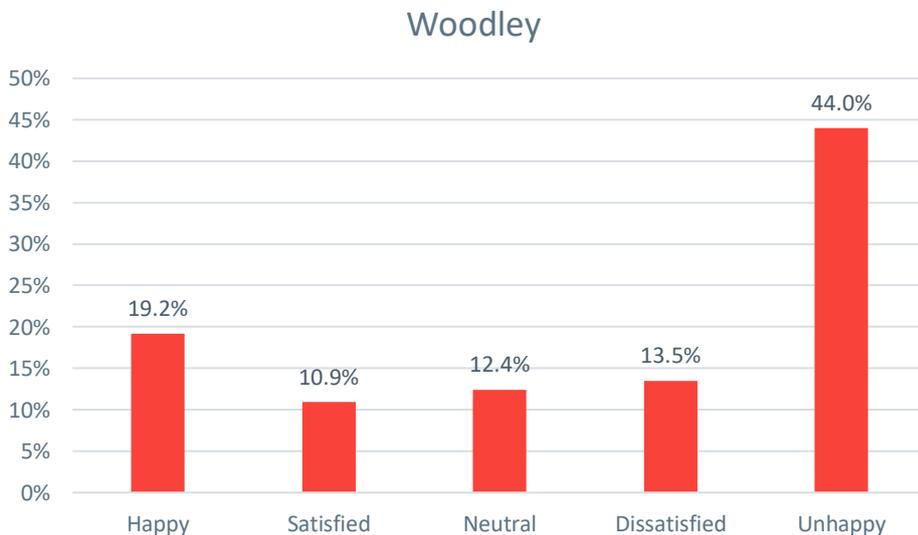
Figure 3-21 - Observer Way



Observer Way only received responses from 37 respondents (1%). Of the 37, 13 were happy with proposals (35.1%), 3 were satisfied (8.1%) and 4 were neutral (10.8%). A further 10 respondents were unhappy with proposals at Observer Way (27%) and 7 were dissatisfied (18.9%).

Woodley

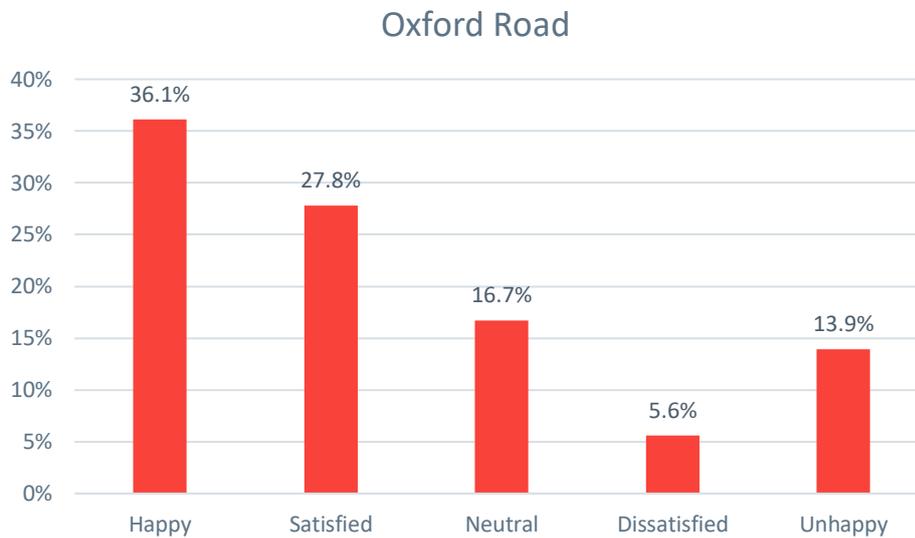
Figure 3-22 - Woodley



There were 193 responses for the proposed interventions at Woodley (5.1%). Of this, 85 were unhappy (44%), 37 were happy with proposals (19.2%) and 25 were dissatisfied (13.5%). 24 respondents were neutral on the proposals (12.4%) and 21 were satisfied (10.9%).

Oxford Road

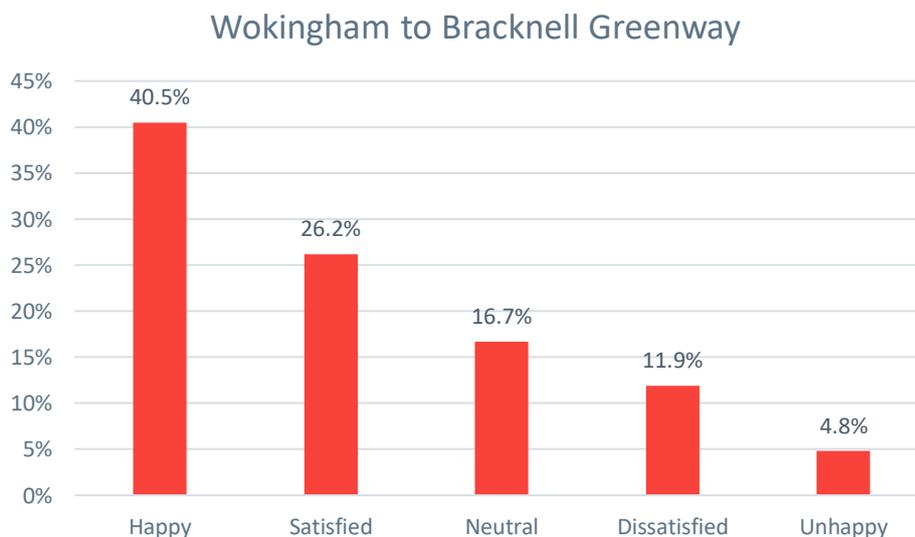
Figure 3-23 - Oxford Road



Oxford Road received the lowest number of responses - only 36 out of 3,782 (1%). Of the 36 responses, 13 respondents were happy with proposals (36.1%), 10 were satisfied (27.8%) and 6 were neutral (16.7%). A further 5 respondents were unhappy with proposals (13.9%) and 2 were dissatisfied (5.6%).

Wokingham to Bracknell Greenway

Figure 3-24 – Wokingham to Bracknell Greenway



Only 42 responses were received for Wokingham to Bracknell Greenway, out of a possible 3,782 (1.1%). 17 of the 42 respondents were happy with proposals (40.5%), 11 were satisfied (26.2%) and 7 were neutral (16.7%). Following this, 5 were dissatisfied (11.9%) and 2 were unhappy (4.8%).

Reading Road

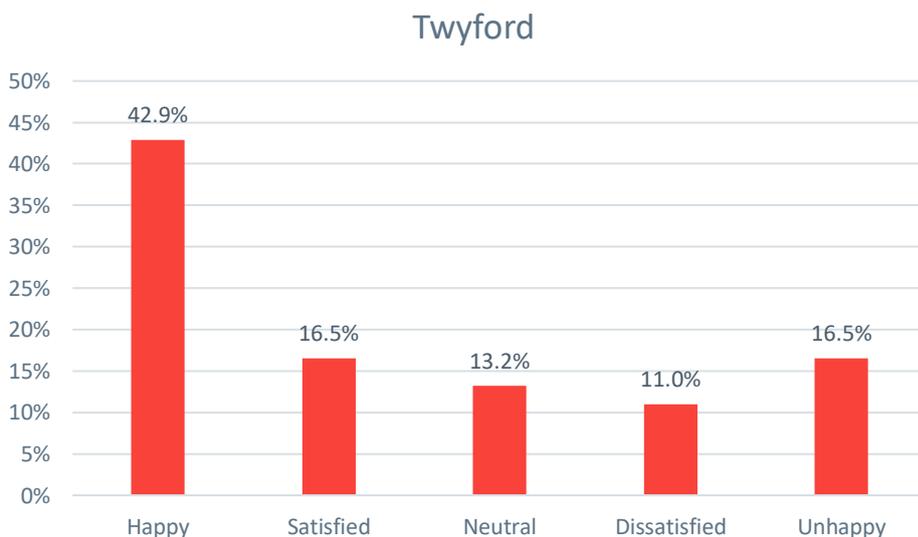
Figure 3-25 - Reading Road



Reading Road received 201 responses in total out of 3,782 people in the Commonplace consultation survey (5.3%). Of this, 104 were unhappy with the proposals (51.7%), 47 were happy (23.4%) and 19 respondents neutral (9.5%). 19 respondents were also dissatisfied (9.5%), with only 12 being satisfied (6%).

Twyford

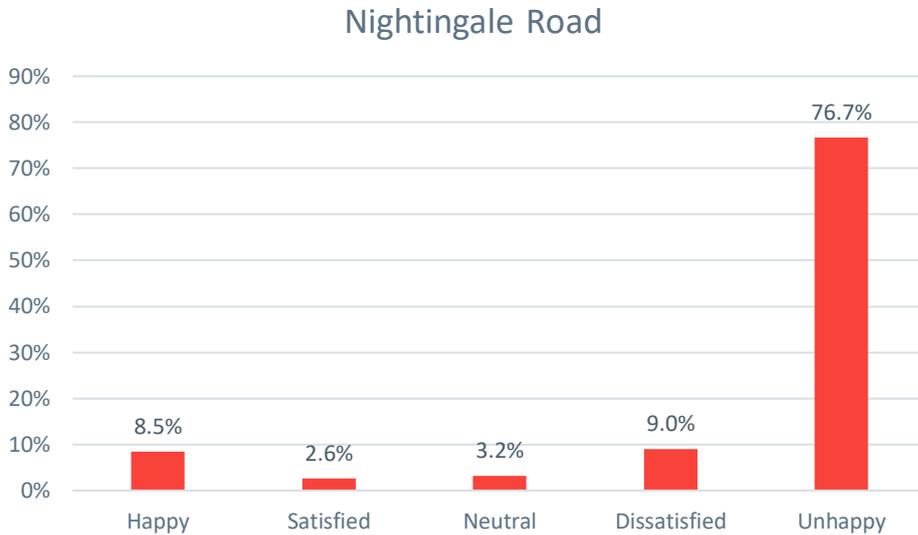
Figure 3-26 - Twyford



There were 91 responses provided regarding the proposed interventions at Twyford (2.4%). Of this, 39 respondents were happy with proposals (42.9%) and 15 were satisfied (16.5%). However, 15 were also unhappy (16.5%), with 10 being dissatisfied (11%) and 12 being neutral (13.2%).

Nightingale Road

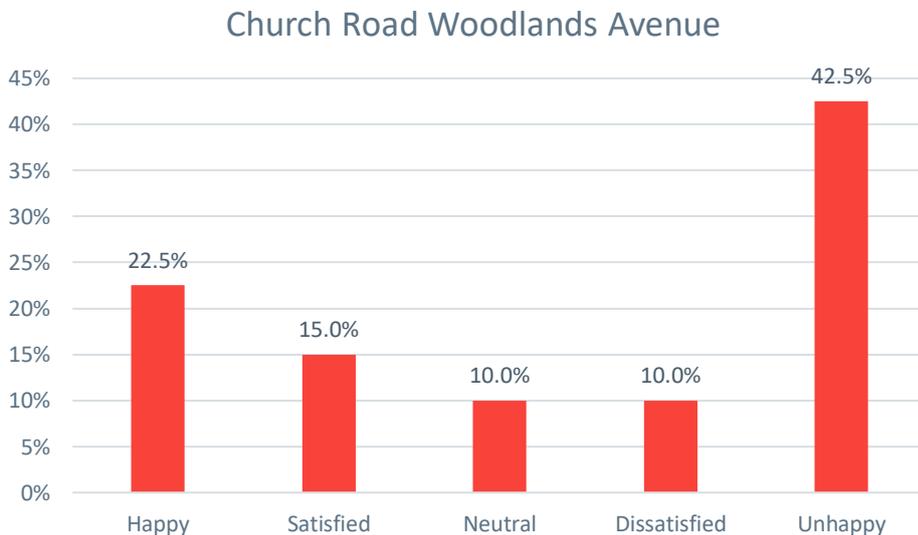
Figure 3-27 - Nightingale Road



Nightingale Road received feedback from 189 respondents (5%). Of those providing a response, 145 were unhappy about the proposals (76.7%), 17 were dissatisfied (9%) and 6 were neutral (3.2%). Only 16 respondents were happy (8.5%) and only 5 satisfied (2.6%).

Church Road Woodlands Avenue

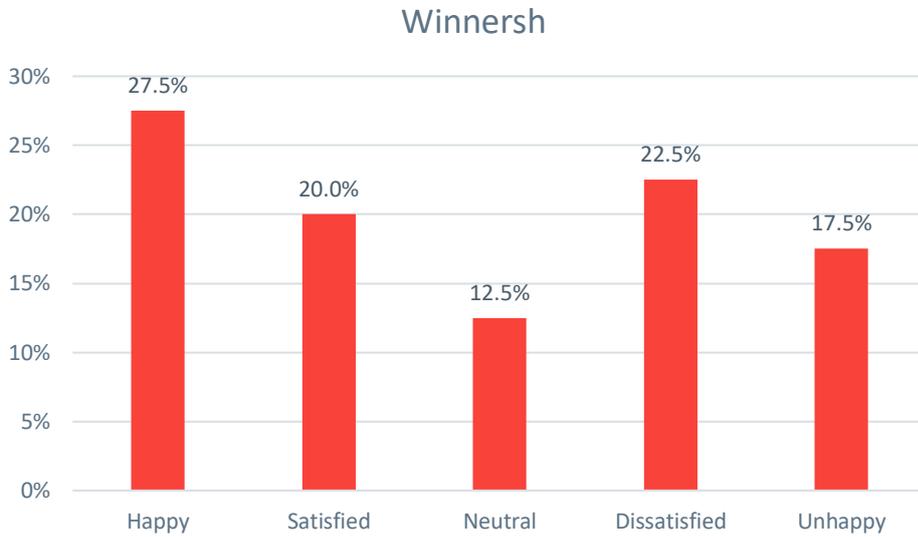
Figure 3-28 - Church Road Woodlands Avenue



Regarding the proposed interventions at Church Road Woodlands Avenue, 40 respondents provided a response (1.1%). 17 of these were unhappy with proposals (42.5%), 9 were happy (22.5%) and 6 were satisfied (15%). 4 respondents were each dissatisfied and neutral (10%).

Winnersh

Figure 3-29 - Winnersh



Winnersh received feedback from 80 respondents (2.1%). 22 respondents were happy with the proposals in Winnersh (27.5%) and 16 were satisfied (20%). A total of 18 respondents were dissatisfied (22.5%), with 14 being unhappy (17.5%) and 10 being neutral (12.5%).

4 OPEN QUESTION CODING

4.1 CODING METHODOLOGY

- 4.1.1. WSP adopted a tried-and-tested coding methodology in order to analyse the verbatim responses that were left in reply to the Wokingham LCWIP consultation. To do so, a codeframe was developed, based on a subset of responses, which then provided a set of thematic codes based on issues raised in response to the LCWIP proposals. Each code included a numeric value, and this value had a particular meaning or sentiment attached to it.
- 4.1.2. Next, a team of coders read and interpreted the comments left in the responses, and assigned a numeric code from the codeframe where the same issue was mentioned in the comment. This allowed qualitative data to be converted into quantitative data for analysis. The sections in this chapter which follow, present the frequency at which these codes appeared in the responses.

4.2 BOROUGH-WIDE CYCLE NETWORK OPEN-ENDED RESPONSES

- 4.2.1. A total of 535 respondents made comments relating to the Borough-Wide Cycle Network. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, Network suggestions and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-1 – Cycle Network Plan – Summary of Supportive Comments

Theme	Count	%
Support Cycle Network Plans	66	12%
Cycle Network Plans need to go even further	27	5%
Will be safer for cyclists / feel more confident	20	4%
Support - Will reduce private car use (much needed)	19	4%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	13	2%
Support - Will improve access generally	11	2%
Good to see segregated cycle routes (i.e. separated from traffic)	8	1%
Will benefit those with mobility issues / mobility scooters	4	1%
Support - Proposals would be beneficial for the environment / air quality / public health	4	1%
Support - Greenway plans are excellent	3	1%
Reduces risk from poor driving / poor road layout	3	1%
Support - Will improve access to schools / education facilities	2	0%
Support - Will improve access to shops / facilities	2	0%
More clearly marked cycle routes is beneficial	1	0%

4.2.2. A total of 66 respondents (12%) reported that they support the Cycle Network Plans, with 27 respondents (5%) feeling that the Cycle Network Plans needed to go even further.

Table 4-2 - Cycle Network Plan – Summary of Opposing Comments

Theme	Count	%
Oppose loss of roadspace / will cause congestion	43	8%
Cycle Network Plan will be a waste of money / poor value for money	41	8%
Oppose specific section of planned cycle route	38	7%
Cyclists don't use cycle lanes - pointless	24	4%
Cycle Network Plan is not needed / will make no difference / ineffective	14	3%
Cycle Network Plans are insufficient don't go far enough	11	2%
Oppose - Disagree with the Cycle Network Plan as proposed	10	2%
Oppose speed limit reductions	8	1%
Oppose - Spend money on Public Transport instead	7	1%
Oppose - Spend money on Electric Vehicle Infrastructure instead	6	1%
Disagree with removal of parking spaces in plans	5	1%
Oppose traffic calming (e.g. speed humps)	5	1%
Oppose planned junction remodelling / signalling roundabout	5	1%
Criticism - Primary cycle corridors aren't high-quality enough	3	1%

4.2.3. A total of 43 respondents (8%) reported that they oppose the Cycle Network Plan due to the associated loss of roadspace and the resulting congestion, with 41 respondents (8%) feeling that the Cycle Network Plan is a waste of money / poor value for money.

Table 4-3 - Cycle Network Plan – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Poor driving / speeding traffic (Feeling unsafe)	54	10%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	39	7%
Concern - Avoid routes ending abruptly / better integration	28	5%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	27	5%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	18	3%
Concern - Cycle improvements will make it more difficult for motorists to travel	12	2%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	10	2%

Concern - Barriers on existing routes make it difficult for cyclists	6	1%
Concern - Gravel / rough surface cycleways are unsafe	5	1%
Concern - Impact of traffic calming measures on cyclists (e.g. poor surface of speed humps)	3	1%
Concern - Scheme may result in negative impact on air pollution / local air quality	2	0%
Concern - Negative impact of proposals on surrounding parking (e.g. park and stride / park and cycle)	1	0%

4.2.4. A total of 54 respondents (10%) were concerned with poor driving / speeding traffic / generally feeling unsafe, with 39 respondents (7%) concerned by the suitability of route characteristics.

Table 4-4 - Cycle Network Plan – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	42	8%
Suggest more traffic calming (speed limit reductions / speed cameras)	35	7%
Separate cyclists from traffic (e.g. segregated cycle lane)	38	7%
Suggest changes to road layout (e.g. one way / restricted turns / junction remodelling)	27	5%
Link surfaces need to be well-maintained	20	4%
Consider the needs of horseriders / equestrians	19	4%
Poor cyclist behaviour - enforcement / training is needed	18	3%
Consider the needs of pedestrians	17	3%
Ensure routes are well publicised / signposted	14	3%
Provide bridges where cycle routes cross busy roads / rail lines	13	2%
Cyclists should have priority at crossings / junctions	11	2%
Provide cycle lane (type not specified)	11	2%
Ensure provision does not disadvantage elderly / disabled users	10	2%
Links should use hard surfaces (e.g. tarmac)	9	2%
Provide secure designated cycle parking provision (locks, CCTV, lighting, covered)	9	2%
Additional street lighting needed / improve visibility at night	4	1%
Provide wide cycle lanes / sufficiently wide cycle paths	4	1%
Provide more traffic light controlled cycle crossings / signal controlled junctions	3	1%
Suggest Public Information Campaign for drivers regarding cycle provision and infrastructure	3	1%

Prohibit parking in cycle lanes / no parking on cycle lanes	3	1%
Suggest road closures (e.g. cyclist / pedestrian only)	1	0%
Reduce need to park on street by providing alternative parking	1	0%
There is a need for improved connectivity at the east side of Wokingham	1	0%
Screening / barrier between cycle lanes and roadway will help less confident cyclists	1	0%
Suggest introducing Low Emission Zone	1	0%
Suggest introducing subsidised cycle hire / e-bike loan scheme	1	0%

4.2.5. A total of 42 respondents (8%) suggested that current routes are unsafe / unsuitable and therefore need improvement, with 35 respondents (7%) suggesting that more traffic calming measures are required.

Table 4-5 - Cycle Network Plan – Summary of Network Suggestions

Theme	Count	%
Suggest additional route / extension of corridor improvement	64	12%
Suggest alternative route / alteration to proposed routing	27	5%
Suggest new destination / Location missing from the Cycle Network Plan	28	5%
Suggest Primary route	15	3%
Suggest Greenway route	11	2%
Suggest Secondary route	8	1%
Suggest Tertiary route	1	0%

4.2.6. A total of 64 respondents (12%) suggested including an additional route or an extension of the corridor improvement, with 27 respondents (5%) suggesting an alternative route or alteration to the proposed route.

Table 4-6 - Cycle Network Plan – Summary of Network Suggestions

Theme	Count	%
Improve link to Schools / Education facilities	15	3%
Improve provision along Wilderness Road	7	1%
Improve link to Twyford Railway Station	2	0%
Improve link to other Railway Station	2	0%
Improve link to Leisure facilities (outdoor space / cinema etc.)	3	1%
Improve link to Shops (Supermarkets / town centres / shopping centre)	3	1%
Improve link to Twyford	1	0%

Improve link to Healthcare (Hospital, Doctors, Dentists etc.)	1	0%
Suggest route should be more direct / more direct routes	1	0%

- 4.2.7. A total of 15 respondents (3%) suggested that links to Schools / Education facilities should be improved, with 7 respondents (1%) suggesting that provision along Wilderness Road should be improved.

Table 4-7 - Cycle Network Plan – Summary of Other Comments

Theme	Count	%
Request for further information / query	40	7%
Criticism of Wokingham Borough Council	27	5%
Criticism of consultation - Not enough information	18	3%
Criticism of consultation materials (e.g. questionnaire / events / website)	18	3%
Request for additional consultation / discussion	8	1%
Criticism of consultation (e.g. wont make a difference)	6	1%
Comment regarding parking for buses / bus stops	1	0%

- 4.2.8. A total of 40 respondents (7%) have requested for further information / reported a query, with 27 respondents (5%) criticising Wokingham Borough Council.

Table 4-8 - Cycle Network Plan – Summary of Other Comments

Theme	Count	%
Non-relevant comment	15	3%
No comment / nothing to add	3	1%

- 4.2.9. A total of 15 respondents (3%) left a non-relevant comment, with 3 respondents (1%) leaving no comment / having nothing to add.

4.3 BOROUGH-WIDE WALKING NETWORK OPEN-ENDED RESPONSES

- 4.3.1. A total of 177 respondents made comments relating to the Borough-Wide Walking Network. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, Network suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-9 –Walking Network Plan – Summary of Supportive Comments

Theme	Count	%
Support Walking Network Plans	9	5%
Walking Network Plans need to go even further	3	2%

Will be safer for those walking	3	2%
Support - Will reduce private car use (much needed)	2	1%
Support - Greenway plans are excellent	2	1%
Support - Current walking provision is poor (e.g. lack of pavements /footways)	1	1%
Reduces risk from poor driving / poor road layout	1	1%
Support - Will improve access generally	1	1%

- 4.3.2. A total of 9 respondents (5%) reported that they support the Walking Network Plans, with a further 3 respondents (2%) commenting that Walking Network Plans need to go even further.

Table 4-10 - Walking Network Plan – Summary of Opposing Comments

Theme	Count	%
Oppose specific section of planned walking route	4	2%
Walking Network Plan will be a waste of money / poor value for money	3	2%
Oppose - Disagree with the Walking Network Plan as proposed	2	1%
Walking Network Plan is not needed / will make no difference / ineffective	2	1%
Oppose loss of roadspace / will cause congestion	2	1%
Walking Network Plans are insufficient don't go far enough	1	1%
Too much focus on Wokingham town / other areas not included	1	1%

- 4.3.3. A total of 4 respondents (2%) commented their opposition towards a specific section of the planned Walking Route, with a further 3 respondents (2%) commenting that the Walking Network Plan will be a waste of money / poor value for money.

Table 4-11 - Walking Network Plan – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	26	15%
Concern - Poor driving / speeding traffic (Feeling unsafe)	16	9%
Concern - Rough / Mud surface pathways are unsuitable	5	3%
Concern - Avoid routes ending abruptly / better integration	5	3%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	4	2%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	2	1%
Concern - Walking improvements will make it more difficult for motorists to travel	1	1%

4.3.4. A total of 26 respondents (15%) noted their concern with the suitability of route characteristics, with a further 16 respondents (9%) highlighting their concern regarding safety with poor driving and speeding traffic.

Table 4-12 - Walking Network Plan – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	49	28%
Ensure provision does not disadvantage elderly / disabled users	16	9%
Wider footways are needed	13	7%
Link surfaces need to be well-maintained	9	5%
Consider the needs of cyclists	9	5%
Suggest new or upgraded pedestrian crossing (type not specified)	9	5%
Additional street lighting needed / improve visibility at night	8	5%
Suggest changes to road layout (e.g. one way / restricted turns / junction remodelling)	9	5%
Suggest more traffic calming (speed limit reductions / speed cameras)	6	3%
Suggest road closures (e.g. cyclist / pedestrian only)	5	3%
Consider the needs of horseriders / equestrians	4	2%
Pedestrians should have priority at crossings / junctions	3	2%
Provide adequate seating / benches along pedestrian routes	3	2%
Ensure routes are well publicised / signposted	2	1%
Provide main roads with a separate footpath for pedestrians	1	1%
Provide bridges where footpaths cross busy roads / rail lines	1	1%
Provide more traffic light controlled pedestrian crossings / signal-controlled junctions	1	1%
Suggest relocating existing pedestrian crossing to a new location	1	1%

4.3.5. A total of 49 respondents (28%) noted that current routes are unsafe / unsuitable and so require improvements, with a further 16 respondents (9%) commenting on the need to ensure that provision of a Walking Network Plan does not disadvantage elderly / disabled users.

Table 4-13 - Walking Network Plan – Summary of Network Suggestions

Theme	Count	%
Suggest additional route /extension of corridor improvement	51	29%
Suggest alternative route / alteration to proposed routing	19	11%
Suggest new destination / Location missing from the Walking Network Plan	3	2%

Suggest Secondary route	3	2%
Suggest Greenway route	1	1%

- 4.3.6. A total of 51 respondents (29%) suggested the addition of an additional route / an extension of the corridor improvement, with 19 respondents (11%) suggesting alternative routing / an alteration to the proposed routing.

Table 4-14 - Walking Network Plan – Summary of Network Suggestions

Theme	Count	%
Improve link to Schools / Education facilities	12	7%
Improve link to Leisure facilities (outdoor space / cinema etc.)	11	6%
Improve provision in Finchampstead	7	4%
Improve link to Shops (Supermarkets / town centres / shopping centre)	4	2%
Improve provision along Bearwood Road	5	3%
Improve link to Charvil	1	1%
Improve link to other Railway Station	1	1%
Improve link to Work / employment locations	1	1%
Improve link to Healthcare (Hospital, Doctors, Dentists etc.)	2	1%
Improve provision along Wilderness Road	1	1%

- 4.3.7. A total of 12 respondents (7%) suggested improving links to Schools / Education facilities, with a further 11 respondents (6%) highlighting the need to improve links to Leisure facilities.

Table 4-15 - Walking Network Plan – Summary of Other Comments

Theme	Count	%
Request for further information / query	27	15%
Criticism of consultation materials (e.g. questionnaire / events / website)	16	9%
Criticism of consultation - Not enough information	10	6%
Criticism of Wokingham Borough Council	5	3%
Request for additional consultation / discussion	1	1%
Criticism of LCWIP process	1	1%

- 4.3.8. A total of 27 respondents (15%) requested for further information or had a query, with 16 respondents (9%) criticising the consultation materials.

Table 4-16 - Walking Network Plan – Summary of Other Comments

Theme	Count	%
Non-relevant comment	3	2%

No comment / nothing to add	1	1%
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4.3.9. A total of 3 respondents (2%) provided non relevant comments, with 1 other respondent (1%) providing no comment or noting they have nothing to add.

4.4 CENTRAL WOKINGHAM SCHEMES: OPEN-ENDED RESPONSES

4.4.1. A total of 496 respondents made comments relating to the proposals for Central Wokingham. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-17 – Central Wokingham – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	84	17%
Support - Proposals will reduce private car use (much needed)	30	6%
Proposals will make it safer for those walking and cycling	17	3%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	10	2%
Support - Current walking provision is poor (e.g. lack of pavements /footways)	7	1%
Support - Will improve access generally	5	1%
Proposals need to go even further	3	1%
Will benefit those with mobility issues / mobility scooters	2	1%

4.4.2. A total of 84 respondents (17%) support the proposals in Central Wokingham, a further 30 respondents (6%) are supportive of the proposals in Central Wokingham because they will reduce private car use.

Table 4-18 – Central Wokingham – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	27	5%
Support Removal/Reallocation of road space/traffic lane	22	4%
Support provision of Segregated cycle track	14	3%
Support Widening footways	7	1%
Support provision of Signalised crossing (traffic signal controlled)	7	1%
Support Redesign of Junction layout (including re-signalling)	4	1%
Support introduction of Bus Gate (access restricted to bus/cycle only)	4	1%
Support improvements to pedestrian crossing provision	4	1%

Support Cycle priority measures (including Advance Stop Lines)	3	1%
Support Traffic calming measures (speed humps / traffic cameras / chicanes)	3	1%
Support introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	3	1%
Support Pedestrian Build out (reducing crossing distances)	2	0%
Support pedestrian measure (not listed below / not specified)	1	0%
Support Relocation of parking facilities	1	0%
Support re-timing traffic signals (longer green time for pedestrians and cyclists)	1	0%
Support 'Livable Neighbourhood' plans (Low Traffic Neighbourhood)	1	0%

4.4.3. A total of 27 respondents (5%) support the proposed speed limit restrictions in Central Wokingham, a further 22 respondents (4%) are supportive of the proposed removal / reallocation of roadscape / traffic lane.

Table 4-19 - Central Wokingham – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	153	31%
Proposals are a waste of money / poor value for money	56	11%
Proposals are not needed / will make no difference / ineffective	54	11%
Oppose proposals for area	43	9%
Oppose element of the proposed scheme	12	2%
Oppose - will worsen access to shops / facilities	8	2%
Oppose - Spend money pedestrianising instead	4	1%
Proposals are insufficient don't go far enough	3	1%
Oppose - Spend money on Public Transport instead	3	1%
Oppose - will worsen access work / employment	2	0%
Oppose - will worsen access to schools / education facilities	1	0%

4.4.4. A total of 153 respondents (31%) opposed proposals in Central Wokingham due to the problems they will cause regarding congestion and traffic issues, with a further 56 respondents (11%) noting that proposals in Central Wokingham are a waste of money / poor value for money.

Table 4-20 - Central Wokingham – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Removal/Reallocation of roadscape/traffic lane	124	25%
Oppose Speed limit reductions	21	4%

Oppose Redesign of Junction layout (including resignalling)	21	4%
Oppose provision of Segregated cycle track	21	4%
Oppose provision of Signalised crossing (traffic signal controlled)	18	4%
Oppose conversion of One-way street to two-way traffic	13	3%
Oppose introduction of Bus Gate (access restricted to bus/cycle only)	10	2%
Oppose Widening footways	9	2%
Oppose Cycle priority measures (including Advance Stop Lines)	7	1%
Oppose Relocation of parking facilities	9	2%
Oppose introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	7	1%
Oppose Traffic calming measures (speed humps / traffic cameras / chicanes)	6	1%
Oppose improvements to pedestrian crossing provision	6	1%
Oppose cycle measure (not listed below / not specified)	3	1%
Oppose Pedestrian Build out (reducing crossing distances)	3	1%
Oppose removal of guardrails / pedestrian barriers	2	0%
Oppose introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	2	0%
Oppose pedestrian measure (not listed below / not specified)	1	0%
Oppose re-timing traffic signals (longer green time for pedestrians and cyclists)	1	0%
Oppose Bus stop bypass proposals	1	0%
Oppose removal of traffic island	1	0%
Oppose 'Liveable Neighbourhood' plans (Low Traffic Neighbourhood)	1	0%

4.4.5. A total of 124 respondents (25%) oppose the removal / reallocation of roadspace in Central Wokingham, with a further 21 respondents (4%) opposing speed limit reductions in Central Wokingham.

Table 4-21 - Central Wokingham – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Improvements will make it more difficult for motorists to travel	57	11%
Concern - Scheme may result in negative impact on air pollution / local air quality	35	7%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	24	5%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	17	3%

Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	12	2%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	10	2%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	9	2%
Concern - Avoid routes ending abruptly / better integration	2	0%
Concern - Rough / Mud surface pathways are unsuitable	1	0%
Concern - Barriers on existing routes make it difficult for pedestrians and cyclists	1	0%

4.4.6. A total of 57 respondents (11%) are concerned that the proposals in Central Wokingham will make it more difficult for motorists to travel, with a further 35 respondents (7%) concerned that the proposals in Central Wokingham may result in negative impact on air pollution / local air quality.

Table 4-22 - Central Wokingham – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	23	5%
Ensure routes are well publicised / signposted	10	2%
Link surfaces need to be well-maintained	7	1%
Ensure provision does not disadvantage elderly / disabled users	6	1%
Consider the needs of horseriders / equestrians	3	1%
Provide adequate seating / benches along pedestrian routes	3	1%

4.4.7. A total of 23 respondents (5%) are concerned that the proposals in Central Wokingham will make it more difficult for motorists to travel, with a further 10 respondents (2%) concerned that the proposals in Central Wokingham may result in negative impact on air pollution / local air quality.

Table 4-23 - Central Wokingham – Summary of General Suggestions

Theme	Count	%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	14	3%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicanes)	12	2%
Suggest additional cycle measure (not listed below / not specified)	10	2%
Suggest additional Speed limit reductions	10	2%
Suggest additional improvements to pedestrian crossing provision	9	2%
Suggest additional Widening footways	7	1%
Suggest additional Removal/Reallocation of roadspace/traffic lane	7	1%
Suggest additional Relocation of parking facilities	6	1%

Suggest additional pedestrian measure (not listed below / not specified)	6	1%
Suggest additional provision of Segregated cycle track	4	1%
Suggest additional Redesign of Junction layout (including resignalling)	4	1%
Suggest additional provision of Signalised crossing (traffic signal controlled)	4	1%
Suggest additional introduction of Bus Gate (access restricted to bus/cycle only)	2	0%
Suggest additional conversion of One-way street to two-way traffic	2	0%
Suggest additional re-timing traffic signals (longer green time for pedestrians and cyclists)	2	0%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	2	0%
Suggest additional Cycle priority measures (including Advance Stop Lines)	1	0%
Suggest additional Pedestrian Build out (reducing crossing distances)	1	0%
Suggest additional introduction of Shared use paths / shared space (including plaza)	1	0%
Suggest additional improvements to tactile paving	1	0%
Suggest additional improved street lighting	1	0%
Suggest additional planned roadway resurfacing	1	0%

4.4.8. A total of 14 respondents (3%) suggested additional introduction of a modal filter within Central Wokingham, with a further 12 respondents (2%) suggesting additional traffic calming measures be installed in Central Wokingham.

Table 4-24 - Central Wokingham – Summary of Other Comments

Theme	Count	%
Request for further information / query	46	9%
Criticism of Wokingham Borough Council	31	6%
Criticism of consultation - Not enough information	12	2%
Criticism of consultation materials (e.g. questionnaire / events / website)	11	2%
Criticism of consultation (e.g. wont make a difference)	9	2%
Criticism of LCWIP process	7	1%
Request for additional consultation / discussion	6	1%

4.4.9. A total of 46 respondents (9%) requested additional information, with a further 31 respondents (6%) criticising Wokingham Borough Council.

Table 4-25 - Central Wokingham – Summary of Other Comments

Theme	Count	%
Non-relevant comment	15	3%
No comment / nothing to add	3	1%

4.4.10. A total of 15 respondents (3%) provided non relevant comments, with a further 3 respondents (1%) providing no comment or had nothing to add.

4.5 SHINFIELD SCHEMES: OPEN-ENDED RESPONSES

4.5.1. A total of 109 respondents made comments relating to the proposals for Shinfield. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-26 – Shinfield – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	19	17%
Proposals will make it safer for those walking and cycling	5	5%
Support - Will improve access generally	3	3%
Support - Proposals will reduce private car use (much needed)	2	2%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	2	2%
Support - Current walking provision is poor (e.g. lack of pavements /footways)	1	1%
Support - Will improve access to schools / education facilities	1	1%

4.5.2. A total of 19 respondents (17%) support the proposals in Shinfield, a further 5 respondents (5%) are supportive of the proposals in Shinfield because they will reduce private car use.

Table 4-27 – Shinfield – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	15	14%
Support provision of Segregated cycle track	7	6%
Support improvements to pedestrian crossing provision	4	4%
Support re-timing traffic signals (longer green time for pedestrians and cyclists)	2	2%
Support introduction of Shared use paths / shared space (including plaza)	2	2%
Support Removal/Reallocation of roadspace/traffic lane	1	1%
Support Traffic calming measures (speed humps / traffic cameras / chicanes)	1	1%

Support Greenway proposals	1	1%
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- 4.5.3. A total of 15 respondents (14%) support the proposals to reduce speed limits in Shinfield, with a further 7 respondent (6%) supporting proposals to remove / reallocate roadspace / traffic lanes in Shinfield.

Table 4-28 - Shinfield – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	19	17%
Oppose element of the proposed scheme	9	8%
Proposals are a waste of money / poor value for money	6	6%
Proposals are not needed / will make no difference / ineffective	6	6%
Oppose proposals for area	3	3%

- 4.5.4. A total of 19 respondents (17%) oppose the proposals in Shinfield on the basis that they will cause congestion and traffic issues, with a further 9 respondents (8%) noting that proposals are a waste of money / poor value for money.

Table 4-29 - Shinfield – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Speed limit reductions	13	12%
Oppose Removal/Reallocation of roadspace/traffic lane	8	7%
Oppose provision of Segregated cycle track	2	2%
Oppose re-timing traffic signals (longer green time for pedestrians and cyclists)	2	2%
Oppose Redesign of Junction layout (including resignalling)	1	1%
Oppose Widening footways	1	1%
Oppose Traffic calming measures (speed humps / traffic cameras / chicanes)	1	1%
Oppose improvements to pedestrian crossing provision	1	1%
Oppose introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	1%
Oppose introduction of Shared use paths / shared space (including plaza)	1	1%
Oppose improved street lighting	1	1%

- 4.5.5. A total of 13 respondents (12%) oppose the removal / reallocation of roadspace / traffic lanes in Shinfield, with a further 8 respondents (7%) opposing speed limit reductions in Shinfield.

Table 4-30 - Shinfield – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	6	6%
Concern - Improvements will make it more difficult for motorists to travel	5	5%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	5	5%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	4	4%
Concern - Scheme may result in negative impact on air pollution / local air quality	3	3%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	3	3%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	2	2%

- 4.5.6. A total of 6 respondents (6%) are concerned that the proposals in Shinfield make it more difficult for motorists to travel, with a further 5 respondents (5%) concerned that the scheme may result in negative impact on air pollution / local air quality.

Table 4-31 - Shinfield – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	20	18%
Ensure routes are well publicised / signposted	2	2%
Consider the needs of horseriders / equestrians	2	2%
Link surfaces need to be well-maintained	1	1%

- 4.5.7. A total of 20 respondents (18%) noting that current routes in Shinfield are unsafe / unsuitable so need improving, a further 2 respondent (2%) highlighted the need to ensure routes are well publicised / signposted.

Table 4-32 - Shinfield – Summary of General Suggestions

Theme	Count	%
Suggest additional Speed limit reductions	13	12%
Suggest additional provision of Segregated cycle track	13	12%
Suggest additional improvements to pedestrian crossing provision	8	7%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	7	6%
Suggest additional cycle measure (not listed below / not specified)	5	5%
Suggest additional pedestrian measure (not listed below / not specified)	5	5%
Suggest additional Removal/Reallocation of roadspace/traffic lane	4	4%

Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	3	3%
Suggest additional Widening footways	2	2%
Suggest additional re-timing traffic signals (longer green time for pedestrians and cyclists)	2	2%
Suggest additional Cycle priority measures (including Advance Stop Lines)	2	2%
Suggest additional Pedestrian Build out (reducing crossing distances)	2	2%
Suggest additional provision of Signalised crossing (traffic signal controlled)	1	1%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	1%
Suggest additional introduction of Shared use paths / shared space (including plaza)	1	1%
Suggest additional improved street lighting	1	1%
Suggest additional planned roadway resurfacing	1	1%
Suggest additional footway provision	1	1%

4.5.8. A total of 13 respondents (12%) suggested additional introduction of modal filters in Shinfield, with a further 13 respondents (12%) suggesting additional traffic calming measures in Shinfield.

Table 4-33 - Shinfield – Summary of Other Comments

Theme	Count	%
Criticism of Wokingham Borough Council	9	8%
Request for further information / query	4	4%
Criticism of consultation (e.g. wont make a difference)	4	4%
Criticism of consultation - Not enough information	1	1%
Criticism of LCWIP process	1	1%

4.5.9. A total of 9 respondents (8%) requested more information or had a query, with a further 4 respondents (4%) criticising Wokingham Borough Council.

Table 4-34 – Shinfield – Summary of Other Comments

Theme	Count	%
No comment / nothing to add	4	4%
Non-relevant comment	2	2%

4.5.10. A total of 4 respondents (4%) provided a non relevant comment, with a further 2 respondents (2%) providing no comment or had nothing to add.

4.6 EASTHAMPSTEAD ROAD SCHEMES: OPEN-ENDED RESPONSES

4.6.1. A total of 76 respondents made comments relating to the proposals for Easthampstead Road. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-35 – Easthampstead Road – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	17	22%
Proposals need to go even further	3	4%
Proposals will make it safer for those walking and cycling	2	3%
Support - Current walking provision is poor (e.g. lack of pavements /footways)	1	1%
Support element of the proposed scheme	1	1%

4.6.2. A total of 17 respondents (22%) support the proposals at Easthampstead Road, a further 3 respondents (4%) note that proposals need to go even further.

Table 4-36 – Easthampstead Road – Comments Supportive of Area-Based Measures

Theme	Count	%
Support Speed limit reductions	10	13%
Support improvements to pedestrian crossing provision	9	12%
Support Widening footways	3	4%
Support provision of Segregated cycle track	2	3%
Support Redesign of Junction layout (including resignalling)	2	3%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	1	1%
Support Pedestrian Build out (reducing crossing distances)	1	1%
Support introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	1%

4.6.3. A total of 10 respondents (13%) support speed limit restrictions at Easthampstead Road, a further 9 respondents (12%) are supportive of improvements to pedestrian crossing provision.

Table 4-37 - Easthampstead Road – Summary of Opposing Comments

Theme	Count	%
Proposals are not needed / will make no difference / ineffective	7	9%
Proposals are a waste of money / poor value for money	4	5%

Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	4	5%
Oppose proposals for area	3	4%

4.6.4. A total of 7 respondents (9%) commented that the proposals are not needed / will make no difference, a further 4 respondents (5%) noted that the proposals are a waste of money / poor value for money.

Table 4-38 - Easthampstead Road – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Speed limit reductions	7	9%
Oppose Removal/Reallocation of roadspace/traffic lane	5	7%
Oppose Redesign of Junction layout (including resignalling)	1	1%
Oppose provision of Signalised crossing (traffic signal controlled)	1	1%
Oppose Traffic calming measures (speed humps / traffic cameras / chicanes)	1	1%
Oppose improvements to pedestrian crossing provision	1	1%
Oppose introduction of Shared use paths / shared space (including plaza)	1	1%

4.6.5. A total of 7 respondents (9%) oppose speed limit reductions at Easthampstead Road, a further 5 respondents (7%) oppose the removal / reallocation of roadspace / traffic lanes.

Table 4-39 - Easthampstead Road – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	13	17%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	4	5%
Concern - Improvements will make it more difficult for motorists to travel	3	4%
Concern - Scheme may result in negative impact on air pollution / local air quality	2	3%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	1	1%
Concern - Avoid routes ending abruptly / better integration	1	1%

4.6.6. A total of 13 respondents (17%) are concerned about poor driving and speeding traffic, noting the need for enforcement of rules, a further 4 respondents (5%) are concerned that improvements will make it more difficult for motorists to travel.

Table 4-40 - Easthampstead Road – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	6	8%

Ensure routes are well publicised / signposted	2	3%
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4.6.7. A total of 6 respondents (8%) noted that current routes are unsafe / unsuitable and so need improving, a further 2 respondents (3%) highlighted the routes should be well publicised / signposted.

Table 4-41 - Easthampstead Road – Summary of General Suggestions

Theme	Count	%
Suggest additional Speed limit reductions	24	32%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	5	7%
Suggest additional Redesign of Junction layout (including resignalling)	4	5%
Suggest additional provision of Segregated cycle track	3	4%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicanes)	2	3%
Suggest additional improvements to pedestrian crossing provision	2	3%
Suggest additional Widening footways	2	3%
Suggest additional Removal/Reallocation of roadspace/traffic lane	2	3%
Suggest additional pedestrian measure (not listed below / not specified)	2	3%
Suggest additional planned roadway resurfacing	2	3%
Suggest additional Pedestrian Build out (reducing crossing distances)	1	1%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	1	1%
Suggest additional Continuous Cycle Crossings / Raised cycle crossing	1	1%
Suggest additional footway provision	1	1%

4.6.8. A total of 24 respondents (32%) suggested additional speed limit reductions, a further 5 respondents (7%) suggested additional introduction of modal filters at Easthampstead Road.

Table 4-42 - Easthampstead Road – Summary of General Suggestions

Theme	Count	%
Consider rail crossing provision (all modes) at Easthampstead Road	8	11%
Suggest access restrictions (e.g. to mitigate rat running)	4	5%
Suggest that that vegetation is controlled	3	4%
Suggest conversion from two-way traffic to a one-way street	2	3%

4.6.9. A total of 8 respondents (11%) noted the need to consider rail crossing provision at Easthampstead Road, a further 4 respondents (5%) suggested access restrictions.

Table 4-43 - Easthampstead Road – Summary of Other Comments

Theme	Count	%
Request for further information / query	12	16%

4.6.10. A total of 12 respondents (16%) requested further information or had a query.

Table 4-44 – Easthampstead Road – Summary of Other Comments

Theme	Count	%
Non-relevant comment	2	3%

4.6.11. A total of 2 respondents (3%) provided a non relevant comment.

4.7 FINCHAMPSTEAD ROAD SCHEMES: OPEN-ENDED RESPONSES

4.7.1. A total of 278 respondents made comments relating to the proposals for Finchampstead Road. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-45 – Finchampstead Road – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	48	17%
Proposals will make it safer for those walking and cycling	14	5%
Support - Proposals will reduce private car use (much needed)	11	4%
Support - Will improve access generally	8	3%
Proposals need to go even further	6	2%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	5	2%
Support - Current walking provision is poor (e.g. lack of pavements /footways)	2	1%
Support element of the proposed scheme	2	1%
Will benefit those with mobility issues / mobility scooters	1	0%
Proposals reduce risk from poor driving / poor road layout	1	0%
Support - Proposals would be beneficial for the environment / air quality / public health	1	0%

4.7.2. A total of 48 respondents (17%) support the proposals at Finchampstead Road, a further 14 respondents (5%) note that proposals will make it safer for those walking and cycling.

Table 4-46 – Finchampstead Road – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	20	7%
Support provision of Segregated cycle track	18	6%
Support provision of cycle bridge over / tunnel under road / rail route	13	5%
Support Redesign of Junction layout (including resignalling)	5	2%
Support improved street lighting	4	1%
Support Widening footways	3	1%
Support introduction of Shared use paths / shared space (including plaza)	3	1%
Support Cycle rails added to steps over railway	3	1%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	2	1%
Support introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	2	1%
Support planned roadway resurfacing	2	1%
Support provision of Signalised crossing (traffic signal controlled)	1	0%

4.7.3. A total of 20 respondents (7%) support speed limit reductions at Finchampstead Road, a further 18 respondents (6%) support the provision of a segregated cycle track.

Table 4-47 - Finchampstead Road – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	84	30%
Proposals are not needed / will make no difference / ineffective	59	21%
Proposals are a waste of money / poor value for money	32	12%
Oppose proposals for area	32	12%
Oppose element of the proposed scheme	12	4%
Proposals are insufficient don't go far enough	5	2%

4.7.4. A total of 84 respondents (30%) oppose proposals at Finchampstead Road due to them causing congestion / traffic issues, a further 59 respondents (21%) note that proposals are not needed / will make no difference.

Table 4-48 - Finchampstead Road – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
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Oppose Redesign of Junction layout (including resignalling)	97	35%
Oppose Speed limit reductions	26	9%
Oppose introduction of Shared use paths / shared space (including plaza)	26	9%
Oppose Removal/Reallocation of roadspace/traffic lane	14	5%
Oppose improved street lighting	7	3%
Oppose provision of Segregated cycle track	6	2%
Oppose Cycle priority measures (including Advance Stop Lines)	2	1%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	2	1%
Oppose planned roadway resurfacing	2	1%
Oppose Greenway proposals	2	1%
Oppose removal of bollards / access restrictions	2	1%
Oppose introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	1	0%
Oppose provision of cycle bridge over / tunnel under road / rail route	1	0%
Oppose provision of contra-flow cycle lane	1	0%

4.7.5. A total of 97 respondents (35%) oppose the redesign of junction layouts at Finchampstead Road, a further 26 respondents (9%) oppose speed limit reductions.

Table 4-49 - Finchampstead Road – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	31	11%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	27	10%
Concern - Improvements will make it more difficult for motorists to travel	19	7%
Concern - Scheme may result in negative impact on air pollution / local air quality	19	7%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	14	5%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	4	1%
Concern - Proposals may not go ahead due to constraints (financial, land ownership, etc)	4	1%
Concern - Avoid routes ending abruptly / better integration	3	1%
Concern - Barriers on existing routes make it difficult for pedestrians and cyclists	2	1%
Concern - Nashgrove Lane / Gorse Ride proposals should not remove restrictions to motor vehicles	2	1%

Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	1	0%
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4.7.6. A total of 31 respondents (11%) noted their concern that shared use areas are unsafe, a further 27 respondents (10%) commented their concern that poor driving and speeding traffic results in feeling unsafe and therefore needs to be enforced.

Table 4-50 - Finchampstead Road – Summary of General Suggestions

Theme	Count	%
Ensure provision does not disadvantage elderly / disabled users	9	3%
Current routes are unsafe / unsuitable - Need improvement	7	3%
Consider the needs of horseriders / equestrians	3	1%
Ensure routes are well publicised / signposted	2	1%
Link surfaces need to be well-maintained	2	1%

4.7.7. A total of 9 respondents (3%) commented that provision in Finchampstead Road should not disadvantage elderly / disabled users, a further 7 respondents (3%) noted that current routes are unsafe / unsuitable, requiring improvement.

Table 4-51 - Finchampstead Road – Summary of General Suggestions

Theme	Count	%
Suggest additional provision of Segregated cycle track	14	5%
Suggest additional Redesign of Junction layout (including resignalling)	13	5%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	11	4%
Suggest additional improvements to pedestrian crossing provision	7	3%
Suggest additional Speed limit reductions	6	2%
Suggest additional cycle measure (not listed below / not specified)	6	2%
Suggest additional Widening footways	5	2%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	4	1%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	4	1%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	3	1%
Suggest additional introduction of Shared use paths / shared space (including plaza)	2	1%
Suggest additional improved street lighting	2	1%
Suggest additional planned roadway resurfacing	2	1%

Suggest additional Greenway proposals	2	1%
Suggest additional pedestrian measure (not listed below / not specified)	1	0%
Suggest additional Cycle priority measures (including Advance Stop Lines)	1	0%
Suggest additional Cycle rails added to steps over railway	1	0%
Suggest additional installation of a disability inclusive ramp (wheelchair ramp)	1	0%

4.7.8. A total of 14 respondents (5%) suggested provision of additional segregated cycle tracks at Finchampstead Road, a further 13 respondents (5%) suggested additional redesigns of junction layouts.

Table 4-52 - Finchampstead Road – Summary of General Suggestions

Theme	Count	%
Suggest that new bridge (for all modes) is provided / Suggest widening of existing bridge (all modes)	5	2%
Suggest access restrictions (e.g. to mitigate rat running)	4	1%
Suggest that that vegetation is controlled	2	1%

4.7.9. A total of 5 respondents (2%) suggested a new bridge should be provided / suggested widening of an existing bridge, a further 4 respondents (1%) suggested access restrictions.

Table 4-53 - Finchampstead Road – Summary of Other Comments

Theme	Count	%
Request for further information / query	21	8%
Criticism of Wokingham Borough Council	4	1%
Criticism of consultation - Not enough information	4	1%
Request for additional consultation / discussion	1	0%
Criticism of consultation (e.g. wont make a difference)	1	0%

4.7.10. A total of 21 respondents (8%) requested further information, a further 4 respondents (1%) criticised Wokingham Borough Council.

Table 4-54 – Finchampstead Road – Summary of Other Comments

Theme	Count	%
Non-relevant comment	1	0%

4.7.11. 1 respondent (0%) provided a non relevant comment.

4.8 LONDON ROAD SCHEMES: OPEN-ENDED RESPONSES

4.8.1. A total of 217 respondents made comments relating to the proposals for London Road. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The

following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-55 – London Road – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	53	24%
Proposals will make it safer for those walking and cycling	21	10%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	15	7%
Support - Proposals will reduce private car use (much needed)	10	5%
Support - Will improve access to schools / education facilities	7	3%
Support - Current walking provision is poor (e.g. lack of pavements /footways)	5	2%
Support - Will improve access generally	4	2%
Proposals reduce risk from poor driving / poor road layout	4	2%
Proposals need to go even further	3	1%
Will benefit those with mobility issues / mobility scooters	1	0%

- 4.8.2. A total of 53 respondents (24%) support the proposals at London Road, a further 21 respondents (10%) note that proposals will make it safer for those walking and cycling.

Table 4-56 – London Road – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	21	10%
Support provision of Segregated cycle track	17	8%
Support Redesign of Junction layout (including resignalling)	9	4%
Support Removal/Reallocation of roadspace/traffic lane	6	3%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	4	2%
Support introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	3	1%
Support provision of Signalised crossing (traffic signal controlled)	2	1%
Support Widening footways	1	0%
Support improvements to pedestrian crossing provision	1	0%
Support Cycle priority measures (including Advance Stop Lines)	1	0%
Support re-timing traffic signals (longer green time for pedestrians and cyclists)	1	0%
Support Bus stop bypass proposals	1	0%

4.8.3. A total of 21 respondents (10%) support speed limit reductions at London Road, a further 17 respondents (8%) support the provision of segregated cycle tracks.

Table 4-57 - London Road – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	43	20%
Oppose proposals for area	36	17%
Proposals are not needed / will make no difference / ineffective	35	16%
Proposals are a waste of money / poor value for money	29	13%
Oppose element of the proposed scheme	5	2%
Proposals are insufficient don't go far enough	2	1%
Oppose - Spend money on Public Transport instead	1	0%

4.8.4. A total of 43 respondents (20%) oppose the proposals at London Road because they will cause congestion / traffic issues, a further 36 respondents (17%) oppose the proposals at London Road in general.

Table 4-58 - London Road – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Speed limit reductions	24	11%
Oppose Removal/Reallocation of roadspace/traffic lane	21	10%
Oppose Redesign of Junction layout (including resignalling)	13	6%
Oppose provision of Signalised crossing (traffic signal controlled)	9	4%
Oppose removal of guardrails / pedestrian barriers	6	3%
Oppose provision of Segregated cycle track	5	2%
Oppose introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	4	2%
Oppose re-timing traffic signals (longer green time for pedestrians and cyclists)	4	2%
Oppose Bus stop bypass proposals	3	1%
Oppose Widening footways	1	0%
Oppose Cycle priority measures (including Advance Stop Lines)	1	0%
Oppose Relocation of parking facilities	1	0%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	1	0%
Oppose improvements to pedestrian crossing provision	1	0%
Oppose Pedestrian Build out (reducing crossing distances)	1	0%

Oppose removal of traffic island	1	0%
Oppose introduction of Shared use paths / shared space (including plaza)	1	0%

4.8.5. A total of 24 respondents (11%) oppose speed limit reductions at London Road, a further 21 respondents (10%) oppose the removal / reallocation of roadspace / traffic lanes.

Table 4-59 - London Road – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Improvements will make it more difficult for motorists to travel	26	12%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	13	6%
Concern - Scheme may result in negative impact on air pollution / local air quality	9	4%
Concern - Avoid routes ending abruptly / better integration	7	3%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	6	3%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	6	3%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	5	2%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	5	2%
Concern - Rough / Mud surface pathways are unsuitable	1	0%

4.8.6. A total of 26 respondents (12%) are concerned that the improvements at London Road will make it more difficult for motorists to travel, a further 13 respondents (6%) note that poor driving and speeding traffic is unsafe and needs enforcing.

Table 4-60 - London Road – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	12	6%
Ensure provision does not disadvantage elderly / disabled users	4	2%
Link surfaces need to be well-maintained	3	1%
Ensure routes are well publicised / signposted	2	1%
Consider the needs of horseriders / equestrians	1	0%
Links use hard surfaces (e.g. tarmac)	1	0%

4.8.7. A total of 12 respondents (6%) note that current routes are unsafe / unsuitable and so need improving, a further 4 respondents (2%) note that improvements should not disadvantage elderly / disabled users.

Table 4-61 - London Road – Summary of General Suggestions

Theme	Count	%
Suggest additional Redesign of Junction layout (including resigalling)	9	4%
Suggest additional Speed limit reductions	8	4%
Suggest additional improvements to pedestrian crossing provision	7	3%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	6	3%
Suggest additional provision of Segregated cycle track	5	2%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	4	2%
Suggest additional cycle measure (not listed below / not specified)	4	2%
Suggest additional Removal/Reallocation of roadspace/traffic lane	4	2%
Suggest additional re-timing traffic signals (longer green time for pedestrians and cyclists)	3	1%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	4	2%
Suggest additional planned roadway resurfacing	3	1%
Suggest additional pedestrian measure (not listed below / not specified)	2	1%
Suggest additional introduction of Shared use paths / shared space (including plaza)	2	1%
Suggest additional provision of Signalised crossing (traffic signal controlled)	1	0%
Suggest additional Cycle priority measures (including Advance Stop Lines)	1	0%

4.8.8. A total of 9 respondents (4%) suggested additional redesign of junction layouts at London Road, a further 8 respondents (4%) suggested additional speed limit reductions.

Table 4-62 - London Road – Summary of Other Comments

Theme	Count	%
Request for further information / query	12	6%
Criticism of Wokingham Borough Council	9	4%
Criticism of consultation materials (e.g. questionnaire / events / website)	7	3%
Criticism of consultation - Not enough information	5	2%
Criticism of consultation (e.g. wont make a difference)	4	2%
Request for additional consultation / discussion	3	1%

4.8.9. A total of 12 respondents (6%) requested further information or had a query, a further 9 respondents (4%) criticised Wokingham Borough Council.

Table 4-63 – London Road – Summary of Other Comments

Theme	Count	%
Non-relevant comment	2	1%

4.8.10. 2 respondents (1%) provided a non relevant comment.

4.9 SPENCERS WOOD SCHEMES: OPEN-ENDED RESPONSES

4.9.1. A total of 40 respondents made comments relating to the proposals for Spencers Wood. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-64 – Spencers Wood – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	16	40%
Proposals will make it safer for those walking and cycling	4	10%
Support - Will improve access generally	2	5%

4.9.2. A total of 16 respondents (40%) support the proposals at Spencers Way, a further 4 respondents (10%) note that proposals will make it safer for those walking and cycling.

Table 4-65 – Spencers Wood – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	1	3%
Support Widening footways	1	3%
Support provision of Signalised crossing (traffic signal controlled)	1	3%
Support Relocation of parking facilities	1	3%
Support improved street lighting	1	3%
Support removal of bollards / access restrictions	1	3%

4.9.3. A total of 1 respondent (3%) supported the proposals to reduce speed limits at Spencers Wood, a further 1 respondent (3%) supported the widening of footways at Spencers Wood.

Table 4-66 - Spencers Wood – Summary of Opposing Comments

Theme	Count	%
Proposals are not needed / will make no difference / ineffective	3	8%
Oppose proposals for area	3	8%
Proposals are a waste of money / poor value for money	2	5%

Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	1	3%
Proposals are insufficient don't go far enough	1	3%

- 4.9.4. A total of 3 respondents (8%) commented that proposals at Spencers Wood are not needed / will make no difference, a further 3 respondents (8%) oppose the proposals for the area.

Table 4-67 - Spencers Wood – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Speed limit reductions	3	8%
Oppose Relocation of parking facilities	1	3%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	1	3%

- 4.9.5. A total of 3 respondents (8%) oppose speed limit reductions at Spencers Wood, with 1 respondent (3%) opposing the relocation of parking facilities in the area.

Table 4-68 - Spencers Wood – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	5	13%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	4	10%
Concern - Improvements will make it more difficult for motorists to travel	1	3%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	1	3%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	1	3%
Concern - Rough / Mud surface pathways are unsuitable	1	3%
Concern - Barriers on existing routes make it difficult for pedestrians and cyclists	1	3%

- 4.9.6. A total of 5 respondents (13%) are concerned that poor driving / speeding traffic needs enforcing due to feeling unsafe, a further 4 respondents (10%) noted concern about the suitability of route characteristics.

Table 4-69 - Spencers Wood – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	8	20%
Ensure routes are well publicised / signposted	1	3%
Link surfaces need to be well-maintained	1	3%
Ensure provision does not disadvantage elderly / disabled users	1	3%
Consider the needs of horseriders / equestrians	1	3%

- 4.9.7. A total of 8 respondents (20%) commented that current routes in the area are unsafe / unsuitable and therefore need improvement, a further 1 respondent (3%) highlighted the need to publicise and signpost the routes.

Table 4-70 - Spencers Wood – Summary of General Suggestions

Theme	Count	%
Suggest additional Speed limit reductions	10	25%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	4	10%
Suggest additional Widening footways	3	8%
Suggest additional provision of Segregated cycle track	3	8%
Suggest additional improvements to pedestrian crossing provision	1	3%
Suggest additional Removal/Reallocation of roadspace/traffic lane	0	0%
Suggest additional provision of Signalised crossing (traffic signal controlled)	1	3%
Suggest additional Cycle priority measures (including Advance Stop Lines)	1	3%
Suggest additional introduction of Shared use paths / shared space (including plaza)	1	3%

- 4.9.8. A total of 10 respondents (25%) suggested additional speed limit reductions in the area, a further 4 respondents (10%) suggested additional traffic calming measures.

Table 4-71 - Spencers Wood – Summary of General Suggestions

Theme	Count	%
Suggest that that vegetation is controlled	1	3%

- 4.9.9. 1 respondent (3%) suggested that vegetation be controlled as part of the proposals in the area.

Table 4-72 - Spencers Wood – Summary of Other Comments

Theme	Count	%
Request for further information / query	3	8%
Criticism of Wokingham Borough Council	2	5%
Criticism of consultation (e.g. wont make a difference)	2	5%

- 4.9.10. A total of 3 respondents (8%) requested for further information or had a query, with 2 respondents (5%) criticising Wokingham Borough Council.

Table 4-73 – Spencers Wood – Summary of Other Comments

Theme	Count	%
Non-relevant comment	2	5%

4.9.11. A total of 2 respondents (5%) provided a non relevant comment.

4.10 EARLEY SCHEMES: OPEN-ENDED RESPONSES

4.10.1. A total of 175 respondents made comments relating to the proposals for Earley. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-74 – Earley – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	14	8%
Proposals reduce risk from poor driving / poor road layout	7	4%
Proposals will make it safer for those walking and cycling	5	3%
Proposals need to go even further	1	1%
Will benefit those with mobility issues / mobility scooters	1	1%
Support element of the proposed scheme	1	1%

4.10.2. A total of 14 respondents (8%) support the proposals at Earley, a further 7 respondents (4%) note that proposals reduce risk from poor driving / poor road layout.

Table 4-75 – Earley – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	5	3%
Support Redesign of Junction layout (including resignalling)	5	3%
Support introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	5	3%
Support provision of Signalised crossing (traffic signal controlled)	3	2%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	3	2%
Support Removal/Reallocation of roadspace/traffic lane	2	1%
Support re-timing traffic signals (longer green time for pedestrians and cyclists)	2	1%
Support provision of Segregated cycle track	1	1%
Support Widening footways	1	1%
Support improvements to pedestrian crossing provision	1	1%
Support Pedestrian Build out (reducing crossing distances)	1	1%

Support introduction of Shared use paths / shared space (including plaza)	1	1%
Support improved street lighting	1	1%
Support planned roadway resurfacing	1	1%

4.10.3. A total of 5 respondents (3%) support speed limit reductions at Earley, a further 5 respondents (3%) support the redesign of junction layouts.

Table 4-76 - Earley – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	74	42%
Proposals are not needed / will make no difference / ineffective	47	27%
Proposals are a waste of money / poor value for money	29	17%
Oppose proposals for area	29	17%
Oppose - will worsen access to shops / facilities	1	1%
Oppose - Spend money on Public Transport instead	1	1%
Oppose - will worsen access to schools / education facilities	1	1%

4.10.4. A total of 74 respondents (42%) note that improvements will cause congestion / traffic issues and so oppose the proposals, a further 47 respondents (27%) commented that the proposals are not needed / will make no difference.

Table 4-77 - Earley – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Speed limit reductions	49	28%
Oppose Redesign of Junction layout (including resignalling)	34	19%
Oppose introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	21	12%
Oppose Removal/Reallocation of roadspace/traffic lane	20	11%
Oppose provision of Segregated cycle track	5	3%
Oppose provision of Signalised crossing (traffic signal controlled)	5	3%
Oppose re-timing traffic signals (longer green time for pedestrians and cyclists)	4	2%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	3	2%
Oppose Widening footways	2	1%
Oppose introduction of Shared use paths / shared space (including plaza)	2	1%
Oppose improvements to pedestrian crossing provision	1	1%

4.10.5. A total of 49 respondents (28%) oppose speed limit reductions in the area, a further 34 respondents (19%) oppose the redesign of junction layout.

Table 4-78 - Earley – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Scheme may result in negative impact on air pollution / local air quality	23	13%
Concern - Improvements will make it more difficult for motorists to travel	16	9%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	12	7%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	5	3%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	3	2%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	2	1%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	1	1%
Concern - Avoid routes ending abruptly / better integration	1	1%
Concern - Barriers on existing routes make it difficult for pedestrians and cyclists	1	1%

4.10.6. A total of 23 respondents (13%) are concerned that schemes may have a negative impact on air pollution / local air quality, a further 16 respondents (9%) are concerned that improvements will make it more difficult for motorists to travel.

Table 4-79 - Earley – Summary of General Suggestions

Theme	Count	%
Ensure routes are well publicised / signposted	1	1%
Link surfaces need to be well-maintained	1	1%
Consider the needs of horseriders / equestrians	1	1%
Links use hard surfaces (e.g. tarmac)	1	1%

4.10.7. 1 respondent (1%) noted the need to ensure routes are well signposted and publicised , and 1 other respondent (1%) commented that link surfaces should be well maintained.

Table 4-80 - Earley – Summary of General Suggestions

Theme	Count	%
Suggest additional Redesign of Junction layout (including resigntalling)	9	5%
Suggest additional provision of Segregated cycle track	7	4%
Suggest additional Speed limit reductions	6	3%

Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	4	2%
Suggest additional pedestrian measure (not listed below / not specified)	2	1%
Suggest additional provision of Signalised crossing (traffic signal controlled)	2	1%
Suggest additional re-timing traffic signals (longer green time for pedestrians and cyclists)	2	1%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	2	1%
Suggest additional Greenway proposals	2	1%
Suggest additional cycle measure (not listed below / not specified)	1	1%
Suggest additional improvements to pedestrian crossing provision	1	1%
Suggest additional Widening footways	1	1%
Suggest additional improved street lighting	1	1%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	1	1%

4.10.8. A total of 9 respondents (5%) suggested additional redesign of junction layout in the area, a further 7 respondents (4%) suggested additional provision of a segregated cycle track.

Table 4-81 - Earley – Summary of General Suggestions

Theme	Count	%
Suggest access restrictions (e.g. to mitigate rat running)	4	2%
Suggest that that vegetation is controlled	2	1%

4.10.9. A total of 4 respondents (2%) suggested additional access restrictions, a further 2 respondents (1%) suggested that vegetation be controlled.

Table 4-82 - Earley – Summary of Other Comments

Theme	Count	%
Request for further information / query	12	7%
Criticism of consultation (e.g. wont make a difference)	3	2%
Criticism of Wokingham Borough Council	1	1%
Criticism of consultation - Not enough information	1	1%
Request for additional consultation / discussion	1	1%

4.10.10. A total of 12 respondents (7%) requested for further information or had a query, with 3 respondents (2%) criticising the consultation.

Table 4-83 – Earley – Summary of Other Comments

Theme	Count	%
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Non-relevant comment	3	2%
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4.10.11. A total of 3 respondents (2%) provided a non relevant comment.

4.11 WARGRAVE SCHEMES: OPEN-ENDED RESPONSES

4.11.1. A total of 92 respondents made comments relating to the proposals for Wargrave. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-84 – Wargrave – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	31	34%
Proposals will make it safer for those walking and cycling	7	8%
Support - Will improve access to schools / education facilities	6	7%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	4	4%
Support - Will improve access generally	4	4%
Proposals need to go even further	3	3%
Support - Proposals will reduce private car use (much needed)	2	2%
Support - Current walking provision is poor (e.g. lack of pavements /footways)	2	2%
Will benefit those with mobility issues / mobility scooters	1	1%
Support - Will improve access to shops / facilities	1	1%

4.11.2. A total of 31 respondents (34%) support the proposals at Wargrave, a further 7 respondents (8%) noted that proposals will make it safer for those walking and cycling in the area.

Table 4-85 – Wargrave – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support provision of cycle bridge over / tunnel under road / rail route	20	22%
Support Speed limit reductions	16	17%
Support improvements to pedestrian crossing provision	9	10%
Support Cycle priority measures (including Advance Stop Lines)	5	5%
Support provision of Segregated cycle track	4	4%
Support provision of Signalised crossing (traffic signal controlled)	3	3%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	1	1%

Support Pedestrian Build out (reducing crossing distances)	1	1%
Support cycle measure (not listed below / not specified)	1	1%
Support introduction of Shared use paths / shared space (including plaza)	1	1%

4.11.3. A total of 20 respondents (22%) support the provision of a cycle bridge at Earley, a further 16 respondents (17%) support speed limit reductions.

Table 4-86 - Wargrave – Summary of Opposing Comments

Theme	Count	%
Oppose element of the proposed scheme	3	3%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	2	2%
Proposals are a waste of money / poor value for money	2	2%
Proposals are not needed / will make no difference / ineffective	2	2%
Oppose proposals for area	2	2%
Proposals are insufficient don't go far enough	1	1%

4.11.4. A total of 3 respondents (3%) opposed an element of the proposed scheme, a further 2 respondents (2%) opposed proposals due to the resulting congestion / traffic problems.

Table 4-87 - Wargrave – Comments Opposing the Proposed Area Based Measures

Theme	Count	%
Oppose Cycle priority measures (including Advance Stop Lines)	6	7%
Oppose Speed limit reductions	5	5%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	3	3%
Oppose Removal/Reallocation of roadspace/traffic lane	2	2%
Oppose re-timing traffic signals (longer green time for pedestrians and cyclists)	2	2%
Oppose Redesign of Junction layout (including resignalling)	1	1%
Oppose introduction of Shared use paths / shared space (including plaza)	1	1%
Oppose provision of cycle bridge over / tunnel under road / rail route	1	1%

4.11.5. A total of 6 respondents (7%) opposed cycle priority measures in the area, a further 5 respondents (5%) opposed speed limit reductions.

Table 4-88 - Wargrave – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	5	5%

Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	3	3%
Concern - Avoid routes ending abruptly / better integration	2	2%
Concern - Improvements will make it more difficult for motorists to travel	1	1%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	1	1%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	1	1%
Concern - Rough / Mud surface pathways are unsuitable	1	1%

4.11.6. A total of 5 respondents (5%) are concerned about poor driving / speeding traffic, a further 3 respondents (3%) commented concern that shared use areas are unsafe.

Table 4-89 - Wargrave – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	5	5%
Link surfaces need to be well-maintained	4	4%
Consider the needs of horseriders / equestrians	2	2%

4.11.7. A total of 5 respondents (5%) commented that current routes are unsafe / unsuitable and so need improving, a further 4 respondents (4%) highlighted that link surfaces need to be well maintained.

Table 4-90 - Wargrave – Summary of General Suggestions

Theme	Count	%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	6	7%
Suggest additional Speed limit reductions	6	7%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	6	7%
Suggest additional Widening footways	4	4%
Suggest additional improvements to pedestrian crossing provision	3	3%
Suggest additional Redesign of Junction layout (including resignalling)	3	3%
Suggest additional introduction of Shared use paths / shared space (including plaza)	4	4%
Suggest additional cycle measure (not listed below / not specified)	1	1%
Suggest additional Relocation of parking facilities	1	1%
Suggest additional provision of Segregated cycle track	1	1%
Suggest additional Cycle priority measures (including Advance Stop Lines)	1	1%
Suggest additional planned roadway resurfacing	1	1%

4.11.8. A total of 6 respondents (7%) suggested additional traffic calming measures in the area, a further 6 respondents (7%) suggested additional speed limit reductions.

Table 4-91 - Wargrave – Summary of Other Comments

Theme	Count	%
Request for further information / query	2	2%
Criticism of Wokingham Borough Council	2	2%
Criticism of consultation (e.g. wont make a difference)	2	2%
Request for additional consultation / discussion	1	1%

4.11.9. A total of 2 respondents (2%) requested further information or had a query, 2 other respondents (2%) commented criticism for Wokingham Borough Council.

Table 4-92 – Wargrave – Summary of Other Comments

Theme	Count	%
Non-relevant comment	1	1%

4.11.10. 1 respondent (1%) provided a non relevant comment.

4.12 BARKHAM ROAD SCHEMES: OPEN-ENDED RESPONSES

4.12.1. A total of 233 respondents made comments relating to the proposals for Barkham Road. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-93 – Barkham Road – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	19	8%
Proposals will make it safer for those walking and cycling	5	2%
Support - Will improve access generally	1	0%
Proposals need to go even further	1	0%

4.12.2. A total of 19 respondents (8%) support the proposals at Barkham Road, a further 5 respondents (2%) noted that proposals will make it safer for those walking and cycling in the area.

Table 4-94 – Barkham Road – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	7	3%

Support cycle measure (not listed below / not specified)	3	1%
Support introduction of Shared use paths / shared space (including plaza)	3	1%
Support Widening footways	3	1%
Support improvements to pedestrian crossing provision	1	0%
Support provision of Segregated cycle track	1	0%
Support provision of Signalised crossing (traffic signal controlled)	1	0%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	1	0%
Support Removal/Reallocation of roadspace/traffic lane	1	0%
Support Redesign of Junction layout (including resignalling)	1	0%
Support pedestrian measure (not listed below / not specified)	1	0%
Support introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	0%

4.12.3. A total of 7 respondents (3%) support speed limit reductions in the area, a further 3 respondents (1%) support cycle measures.

Table 4-95 - Barkham Road – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	105	45%
Proposals are not needed / will make no difference / ineffective	30	13%
Proposals are a waste of money / poor value for money	25	11%
Oppose proposals for area	20	9%
Oppose element of the proposed scheme	15	6%
Oppose - Spend money on Public Transport instead	1	0%

4.12.4. A total of 105 respondents (45%) opposed proposals due to the congestion / traffic issues they will cause, a further 30 respondents (13%) commented that proposals are not needed / will make no difference.

Table 4-96 - Barkham Road – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Redesign of Junction layout (including resignalling)	108	46%
Oppose Speed limit reductions	64	27%
Oppose Removal/Reallocation of roadspace/traffic lane	29	12%
Oppose introduction of Shared use paths / shared space (including plaza)	4	2%
Oppose provision of Signalised crossing (traffic signal controlled)	4	2%

Oppose cycle measure (not listed below / not specified)	3	1%
Oppose provision of Segregated cycle track	3	1%
Oppose improvements to pedestrian crossing provision	3	1%
Oppose pedestrian measure (not listed below / not specified)	2	1%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	2	1%
Oppose Pedestrian Build out (reducing crossing distances)	2	1%
Oppose Greenway proposals	1	0%

4.12.5. A total of 108 respondents (46%) opposed redesign of junction layouts in the area, a further 64 respondents (27%) opposed speed limit reductions.

Table 4-97 - Barkham Road – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	32	14%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	23	10%
Concern - Scheme may result in negative impact on air pollution / local air quality	14	6%
Concern - Improvements will make it more difficult for motorists to travel	11	5%
Concern - Barriers on existing routes make it difficult for pedestrians and cyclists	4	2%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	3	1%
Concern - Avoid routes ending abruptly / better integration	1	0%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	1	0%

4.12.6. A total of 32 respondents (14%) commented their concern about the suitability of route characteristics, a further 23 respondents (10%) are concerned about poor driving / speeding traffic.

Table 4-98 - Barkham Road – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	8	3%
Ensure routes are well publicised / signposted	6	3%
Link surfaces need to be well-maintained	3	1%
Consider the needs of horseriders / equestrians	3	1%
Ensure provision does not disadvantage elderly / disabled users	1	0%

4.12.7. A total of 8 respondents (3%) commented that current routes are unsafe / unsuitable and so need improving, a further 6 respondents (3%) highlighted that routes should be well publicised and signposted.

Table 4-99 - Barkham Road – Summary of General Suggestions

Theme	Count	%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	9	4%
Suggest additional provision of Segregated cycle track	9	4%
Suggest additional Speed limit reductions	7	3%
Suggest additional cycle measure (not listed below / not specified)	7	3%
Suggest additional Widening footways	5	2%
Suggest additional improvements to pedestrian crossing provision	4	2%
Suggest additional Redesign of Junction layout (including resignalling)	4	2%
Suggest additional provision of Signalised crossing (traffic signal controlled)	4	2%
Suggest additional Removal/Reallocation of roadspace/traffic lane	3	1%
Suggest additional pedestrian measure (not listed below / not specified)	3	1%
Suggest additional Greenway proposals	3	1%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	2	1%
Suggest additional Pedestrian Build out (reducing crossing distances)	2	1%
Suggest additional introduction of Shared use paths / shared space (including plaza)	1	0%
Suggest additional planned roadway resurfacing	1	0%
Suggest additional conversion of One-way street to two-way traffic	1	0%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	0%

4.12.8. A total of 9 respondents (4%) suggested additional traffic calming measures in the area, a further 9 respondents (4%) suggested additional provision of segregated cycle tracks.

Table 4-100 - Barkham Road – Summary of General Suggestions

Theme	Count	%
Suggest signalisation - type not specified (e.g. crossing, junction, link, etc)	5	2%

4.12.9. A total of 5 respondents (2%) suggested signalisation in the area without specifying the type.

Table 4-101 - Barkham Road – Summary of Other Comments

Theme	Count	%
Criticism of Wokingham Borough Council	26	11%
Criticism of consultation materials (e.g. questionnaire / events / website)	24	10%

Request for further information / query	15	6%
Criticism of consultation (e.g. wont make a difference)	5	2%
Criticism of consultation - Not enough information	3	1%
Request for additional consultation / discussion	2	1%

4.12.10. A total of 26 respondents (11%) criticised Wokingham Borough Council, a further 24 respondents (10%) criticised consultation materials.

Table 4-102 – Barkham Road – Summary of Other Comments

Theme	Count	%
Non-relevant comment	4	2%
No comment / nothing to add	1	0%

4.12.11. A total of 4 respondents (2%) provided non relevant comments, a further 1 respondent (0%) provided no comment or had nothing to add.

4.13 A4 BATH ROAD SCHEMES: OPEN-ENDED RESPONSES

4.13.1. A total of 91 respondents made comments relating to the proposals for Bath Road. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-103 – A4 Bath Road – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	14	15%
Proposals will make it safer for those walking and cycling	7	8%
Proposals need to go even further	4	4%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	3	3%
Support - Will improve access generally	2	2%
Support - Proposals will reduce private car use (much needed)	1	1%
Support - Proposals would be beneficial for the environment / air quality / public health	1	1%

4.13.2. A total of 14 respondents (15%) support the proposals at Bath Road, a further 7 respondents (8%) noted that proposals will make it safer for those walking and cycling in the area.

Table 4-104 – A4 Bath Road – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	10	11%
Support provision of Segregated cycle track	8	9%
Support Widening footways	3	3%
Support Redesign of Junction layout (including resignalling)	2	2%

4.13.3. A total of 10 respondents (11%) support speed limit reductions in the area, a further 8 respondents (9%) support provision of segregated cycle tracks.

Table 4-105 - A4 Bath Road – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	14	15%
Oppose proposals for area	9	10%
Proposals are not needed / will make no difference / ineffective	6	7%
Proposals are a waste of money / poor value for money	4	4%
Proposals are insufficient don't go far enough	3	3%

4.13.4. A total of 14 respondents (15%) opposed proposals due to the congestion / traffic issues they will cause, a further 9 respondents (10%) opposed all proposals for the area.

Table 4-106 - A4 Bath Road – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Speed limit reductions	23	25%
Oppose Removal/Reallocation of roadspace/traffic lane	4	4%
Oppose Redesign of Junction layout (including resignalling)	3	3%
Oppose introduction of Shared use paths / shared space (including plaza)	2	2%
Oppose Relocation of parking facilities	1	1%
Oppose improvements to pedestrian crossing provision	1	1%

4.13.5. A total of 23 respondents (25%) opposed speed limit reductions in the area, a further 4 respondents (4%) opposed the removal / reallocation of roadspace / traffic lanes.

Table 4-107 - A4 Bath Road – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	8	9%
Concern - Improvements will make it more difficult for motorists to travel	4	4%

Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	4	4%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	1	1%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	1	1%

- 4.13.6. A total of 8 respondents (9%) are concerned about poor driving / speeding traffic, a further 4 respondents (4%) are concerned that the improvements will make it more difficult for motorists to travel.

Table 4-108 - A4 Bath Road – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	23	25%
Link surfaces need to be well-maintained	6	7%
Ensure routes are well publicised / signposted	1	1%

- 4.13.7. A total of 23 respondents (25%) commented that current routes are unsafe / unsuitable and so need improving, a further 6 respondents (7%) highlighted that link surfaces should be well maintained.

Table 4-109 - A4 Bath Road – Summary of General Suggestions

Theme	Count	%
Suggest additional improvements to pedestrian crossing provision	11	12%
Suggest additional Redesign of Junction layout (including resignalling)	10	11%
Suggest additional Speed limit reductions	9	10%
Suggest additional provision of Segregated cycle track	5	5%
Suggest additional Widening footways	3	3%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	2	2%
Suggest additional Removal/Reallocation of roadspace/traffic lane	2	2%
Suggest additional re-timing traffic signals (longer green time for pedestrians and cyclists)	2	2%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	2	2%
Suggest additional Cycle priority measures (including Advance Stop Lines)	2	2%
Suggest additional cycle measure (not listed below / not specified)	1	1%
Suggest additional pedestrian measure (not listed below / not specified)	1	1%
Suggest additional introduction of Shared use paths / shared space (including plaza)	1	1%
Suggest additional improved street lighting	1	1%

Suggest additional removal of guardrails / pedestrian barriers	1	1%
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4.13.8. A total of 11 respondents (12%) suggested additional improvements to pedestrian crossing provision, a further 10 respondents (11%) suggested additional redesign of junction layouts.

Table 4-110 - A4 Bath Road – Summary of General Suggestions

Theme	Count	%
Suggest signalisation - type not specified (e.g. crossing, junction, link, etc)	2	2%

4.13.9. A total of 2 respondents (2%) suggested signalisation in the area without specifying the type.

Table 4-111 - A4 Bath Road – Summary of Other Comments

Theme	Count	%
Criticism of Wokingham Borough Council	6	7%
Request for further information / query	2	2%
Criticism of consultation - Not enough information	2	2%
Criticism of consultation (e.g. wont make a difference)	2	2%
Criticism of consultation materials (e.g. questionnaire / events / website)	1	1%
Request for additional consultation / discussion	1	1%

4.13.10. A total of 6 respondents (7%) criticised Wokingham Borough Council, a further 2 respondents (2%) requested further information or had a query.

Table 4-112 – A4 Bath Road – Summary of Other Comments

Theme	Count	%
Non-relevant comment	1	1%

4.13.11. Only 1 respondent (1%) provided non relevant comments.

4.14 OBSERVER WAY SCHEMES: OPEN-ENDED RESPONSES

4.14.1. A total of 32 respondents made comments relating to the proposals for Observer Way. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-113 – Observer Way – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	9	28%
Proposals will make it safer for those walking and cycling	2	6%

Proposals need to go even further	1	3%
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- 4.14.2. A total of 9 respondents (28%) support the proposals at Observer Way, a further 2 respondents (6%) noted that proposals will make it safer for those walking and cycling in the area.

Table 4-114 – Observer Way – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Redesign of Junction layout (including resignalling)	1	3%

- 4.14.3. 1 respondent (3%) supported the redesign of junction layouts in the area.

Table 4-115 - Observer Way – Summary of Opposing Comments

Theme	Count	%
Proposals are a waste of money / poor value for money	9	28%
Proposals are not needed / will make no difference / ineffective	5	16%
Oppose proposals for area	4	13%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	1	3%
Oppose element of the proposed scheme	1	3%

- 4.14.4. A total of 9 respondents (28%) commented that proposals are a waste of money / poor value for money, a further 5 respondents (16%) noted that proposals are not needed or will make no difference.

Table 4-116 - Observer Way – Comments Opposing the Area-Based Measures

Theme	Count	%
Oppose improved street lighting	6	19%
Oppose Widening footways	2	6%
Oppose planned roadway resurfacing	2	6%

- 4.14.5. A total of 6 respondents (19%) opposed improved street lighting in the area, a further 2 respondents (6%) opposed the widening of footways.

Table 4-117 - Observer Way – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Avoid routes ending abruptly / better integration	4	13%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	1	3%
Concern - Improvements will make it more difficult for motorists to travel	1	3%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	1	3%

Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	1	3%
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4.14.6. A total of 4 respondents (13%) are concerned about routes ending abruptly and so want better integration, a further 1 respondent (3%) are concerned about poor driving / speeding traffic.

Table 4-118 - Observer Way – Summary of General Suggestions

Theme	Count	%
Consider the needs of horseriders / equestrians	3	9%
Current routes are unsafe / unsuitable - Need improvement	1	3%
Links use hard surfaces (e.g. tarmac)	1	3%

4.14.7. A total of 3 respondents (9%) commented that the needs of horseriders should be considered, a further 1 respondent (3%) highlighted that current routes are unsafe / unsuitable and so need improving.

Table 4-119 - Observer Way – Summary of General Suggestions

Theme	Count	%
Suggest additional cycle measure (not listed below / not specified)	3	9%
Suggest additional footway provision	3	9%
Suggest additional improvements to pedestrian crossing provision	2	6%
Suggest additional planned roadway resurfacing	2	6%
Suggest additional provision of Segregated cycle track	1	3%
Suggest additional Cycle priority measures (including Advance Stop Lines)	1	3%
Suggest additional pedestrian measure (not listed below / not specified)	1	3%

4.14.8. A total of 3 respondents (9%) suggested additional cycle measures in the area, a further 3 respondents (9%) suggested additional footway provision.

Table 4-120 - Observer Way – Summary of Other Comments

Theme	Count	%
Criticism of Wokingham Borough Council	2	6%
Request for further information / query	1	3%
Request for additional consultation / discussion	1	3%

4.14.9. A total of 2 respondents (6%) criticised Wokingham Borough Council, a further 1 respondent (3%) requested further information or had a query.

Table 4-121 – Observer Way – Summary of Other Comments

Theme	Count	%
Non-relevant comment	2	6%

4.14.10. Only 2 respondent (6%) provided non relevant comments.

4.15 WOODLEY SCHEMES: OPEN-ENDED RESPONSES

4.15.1. A total of 186 respondents made comments relating to the proposals for Woodley. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-122 – Woodley – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	30	16%
Proposals need to go even further	9	5%
Proposals will make it safer for those walking and cycling	8	4%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	5	3%
Support - Current walking provision is poor (e.g. lack of pavements /footways)	5	3%
Support - Will improve access to schools / education facilities	5	3%
Support - Proposals will reduce private car use (much needed)	4	2%
Support - Will improve access generally	2	1%
Proposals reduce risk from poor driving / poor road layout	1	1%
Support - Will improve access work / employment	1	1%
Support - Will improve access to shops / facilities	1	1%

4.15.2. A total of 30 respondents (16%) support the proposals at Woodley, a further 9 respondents (5%) noted that proposals need to go even further.

Table 4-123 – Woodley – Comments Supportive of Area-Based Measures

Theme	Count	%
Support Speed limit reductions	3	2%
Support Redesign of Junction layout (including resignalling)	3	2%
Support removal of guardrails / pedestrian barriers	3	2%
Support provision of Segregated cycle track	2	1%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	2	1%

Support provision of cycle bridge over / tunnel under road / rail route	2	1%
Support improved street lighting	2	1%
Support installation of a disability inclusive ramp (wheelchair ramp)	2	1%
Support Widening footways	1	1%
Support improvements to pedestrian crossing provision	1	1%
Support introduction of Shared use paths / shared space (including plaza)	1	1%
Support introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	1%
Support planned roadway resurfacing	1	1%

4.15.3. A total of 3 respondents (2%) support speed limit reductions in the area, a further 3 respondents (2%) support the redesign of junction layouts.

Table 4-124 - Woodley – Summary of Opposing Comments

Theme	Count	%
Proposals are a waste of money / poor value for money	23	12%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	20	11%
Oppose element of the proposed scheme	19	10%
Oppose proposals for area	11	6%
Proposals are not needed / will make no difference / ineffective	11	6%
Proposals are insufficient don't go far enough	9	5%
Oppose - Spend money on Public Transport instead	3	2%

4.15.4. A total of 23 respondents (12%) commented that proposals are a waste of money / poor value for money, a further 19 respondents (10%) opposed an element of the proposed scheme.

Table 4-125 - Woodley – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Removal/Reallocation of roadspace/traffic lane	26	14%
Oppose Speed limit reductions	24	13%
Oppose introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	10	5%
Oppose introduction of Shared use paths / shared space (including plaza)	7	4%
Oppose improved street lighting	7	4%
Oppose Redesign of Junction layout (including resignalling)	6	3%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	4	2%

Oppose removal of guardrails / pedestrian barriers	2	1%
Oppose provision of Segregated cycle track	1	1%
Oppose conversion of One-way street to two-way traffic	1	1%
Oppose Widening footways	1	1%
Oppose cycle measure (not listed below / not specified)	1	1%
Oppose Pedestrian Build out (reducing crossing distances)	1	1%
Oppose introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	1%
Oppose 'Livable Neighbourhood' plans (Low Traffic Neighbourhood)	1	1%
Oppose provision of cycle bridge over / tunnel under road / rail route	1	1%

4.15.5. A total of 26 respondents (14%) opposed removal / reallocation of roadspace / traffic lane, a further 24 respondents (13%) opposed speed limit reductions in the area.

Table 4-126 - Woodley – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	21	11%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	13	7%
Concern - Improvements will make it more difficult for motorists to travel	15	8%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	4	2%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	3	2%
Concern - Avoid routes ending abruptly / better integration	3	2%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	1	1%
Concern - Barriers on existing routes make it difficult for pedestrians and cyclists	1	1%

4.15.6. A total of 21 respondents (11%) are concerned about the scheme resulting in environmental damage, a further 13 respondents (7%) are concerned about poor driving / speeding traffic.

Table 4-127 - Woodley – Summary of General Suggestions

Theme	Count	%
Link surfaces need to be well-maintained	16	9%
Current routes are unsafe / unsuitable - Need improvement	5	3%
Ensure routes are well publicised / signposted	4	2%
Ensure provision does not disadvantage elderly / disabled users	4	2%

Consider the needs of horseriders / equestrians	2	1%
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4.15.7. A total of 16 respondents (9%) commented that link surfaces need to be well maintained, a further 5 respondent (3%) highlighted that current routes are unsafe / unsuitable and so need improving.

Table 4-128 - Woodley – Summary of General Suggestions

Theme	Count	%
Suggest additional Speed limit reductions	7	4%
Suggest additional provision of Segregated cycle track	5	3%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	5	3%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	4	2%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	4	2%
Suggest additional improvements to pedestrian crossing provision	3	2%
Suggest additional cycle measure (not listed below / not specified)	3	2%
Suggest additional improved street lighting	3	2%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	3	2%
Suggest additional Redesign of Junction layout (including resignalling)	2	1%
Suggest additional introduction of Bus Gate (access restricted to bus/cycle only)	2	1%
Suggest additional Pedestrian Build out (reducing crossing distances)	2	1%
Suggest additional pedestrian measure (not listed below / not specified)	2	1%
Suggest additional introduction of Shared use paths / shared space (including plaza)	1	1%
Suggest additional provision of Signalised crossing (traffic signal controlled)	1	1%
Suggest additional provision of seating and shelter at bus stop	1	1%

4.15.8. A total of 7 respondents (4%) suggested additional speed limit reductions in the area, a further 5 respondents (3%) suggested additional provision of segregated cycle tracks.

Table 4-129 - Woodley – Summary of General Suggestions

Theme	Count	%
Suggest implementation of school street scheme/s	2	1%
Suggest that the proposed cycle bridge over the ford at Whistley Mill Lane should be for cars as well as bicycles	1	1%
Suggest that measures are taken to improve personal safety / security (e.g. improved CCTV coverage)	1	1%

Suggest that vehicle access is restricted based on vehicle size	1	1%
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- 4.15.9. A total of 2 respondents (1%) suggested additional implementation of school street schemes, a further 1 respondent (1%) suggested that the proposed cycle bridge over the ford at Whistley Mill Lane should be for cars as well as bicycles.

Table 4-130 - Woodley – Summary of Other Comments

Theme	Count	%
Request for further information / query	17	9%
Criticism of Wokingham Borough Council	16	9%
Request for additional consultation / discussion	7	4%
Criticism of consultation (e.g. wont make a difference)	5	3%
Criticism of consultation materials (e.g. questionnaire / events / website)	2	1%
Criticism of consultation - Not enough information	1	1%

- 4.15.10. A total of 17 respondents (9%) requested for further information or had a query, a further 16 respondents (9%) criticised Wokingham Borough Council.

Table 4-131 – Woodley – Summary of Other Comments

Theme	Count	%
Non-relevant	3	2%

- 4.15.11. Only 3 respondent (2%) provided non relevant comments.

4.16 OXFORD ROAD SCHEMES: OPEN-ENDED RESPONSES

- 4.16.1. A total of 40 respondents made comments relating to the proposals for Oxford Road. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-132 – Oxford Road – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	7	18%
Proposals will make it safer for those walking and cycling	6	15%
Support - Proposals will reduce private car use (much needed)	2	5%
Will benefit those with mobility issues / mobility scooters	2	5%

- 4.16.2. A total of 7 respondents (18%) support the proposals at Oxford Road, a further 6 respondents (15%) noted that proposals will make it safer for those walking and cycling in the area.

Table 4-133 – Oxford Road – Comments Supportive of Area-Based Measures

Theme	Count	%
Support Speed limit reductions	8	20%
Support provision of Segregated cycle track	3	8%
Support Removal/Reallocation of roadspace/traffic lane	3	8%
Support Redesign of Junction layout (including resignalling)	1	3%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	1	3%
Support Widening footways	1	3%
Support improvements to pedestrian crossing provision	1	3%
Support Relocation of parking facilities	1	3%
Support improvements to tactile paving	1	3%

- 4.16.3. A total of 8 respondents (20%) support speed limit reductions in the area, a further 3 respondents (8%) support the provision of segregated cycle lanes.

Table 4-134 - Oxford Road – Summary of Opposing Comments

Theme	Count	%
Proposals are not needed / will make no difference / ineffective	5	13%
Proposals are a waste of money / poor value for money	3	8%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	3	8%
Oppose element of the proposed scheme	2	5%

- 4.16.4. A total of 5 respondents (13%) commented that proposals are not needed / will make no difference, a further 3 respondents (8%) commented that the proposals are a waste of money / poor value for money.

Table 4-135 - Oxford Road – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose improvements to pedestrian crossing provision	5	13%
Oppose Removal/Reallocation of roadspace/traffic lane	4	10%
Oppose Speed limit reductions	3	8%
Oppose Widening footways	1	3%
Oppose introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	3%

Oppose Relocation of parking facilities	1	3%
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4.16.5. A total of 5 respondents (13%) oppose improvements to pedestrian crossing provision in the area, a further 4 respondents (10%) opposed removal / reallocation of roadspace.

Table 4-136 - Oxford Road – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Avoid routes ending abruptly / better integration	6	15%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	3	8%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	2	5%
Concern - Rough / Mud surface pathways are unsuitable	2	5%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	1	3%
Concern - Improvements will make it more difficult for motorists to travel	1	3%

4.16.6. A total of 6 respondents (15%) are concerned about routes ending abruptly, a further 3 respondents (8%) are concerned about poor driving / speeding traffic.

Table 4-137 - Oxford Road – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	9	23%
Ensure routes are well publicised / signposted	2	5%
Ensure provision does not disadvantage elderly / disabled users	2	5%

4.16.7. A total of 9 respondents (23%) highlighted that current routes are unsafe / unsuitable and so need improving, a further 2 respondents (5%) commented to ensure routes are well publicised and signposted.

Table 4-138 - Oxford Road – Summary of General Suggestions

Theme	Count	%
Suggest additional provision of Segregated cycle track	4	10%
Suggest additional cycle measure (not listed below / not specified)	4	10%
Suggest additional Redesign of Junction layout (including resignalling)	4	10%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	2	5%
Suggest additional conversion of One-way street to two-way traffic	2	5%
Suggest additional Speed limit reductions	1	3%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	1	3%

Suggest additional pedestrian measure (not listed below / not specified)	1	3%
Suggest additional Widening footways	1	3%
Suggest additional planned roadway resurfacing	1	3%
Suggest additional Cycle rails added to steps over railway	1	3%

4.16.8. A total of 4 respondents (10%) suggested additional provision of segregated cycle tracks, a further 4 respondents (10%) suggested additional cycle measures in the area.

Table 4-139 - Oxford Road – Summary of Other Comments

Theme	Count	%
Criticism of Wokingham Borough Council	5	13%
Request for further information / query	2	5%
Criticism of consultation - Not enough information	1	3%

4.16.9. A total of 5 respondents (13%) criticised Wokingham Borough Council, a further 2 respondents (5%) requested for further information or had a query.

Table 4-140 – Oxford Road – Summary of Other Comments

Theme	Count	%
No comment / nothing to add	1	3%

4.16.10. Only 1 respondent (3%) provided no comment or had nothing to add.

4.17 WOKINGHAM TO BRACKNELL GREENWAY SCHEMES: OPEN-ENDED RESPONSES

4.17.1. A total of 59 respondents made comments relating to the proposals for Wokingham to Bracknell Greenway. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-141 – Wokingham to Bracknell Greenway – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	14	24%
Proposals will make it safer for those walking and cycling	2	3%
Support - Proposals will reduce private car use (much needed)	1	2%
Support - Will improve access generally	1	2%

4.17.2. A total of 14 respondents (24%) support the proposals for Wokingham to Bracknell Greenway, a further 2 respondents (3%) noted that proposals will make it safer for those walking and cycling.

Table 4-142 – Wokingham to Bracknell Greenway – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	3	5%
Support provision of cycle bridge over / tunnel under road / rail route	3	5%
Support installation of a disability inclusive ramp (wheelchair ramp)	3	5%
Support Greenway proposals	2	3%
Support Removal/Reallocation of roadspace/traffic lane	1	2%
Support improved street lighting	1	2%
Support planned roadway resurfacing	1	2%
Support Cycle priority measures (including Advance Stop Lines)	1	2%

4.17.3. A total of 3 respondents (5%) support speed limit reductions in the area, a further 3 respondents (5%) support the provision of cycle bridges.

Table 4-143 – Wokingham to Bracknell Greenway – Summary of Opposing Comments

Theme	Count	%
Proposals are not needed / will make no difference / ineffective	5	8%
Proposals are a waste of money / poor value for money	5	8%
Oppose proposals for area	3	5%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	2	3%
Oppose element of the proposed scheme	2	3%
Proposals are insufficient don't go far enough	1	2%

4.17.4. A total of 5 respondents (8%) commented that proposals are not needed / will make no difference, a further 5 respondents (8%) commented that the proposals are a waste of money / poor value for money.

Table 4-144 – Wokingham to Bracknell Greenway – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Speed limit reductions	8	14%
Oppose installation of a disability inclusive ramp (wheelchair ramp)	3	5%
Oppose Cycle rails added to steps over railway	2	3%

Oppose Removal/Reallocation of roadspace/traffic lane	1	2%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	1	2%

- 4.17.5. A total of 8 respondents (14%) oppose speed limit reductions as part of improvements, a further 3 respondents (5%) opposed the installation of a disability inclusive ramp.

Table 4-145 – Wokingham to Bracknell Greenway – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	3	5%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	2	3%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	2	3%
Concern - Avoid routes ending abruptly / better integration	1	2%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	1	2%
Concern - Rough / Mud surface pathways are unsuitable	1	2%
Concern - Improvements will make it more difficult for motorists to travel	1	2%
Concern - Scheme may result in negative impact on air pollution / local air quality	1	2%

- 4.17.6. A total of 3 respondents (5%) are concerned about the scheme resulting in environmental damage, a further 2 respondents (3%) are concerned about the suitability of route characteristics.

Table 4-146 – Wokingham to Bracknell Greenway – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	6	10%
Ensure provision does not disadvantage elderly / disabled users	4	7%
Ensure routes are well publicised / signposted	3	5%
Link surfaces need to be well-maintained	3	5%
Consider the needs of horseriders / equestrians	3	5%
Links use hard surfaces (e.g. tarmac)	1	2%

- 4.17.7. A total of 6 respondents (10%) highlighted that current routes are unsafe / unsuitable and so need improving, a further 4 respondent (7%) commented the need to ensure provision doesn't disadvantage elderly / disabled users.

Table 4-147 – Wokingham to Bracknell Greenway – Summary of General Suggestions

Theme	Count	%
Suggest additional improved street lighting	6	10%

Suggest additional improvements to pedestrian crossing provision	3	5%
Suggest additional provision of Signalised crossing (traffic signal controlled)	3	5%
Suggest additional Speed limit reductions	2	3%
Suggest additional pedestrian measure (not listed below / not specified)	2	3%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	2	3%
Suggest additional Removal/Reallocation of roadspace/traffic lane	2	3%
Suggest additional provision of Segregated cycle track	1	2%
Suggest additional cycle measure (not listed below / not specified)	1	2%
Suggest additional Redesign of Junction layout (including resignalling)	1	2%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	1	2%
Suggest additional conversion of One-way street to two-way traffic	1	2%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	1	2%
Suggest additional Widening footways	1	2%
Suggest additional planned roadway resurfacing	1	2%
Suggest additional introduction of Shared use paths / shared space (including plaza)	1	2%
Suggest additional Cycle priority measures (including Advance Stop Lines)	1	2%
Suggest additional removal of traffic island	1	2%
Suggest additional Greenway proposals	1	2%
Suggest additional Continuous Cycle Crossings / Raised cycle crossing	1	2%

4.17.8. A total of 6 respondents (10%) suggested additional improved street lighting, a further 3 respondents (5%) suggested additional improvements to pedestrian crossing provision.

Table 4-148 – Wokingham to Bracknell Greenway – Summary of Other Comments

Theme	Count	%
Request for further information / query	7	12%
Criticism of Wokingham Borough Council	6	10%
Criticism of consultation materials (e.g. questionnaire / events / website)	4	7%
Criticism of LCWIP process	3	5%
Criticism of consultation - Not enough information	2	3%
Request for additional consultation / discussion	1	2%
Criticism of consultation (e.g. wont make a difference)	1	2%

4.17.9. A total of 7 respondents (12%) requested for further information or had a query, a further 6 respondents (10%) criticised Wokingham Borough Council.

Table 4-149 – Wokingham to Bracknell Greenway – Summary of Other Comments

Theme	Count	%
Non-relevant comment	3	5%
No comment / nothing to add	1	2%

4.17.10. A total of 3 respondents (5%) provided a non-relevant comment, a further 1 respondent (2%) provided no comment or had nothing to add.

4.18 READING ROAD SCHEMES: OPEN-ENDED RESPONSES

4.18.1. A total of 223 respondents made comments relating to the proposals for Reading Road. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-150 – Reading Road – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	13	6%
Proposals need to go even further	8	4%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	8	4%
Proposals will make it safer for those walking and cycling	7	3%
Support - Proposals will reduce private car use (much needed)	1	0%
Support - Will improve access generally	1	0%
Proposals reduce risk from poor driving / poor road layout	1	0%
Support element of the proposed scheme	1	0%

4.18.2. A total of 13 respondents (6%) support the proposals at Reading Road, a further 8 respondents (4%) noted that proposals need to go even further.

Table 4-151 – Reading Road – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support provision of Segregated cycle track	23	10%
Support Redesign of Junction layout (including resignalling)	7	3%
Support improvements to pedestrian crossing provision	6	3%
Support Speed limit reductions	6	3%

Support Cycle priority measures (including Advance Stop Lines)	2	1%
Support cycle measure (not listed below / not specified)	2	1%
Support pedestrian measure (not listed below / not specified)	2	1%
Support improved street lighting	1	0%
Support introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	0%
Support provision of Signalised crossing (traffic signal controlled)	1	0%
Support introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	1	0%
Support Bus stop bypass proposals	1	0%

- 4.18.3. A total of 23 respondents (10%) support provision of segregated cycle tracks in the area, a further 7 respondents (3%) support the redesign of junction layouts.

Table 4-152 - Reading Road – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	93	42%
Proposals are a waste of money / poor value for money	32	14%
Oppose proposals for area	13	6%
Proposals are not needed / will make no difference / ineffective	6	3%
Proposals are insufficient don't go far enough	4	2%
Oppose element of the proposed scheme	3	1%
Oppose - Spend money on Public Transport instead	2	1%

- 4.18.4. A total of 93 respondents (42%) oppose proposals because of the resulting congestion / traffic issues, a further 32 respondents (14%) commented that the proposals are a waste of money / poor value for money.

Table 4-153 - Reading Road – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Redesign of Junction layout (including resignalling)	100	45%
Oppose Speed limit reductions	15	7%
Oppose introduction of Shared use paths / shared space (including plaza)	3	1%
Oppose Cycle priority measures (including Advance Stop Lines)	3	1%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	2	1%
Oppose provision of Segregated cycle track	2	1%

Oppose Removal/Reallocation of roadspace/traffic lane	1	0%
Oppose introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	1	0%
Oppose provision of Signalised crossing (traffic signal controlled)	1	0%

4.18.5. A total of 100 respondents (45%) oppose redesign of junction layouts, a further 15 respondents (7%) opposed speed limit reductions in the area.

Table 4-154 - Reading Road – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Avoid routes ending abruptly / better integration	13	6%
Concern - Improvements will make it more difficult for motorists to travel	19	9%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	12	5%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	6	3%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	3	1%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	1	0%
Concern - Barriers on existing routes make it difficult for pedestrians and cyclists	1	0%

4.18.6. A total of 13 respondents (6%) are concerned about routes ending abruptly, nothing the need to integrate them better, a further 19 respondents (9%) are concerned that improvements will make it more difficult for motorists to travel.

Table 4-155 - Reading Road – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	57	26%
Link surfaces need to be well-maintained	19	9%
Ensure routes are well publicised / signposted	5	2%
Ensure provision does not disadvantage elderly / disabled users	3	1%
Links use hard surfaces (e.g. tarmac)	1	0%
Provide adequate seating / benches along pedestrian routes	1	0%

4.18.7. A total of 57 respondents (26%) highlighted that current routes are unsafe / unsuitable and so need improving, a further 19 respondent (9%) commented that link surfaces need to be well maintained.

Table 4-156 - Reading Road – Summary of General Suggestions

Theme	Count	%
Suggest additional Redesign of Junction layout (including resignalling)	29	13%

Suggest additional Removal/Reallocation of roadspace/traffic lane	9	4%
Suggest additional improvements to pedestrian crossing provision	7	3%
Suggest additional Speed limit reductions	7	3%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	7	3%
Suggest additional Relocation of parking facilities	5	2%
Suggest additional provision of Segregated cycle track	4	2%
Suggest additional cycle measure (not listed below / not specified)	4	2%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	4	2%
Suggest additional improved street lighting	3	1%
Suggest additional provision of Signalised crossing (traffic signal controlled)	2	1%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	2	1%
Suggest additional Bus stop bypass proposals	2	1%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	1	0%
Suggest additional introduction of Shared use paths / shared space (including plaza)	1	0%
Suggest additional Cycle priority measures (including Advance Stop Lines)	1	0%
Suggest additional removal of traffic island	1	0%
Suggest additional Continuous Cycle Crossings / Raised cycle crossing	1	0%
Suggest additional removal of guardrails / pedestrian barriers	1	0%

4.18.8. A total of 29 respondents (13%) suggested additional redesign of junction layouts, a further 9 respondents (4%) suggested additional removal / reallocation or roadspace / traffic lanes.

Table 4-157 - Reading Road – Summary of Other Comments

Theme	Count	%
Request for further information / query	12	5%
Request for additional consultation / discussion	8	4%
Criticism of Wokingham Borough Council	6	3%
Criticism of consultation - Not enough information	6	3%
Criticism of consultation materials (e.g. questionnaire / events / website)	2	1%

4.18.9. A total of 12 respondents (5%) requested for further information or had a query, a further 8 respondents (4%) requested additional consultation / discussion.

Table 4-158 – Reading Road – Summary of Other Comments

Theme	Count	%
Non-relevant comment	6	3%

4.18.10. 6 respondents (3%) provided a non-relevant comment.

4.19 TWYFORD SCHEMES: OPEN-ENDED RESPONSES

4.19.1. A total of 80 respondents made comments relating to the proposals for Twyford. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-159 – Twyford – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	27	34%
Support - Proposals will reduce private car use (much needed)	7	9%
Proposals will make it safer for those walking and cycling	2	3%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	1	1%
Support - Will improve access generally	1	1%
Support - Current walking provision is poor (e.g. lack of pavements /footways)	1	1%
Support - Will improve access to schools / education facilities	1	1%

4.19.2. A total of 27 respondents (34%) supports the proposals for Twyford, a further 7 respondents (9%) noted that proposals will reduce private car use.

Table 4-160 – Twyford – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	10	13%
Support provision of cycle bridge over / tunnel under road / rail route	5	6%
Support provision of Segregated cycle track	3	4%
Support Redesign of Junction layout (including resignalling)	3	4%
Support improvements to pedestrian crossing provision	2	3%
Support Widening footways	2	3%
Support pedestrian measure (not listed below / not specified)	1	1%
Support improved street lighting	1	1%
Support introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	1	1%

Support Traffic calming measures (speed humps / traffic cameras / chicaines)	1	1%
Support footway provision	1	1%

- 4.19.3. A total of 10 respondents (13%) support speed limit reductions at Reading Road, a further 5 respondents (6%) support the provision of cycle bridges.

Table 4-161 - Twyford – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	8	10%
Proposals are a waste of money / poor value for money	8	10%
Proposals are not needed / will make no difference / ineffective	7	9%
Oppose element of the proposed scheme	7	9%
Oppose proposals for area	1	1%
Proposals are insufficient don't go far enough	1	1%

- 4.19.4. A total of 8 respondents (10%) oppose proposals because of the resulting congestion / traffic issues, a further 8 respondents (10%) commented that the proposals are a waste of money / poor value for money.

Table 4-162 - Twyford – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Speed limit reductions	8	10%
Oppose improved street lighting	7	9%
Oppose introduction of Shared use paths / shared space (including plaza)	4	5%
Oppose Redesign of Junction layout (including resignalling)	3	4%
Oppose Relocation of parking facilities	3	4%
Oppose Cycle priority measures (including Advance Stop Lines)	2	3%
Oppose provision of Segregated cycle track	2	3%
Oppose introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	1%
Oppose Pedestrian Build out (reducing crossing distances)	1	1%

- 4.19.5. A total of 8 respondents (10%) oppose proposed speed limit reductions, a further 7 respondents (9%) opposed the provision of improved street lighting.

Table 4-163 - Twyford – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	14	18%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	8	10%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	8	10%
Concern - Avoid routes ending abruptly / better integration	3	4%
Concern - Improvements will make it more difficult for motorists to travel	3	4%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	2	3%
Concern - Scheme may result in negative impact on air pollution / local air quality	1	1%

4.19.6. A total of 14 respondents (18%) are concerned about poor driving / speeding traffic and the need to enforce this, nothing the need to integrate them better, a further 8 respondents (10%) are concerned about the suitability of route characteristics.

Table 4-164 - Twyford – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	13	16%
Consider the needs of horseriders / equestrians	3	4%
Link surfaces need to be well-maintained	1	1%
Ensure provision does not disadvantage elderly / disabled users	1	1%
Links use hard surfaces (e.g. tarmac)	1	1%

4.19.7. A total of 13 respondents (16%) highlighted that current routes are unsafe / unsuitable and so need improving, a further 3 respondent (4%) commented on the need to consider the needs of horse riders.

Table 4-165 - Twyford – Summary of General Suggestions

Theme	Count	%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	9	11%
Suggest additional provision of Segregated cycle track	7	9%
Suggest additional Speed limit reductions	6	8%
Suggest additional Redesign of Junction layout (including resignalling)	3	4%
Suggest additional improved street lighting	3	4%
Suggest additional introduction of Shared use paths / shared space (including plaza)	3	4%

Suggest additional Removal/Reallocation of roadspace/traffic lane	2	3%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	2	3%
Suggest additional cycle measure (not listed below / not specified)	2	3%
Suggest additional pedestrian measure (not listed below / not specified)	2	3%
Suggest additional Widening footways	2	3%
Suggest additional Greenway proposals	2	3%
Suggest additional improvements to pedestrian crossing provision	1	1%
Suggest additional Relocation of parking facilities	1	1%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	1	1%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	1	1%

4.19.8. A total of 9 respondents (11%) suggested additional provision of cycle bridges in the area, a further 7 respondents (9%) suggested additional provision of segregated cycle tracks.

Table 4-166 - Twyford – Summary of General Suggestions

Theme	Count	%
Suggest signallisation - type not specified (e.g. crossing, junction, link, etc)	1	1%
Suggest that new bridge (for all modes) is provided / Suggest widening of existing bridge (all modes)	1	1%
Investigate the use of the disused track bed of the Henley branch line to give a traffic free route from Twyford centre to the Piggott School, Wargrave, Shiplake, Henley and beyond	1	1%

4.19.9. 1 respondent (1%) suggested additional signalisation in the area, whilst 1 other respondent (1%) suggested a new bridge is provided or that existing bridges are widened.

Table 4-167 - Twyford – Summary of Other Comments

Theme	Count	%
Request for further information / query	3	4%
Criticism of Wokingham Borough Council	3	4%
Criticism of consultation materials (e.g. questionnaire / events / website)	3	4%
Request for additional consultation / discussion	2	3%
Criticism of consultation (e.g. wont make a difference)	1	1%

4.19.10. A total of 3 respondents (4%) requested for further information or had a query, a further 3 respondents (4%) criticised Wokingham Borough Council.

Table 4-168 – Twyford – Summary of Other Comments

Theme	Count	%
Non-relevant comment	1	1%
No comment / nothing to add	1	1%

4.19.11. 1 respondent (1%) provided a non-relevant comment and 1 respondent (1%) provided no comment or had nothing to add.

4.20 NIGHTINGALE ROAD SCHEMES: OPEN-ENDED RESPONSES

4.20.1. A total of 177 respondents made comments relating to the proposals for Nightingale Road. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-169 – Nightingale Road – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	11	6%
Proposals will make it safer for those walking and cycling	4	2%
Support - Proposals will reduce private car use (much needed)	3	2%
Proposals need to go even further	1	1%

4.20.2. A total of 11 respondents (6%) support the proposals for Nightingale Road, a further 4 respondents (2%) noted that proposals will make it safer for those walking and cycling in the area.

Table 4-170 – Nightingale Road – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	9	5%
Support provision of cycle bridge over / tunnel under road / rail route	3	2%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	3	2%
Support provision of Segregated cycle track	2	1%
Support cycle measure (not listed below / not specified)	2	1%
Support introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	2	1%
Support Relocation of parking facilities	2	1%
Support Redesign of Junction layout (including resignalling)	1	1%
Support improvements to pedestrian crossing provision	1	1%

Support provision of Signalised crossing (traffic signal controlled)	1	1%
Support Greenway proposals	1	1%
Support removal of guardrails / pedestrian barriers	1	1%

4.20.3. A total of 9 respondents (5%) support speed limit reductions at Reading Road, a further 3 respondents (2%) support the provision of cycle bridges.

Table 4-171 - Nightingale Road – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	55	31%
Proposals are a waste of money / poor value for money	45	25%
Oppose proposals for area	40	23%
Proposals are not needed / will make no difference / ineffective	38	21%
Oppose element of the proposed scheme	4	2%
Proposals are insufficient don't go far enough	1	1%
Oppose - Spend money on Public Transport instead	1	1%
Oppose - Spend money on Electric Vehicle Infrastructure instead	1	1%

4.20.4. A total of 55 respondents (31%) oppose proposals because of the resulting congestion / traffic issues, a further 45 respondents (25%) commented that the proposals are a waste of money / poor value for money.

Table 4-172 - Nightingale Road – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Redesign of Junction layout (including resignalling)	85	48%
Oppose introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	13	7%
Oppose Removal/Reallocation of roadspace/traffic lane	7	4%
Oppose Speed limit reductions	6	3%
Oppose provision of Segregated cycle track	5	3%
Oppose removal of guardrails / pedestrian barriers	4	2%
Oppose Relocation of parking facilities	3	2%
Oppose cycle measure (not listed below / not specified)	3	2%
Oppose introduction of Shared use paths / shared space (including plaza)	1	1%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	1	1%
Oppose improvements to pedestrian crossing provision	1	1%

Oppose pedestrian measure (not listed below / not specified)	1	1%
Oppose removal of traffic island	1	1%
Oppose removal of bollards / access restrictions	1	1%

4.20.5. A total of 85 respondents (48%) oppose the redesign of junction layouts, a further 13 respondents (7%) opposed the introduction of parking controls.

Table 4-173 - Nightingale Road – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	40	23%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	32	18%
Concern - Improvements will make it more difficult for motorists to travel	11	6%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	6	3%
Concern - Scheme may result in negative impact on air pollution / local air quality	4	2%
Concern - Shared use areas are unsafe (i.e. cyclists and pedestrians sharing space)	3	2%
Concern - Layouts will cause issues for emergency services (police, fire, ambulance)	1	1%

4.20.6. A total of 40 respondents (23%) are concerned about poor driving / speeding traffic and the need to enforce this, nothing the need to integrate them better, a further 32 respondents (18%) are concerned about the scheme resulting in environmental damage.

Table 4-174 - Nightingale Road – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	5	3%
Link surfaces need to be well-maintained	4	2%
Ensure routes are well publicised / signposted	2	1%
Ensure provision does not disadvantage elderly / disabled users	1	1%

4.20.7. A total of 5 respondents (3%) highlighted that current routes are unsafe / unsuitable and so need improving, a further 4 respondent (2%) commented that link surfaces need to be well maintained.

Table 4-175 - Nightingale Road – Summary of General Suggestions

Theme	Count	%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	5	3%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	4	2%

Suggest additional Speed limit reductions	3	2%
Suggest additional planned roadway resurfacing	3	2%
Suggest additional Redesign of Junction layout (including resignalling)	2	1%
Suggest additional Greenway proposals	2	1%
Suggest additional provision of Segregated cycle track	1	1%
Suggest additional cycle measure (not listed below / not specified)	1	1%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	1	1%

4.20.8. A total of 5 respondents (3%) suggested additional provision of cycle bridges in the area, a further 4 respondents (2%) suggested additional provision of segregated cycle tracks.

Table 4-176 - Nightingale Road – Summary of General Suggestions

Theme	Count	%
Suggest access restrictions (e.g. to mitigate rat running)	3	2%
Suggest that measures are taken to improve personal safety / security (e.g. improved CCTV coverage)	1	1%

4.20.9. A total of 3 respondents (2%) suggested access restrictions, 1 other respondent (1%) suggested that measures are taken to improve personal safety / security.

Table 4-177 - Nightingale Road – Summary of Other Comments

Theme	Count	%
Criticism of consultation (e.g. wont make a difference)	11	6%
Request for further information / query	10	6%
Criticism of Wokingham Borough Council	4	2%
Criticism of consultation - Not enough information	4	2%
Criticism of LCWIP process	4	2%
Request for additional consultation / discussion	1	1%

4.20.10. A total of 11 respondents (6%) criticised the consultation, a further 10 respondents (6%) requested for further information or had a query.

4.21 CHURCH ROAD WOODLANDS AVENUE SCHEMES: OPEN-ENDED RESPONSES

4.21.1. A total of 42 respondents made comments relating to the proposals for Church Road Woodlands Avenue. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the

comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-178 – Church Road – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	3	7%
Proposals will make it safer for those walking and cycling	3	7%
Support - Proposals will reduce private car use (much needed)	2	5%

- 4.21.2. A total of 3 respondents (7%) support the proposals at Church Road / Woodlands Ave, a further 3 respondents (7%) note that proposals will make it safer for those walking and cycling.

Table 4-179 – Church Road – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	4	10%
Support improvements to pedestrian crossing provision	2	5%
Support provision of Signalised crossing (traffic signal controlled)	2	5%
Support Widening footways	1	2%
Support Removal/Reallocation of roadspace/traffic lane	1	2%
Support introduction of Shared use paths / shared space (including plaza)	1	2%

- 4.21.3. A total of 4 respondents (10%) support speed limit reductions in the area, a further 2 respondents (5%) support improvements to pedestrian crossing provision.

Table 4-180 - Church Road – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	16	38%
Proposals are not needed / will make no difference / ineffective	7	17%
Proposals are a waste of money / poor value for money	3	7%
Oppose proposals for area	1	2%

- 4.21.4. A total of 16 respondents (38%) oppose proposals at Church Road / Woodlands Ave due to them causing congestion / traffic issues, a further 7 respondents (17%) note that proposals are not needed / will make no difference.

Table 4-181 - Church Road – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Removal/Reallocation of roadspace/traffic lane	9	21%
Oppose Speed limit reductions	8	19%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	5	12%
Oppose removal of guardrails / pedestrian barriers	2	5%
Oppose provision of Segregated cycle track	1	2%
Oppose re-timing traffic signals (longer green time for pedestrians and cyclists)	1	2%

4.21.5. A total of 9 respondents (21%) oppose the removal / reallocation of road space / traffic lanes, a further 8 respondents (19%) oppose speed limit reductions.

Table 4-182 - Church Road – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	7	17%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	4	10%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	4	10%
Concern - Improvements will make it more difficult for motorists to travel	2	5%
Concern - Avoid routes ending abruptly / better integration	1	2%

4.21.6. A total of 7 respondents (17%) noted their concern that the scheme will result in environmental damage, a further 4 respondents (10%) commented their concern that poor driving and speeding traffic results in feeling unsafe and therefore needs to be enforced.

Table 4-183 - Church Road – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	1	2%

4.21.7. 1 respondent (2%) noted that current routes are unsafe / unsuitable, requiring improvement.

Table 4-184 - Church Road – Summary of General Suggestions

Theme	Count	%
Suggest additional cycle measure (not listed below / not specified)	2	5%
Suggest additional pedestrian measure (not listed below / not specified)	2	5%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	1	2%
Suggest additional Speed limit reductions	1	2%
Suggest additional planned roadway resurfacing	1	2%

Suggest additional provision of Segregated cycle track	1	2%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	1	2%
Suggest additional Widening footways	1	2%
Suggest additional improvements to pedestrian crossing provision	1	2%
Suggest additional Relocation of parking facilities	1	2%
Suggest additional provision of Signalised crossing (traffic signal controlled)	1	2%
Suggest additional re-timing traffic signals (longer green time for pedestrians and cyclists)	1	2%

4.21.8. A total of 2 respondents (5%) suggested additional cycle measures in the area, a further 2 respondents (5%) suggested additional pedestrian measures.

Table 4-185 - Church Road – Summary of Other Comments

Theme	Count	%
Criticism of Wokingham Borough Council	9	21%
Request for further information / query	4	10%

4.21.9. A total of 9 respondents (21%) criticised Wokingham Borough Council, a further 4 respondents (10%) requested further information or had a query.

Table 4-186 – Church Road – Summary of Other Comments

Theme	Count	%
Non-relevant comment	2	5%
No comment / nothing to add	1	2%

4.21.10. A total of 2 respondents (5%) provided a non-relevant comment, with 1 respondent (2%) providing no comment or having nothing to add.

4.22 WINNERSH SCHEMES: OPEN-ENDED RESPONSES

4.22.1. A total of 78 respondents made comments relating to the proposals for Winnersh. These were coded using the thematic codes, under the general sentiment of the comment (Supportive comments, Negative comments, Concerns, General suggestions, and Other Comments). The following tables in this section show a frequency count of the issues raised in the comments received, plus the percentage of responses to this element of the LCWIP, that the comment appeared within.

Table 4-187 – Winnersh – Summary of Supportive Comments

Theme	Count	%
Support proposals for area	12	15%
Support - Current cycle provision is poor (e.g. lack of pavements / cycleways)	4	5%

Support - Current walking provision is poor (e.g. lack of pavements /footways)	4	5%
Proposals will make it safer for those walking and cycling	2	3%
Support - Proposals will reduce private car use (much needed)	2	3%
Support - Will improve access to shops / facilities	2	3%
Support - Will improve access generally	1	1%
Support - Will improve access work / employment	1	1%

4.22.2. A total of 12 respondents (15%) support the proposals at Winnersh, a further 4 respondents (5%) support the proposals because current cycle provision is poor.

Table 4-188 – Winnersh – Comments Supportive of Proposed Area-Based Measures

Theme	Count	%
Support Speed limit reductions	5	6%
Support improvements to pedestrian crossing provision	5	6%
Support Traffic calming measures (speed humps / traffic cameras / chicaines)	1	1%
Support pedestrian measure (not listed below / not specified)	1	1%
Support Pedestrian Build out (reducing crossing distances)	1	1%

4.22.3. A total of 5 respondents (6%) support speed limit reductions at Winnersh, a further 5 respondents (6%) support improvements to pedestrian crossing provision.

Table 4-189 - Winnersh – Summary of Opposing Comments

Theme	Count	%
Oppose - Proposals will cause congestion / traffic issues (including construction and operation)	10	
Proposals are not needed / will make no difference / ineffective	6	
Oppose proposals for area	4	
Proposals are a waste of money / poor value for money	2	

4.22.4. A total of 10 respondents (13%) oppose proposals at Winnersh due to them causing congestion / traffic issues, a further 6 respondents (8%) note that proposals are not needed / will make no difference.

Table 4-190 - Winnersh – Comments Opposing the Proposed Area-Based Measures

Theme	Count	%
Oppose Speed limit reductions	5	6%
Oppose Removal/Reallocation of roadspace/traffic lane	3	4%
Oppose provision of Signalised crossing (traffic signal controlled)	3	4%

Oppose improvements to pedestrian crossing provision	2	3%
Oppose improved street lighting	2	3%
Oppose Pedestrian Build out (reducing crossing distances)	2	3%
Oppose Traffic calming measures (speed humps / traffic cameras / chicaines)	1	1%
Oppose removal of guardrails / pedestrian barriers	1	1%
Oppose cycle measure (not listed below / not specified)	1	1%
Oppose introduction of Shared use paths / shared space (including plaza)	1	1%
Oppose Widening footways	1	1%

4.22.5. A total of 5 respondents (6%) oppose speed limit reductions in the area, a further 3 respondents (4%) oppose the removal / reallocation of road space / traffic lanes.

Table 4-191 - Winnersh – Summary of Comments Raising Concerns

Theme	Count	%
Concern - Poor driving / speeding traffic (Feeling unsafe) - need enforcement	18	23%
Concern - Suitability of route characteristics (e.g. narrow, busy, steep, twisting)	5	6%
Concern - Potential for scheme to result in environmental damage (e.g. tree and hedge removal, loss of grass verges)	4	5%
Concern - Improvements will make it more difficult for motorists to travel	4	5%
Concern - Avoid routes ending abruptly / better integration	4	5%
Concern - Scheme may result in negative impact on air pollution / local air quality	3	4%

4.22.6. A total of 18 respondents (23%) commented their concern that poor driving and speeding traffic results in feeling unsafe and therefore needs to be enforced, a further 5 respondents (6%) are concerned about the suitability of route characteristics.

Table 4-192 - Winnersh – Summary of General Suggestions

Theme	Count	%
Current routes are unsafe / unsuitable - Need improvement	16	21%
Ensure provision does not disadvantage elderly / disabled users	5	6%
Ensure routes are well publicised / signposted	1	1%
Consider the needs of horseriders / equestrians	1	1%

4.22.7. A total of 16 respondents (21%) noted that current routes are unsafe / unsuitable, requiring improvement, a further 5 respondents (6%) commented that provision in Finchampstead Road should not disadvantage elderly / disabled users.

Table 4-193 - Winnersh – Summary of General Suggestions

Theme	Count	%
Suggest additional improvements to pedestrian crossing provision	9	12%
Suggest additional Speed limit reductions	8	10%
Suggest additional cycle measure (not listed below / not specified)	6	8%
Suggest additional Traffic calming measures (speed humps / traffic cameras / chicaines)	5	6%
Suggest additional Removal/Reallocation of roadspace/traffic lane	5	6%
Suggest additional pedestrian measure (not listed below / not specified)	4	5%
Suggest additional provision of Segregated cycle track	4	5%
Suggest additional Widening footways	3	4%
Suggest additional introduction of parking controls (e.g. double yellow lines) and restricted pavement parking	2	3%
Suggest additional provision of cycle bridge over / tunnel under road / rail route	1	1%
Suggest additional Relocation of parking facilities	1	1%
Suggest additional re-timing traffic signals (longer green time for pedestrians and cyclists)	1	1%
Suggest additional Redesign of Junction layout (including resignalling)	1	1%
Suggest additional Greenway proposals	1	1%
Suggest additional introduction of a Modal filter (prohibits all traffic except cyclists and pedestrians)	1	1%

4.22.8. A total of 9 respondents (12%) suggested additional improvements to pedestrian crossing provision, a further 8 respondents (10%) suggested additional speed limit reductions.

Table 4-194 - Winnersh – Summary of Other Comments

Theme	Count	%
Criticism of LCWIP process	4	5%
Criticism of Wokingham Borough Council	3	4%
Criticism of consultation materials (e.g. questionnaire / events / website)	2	3%
Request for further information / query	1	1%
Criticism of consultation (e.g. wont make a difference)	1	1%
Criticism of consultation - Not enough information	1	1%

4.22.9. A total of 4 respondents (5%) criticised the LCWIP process, a further 3 respondents (4%) criticised Wokingham Borough Council.

Table 4-195 – Winnersh – Summary of Other Comments

Theme	Count	%
Non-relevant comment	4	5%
No comment / nothing to add	1	1%

4.22.10. A total of 4 respondent (5%) provided a non relevant comment, with 1 respondent (1%) providing no comment or having nothing to add.

5 EMAIL AND LETTER RESPONSES

5.1 FEEDBACK RECEIVED OUTSIDE THE SURVEY

- 5.1.1. In addition to the feedback received through the Commonplace and Engage surveys, consultation feedback was also received via email and letter submissions from stakeholders and other interested parties, during the consultation period.
- 5.1.2. To maintain the anonymity of respondents, a summary of the comments received is provided in the table below with any identifiable comments removed to avoid identifying a particular respondent. Where the response has been submitted by a stakeholder rather than a member of the public, this has been identified where possible.

#	Summary of comments
#1	<p>UNIVERSITY OF READING</p> <ul style="list-style-type: none"> - Respondent is broadly supportive of the aspirations set out within the proposed plan which seeks to implement infrastructure to improve pedestrian, cycle and public transport accessibility
#2	<p>CHARVIL PARISH COUNCIL</p> <ul style="list-style-type: none"> - Reduce speed limit on A4 through Charvil. - Prefer a segregated cycle track rather than a shared use path. - Crossings should be made safer (e.g. at junction with Park View Drive North). - Crossing should be added at Loddon Drive / Charvil Country Park. - Relocate crossings at Wee Wain Roundabout further back to aid traffic flow. - Park view drive south should be included in proposals, including junction improvements, traffic calming and speed limit reductions. - Call for parking restrictions on Park Lane. - Proposed conversion of Old Bath Road / Park Lane will cause congestion. - Support route to Twyford Station. - Support speed limit reduction on Park Lane. - Concerned that pavement / street lighting / junction improvements are not in-keeping with the rural nature of the area. - Support reducing the speed limit on Waingrels Road - Suggest exploring opportunities to introduce an alternative footpath on side of Ashenbury Park - Oppose the street lighting on Waingrels Road - Support the bridge and Beggars Hill Road improvements but need thought to be given to managing conflicts between cyclists and pedestrians.
#3	<p>WINNERSH PARISH COUNCIL</p> <ul style="list-style-type: none"> - Support change that has a positive impact on the environment and therefore support the proposed changes to the Cycling and Walking Infrastructure Plan in principle. - Ensure the proposed changes are balanced and not biased towards cyclists or impede the flow of vehicle traffic in order to give cyclists more room on the carriageway.
#4	<p>Comments on Shinfield Proposals: Basingstoke Road:</p>

	<ul style="list-style-type: none"> - This is a main thoroughfare from Swallowfield / Riseley / Basingstoke and is heavily used (as is A33) by people working in Reading/London. - Cutting speed to 30 mph would disrupt early morning and evening traffic flow. <p>Basingstoke Road/Hyde End Road junction:</p> <ul style="list-style-type: none"> - Told by WBC that there is no evidence of speeding and most people stick to the present 40 mph. - Any speed limit reduction would be detrimental as the junction is fully functioning and efficient at present. <p>General points</p> <ul style="list-style-type: none"> - Re-designing most junctions would be costly and unnecessary. - The area is built up enough leading to the Motorway and Reading. - If roads are narrowed traffic congestion will increase. - Wish to see evidence of huge amounts of cyclists using the proposed lanes. A pipedream in this area – we are on the outside of a main city, huge amounts of houses, and all householders need to get to Reading / London and will not be taking a bike to work).
<p>#5</p>	<p>CHARVIL PARISH COUNCIL</p> <p>On the A4 through Charvil:</p> <ul style="list-style-type: none"> - Reduce the speed limit through Charvil on A4 to 30 mph, and on the A4 from Charvil toward Twyford to 40 mph. - Speeds on this stretch of road create a sense of severance and blight people’s lives through excess noise and safety fears. - Introduce a segregated cycle track on this stretch of road - it would improve safety and mean parents would be more willing to allow their children to travel to school independently. - Modify junctions at Park View Drive North so that traffic must slow before turning off the A4. Visibility also needs to be improved for the users of the footpath – a change of surface at this junction also needs to be considered. - Imperative to see more emphasis on pedestrian and cyclist safety at each of the driveways across the path on A4. - Pedestrian crossing needed at Loddon Drive to the Charvil Country Park. <p>The Wee Waif Roundabout:</p> <ul style="list-style-type: none"> - Signals should be further away from the roundabout to avoid impact on traffic flow. - Crossing of the A4 on the Sonning side of the roundabout needs to be further up. - For crossing Sonning Lane, it should be where the cycle crossing is currently. - For crossing the A4 on the Charvil side, it needs to be where people want to cross to go to Wee Waif/garage. - Welcome a signalised crossing of Old Bath Road but do not see the need for it. <p>Old Bath Road</p> <ul style="list-style-type: none"> - Welcome speed limit reduction on Old Bath Road - Wider paths also welcome, although they are needed all the way to Twyford – particularly to encourage walking, for parents with young children and those using mobility scooters. - Traffic calming needed on Old Bath Road to encourage drivers to adhere to lower speed limit – maybe restrictions that force traffic to give way at certain points, but that allow cyclists to travel freely. <p>Omissions</p>

	<ul style="list-style-type: none"> - Question why Park View Drive South has been omitted from any action, as it is well used on foot, bicycle, or car. - Action needs to be taken at the junction with the A4, so that vehicles must slow down properly to turn left – consider widening the pavement at the corner (and fitting a guardrail) plus a clear crossing point to allow cyclists to join the cycleway. - No clear end to the cycle path, leading to conflict with pedestrians as cyclists avoid the road (which is a rat run). A speed limit reduction and traffic calming may be necessary. <p>Park Lane / The Hawthorns Roundabout</p> <ul style="list-style-type: none"> - Welcome the changes at this roundabout, but it doesn't make pedestrians and cyclists safer on Park Lane when travelling between there and Old Bath Road. - This is a very narrow stretch of road, and probably needs parking restrictions. <p>Junction of Old Bath Road / Park Lane</p> <ul style="list-style-type: none"> - This was changed to a roundabout because of the increase in use of Park lane – to revert to a T-junction would cause traffic jams. It would be better to try to slow down traffic from the A4, and to improve sight lines. - Supportive of a route from Charvil to Twyford Station. - Support footways on both sides of Park Lane from Waingels Road to The Hawthorns roundabout, and the speed limit reduction. - Support reduction in the speed limit on Park lane to the ford, and a cycle bridge at the ford. - However, some other changes like a pavement on Park lane to the ford and streetlighting seems out of keeping with the rural nature of the area. - Altering the junction of Park Lane with Land's End Lane also seems unnecessary – should focus on maintenance instead. <p>Woodley</p> <ul style="list-style-type: none"> - Support Waingels Road speed limit reduction, plus paths, but suspect it is unviable due to proximity of ancient woodland. Utilities installation in this area has been a major undertaking in this area. - Preferable to consider upgrading the current footpath along the side of Ashenbury Park and provide a proper crossing to Waingels College at Norris Green. The path would also need extend to Tippings Lane to link to the Woodley cycle network. - Streetlighting on Waingels Road is inconsistent with wildlife corridor. - Support the bridge at the ford and the improvements on Beggars Hill Road, but needs to be some thought given as to how tensions between cyclists, families with young children and dog walkers can be lessened on this stretch as this is already an issue, and with the Greenways proposal, is likely to increase.
#6	<ul style="list-style-type: none"> - Three occasions where respondent has nearly been knocked down by fast moving cyclists on the pavement where Norreys Ave meets Wiltshire Rd. Proposed changes need to be put in place as soon as possible before anyone suffers serious injury.
#7	<ul style="list-style-type: none"> - The 'no right turn' from Broad St into Rose St would need to be removed otherwise there is no way to get into Rose St from the ring road without a long diversion. Rose St residents, those using the Methodist Centre and Wokingham Medical Centre, plus delivery drivers would be affected. - Exemption for emergency vehicles is needed to be able to exit Rose St at the Wiltshire road end.

	<ul style="list-style-type: none"> - Consultation used jargon such as ‘modal filter’ and ‘bus gate’ that we didn’t understand – plain English is better. - Do not support speed humps on Rose St as many of the very old buildings here do not have foundations and the speed bump vibrations could cause damage. - Concerns that once vehicles have entered Rose Street they have to turn around to exit again, meaning a U turn in the street. Rose Street would therefore be quite hazardous for vulnerable pedestrians crossing over to access the car park. - Currently Rose Street is a safe street to cross but vehicles turning round constantly to exit the street will have a detrimental effect on safety and vehicles turning round will add to airborne pollution. - Deliveries for the Ship Pub would have trouble turning around in Cross St.
#8	<ul style="list-style-type: none"> - Support the Rectory Road plans, plus the redesign of the junction of Rectory Road and Wiltshire Road. - Do not agree with a single traffic lane on Wiltshire road or Peach St due to congestion issues. - If a driver cannot get to Rose St from Peach St (via Cross St) then the congestion on Peach St will be even worse.
#9	<ul style="list-style-type: none"> - Support redesign of the junction between Rectory Road and Wiltshire Road. Have been campaigning for this to be made safer for pedestrians for many years. - Would like speed cameras on Rectory Road and Wiltshire Road – cars regularly speed on these roads and create a lot of noise disturbance, plus cause difficulty crossing the road.
#10	<ul style="list-style-type: none"> - Rose Street/Broad Street junction needs redesigning as it is dangerous for pedestrians to cross here in what is a very busy part of town. - As a regular cyclist I welcome any measures to make cycling safer. Personally, I will not cycle on London Road - too many exits and entrances to properties where cyclists do not have priority. The proposals should resolve this - The proposal for the other end of Rose St. where it joins Wiltshire road are confusing. Is it intended for two way bus flow here? How would a bus gate be managed? - Modular filter on Cross Street is great, but will put more traffic on Peach Street. - Currently dismount at the end of Norreys Ave and remount after the end of Cross Street, as motorist coming out of Cross Street do not look left. The proposal should resolve this issue. - The cycleways on the NDR they are ideal – want more like this please. - Would like to see the proposals implemented sooner rather than later.
#11	<ul style="list-style-type: none"> - Making Cross Street two way with restrictions from Peach Street effectively cuts Rose Street off. - At Present the only access to Rose Street is from Broad Street or from Cross Street. Accessing Rose Street from Broad Street only would require quite a circuitous route for residents living around and beyond St Crispin's. - How are residents of Cross Street, working in Bracknell or Reading, expected to return home after work under these proposals. - Could it be made impossible for cars to turn right into Rose Street from Market Place (Clarks Shoe Shop) a fairly common occurrence. - Need to consider how emergency services would respond to an incident in Rose Street under these proposals.
#12	<ul style="list-style-type: none"> - Before you agree to cycle lanes and closing off rose street, where is the bypass?

	<ul style="list-style-type: none"> - The council have agreed massive over expansion of housing without any consideration of how people get around. Not everyone wants to cycle or can walk, do a count one day of pedestrians and cycles and justify the cost and disruption. - We use Wokingham to shop and will stop when your plans start.
#13	<ul style="list-style-type: none"> - Proposals favour pedestrians and cycles more than car drivers. Not everyone can walk into town. - If you are wanting to reduce cars vans etc then you should make the town a pedestrian only place and redirect traffic on the newly opened circular roads. - Too many changes on your plan to warrant the investment it would take. - For Rose Street, suggest you only allow cars, taxis, small vans and buses with a speed limit, and only allow buses and taxis to exit onto Wiltshire road as in a car you have to be half out to actually see what's coming.
#14	<ul style="list-style-type: none"> - All / most of the proposals clearly favour pedestrians and cyclists - none of whom pay anything towards the upkeep of these roads through vehicle road tax. - Also all of your proposals whether useful or not will incur substantial expenditure to be borne by ALL Wokingham residents not only your favoured pedestrians and cyclists.
#15	<ul style="list-style-type: none"> - Concerned about the proposed alterations to peach street. Reducing it to one lane is going to cause even more of a bottle neck than it currently is. - It is hard enough to get around town as it is let alone having traffic reduced even more. - The opening up of the new ring road hasn't made the traffic any easier in town so this will cause even more of a nightmare for people that actually live in the town.
#16	<ul style="list-style-type: none"> - The Wokingham plans indicate a total disregard of the needs of the majority of Wokingham residents. - Agree with the Rose Street crossing (for too long some motorists have been ignoring the keep left sign). <p>London Road</p> <ul style="list-style-type: none"> - As a frequent user of London Road and Coppid Beech roundabout, cyclists using London Road are rare. Further, I have never seen a cyclist use the pedestrian / cycle path across Coppid Beech roundabout - so it seems a waste of money. - Before embarking on a costly scheme, funded by the taxpayer, there must have been traffic surveys and a cost benefit analysis. Will you make these available to view. - To increase the number of cyclists using London Road, where are they coming from? Apart from monetary considerations the cost will be more traffic jams, more pollution and motorist frustration; stationary and crawling motors pollute more than moving ones, is this what you want? <p>Town Centre proposals</p> <ul style="list-style-type: none"> - A hotchpot of works to accommodate the few cyclists using town to the detriment of motorists trying to use the town for shopping and leisure purposes - Suggest this is pandering to the Green lobby and will do nothing to help the environment. - If residents' cycle to town to shop, how will they carry their shopping home safely on a bike? They will still go by car, which is quick, safe and efficient. - Refer to article in Daily Telegraph about a similar trial scheme in Faversham and Tonbridge imposed in 2020. The scheme was very unpopular and failed to meet its objectives.

	<p>Costs</p> <ul style="list-style-type: none"> - Have seen no mention of the estimated costs of the various schemes that will be funded by taxation – this is needed. - Were a keen cyclist, but no longer an option. If driving becomes too tiresome, will switch to online shopping or going to motor-friendly venues. - Looking at the scheme as a whole it will be mind boggling expensive and of no benefit to the majority of residents.
#17	<ul style="list-style-type: none"> - London Road speed limit is 40mph, plus speed limit in layby is the same – but was once a 30mph limit in the layby. - Given the proximity of houses to the road, that it is narrow and one-way, that there are parked cars along the other side from the houses which need to reverse back out, and parents and children are crossing the road on the way from the Keephatch Beeches estate to / from Floreat Montague School. - Could the LCWIP include plans to reduce the speed limit on the road to 30mph or even preferably 20mph.
#18	<p>SHINFIELD WARD COUNCILLOR</p> <ul style="list-style-type: none"> - The mapping was difficult to read (tiny and out of focus). - Cannot tell if “Reduced speed limits to 30 mph” in left hand corner relates to A33 or generally. You refer to “carriageway” so assume it is A33. This would be detrimental to the flow of this busy and useful road. It is used by thousands every day, all day. A cycleway would be dangerous along it, whether or not speed limits were reduced. - Hyde End Road – very costly to taxpayers to redesign Junction, given that it was redesigned over 15 years ago and there have never been any problems as from HER it becomes two-way traffic – left to Spencers Wood and right at the traffic lights already there towards Three Mile Cross. - Hyde End Road is wide enough for cyclists at present. Few cyclists use the road. Hyde End Road leads to Basingstoke Road at this junction, which is a narrow enough road. It would be disaster to put in a cycleway. - Traffic speed is 40 mph on Hyde End Road. WBC did a survey very recently. There is no evidence to show the general traffic speeds (quote) - Tightening junctions to reduce speeds is not necessary as the general traffic sticks to whatever the speed is designated. Shinfield is bordered by main roads to Basingstoke and Eversley. - Observer Way is brand new and easing traffic from/to Arborfield/Barkham. A cycleway could be useful along it. Costly though considering the millions spent only recently, and then to put in a cycleway. - Crosfields – this school/road is used by hundreds twice daily at least. Agree reduce speed to 30 mph along the Shinfield /road towards the school and 20mph at the school. - Crosfields is a fee-paying school, so parents come from far afield. Very few local children go to Crosfields, therefore you will always have hundreds of people in cars driving along. A cycleway would impede the flow of traffic. - To narrow carriageway would be madness as road is narrow anyway and at all major times of the day there are holdups particularly towards the traffic lights at the shops area, where Hartland Hill joins it, and the road is a major road into Reading town. There is no room for a cycleway.

	<ul style="list-style-type: none"> - Traffic calming humps would be damaging to vehicles and would seriously harm the flow of traffic which needs to be continuous into and out of Reading. - Shared paths for both cyclists and pedestrian is delusionary. Pedestrians would be in danger - Cyclists do not keep to a speed limit just as some motorists dont. - The Eastern Relief Road Junction is a super road/by pass. It keeps traffic from entering Shinfield village. It does not need a cycleway. Plenty and most cyclists use Cutbush Lane East leading to Earley for transport to and from and for leisure cycling. - Finally, thousands and thousands from all the villages go to work in Reading, Basingstoke, London, and need a car for this purpose. To expect people who have to be dressed appropriately for work, to don cycling gear, then park up and change and go to work is not realistic. - Of those thousands, hundreds and hundreds are taking their children to school, More so now that the buses are not being used as they used to be. There are no buses to certain areas such as Bohunt I believe. You will never stop parents driving their children to schools - People like to cycle for amusement, pleasure and health, and they do it at leisure times across country, in and out of lanes. You will never see thousands of people cycling to work. It is delusion. - It would be very interesting to see the evidence that hundreds and hundreds are going to use the cycleways
<p>#19</p>	<p>General Feedback</p> <ul style="list-style-type: none"> - There is a fine line between pro-cycling and anti-car. The proposals need to be in context of the reason people use cars and any wider public transport initiatives. - The proposal appears to focus purely on cycling improvements along the Reading/Wokingham road at all costs. What consideration for communities, traffic (remembering the road is essentially a local arterial road) and knock-on impacts for noise and pollution (particularly the number of junctions designed to force cars to slow down (and thus accelerate again)? - Overall, the proposal appears to create additional stop/start/clogging on Reading road contributing to additional problems getting out of the Woosehill estate (and other significant junctions along the route). - The theme of reducing carriageway width to favour pedestrians will hinder cyclists as much as cars. Unfortunately, human nature is likely to kick in here between cyclists and cars with a likely increase in incidents and/or injuries around these points. - Who are the intended beneficiaries for these improvements? The volume of journeys sub 2 miles that could be bike? 5 miles? There seems to be a blind assumption that people can swap to cycling/walking without considering the impact to Woosehill residents and the fact that many in Woosehill have a trip of mile plus (not to mention the return trip) just to get to the roundabout never mind anywhere after that. I assume the intention is not to discriminate against those who can't swap to a 5 mile plus bike ride. <p>Reading Road/Woosehill Spine Road</p> <ul style="list-style-type: none"> - What modelling has been done regarding the volume of traffic out of Woosehill, particularly at rush hour. - What consideration to the risk at the junction in the event of traffic light failure. As an arterial road, Woosehill residents would essentially be locked in as people continue straight on between Wokingham and Reading.

- What consideration given to the volume of local traffic specifically using the roundabout to u-turn after turning left on to Reading Road (from Emmbrook for example). Where will this go? Turn right up the spine road and double back by Morrisons making the Woosehill residents problem worse?
- Consideration of traffic backing up from close junctions (e.g. towards Emmbrook or Holt). Where will this go?
- Shell petrol station - queueing and human behaviours of roundabout (people more acceptable of taking turns) vs traffic light (aggressive driving/forcing in on “their turn”)
- Appears to ignore the facilities already available with the underpass. While the underpass doesn't have the best reputation, surely there are measures that could be taken to make it safer and a better part of a cyclists journey through the area that would be cheaper and less disruptive than replacing a roundabout with traffic lights. (Not to mention it is the only access point in or out for residents as you're more than aware.)

Reading Road (Station Approach to Larch Avenue)

- There is reference to additional crossings. What impact on traffic has been considered, particularly on rush hour? The island close to the Holt lane already creates a backlog at rush hour.

- 5.1.3. In addition to the letter and email responses, a drop-in session was held with vulnerable users to discuss the proposals as part of the LCWIP. This took place with CLASP: A self-advocacy group for people with learning disabilities in the Wokingham borough on 16th August 2022, 10am to 12pm)
- 5.1.4. The LCWIP was explained to members of the group who came to the table to hear about the proposals. An explanation of the proposals was given with a focus on areas the members used regularly or where they lived. Next, feedback on the plans was requested as well as on other improvements or changes that need to be made to support walking and cycling in Wokingham borough.
- 5.1.5. Feedback from CLASP group members and volunteers/employees were received. The bullet points below summarise the main points raised during the meeting:
- A member raised concern over cars in the area of Cross Street – the member was also positive about the road being closed to motorised vehicles.
 - Some concern was raised regarding getting to the shops via car if cars are prevented from accessing certain areas by another group member.
 - Drawing Number 6: There was agreement over the bridge being difficult and the footpath being difficult to navigate due to narrowing and widening.
 - One group member agreed that cyclists and pedestrians should be separated, while one member didn't mind about this.
 - Another matter raised was the difficulty in Wokingham town centre for cyclists due to parked cars blocking the road.
 - The area by Morrisons in Woosehill was considered to be good for cyclists, pedestrians, and cars with lots of separate walking / cycling routes.
 - Near Rose Street by red junction, the speed is dangerous – so suggest speed bumps or crossings for pedestrians.
 - It was noted that on Wiltshire Road, the corner with Rectory Road can be busy and difficult.
 - The Rectory Road changes are supported.

- Rose Street – proposal for a wider footway and the plans for this street are welcome.
- Broad Street and Peach Street – concern about when school starts again and during rush hour.
- Cross Street – this was not popular with one attendee as maintaining the flow of vehicles was considered to be necessary.
- Disagreement with the Woodley to Reading cycleway because it was felt that car access to the three schools in the area was more important than the cycleway.
- Agreement with changes to Wilderness Road, Woodley and also with the Beggar’s Hill Road footpath changes.
- One attendee raised concerns about electric scooters which are an issue in the area especially as they don’t use the cycle lanes (this was especially an issue on Reading Road).
- The same attendee also raised concerns about the pavements by the banks in Wokingham – noting that they are uneven and cause trips.
- Also noted was that by the old foodbank, it was previously possible to get to the pub by car but is not anymore (preference is for the other closed road as this route was a useful shortcut).
- Concern around school pick and drop off times – cyclists are on the pavement rather than using the cycle lanes.
- Broad Street – there is a delay to the crossing beeps of a few seconds which can impact those who rely on the noise to know when they can cross the road

- In Winnersh after the bridge at the Dinton Pastures: the 128 bus stops here but there is no crossing to aide pedestrians who need to get on the bus stop from the opposite side of the road from the Pastures. This is a particular concern to anyone with sight issues as they cannot look both ways for traffic. One resident cannot see well out of both eyes, and it meant that they were not able to cross the road here. Instead, they would have to take the bus going the wrong way to another location where they could safely cross the road and then take the bus in the other direction.
- There is a lack of pavement between the Winnersh Crossroads and Dinton Pastures – the improvement of the footway is a good idea
- There is an issue with footway parking near to the Culver roundabout.
- One group member stated that there are roads where they need to cycle on the pavement – especially where roads are one way and there is no separate contraflow.
- Sandhurst Road – there is speeding issue as no speed limit sign is obvious.
- A4 – a group member cannot cycle this route (not allowed by family due to road safety issues) but it is the only useful way to cycle to Henley as the A321 is very steep.

- Regarding the plans for town: one volunteer said that they completely disagree with them as the plans create too many pinch points, courtesy crossings are not understood (unless clearly explained), pedestrians can cross more than one road at one
- They also mentioned that there is an issue with assuming everyone can cycle, and they themselves feel unsafe cycling around Wokingham.

- A better cycle route to/from Wargrave is required – Whitely Hill is very steep and not safe to cycle down
- Rose Street – can be difficult to cross, the island is the only available option, and this is not plausible to use for those with impaired vision.

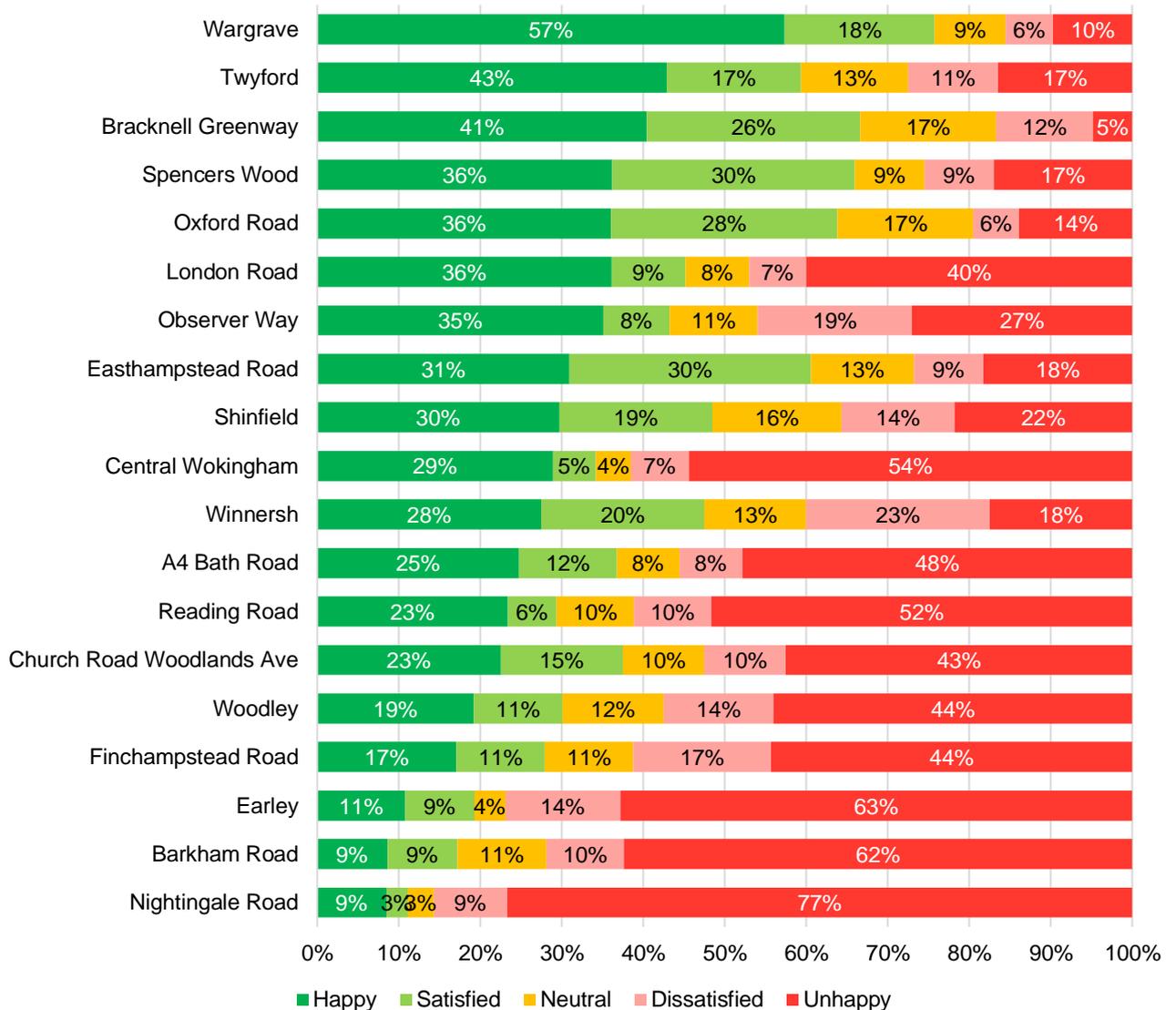
- At the top of Shepherds Hill at the roundabout there are no crossings either side of this and these are needed
- A volunteer/employee at CLASP made the following comments relating to all proposals but particularly the proposals for London Road and the Town Centre.
 - There is not the quantity of pedestrians or cyclists to justify this. Would like to see the numbers and the cost-benefit analysis for this
 - It will cause “traffic chaos”
 - Town Centre is an issue for cycling. The new estate link to get through town are lovely but far out.
 - It would be good to link Woosehill with London Road
 - Signage is not correct on Wiltshire Road / London Road / Peach Road junction – this junction works fine if car users know what they are doing.
 - Cross Street – if this is closed it will cause congestion.
 - Rose Street – could be made one way to a certain point – but see no value in cutting this off
 - Broad Street
 - Footpaths do not need widening
 - Pinch points on the pavements are caused by bus stops but the whole footpath does not need widening
 - Not a lot of pedestrians cross over Shute End
 - The intelligent lights are much better on Shute End
 - Rectory Road – nobody walks down this road, doesn’t want parking removed (parks there)
 - Peach Street – is a pain – people park there who shouldn’t (junction with Broad Street) – same down Denmark Street
 - Money should be spent on housing, transport, crossing (although appreciate that money is ringfenced by funders but that it looks bad)
- Ashenbury Park – used to be a rubbish dump and pipes to let out methane – need to watch out for those pipes in wooded bits

6 SUMMARY OF KEY FINDINGS

- 6.1.1. The following section presents some of the key findings that resulted from the Wokingham LCWIP Consultation. These will be used to refine and develop the LCWIP proposals going forward.
- Demographics
- 6.1.2. Respondents tended to be older, with those aged between 21 and 29 comprising 3% of respondents, while those aged 50-59 comprised 22% of the sample. It should be noted that the largest group (43%) were those aged over 60, but this has no upper boundary and could therefore include respondents from a 30 year plus grouping.
- 6.1.3. There were a larger proportion of male respondents (56%) compared to female (37%)
- 6.1.4. A quarter of respondents currently travel in and around Wokingham by car (as driver) while 18% walk and 16% cycle – these are reasonable figures, suggesting there is some scope to increase this further.
- 6.1.5. Over a third of respondents described their occupation as retired (37%) and a further third were working full time (36%), while 11% are working part-time.
- 6.1.6. 95% of respondents described themselves as Wokingham Borough residents, while 3% said that they represent an organisation or individual.

6.2 ATTITUDE TOWARDS THE AREA-BASED SCHEMES

- 6.2.1. The chart below shows the attitudes towards the various area-based schemes proposed across Wokingham Borough as part of the LCWIP. It can be seen that:
- The scheme with the most positive response is Wargrave with 57.3% respondents indicating that they are happy with the proposals
 - This was followed by Twyford – with 42.9% of respondents indicating they are happy with the area-based scheme for that locality
 - The scheme with the most negative response was Nightingale Road – with 76.7% of respondents unhappy with the scheme
 - This was followed by the schemes at Earley (62.9% unhappy) and Barkham Road (62.3% unhappy)
 - The scheme with the least negative response was Wokingham to Bracknell Greenway, where only 4.8% of respondents said that they were unhappy with the proposals.



6.3 HEADLINES FROM OPEN-ENDED RESPONSES TO NETWORK PLANS

6.3.1. For each of the coded open-ended responses, the summary below provides some of the main headline findings:

For the Borough Wide Cycle Network Plan:

- The main opposing comment was related to the loss of road space and the potential for congestion (8%) followed by the plan being considered to be poor value for money (also 8%).
- The main concern was related to poor driving and speeding traffic (10%) followed by concerns around the suitability of route characteristics (7%).
- The main suggestions were that the routes were unsuitable and need improvement (8%), followed by a need for more traffic calming such as speed limit reductions and speed cameras (7%) and introduction of segregated cycle lanes (also 7%)
- Suggested additional routes were made in 12% of comments, while 5% of comments suggested alterations to the proposed routing.

6.3.2. The main network suggestions were for improved connections to Schools and other education facilities (3%) followed by improved provision along Wilderness Road (1%).

For the Borough Wide Walking Network Plan:

- The main opposing comments related to opposition to a specific section of planned walking route (2%) and the proposal being poor value for money (also 2%)
- The main concern related to the suitability of route characteristics (15%) followed by poor driving and speeding traffic (9%).
- The main suggestions were that the walking routes were unsuitable and need improvement (28%), followed by a need to ensure that changes to provision do not disadvantage the elderly or disabled users (9%)
- Suggested additional walking routes were made in 29% of comments, while 11% of comments suggested alterations to the proposed routing.
- The main network suggestions were for improved connections to Schools and other education facilities (7%) followed by improved links to Leisure facilities (6%).

6.4 HEADLINES FROM AREA BASED SCHEMES

6.4.1. In terms of the area-based schemes, the following is a summary of the main findings by each of the 19 areas covered by the LCWIP proposals:

6.4.2. Central Wokingham

- 17% of comments were generally supportive of the proposals, while 6% felt that they would reduce car use (which is much-needed).
- In terms of the proposed measures, the most popular was speed limit reductions (5%) followed by reallocation of road space (4%) and provision of a segregated cycle track (3%).
- Of those opposing, 31% felt that the proposals would cause congestion and traffic issues, while 11% felt they represented poor value for money and the same proportion felt the proposals would be ineffective.
- In terms of the proposed measures, 25% of respondents oppose the removal of or reallocation of road space.
- 11% of respondents were concerned that the improvements will make it more difficult for motorists to travel, although 5% did feel that the current cycling and walking routes in Central Wokingham were unsafe/unsuitable and need improvement.
- In terms of suggested further measures, an additional modal filter (3%) was the most popular addition.

6.4.3. Shinfield

- 17% of comments were generally supportive of the proposals, while 5% felt that they would make it safer for those walking and cycling.
- In terms of the proposed measures, the most popular were speed limit reductions (14%) followed by provision of a segregated cycle track (6%).
- Of those opposing, 17% felt that the proposals would cause congestion and traffic issues.
- In terms of the proposed measures, 12% of respondents oppose the speed limit reductions, while 7% oppose the removal of or reallocation of road space.

- 6% of respondents said that they were concerned about poor driving (e.g. speeding) and the need for better enforcement of speed limits. 18% of respondents felt that the current cycling and walking routes in Shinfield were unsafe/unsuitable and need improvement.
- In terms of suggested further measures in Shinfield, additional speed limit reductions (12%) and additional provision of segregated cycle tracks (also 12%) were the most popular with respondents.

6.4.4. Easthampstead Road

- 22% of respondents commented in support of the Easthampstead Road proposals.
- Of the suggested area-based measures, 13% supported speed limit reductions while 12% support improvements to pedestrian crossing provision.
- Of those opposing, 9% felt the proposals would be ineffective.
- In terms of the proposed measures, 9% opposed speed limit reductions, while 7% opposed road space reallocation.
- 17% of respondents said that they were concerned about poor driving (e.g. speeding).
- In terms of suggested further measures in Easthampstead Road, 32% of respondents wanted to see additional speed limit reductions.

6.4.5. Finchampstead Road

- 17% of respondents commented in support of the proposals.
- Of the suggested measures, 7% supported speed limit reductions and 6% the provision of a segregated cycle track.
- 30% of respondents opposed the proposals as they considered they would cause congestion, while 21% felt they weren't needed.
- 35% of respondents opposed the proposed redesign of the junction layout in this area (including its re-signalling).
- 11% are concerned about the use of shared use areas – suggesting that they are unsafe.
- In terms of suggested additional measures, 5% of respondents supported further provision of segregated cycle track, while 5% also suggested additional junction layout redesigns.

6.4.6. London Road

- 24% of respondents commented in support of the proposals in this area.
- Of the suggested measures, 10% support the proposed speed limit reductions, while 8% support the provision of a segregated cycle track.
- 20% of respondents opposed the proposals as they considered they would cause congestion, while 17% oppose the proposals for London Road generally.
- Of the specific measures, 11% opposed the speed limit reduction proposals, while 10% oppose the reallocation of roadspace.
- There were concerns that the improvements will make it more difficult for motorists to travel (12%).
- In terms of suggested additional measures, additional Redesign of Junction layout (including re-signalling) was suggested by 4% of respondents, while additional speed limit reductions were also suggested by 4% of respondents.

6.4.7. **Spencers Wood**

- 40% of respondents commented in support of the proposals.
- 8% of respondents felt that the proposals would be ineffective for the area, while a further 8% oppose the plans generally.
- Of the specific proposed measures, 8% oppose the suggested speed limit reductions.
- Concerns were expressed by 13% of respondents about poor driving and speeding traffic, while 10% had concerns about the suitability of the proposed enhancement routes (e.g. they were too narrow, twisty, steep or busy).
- 20% of respondents felt that current routes in Spencers Wood are unsafe and need to be improved.
- In terms of suggested further measures, 25% would like to see additional speed limit restrictions introduced.

6.4.8. **Earley**

- 8% of respondents commented in support of the proposals in this area.
- 42% of respondents opposed the proposals as they felt they would result in congestion or traffic problems, while 27% felt that the proposed area-based measures would be ineffective.
- Of the specific measures, 28% opposed the planned speed limit reductions, while 19% were opposed to a redesign of the junction as proposed in this area.
- The main concern was that the scheme could result in worsening air quality (13%).
- In terms of additional suggestions, 5% of respondents wanted to see additional redesign of the junction layout (including resignalling).

6.4.9. **Wargrave**

- Over a third of respondents commented in support of the proposals for Wargrave (34%)
- 22% supported the grade separation of the cycleway from other transport corridors (e.g. a bridge or tunnel)
- 7% of respondents oppose the planned cycle priority measures in Wargrave.
- 5% of respondents expressed concerns about poor driving (including speeding traffic) and the need to enforce better driver behaviour.
- Additional suggested measures included: traffic calming (7%), further speed limit reductions (7%) and provision of a cycle bridge (7%).

6.4.10. **Barkham Road**

- 8% of respondents commented in support of the area-based proposals.
- Speed limit reductions were the most supported measure (3%)
- 45% of respondents were concerned that the proposals for Barkham Road would cause congestion / traffic issues (including during construction and operation).
- 46% opposed the redesign of the junction in this area, while 27% oppose speed limit reductions.

- 14% had concern about the suitability of the routes suggested for enhancement, based on their characteristics (e.g., narrow, busy, steep, twisting).

6.4.11. **A4 Bath Road**

- 15% commented in support of the proposals.
- 11% support the reduction of speed limits as proposed
- 15% of respondents felt that the proposals would cause congestion and other traffic problems during and after construction.
- 25% oppose the reduction of speed limits (suggesting this is a matter which divides opinion on Bath Road).
- 9% of respondents expressed concerns about poor driving (including speeding traffic) and the need to enforce better driver behaviour. 23% also commented generally that there is a need for improvement to the existing cycling and walking routes.

6.4.12. **Observer Way**

- 28% commented in support of the proposals.
- 28% of respondents also commented that they considered that the proposals for Observer Way represented poor value for money.
- 19% of respondents oppose improved street lighting in this area.
- 13% had concerns about the routes ending abruptly and felt that there was a need for better integration with other infrastructure.
- 9% of respondents asked that the needs of equestrians are considered in the plans.
- Additional cycle measures (not listed in the potential options) were suggested by 9% of respondents, while 9% also suggested additional footway provision.

6.4.13. **Woodley**

- 16% commented in support of the proposals for Woodley.
- 12% of respondents commented that they considered that the proposals for Woodley to be poor value for money.
- 14% of respondents opposed the reallocation and removal of roadspace, while 13% oppose the proposed speed limit reductions.
- 11% of respondents were concerned about the potential for Woodley scheme to result in environmental damage (e.g., tree and hedge removal, loss of grass verges).
- A need to maintain link surfaces was important to 9% of respondents, while 4% suggested additional speed limit reductions are needed.

6.4.14. **Oxford Road**

- 18% of respondents commented in support of the Oxford Road proposals, while 15% feel that they will make it safer for those walking and cycling in the area.
- 20% of respondents support the proposed speed limit reductions in the area.

- The plans for Oxford Road were considered by 13% of respondents to be likely to be ineffective.
- 13% of respondents oppose the planned improvements to pedestrian crossing provision, while 10% oppose the reallocation of roadspace.
- 15% had concerns about the routes ending abruptly and felt that there was a need for better integration with other infrastructure.
- 23% felt that there was a need to improve on the current routes, which are deemed to be unsafe and unsuitable.

6.4.15. **Wokingham to Bracknell Greenway**

- 24% of respondents support the proposals for the area.
- 5% support the speed limit reductions, while 5% also support the proposed cycle bridge.
- 8% of respondents consider that the proposals will be ineffective, while 8% also feel that they are poor value for money.
- 14% of respondents oppose the speed limit reductions as proposed.
- 10% feel that the current routes need improvements – with 10% also suggesting that additional improved street lighting is needed.

6.4.16. **Reading Road**

- 6% commented in support of the proposals for Reading Road.
- 10% support the planned provision of a segregated cycle track.
- 42% of respondents considered that the proposals would cause congestion and traffic issues.
- 45% of respondents oppose the planned redesign of the junction layout in this area.
- There were concerns among 9% of respondents that the improvements will make it more difficult for motorists to travel, while 26% of respondents did feel that the routes need to be improved.
- 13% of respondents suggested additional Redesign of Junction layout (including resignalling).

6.4.17. **Twyford**

- 34% support the proposals for the area.
- 13% support the proposed speed limit reductions.
- 10% felt that the proposals would be a poor value for money and 10% also felt that they would cause congestion.
- 10% opposed the suggested speed limit reductions, while 9% oppose improvements to street lighting.
- 18% of respondents were concerned about poor driving and speeding and felt that better enforcement is needed. 16% of respondents also said that there was need to improve the current routes.
- 11% of respondents suggested that a cycle bridge would be a good addition to the plans.

6.4.18. **Nightingale Road**

- 6% of respondents support the proposed scheme, with 5% supporting the proposed speed limit reductions.
- 31% of respondents felt that the proposals would cause congestion, while 25% felt they were poor value for money, and 23% opposed them generally.
- 48% oppose the redesign of the junction layout as proposed.
- 23% of respondents were concerned about poor driving and considered that better enforcement was needed.

6.4.19. Church Road / Woodlands Avenue

- 7% support the proposals for the area, while 7% also feel that the proposals will make it safer for pedestrians and cyclists.
- 38% of respondents felt that the proposals would cause congestion / traffic issues (including construction and operation).
- 21% of respondents oppose reallocation of roadspace.
- 17% were concerned that the proposals could result in environmental damage (e.g. tree and hedge removal, loss of grass verges)

6.4.20. Winnersh

- 15% support the proposals
- Support for speed limit reductions (6%) and improved pedestrian crossing provision (also 6%) mentioned most by respondents.
- 10% of respondents felt that the proposals would cause congestion / traffic issues (including construction and operation).
- 6% of respondents oppose planned speed limit reductions.
- 23% of respondents were concerned about poor driving and speeding and felt that better enforcement is needed
- 21% feel that current routes need improvement.
- 12% suggest additional improvements to pedestrian crossing provision

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OUR MANIFESTO

*Can we help societies thrive
in a world we do not control?*

*Can we anticipate the unforeseeable,
perceive the unexplainable,
and plan something unbelievable?*

Can we design the unthinkable?

*Can we think international
and still act local?*

*Nurture sustainable societies,
connect communities,
and seize opportunities?*

*Can we trace horizons,
hold true to our ambitions,
and hold ourselves accountable?*

*Can we design a place, where our friends,
families and neighbours, can thrive?*

What if we can?