

The logo for WSP, consisting of the letters 'W', 'S', and 'P' in a stylized, bold, orange font. The 'W' and 'S' are connected, and the 'P' is separate. The background is a grayscale photograph of a city street with a cyclist in the foreground and modern buildings in the background.

WSP

Response to Infrastructure Improvements

A4 Bath Road



A4 Bath Road

- Traffic calming introduced to enable reduction in speed limit to 30mph
- Narrow the carriageway on the roundabout and its approaches
- Build out southern footway and continue two-way cycle facility
- Add a signalised pedestrian/cycle crossing across Pound Lane
- Remove vegetation on northeastern arm to widen and separate the existing footpath into a footway and cycleway

Old Bath Rd Industrial

- Traffic calming introduced to enable reduction in speed limit to 20mph
- Increase street lighting provision alongside width and surface improvements
- Provide crossing facility equipped with tactile paving and dropped kerbs where footway stops
- Remove guardrail

Old Bath Rd

- Traffic calming introduced to enable reduction in speed limit to 20mph
- Remove footway obstructions alongside width and surface improvements
- Improve maintenance of vegetation

A4 Bath Rd

- Provide a continuous shared use path linking with cycle route towards Wargrave

Old Bath Road

- Ensure northern connection back to A4 Bath Road is wide and good quality

Old Bath Rd

- Provide tactile paving at Old Mill Court junction and Polehampton Close junction
- Increase crossing island width at Silk Lane junction

Old Bath Road / Holmemoor Drive

- Improve connection to/from A4 at the southern end by widening existing facility and splitting shared facility up
- Review speeds on Old Bath Road and add cycle-friendly traffic calming if necessary

Old Bath Rd

- Traffic calming introduced to enable reduction in speed limit to 20mph
- Widen footway to 2m using grass verge where possible
- Resurface and provide tactile paving where required
- Improve maintenance of vegetation

Bath Rd Roundabout

- Consider a junction redesign that improves pedestrian and cyclist crossing facilities
- Provide dropped kerbs and tactile paving

Pitts Lane/ A4 London Road

- Reduce carriageway width at junction arm to lower entry/exit speeds

A4 Bath Road / Sonning Lane

- Consider a redesign of this junction to improve road safety. This may include a right turn ban

New Bath Road to Garde Road

Traffic calming introduced to enable reduction in speed limit to 30mph

- Create a two-way kerb segregated cycleway on south side of carriageway by reallocating road space and grass verges.

Culver Lane & Pitts Lane

- Traffic calming introduced to enable reduction in speed limit to 20mph
- Double yellow lines to remove footway parking
- Investigate potential to reallocate carriageway/footway/grass verge space to create cycle lanes

Old Bath Road / Warren Road

- Simplify junction layout to create a safer, more comfortable route for cyclists and pedestrians

A4 Bath Road (South side of Gyratory and Railway Bridge)

- Reduce speed limit
- Add a two-way segregated cycleway to run south of gyratory
- Pass cycleway behind bus stop with bus stop bypass

Culver Lane roundabout

- Redesign roundabout to improve safety for cyclists and pedestrians.
- Reduce to single lane approaches on all approaches
- Improve crossing facilities on all arms

Key

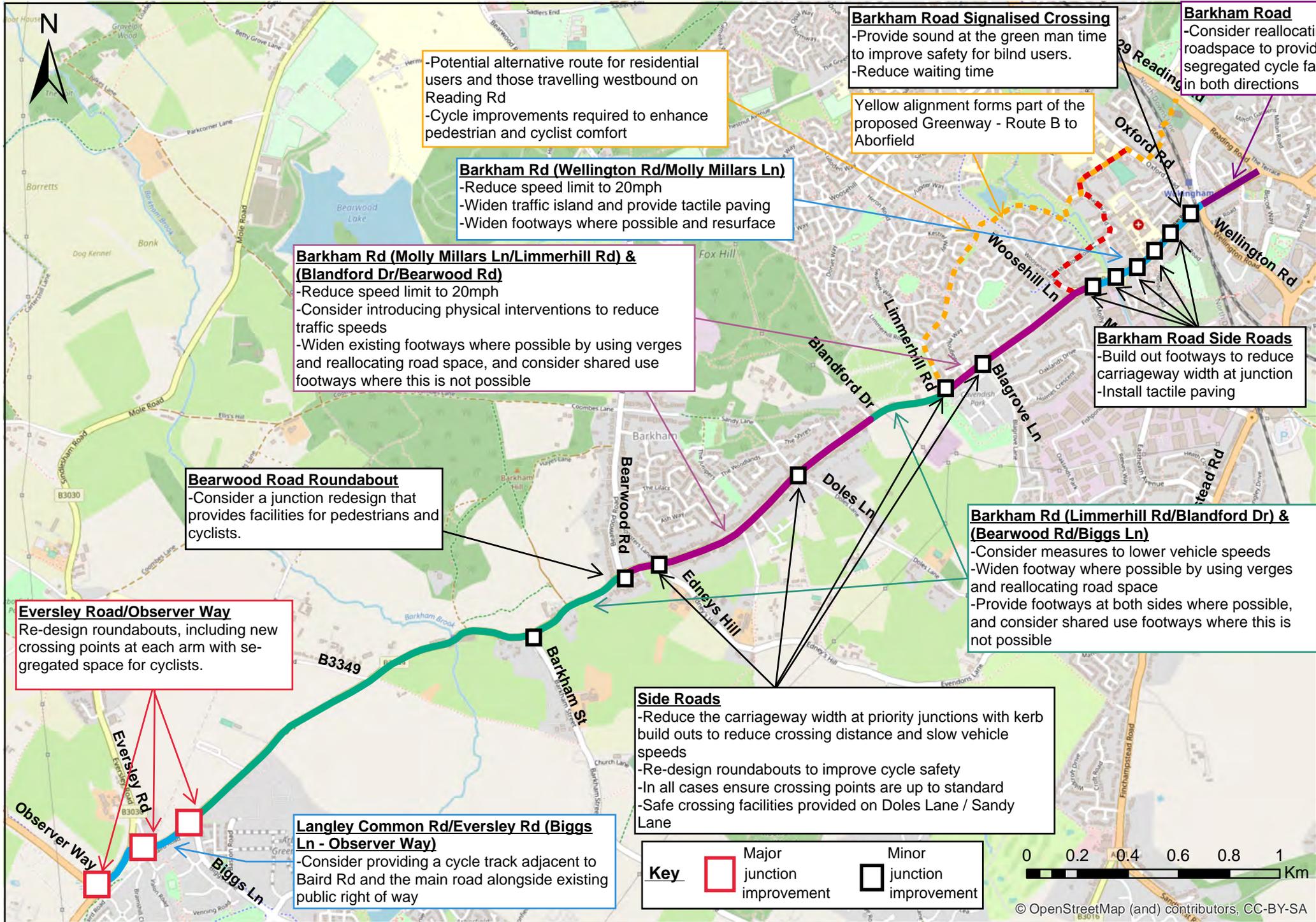
	Major junction improvement		Minor junction/crossing improvement
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Number of Responses: 129

25% Happy
12% Satisfied
8% Neutral
8% Dissatisfied
48% Unhappy

Issue raised	Change to the plans
Compliance with reduced speed limits will be low	Before speeds limits are reduced, consideration to traffic calming measures will be given to ensure speed limits are self enforcing
Speed limits should not be reduced.	Before speeds limits are reduced, consideration to traffic calming measures will be given to ensure speed limits are self enforcing.
Signalisation of Bath Road Roundabout will cause congestion	Congestion impacts of proposals will be reviewed and modelled at future design stages. However, non-signalised options that provide pedestrian and cycle facilities will be considered. Plan updated to make this clear.
Right turning movements from A4 Bath Road to Sonning Lane are dangerous	A right turn ban or signalised turn will be considered



Potential alternative route for residential users and those travelling westbound on Reading Rd
 -Cycle improvements required to enhance pedestrian and cyclist comfort

Barkham Road Signalised Crossing
 -Provide sound at the green man time to improve safety for blind users.
 -Reduce waiting time

Barkham Road
 -Consider reallocating roadspace to provide a segregated cycle facility in both directions

Yellow alignment forms part of the proposed Greenway - Route B to Aborfield

Barkham Rd (Wellington Rd/Molly Millars Ln)
 -Reduce speed limit to 20mph
 -Widen traffic island and provide tactile paving
 -Widen footways where possible and resurface

Barkham Rd (Molly Millars Ln/Limmerhill Rd) & (Blandford Dr/Bearwood Rd)
 -Reduce speed limit to 20mph
 -Consider introducing physical interventions to reduce traffic speeds
 -Widen existing footways where possible by using verges and reallocating road space, and consider shared use footways where this is not possible

Barkham Road Side Roads
 -Build out footways to reduce carriageway width at junction
 -Install tactile paving

Bearwood Road Roundabout
 -Consider a junction redesign that provides facilities for pedestrians and cyclists.

Barkham Rd (Limmerhill Rd/Blandford Dr) & (Bearwood Rd/Biggs Ln)
 -Consider measures to lower vehicle speeds
 -Widen footway where possible by using verges and reallocating road space
 -Provide footways at both sides where possible, and consider shared use footways where this is not possible

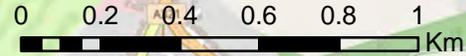
Eversley Road/Observer Way
 Re-design roundabouts, including new crossing points at each arm with segregated space for cyclists.

Side Roads
 -Reduce the carriageway width at priority junctions with kerb build outs to reduce crossing distance and slow vehicle speeds
 -Re-design roundabouts to improve cycle safety
 -In all cases ensure crossing points are up to standard
 -Safe crossing facilities provided on Doles Lane / Sandy Lane

Langley Common Rd/Eversley Rd (Biggs Ln - Observer Way)
 -Consider providing a cycle track adjacent to Baird Rd and the main road alongside existing public right of way

Key

 Major junction improvement	 Minor junction improvement
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Number of Responses: 267

9% Happy

9% Satisfied

11% Neutral

10% Dissatisfied

62% Unhappy

Issue raised	Change to the plans
Proposals to convert Bearwood Roundabout to a T junction would result in congestion. This was the previous junction layout and it was changed to a roundabout due to issues.	Reference to conversion to a T junction has been removed and replaced with investigation of options that provide facilities for pedestrians and cyclists. Options into conversion to T junction will be assessed and modelled in the next stage of design.
Doles Lane to Sandy Lane is a popular cycle route.	Safe crossing facilities for pedestrians and cyclists have been added to this junction.
Compliance with speed limit reductions will be low.	Before speeds limits are reduced, consideration to traffic calming measures will be given to ensure speed limits are self enforcing.
Short stretches of Barkham Road with different speed limits will confuse motorists.	Plans have been updated with more consistent speed limits. This will be reviewed further as part of the next design stage.

Central Wokingham



Rectory Road / Glebelands Road

- Build out kerbs at junction to reduce crossing distances and slow turning vehicles
- Remove guard railing

Rectory Road and Wiltshire Road

- Reduce speed limit to 20mph
- Add a two-way segregated cycle track on the left side of the road. This may require the removal or relocation of parking facilities.
- On Wiltshire Road, remove one general traffic lane to continue the segregated cycle track up the hill and towards London Road.
- Widen footways to allow at least 1.5m clear footway width

Rectory Road / Wiltshire Road

- Redesign this junction with traffic lights so that cycles are separated from turning traffic
- Build out kerbs at junction to reduce crossing distances and slow turning vehicles

Waitrose Entrance

- Provide a traffic light crossing that gives priority to pedestrians across the car park entrance
- Realign entrance by building out the kerbs to reduce crossing distances and to slow turning vehicles
- Provide a cycle track that bypasses the signals for cyclists continuing on Rectory Road

Norreys Av / Wiltshire Rd

- Build out kerbs at junction to reduce crossing distances and slow turning vehicles

Rose Street / Wiltshire Road

- Restrict access to Wiltshire Road from Rose Street to bus / cycle only. Convert into one wider lane
- Narrow carriageway / widen footway if possible
- Consider signalling, with a button for cyclists, linking with the existing crossing on Wiltshire Road

Rectory Road / Broad Street / Shute End

- Redesign junction to separate cyclists from turning traffic, ensuring all turns remain possible for cyclists
- Simplify pedestrian crossings where possible, making it easier to cross in one stage

Rose Street

- Bus gate will lower traffic volumes on Rose Street so cyclists can safely mix with traffic
- Reduce speed limit to 20mph and add cycle-friendly traffic calming such as gentle speed bumps if necessary
- Widen footways ensuring at least 1.5m clear width

Wiltshire Rd / London Rd / Peach St

- Redesign the junction to allow the segregated cycle track to continue from Wiltshire Road on to London Road
- Add signalised cycle crossings across London Road
- Build out kerbs at junction to reduce crossing distance and slow turning vehicles

Cross Street

- Consider introducing modal filter at the entrance to Peach Street from Cross Street
- Convert Cross Street to two-way traffic allowing entrance/exit from Rose Street only.

Broad Street

- Widen footways, add crossings and improve the public realm with trees, seating or public art.
- Reduce speed limit to 20mph
- Depending on traffic volumes, a segregated cycle track may be needed. If so, the cycle track should pass behind the bus stop to avoid conflict with buses. If not, add cycle-friendly traffic calming, such as gentle speed bumps. (The design of a cycle facility would be subject to further design development)
- Add tactile paving when missing

Peach Street

- Remove one general traffic lane from the road and use the space to add a segregated cycle track and widen footways
- Design the cycle track so it has priority over Easthampstead Road
- Reduce speed limit to 20mph
- Widen footways and realign street furniture to ensure at least 1.5m clear width
- Add tactile paving where missing

Key



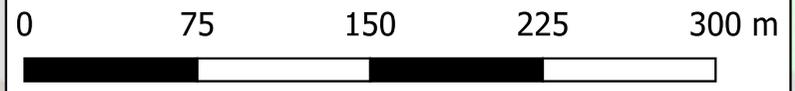
Major junction improvement



Minor junction/crossing improvement



Bus-and-cycle gate



Number of Responses: 554

9% Happy

9% Satisfied

11% Neutral

10% Dissatisfied

62% Unhappy

Issue raised	Change to the plans
Concerns two-way traffic and modal filter cannot be accommodated on Cross Street	Plans amended to highlight that the design of a modal filter and two-way operation would be subject to further design development
Plans for traffic lights at the Waitrose junction are confusing	Further detail outlining rationale for change and what is being proposed added
Concern that a cycle track or bus stop bypass on Broad Street may introduce conflict with pedestrians	Plans amended to make clear design of bus stops / cycle tracks will be determined at future stages

Church Road Woodlands Ave



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

Culver Lane roundabout to Woodlands 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

Oldfield Close / Palmerstone Road / Eastcourt Avenue / High Tree Drive side roads
 -Build out kerbs at junction to reduce crossing distances and slow turning vehicles

Woodlands Avenue
 -A separate scheme is being developed for this area as part of the Active Travel Fund

Church Road junction
 -Improve the junction so cyclists are protected from turning vehicles
 -Add tactile paving where it is missing

Woodlands Avenue to Palmerstone Road
 -Reduce speed limit to 20mph, with consideration given to traffic calming (such as speed humps, carriageway narrowing)

Anderson Avenue
 -Replace existing modal filter with bollards or build a cycle track across the footway to allow cycles to easily enter Anderson Avenue from Church 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

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 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

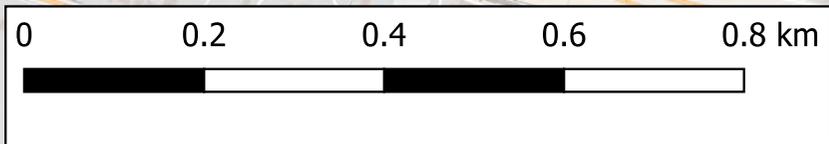
St Peters Road and Heath Road (side roads)
 -Build out kerbs at junction to reduce crossing distances and slow turning vehicles
 -Remove guard railing by Heath Road

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

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

Key

	Major junction improvement		Minor junction/crossing improvement
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Church Road Woodlands Ave



Number of Responses: 42

23% Happy

15% Satisfied

10% Neutral

10% Dissatisfied

43% Unhappy

Issue raised	Change to the plans
Proposals will cause congestion/traffic issues (including during construction and operation).	Congestion impacts of proposals will be reviewed and modelled at future design stages
Opposition to speed limit reductions	Before speeds limits are reduced, other traffic calming measures will be considered. This will be investigated further as part of the next design stage.

Easthampstead Road

Easthampstead Road (Peach Street to Murdoch Road)

- Traffic calming to enable speed limit reduction to 20mph
- Add a zebra crossing near Peach Street
- Remove obstructions to increase the footway width for pedestrians
- Improve tactile paving by fire station
- Add tactile paving at Denton Road and Wescott Road
- Narrow the carriageway to create wider footways

Moles Close and Battys Barn Close

- Build out footways and reduce carriageway width at the junction to slow vehicle speeds and reduce the crossing distance for pedestrians
- Add dropped kerbs and tactile paving in line with desired pedestrian routes

Murdoch Road / Easthampstead Road / Gipsy Lane

- Build out footways at Murdoch Road to narrow carriageway width and improve visibility
- Add zebra crossings to provide pedestrian priority crossing points
- Ensure dropped kerbs and tactile paving are in place, in line with desired pedestrian routes

Waterloo Rd (Railway Crossing - Borough Boundary)

- Reduce speed limit to 50mph
- Provide a fully kerbed cycle track by using verges
- At 50mph any future crossings considered should be signalised

Priest Avenue & Rances Lane

- Speed limit reduced to 20mph

Provide shared pedestrian and cyclist crossing facilities.

Easthampstead Rd (Peach St - Murdoch Rd)

- Traffic calming to enable speed limit reduction to 20mph
- Consider introducing physical interventions that reduce traffic speeds to allow for cycling on the carriageway

Easthampstead Rd (Murdoch Rd - Waterloo Rd)

- Traffic calming to enable speed limit reduction to 20mph
- Narrow the carriageway and use grass verges to widen footway and provide cycling infrastructure
- Improve maintenance of vegetation

Side Roads

- Build out kerbs at junction to reduce crossing distances and slow turning vehicles
- Add dropped kerbs and tactile paving in line with desired pedestrian routes

Waterloo Rd (Easthampstead Rd - Railway Crossing)

- Traffic calming to enable speed limit reduction to 20mph
- Consider introducing physical interventions that reduce traffic speeds to allow for cycling on the carriageway
- Provide footways of adequate width on both sides of the carriageway where feasible by using verges and reallocating road space

Key

	Major junction improvement		Minor junction improvement
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Easthampstead Road



Number of Responses: 91

31% Happy

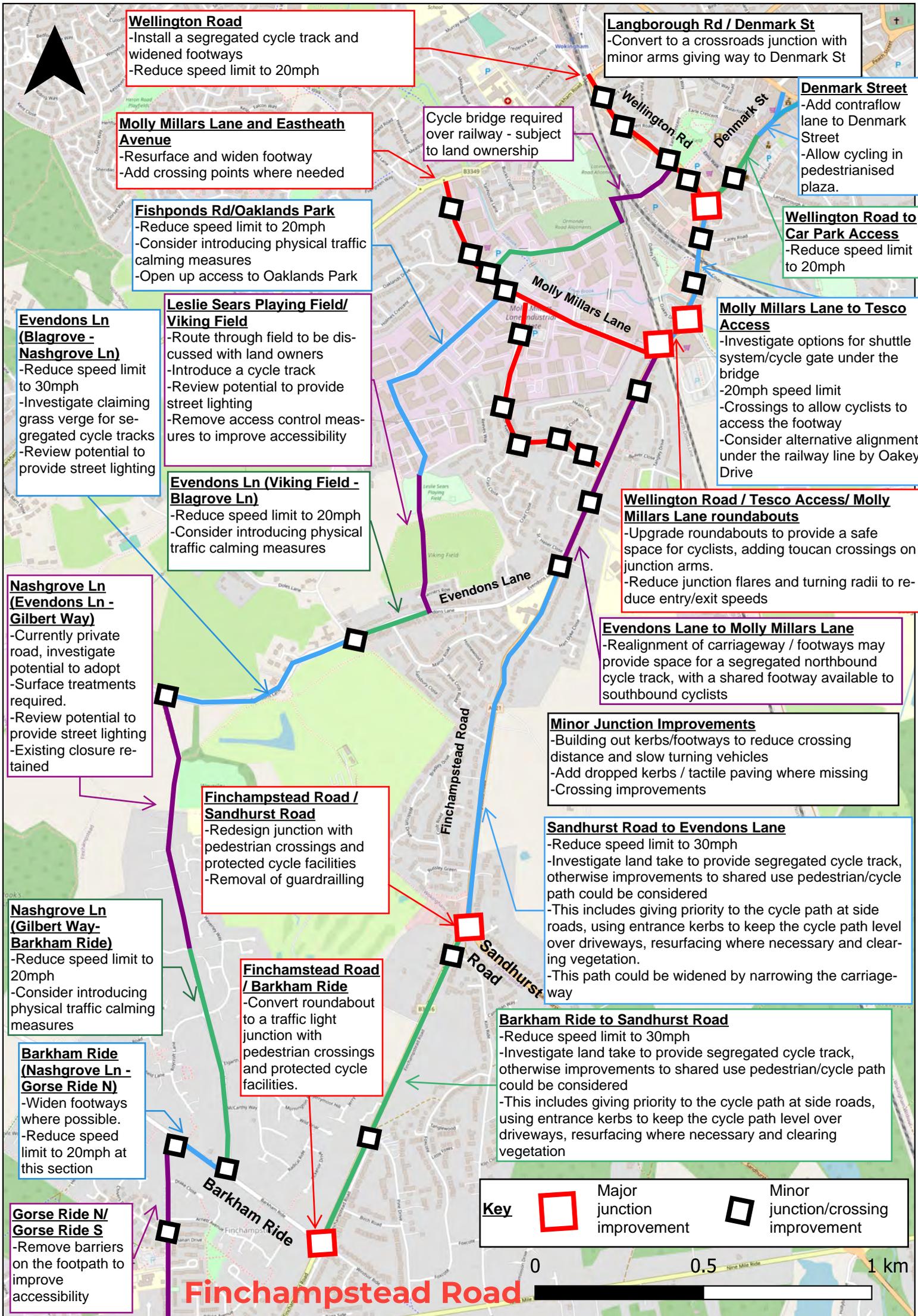
30% Satisfied

13% Neutral

9% Dissatisfied

18% Unhappy

Issue raised	Change to the plans
Consider adding other streets such as Priest Avenue and Rances Lane to a 20mph zone	20mph speed limit now proposed on these roads
Compliance with speed limit reductions is likely to be low	Before speeds limits are reduced, consideration to traffic calming measures will be given to ensure speed limits are self enforcing.



Wellington Road
 -Install a segregated cycle track and widened footways
 -Reduce speed limit to 20mph

Langborough Rd / Denmark St
 -Convert to a crossroads junction with minor arms giving way to Denmark St

Molly Millars Lane and Eastheath Avenue
 -Resurface and widen footway
 -Add crossing points where needed

Cycle bridge required over railway - subject to land ownership

Denmark Street
 -Add contraflow lane to Denmark Street
 -Allow cycling in pedestrianised plaza.

Fishponds Rd/Oaklands Park
 -Reduce speed limit to 20mph
 -Consider introducing physical traffic calming measures
 -Open up access to Oaklands Park

Wellington Road to Car Park Access
 -Reduce speed limit to 20mph

Evendons Ln (Blagrove - Nashgrove Ln)
 -Reduce speed limit to 30mph
 -Investigate claiming grass verge for segregated cycle tracks
 -Review potential to provide street lighting

Leslie Sears Playing Field/ Viking Field
 -Route through field to be discussed with land owners
 -Introduce a cycle track
 -Review potential to provide street lighting
 -Remove access control measures to improve accessibility

Molly Millars Lane to Tesco Access
 -Investigate options for shuttle system/cycle gate under the bridge
 -20mph speed limit
 -Crossings to allow cyclists to access the footway
 -Consider alternative alignment under the railway line by Oakey Drive

Evendons Ln (Viking Field - Blagrove Ln)
 -Reduce speed limit to 20mph
 -Consider introducing physical traffic calming measures

Wellington Road / Tesco Access/ Molly Millars Lane roundabouts
 -Upgrade roundabouts to provide a safe space for cyclists, adding toucan crossings on junction arms.
 -Reduce junction flares and turning radii to reduce entry/exit speeds

Nashgrove Ln (Evendons Ln - Gilbert Way)
 -Currently private road, investigate potential to adopt
 -Surface treatments required.
 -Review potential to provide street lighting
 -Existing closure retained

Evendons Lane to Molly Millars Lane
 -Realignment of carriageway / footways may provide space for a segregated northbound cycle track, with a shared footway available to southbound cyclists

Minor Junction Improvements
 -Building out kerbs/footways to reduce crossing distance and slow turning vehicles
 -Add dropped kerbs / tactile paving where missing
 -Crossing improvements

Finchamstead Road / Sandhurst Road
 -Redesign junction with pedestrian crossings and protected cycle facilities
 -Removal of guardrailling

Sandhurst Road to Evendons Lane
 -Reduce speed limit to 30mph
 -Investigate land take to provide segregated cycle track, otherwise improvements to shared use pedestrian/cycle path could be considered
 -This includes giving priority to the cycle path at side roads, using entrance kerbs to keep the cycle path level over driveways, resurfacing where necessary and clearing vegetation.
 -This path could be widened by narrowing the carriageway

Nashgrove Ln (Gilbert Way- Barkham Ride)
 -Reduce speed limit to 20mph
 -Consider introducing physical traffic calming measures

Finchamstead Road / Barkham Ride
 -Convert roundabout to a traffic light junction with pedestrian crossings and protected cycle facilities.

Barkham Ride to Sandhurst Road
 -Reduce speed limit to 30mph
 -Investigate land take to provide segregated cycle track, otherwise improvements to shared use pedestrian/cycle path could be considered
 -This includes giving priority to the cycle path at side roads, using entrance kerbs to keep the cycle path level over driveways, resurfacing where necessary and clearing vegetation

Barkham Ride (Nashgrove Ln - Gorse Ride N)
 -Widen footways where possible.
 -Reduce speed limit to 20mph at this section

Gorse Ride N/ Gorse Ride S
 -Remove barriers on the footpath to improve accessibility

Key

	Major junction improvement		Minor junction/crossing improvement
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Finchamstead Road

Number of Responses: 346

17% Happy

11% Satisfied

17% Neutral

17% Dissatisfied

44% Unhappy

Issue raised	Change to the plans
Concerns that replacing roundabouts with signalised junctions may result in congestion.	Reference to conversion to a signalised junction has been removed and replaced with investigation of options that provide facilities for pedestrians and cyclists. This will be assessed in more detail as part of the next stage of design.
Concerns that 'removal of access control' outside Gorse Ride School referred to introducing vehicle access.	Clarified that barriers on the pedestrian path will be removed to make path accessible to wheelchairs, bikes, pushchairs, mobility scooters and non-standard cycles.
Concerns that modal filter on Nashgrove Lane will be removed as part of the proposals.	Clarified that the existing modal filter will be retained.
Concerns that proposed cycleways cannot be accommodated within highway extents.	Plans amended to highlight proposals dependent on a review of the highway boundary. This will be further assessed as part of the next design stage.



Entire Route
 -Segregated cycle tracks in both directions, with side road and bus stop treatments.

Wiltshire Road to Seaford Road
 -Reduce speed limit to 20mph
 Add signalised pedestrian crossings
 -Introduce segregated cycle tracks in both directions, this may require removal / reallocation of parking bays
 -Short sections of shared use between pedestrians and cyclists may be necessary at the western end

Seaford Road / London Road
 -Signalise junction
 -Build out footways to reduce crossing distance and slow turning vehicles

Seaford Road to Rances Lane
 -Reduce speed limit to 20mph outside St Crispins School and 30mph for the rest of the section
 -Introduce segregated cycle tracks in both directions by removing central hatching and turning pockets
 -Pass the cycle track behind bus stops with 'bus stop bypasses'

London Road / William Heelas Way
 -Redesign junction to protect cyclists from turning vehicles
 -Provide pedestrian crossings on western arm
 -Remove traffic lanes to reduce the number of crossing stages for pedestrians

Plough Ln / London Rd
 -Build out footways to reduce crossing distance and slow turning vehicles
 -Remove traffic island

Binfield Rd / London Rd
 -Remove guard railing
 -Widen footways
 -Reduce pedestrian wait times at signals
 -Redesign junction to protect cyclists from turning traffic

Coppid Beech Roundabout
 -Reduce number of crossings and time waiting to cross.
 -Segregate cycleway from footway
 -Re-time signals to prioritise non-motorised modes of transport

St Crispin's School
 -Provide signalised pedestrian/cycle crossing outside school entrance
 -20mph
 -Widen footway by the school
 -Build out footways to reduce crossing distance and slow turning vehicles

London Road / Oak Avenue
 -Remove guard railing
 -Introduce a pedestrian crossing on the eastern arm
 -Reduce pedestrian wait times at signals
 -Redesign junction with protected facilities for cyclists

Wiltshire Rd / London Rd / Peach St
 -Redesign junction to continue cycle segregation from Wiltshire Road (see Central Wokingham Plans)
 -Narrow junction entrance and add signalised crossings across London Road

Rances Lane
 -Reduce speed limit to 20mph

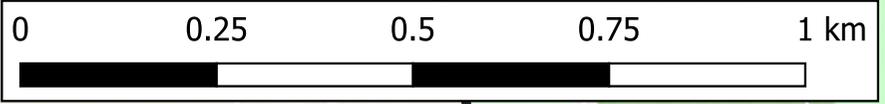
Rances Lane to Plough Lane
 -Reduce speed limit to 30mph
 -Introduce segregated cycle track in both directions by removing central hatching and turning pockets
 -Pass the cycle track behind bus stops with 'bus stop bypasses'
 -Signalise pedestrian crossings
 -Reduce speed limit to 30mph

London Road (W) to London Road (E)
 -Reduce speed limit to 30mph
 -Replace shared footways with segregated cycle tracks in both directions
 -Pass cycle route behind bus stops in a bus stop bypass

Key

	Major junction improvement		Minor junction/crossing improvement
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London Road



Number of Responses: 258

36% Happy

9% Satisfied

8% Neutral

7% Dissatisfied

40% Unhappy

Issue raised	Change to the plans
Concerns that Rances Lane was being excluded from 20mph limits.	Plans amended to include Rances Lane in a 20mph zone.
Concerns that proposed cycleways cannot be accommodated within highway extents.	Plans amended to highlight proposals dependent on a review of the highway boundary. This will be further assessed as part of the next design stage.
Concerns speed limits won't be consistent, as no speed limit shown for the section of London Road between Wiltshire Road and Seaford Road.	Plans amended to clarify speed limits for this section.

Earley



Cutbush Lane / Kensington Close
 -Provide parallel crossing to allow westbound cyclists to join cycle track
 -Reduce the carriageway width at priority junctions with kerb build outs to reduce crossing distance and slow vehicle speed

Meadow Road
 -Consider area wide measures to reduce traffic
 -Reduce speed limit to 20mph and add cycle-friendly traffic calming
 -Cyclists to mix with general traffic

A329 Wokingham Road
Gipsy Lane / Rushey Way
 -Signalise and provide a priority crossing to allow cyclists to cross Rushey Way

Access to Off-Road Route
 -Replace barriers with a cycle-friendly modal filter

Cutbush Lane (off-carriageway)
 -Replace barriers with a cycle-friendly modal filter
 -Resurface where necessary
 -Improve lighting

Rushey Way
Gipsy Lane (to Rushey Way)
 -Replace barriers with a cycle-friendly modal filter
 -Resurface where necessary
 -Improve lighting

Cutbush Lane
 -Introduce one-way segregated cycle tracks in both directions by reclaiming grass verge and narrowing carriageway
 -Reduce speed limit to 20mph and add cycle-friendly traffic calming
 -Introduce bus stop bypasses/boarders

Beeston Way / Lower Earley Way Roundabout
 -Redesign junction with crossings for pedestrians and cyclists on all four approach lanes
 -Improve the existing informal crossing between the roundabouts
 -Reduce the carriageway width at priority junctions with kerb build outs to reduce crossing distance and slow vehicle speed
 -Reduce speed limit to 30mph
 -Improve wayfinding at this junction

Gipsy Lane (from Westminster Way)
 -Improve lighting
 -Cyclists mix with traffic

Carshalton Way/Meldreth Way
 -Re-design roundabout with crossing points at either arm for pedestrians and cyclists.

Black Boy Roundabout
 -Consider re-timing signals to give reduce wait time / increase green time for cyclists and pedestrians

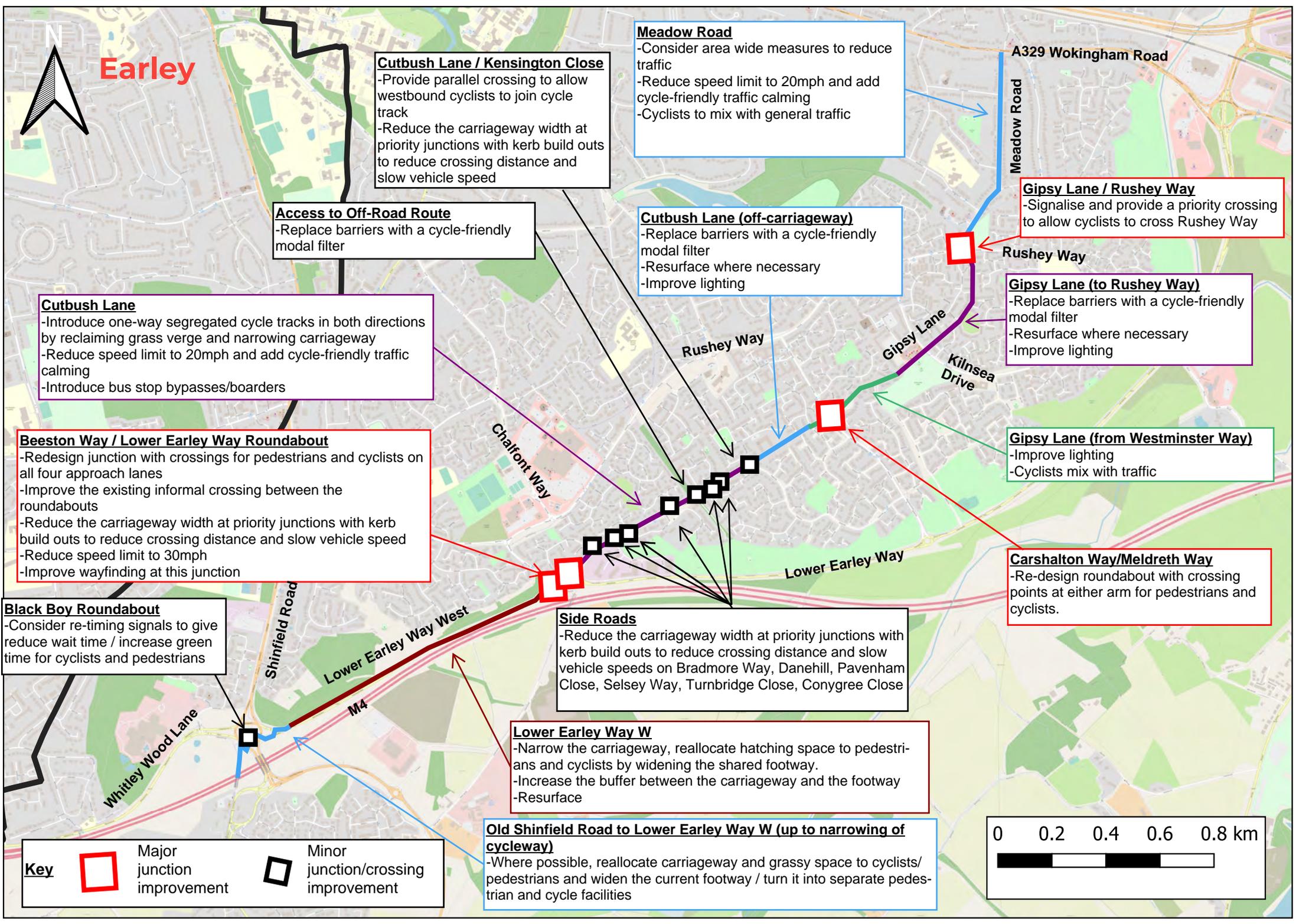
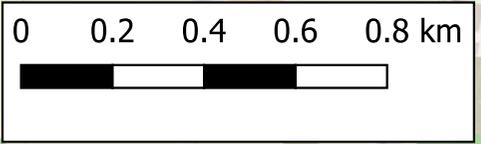
Side Roads
 -Reduce the carriageway width at priority junctions with kerb build outs to reduce crossing distance and slow vehicle speeds on Bradmore Way, Danehill, Pavenham Close, Selsey Way, Turnbridge Close, Conygree Close

Lower Earley Way W
 -Narrow the carriageway, reallocate hatching space to pedestrians and cyclists by widening the shared footway.
 -Increase the buffer between the carriageway and the footway
 -Resurface

Old Shinfield Road to Lower Earley Way W (up to narrowing of cycleway)
 -Where possible, reallocate carriageway and grassy space to cyclists/pedestrians and widen the current footway / turn it into separate pedestrian and cycle facilities

Key

	Major junction improvement		Minor junction/crossing improvement
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Number of Responses: 232

11% Happy

9% Satisfied

4% Neutral

14% Dissatisfied

63% Unhappy

Issue raised	Change to the plans
Concern signalling Beeston Way / Lower Earley Way roundabout will result in congestion.	Reference to conversion to a signalised junction has been removed and replaced with investigation of options that provide facilities for pedestrians and cyclists. This will be explored further at the next stage of the design process.
Concerns traffic volumes on Gypsy Lane are too high for cyclists to mix with general traffic.	Traffic data will be collected to understand whether traffic volumes will be suitable for cyclists to mix with general traffic. Speed limit reduced to 20mph to make on-carriageway cycling more comfortable.
Concerns potential closure of Meadow Road could make congestion worse.	Reference to closure removed and replaced with consideration of area wide measures to reduce traffic. This will be analysed further in the next stage of the design process.
Compliance with speed limit reductions is likely to be low.	Before speeds limits are reduced, consideration to traffic calming measures will be given to ensure speed limits are self enforcing.
Opposition to the reduction of speed limits on Lower Earley Way, as this is a major high speed road.	Higher speed limits retained with extra measures to widen the buffer between the proposed cycle path and the road.

Nightingale Road

Campbell Road to Crockhamwell Road

- Introduce segregated cycle tracks in both directions through claiming the grass verge, removing parking, narrowing the carriageway and limited narrowing of the footway
- Reduce speed limit to 20mph
- Provide tactile paving where missing

Fairwater Drive to Crockhamwell Road

- Introduce segregated cycle tracks in both directions. Retention of as much green space as possible.
- Reduce speed limit to 20mph

School Drive to Nightingale Road

- Build out kerbs to reduce crossing distances and slow turning vehicles
- Introduce parallel crossing on Nightingale Road

Pondshead Lane to Clivedale Road

- Allow cycling in subway
- Remove barriers and redesign southern subway entrance, this will require reallocation of roadspace, excavation of a section of Henley Wood Road and re-profiling the route to make it more accessible to non-standard cycles.
- Re-profile the path on the northern subway entrance using existing grass verges.
- Improve subway environment adding lighting and CCTV

Meadow Road / Pond Heads Lane Connection over A329

- Replace pedestrian island with signalised crossing to allow cyclists to cross Wokingham Road
- Build out footways to reduce crossing distance and slow turning vehicles

Nightingale Road / Crockhamwell Road Rounabout

- Redesign junction with facilities for pedestrians and cyclists
- Build out kerbs to reduce crossing distances and slow turning vehicles
- Provide parallel crossing to allow cyclists to cross Crockhamwell Road

Side Roads

- Build out kerbs to reduce crossing distances and slow turning vehicles

Nightingale Road

- Redesign junction with facilities for pedestrians and cyclists

Nightingale Road to Fairwater Drive

- Replace shared footways with segregated cycle tracks in both directions
- Use Dutch entrance kerbs to keep cycleway level over driveways
- Remove pavement parking
- Reduce speed limit to 20mph

Clivedale Road to School Drive

- Remove barriers to make route accessible to non-standard cycles
- Widen path where possible
- Resurface where needed

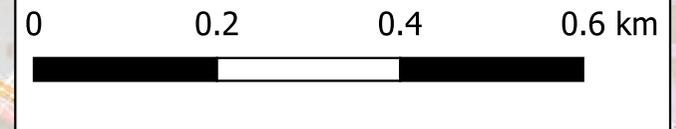
Key



Major junction improvement



Minor junction/crossing improvement



Number of Responses: 204

9% Happy

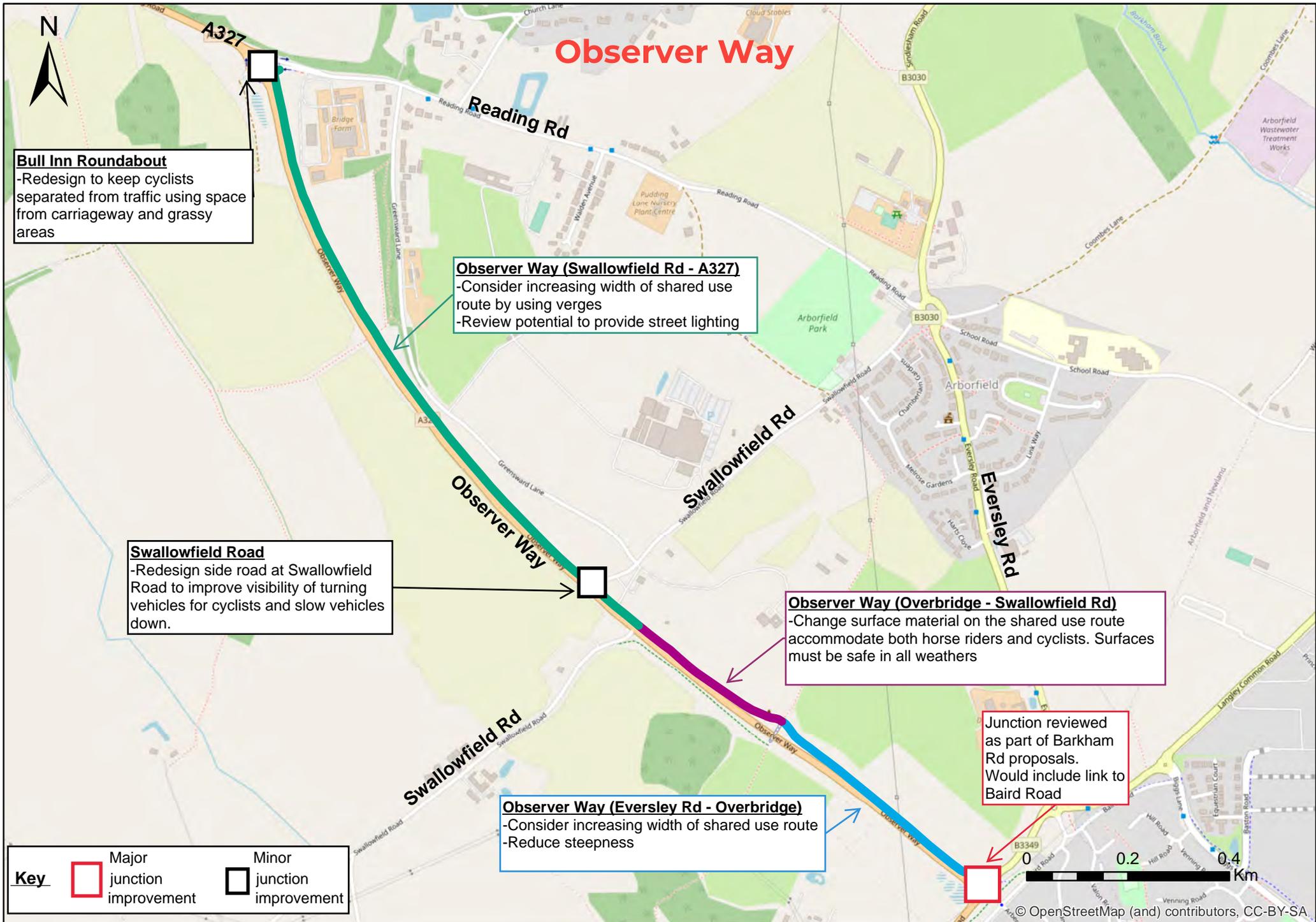
3% Satisfied

3% Neutral

9% Dissatisfied

77% Unhappy

Issue raised	Change to the plans
Concern removal of mini-roundabouts will result in congestion and increase the speed of vehicles.	Reference to removal of mini roundabouts has been removed and replaced with investigation of options that provide facilities for pedestrians and cyclists. This will be analysed further for inclusion in the next stage of the design process.
Concern at the loss of grass verges or trees.	Proposals to maximise retention of green space.
Personal security concerns about using the underpass.	New measures added to improve safety in the underpass (Lighting, CCTV).



Number of Responses: 43

35% Happy

8% Satisfied

11% Neutral

19% Dissatisfied

27% Unhappy

Issue raised	Change to the plans
Street lighting is not suitable for the rural location.	References to street lighting removed at this stage.



St Paul's Church

- Improve lighting through the church grounds
- Ensure route is accessible to all
- Consider replacing barriers
- Vegetation maintenance
- Improved signage and wayfinding

End of St Paul's Church to Mount Pleasant

- Review and install additional lighting on the approach to the footbridge
- Consider whether bridge can be made accessible for wheelchair users
- Ensure vegetation is maintained to improve safety / sense of safety

Mount Pleasant

- Resurface carriageway

New Crossing to be determined following surveys

Oxford Road from Mount Pleasant to Frederick Place

- Consider reallocating carriageway space to widen footway

Side Roads (Banbury Close, Havelock Road, Entrance to Station Industrial Estate)

- Ensure provision of dropped kerbs and tactile paving
- Build out footways to reduce turning speeds and shorten the crossing distance at the Station Road Industrial Estate access

Wellington Rd/Barkham Rd

- Redesign junction to separate cyclists from pedestrians and motor traffic, and prioritise cycle movements

Wellington Rd

- Reduce speed limit to 20mph
- Consider reallocating road space to create cycle infrastructure

Reading Rd/Station Approach

- Separate cyclists from pedestrians
- Minimise distance and time required for cyclists to travel through the junction

Station Approach up to car park

- Reduce speed limit to 20mph
- Maintain footway level segregated cycle track, with potential to reallocate space to increase widths available for pedestrians and cyclists

Station Approach

- Redesign the car park entrance to allow a direct and continuous route for pedestrians and cyclists

Station Approach (Car park - Barkham Rd)

- Reduce speed limit to 20mph
- Consider reallocation of space to extend footway level segregated cycle track

Station Road (Southern footway)

- Improve maintenance of vegetation
- Consider reallocating of road space to improve pedestrian and cyclist infrastructure. This could include a contraflow cycling facility
- Provide seating and shelter at bus stop

Reviewed as part of C3
Finchampstead Rd

Key		Major junction improvement
		Minor junction improvement



Oxford Road

Number of Responses: 49

36% Happy

28% Satisfied

17% Neutral

6% Dissatisfied

14% Unhappy

Issue raised	Change to the plans
Speed limit is already 20mph.	References to reducing the speed limit removed.
Contraflow cycling needed on Station Road.	Contraflow cycle lane to be considered.
Zebra crossing on Mount Pleasant not needed.	Traffic surveys will be undertaken at the next stage of design to understand the need / type of crossing suitable for this location.
Path through St Paul's churchyard badly maintained.	Council to engage with St Paul's church on improvements to the path as part of the next design stage.

Reading Road

Meadow Road / Pond Heads Lane Connection over A329
 -Replace pedestrian island with signalised crossing to allow cyclists to cross onto Meadow Road
 -Build out footways to reduce carriageway width and vehicle speeds at junction

Reading Road / Loddon Bridge Road
 -Redesign junction to segregate cycle movements from turning traffic

Cavendish Gardens
 -Redesign route to Winnersh Triangle station with dropped kerbs, tactile paving, wayfinding and improved lighting

Reading Road / A3290 Roundabout
 -Redesign junction, separating cyclists from pedestrians and motor traffic, taking space from the carriageway where needed
 -Remove guard railing and reduce the number of stages for pedestrians and cyclists to cross, with straight-across signalised crossings for cyclists
 -Consider facilitating an alternative route through the centre of the roundabout

Reading Road (North Wokingham Distributor Road to Sainsbury's)
 -Install architectural lighting under the M4 bridge and consider installing a community artwork
 -Remove excessive guard railing under M4 bridge and at junctions
 -Provide a signalised crossing between Woodward Close and the new roundabout to allow a straight-across crossing

Wokingham Rd / Wilderness Rd junction
 -Redesign junction to provide safer and more convenient crossings for cyclists between all arms

Reading Road / Longdon Road Roundabout
 -Provide a section of two-way cycle track between Longdon Road and the North Wokingham Distributor Road with wayfinding and new crossing points to help cyclists to bypass the roundabout

Side Roads
 -Reduce carriageway width at junctions by building out the footway, in order to reduce traffic speeds and crossing distance.
 -Consider raised side road entries and review street lighting.
 -Applicable to the following side roads: Holt Lane, Oxford Road, Emmbrook Road, Old Woosehill Lane, Old Forest Road, Sadler's Court, Sadler's Lane, Baslow Road, Arbor Lane, Cavendish Gardens, Retail Access, Mill Lane, Henley Wood Road, Station Road, Kenton Road, Malden Erleigh Drive, Aldbourne Avenue

Reading Road (Woosehill Roundabout to North Wokingham Distributor Road)
 -Resurface to address significant patching
 -Add tactile paving at Old Woose Ln & Simons Ln

Reading Rd (Larch Av to Woosehill Roundabout)
 -Resurface footway
 -Redesign the junction with Oxford Road to improve for pedestrians as it is currently difficult to cross

Entire Route
 -Reduce speed limit to 30mph
 -Upgrade existing cycling lanes to segregated cycle tracks to create a continuous facility
 -Segregate pedestrians and cyclists on shared footways by reallocating road space (hatching, right turn pockets, dual lanes etc.) where necessary
 -Where pedestrian islands need removing, ensure a signalised crossing is in place
 -Redesign bus stops to ensure continuity of cycle path
 -Cycleway will have clear visual priority over side roads
 -Parking in cycle lanes and on footways can be stopped through implementation and enforcement of yellow line restrictions
 -Address pinch points that reduce footway width to below 1.5m by removing / relocating obstructions or through kerb build outs where necessary
 -Improve litter collection and vegetation maintenance where necessary

Reading Road / Sainsbury's Access / Robin Hood Lane
 -Redesign junction to segregate cycle movements from turning traffic
 -Maximise pedestrian stages and green man time, with minimal waiting time
 -Remove guard railing

Reading Rd / N Wokingham Distributor Rd Roundabout
 -Introduce separate facilities for pedestrians, cyclists and motor traffic to new roundabout
 -Introduce signalised crossings on all arms with sufficient green man time and low waiting times

Reading Road / Woosehill Spine Road
 -Redesign junction with crossing facilities for pedestrians and cyclists.
 - Widened footways and pedestrian crossings on all arms

Station Approach / Reading Road
 -Consider redesigning to remove staggered, time consuming crossings arrangement for pedestrians

Holt Ln / Reading Rd
 -Redesign to create a more direct crossing for pedestrians

Reading Rd (Station Approach to Larch Avenue)
 -Address sections of uneven footway on southern side (caused by tree roots and crossovers)
 -Consider adding additional signalised crossings

Reading Rd & Shute End (Broad St to Station Approach)
 -Remove bollards on northern footway to improve accessibility
 -Improve transitions between footway and carriageway
 -Add missing tactile paving on northern side
 -Address tree root damage to footways

Key

	Major junction improvement		Minor junction/crossing improvement
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Number of Responses: 247

23% Happy

6% Satisfied

10% Neutral

10% Dissatisfied

52% Unhappy

Issue raised	Change to the plans
Concerns removal of the Woosehill Roundabout will result in congestion	Reference to removal of the roundabout has been removed and replaced with investigation of options that provide facilities for pedestrians and cyclists



Black Boy Roundabout

- Consider re-timing signals to reduce wait time / increase green time for pedestrians and cyclists
- Improve wayfinding through junction

Shinfield Road Gyratory (west side)

- Consider use of dropped kerbs to allow cyclists to enter/exit the cycleway
- Introduce cycleway priority at side roads

A327 Shinfield Road

- Reduce speed limit to 30mph, and to 20mph outside Crossfields School
- Remove central hatching, turning pockets, narrow the carriageway and claim grass verges to facilitate segregated cycle tracks on both sides of the carriageway
- Replace uncontrolled crossing refuge islands with formal pedestrian crossings
- Where there is not enough space for segregated cycle facilities, reduce the speed limit to 20mph and introduce traffic calming, whilst also introducing shared use paths for pedestrians and cyclists

Hollow Lane / Brookers Hill

- Redesign junction, considering elements such as signal timing, road space allocation and geometry.

Crossing point

- Convert existing uncontrolled crossing point into toucan crossing

Hollow Lane / Church Lane

- Redesign junction to protect cyclists from turning vehicles

Arborfield Road / B3349 Roundabout

- Redesign junction using traffic lights to provide protected crossings for cyclists and pedestrians on each arm
- Tighten junction geometry to reduce traffic speeds

Reading Road / Observer Way roundabout

- Redesign junction using traffic lights to provide protected crossings for cyclists and pedestrians on each arm

Cutbush Lane West Roundabout

- Introduce a more direct crossing point for cyclists and pedestrians from Hollow Lane to Cutbush Lane West.

Hollow Lane and Arborfield Road

- Reduce speed limit to 30mph
- Narrow the carriageway, claim grass verges and narrow the carriageway to create segregated cycle tracks. This includes removing central hatching and right turn pockets

School Green & Hyde End Road

- Reduce speed limit

Shinfield Eastern Relief Road Roundabout

- Redesign junction to provide protected crossings for cyclists and pedestrians on each arm
- Tighten junction geometry to reduce traffic speeds

Vickers Close and Unnamed Road

- Build out footways to reduce crossing distances and slow turning vehicles

A327 Reading Road and School Road (Greensward Lane to Barkham Road)

- Reduce speed limit to 30mph and add traffic calming (such as narrowing the carriageway)
- Investigate potential to take space from grass verges or to widen the highway into adjacent fields to provide segregated cycle track.
- Alternatively, promote and improve the alternative route via Observer Way / Greensward Lane and Swallowfield Road

A327 Reading Road (Shinfield Eastern Relief Road roundabout to Observer Way roundabout)

- Narrow the carriageway and reallocate space to create a segregated cycle tracks, also taking space from grass verges where needed
- Reduce speed limit to 30mph
- Pass cycle track behind bus stops through a 'bus stop bypass'

Bull Inn Roundabout

- Redesign to keep cyclists separated from traffic using space from carriageway and grassy areas

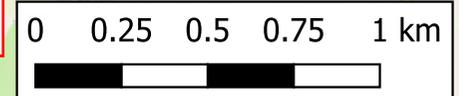
Key



Major junction improvement



Minor junction/crossing improvement



Number of Responses: 128

30% Happy

19% Satisfied

16% Neutral

14% Dissatisfied

22% Unhappy

Issue raised	Change to the plans
Concerns that proposed cycleways cannot be accommodated within highway extents.	Plans amended to highlight proposals dependent on a review of the highway boundary. This will be investigated further as part of the next design stage.
20mph should be considered for Hyde End Road in built up areas, and reduced to 30mph for other sections. Current 40mph limit not adhered to.	Plans amended with 20mph limit.

Spencers Wood



Alternative Shinfield Link
 -Widen and resurface existing off road path
 -Provide wayfinding markings through sports club
 -Improve lighting in off-road segments
 -Remove bollards and access restrictions
 -Provide new shared use path to Alder Grove Primary School

Church Lane / Hollow Lane
 -Redesign junction to protect cyclists

Deardon Way/Church Lane (Bolton Drive to Hollow Lane)
 -Investigate upgrading existing shared footway to a segregated cycle track by claiming grass verges
 -Reduce speed limit to 20mph and add cycle friendly traffic calming

Deardon Way / Bolton Drive
 -Build out footways to reduce crossing distance and slow turning vehicles

Shinfield Meadows
 -Consider an area wide 20mph scheme

Hyde End Road
 -Speed limit reduction considered for the rest of Hyde End Road

Fulbrook Avenue (from Croft Road) and Bolton Drive
 -Consider local controls on pavement parking
 -Route follows low traffic bus segment. Review enforcement of this restriction
 -Promote cycling on Bolton Drive through signage.
 -Introduce street lighting on bus link
 -Consider introducing light segregation on bus link to separate bus and cycle flows

Montgomery Drive, Appletree Lane, Grovelands Road and Croft Road
 -Build out footways to reduce crossing distance and slow turning vehicles

Hyde End Road (Basingstoke Road to Grovelands Road)
 -Reduce speed limit to 20mph and add cycle friendly traffic calming

Croft Road (Grovelands Road to Fulbrook Avenue)
 -Introduce lighting for the off-road segment
 -Allow contraflow cycling
 -Vegetation management to increase usable width of cycle path

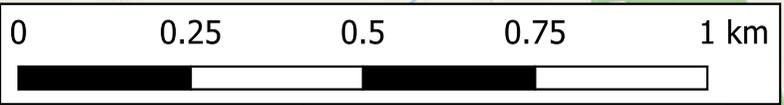
Grovelands Road (Hyde End Road to Croft Road)
 -Consider resurfacing carriageway

Parallel Crossing
 -Introduce parallel crossing to help facilitate right turn from Grovelands Road to Hyde End Road

Basingstoke Road / Hyde End Road
 -Consider introducing cycle priority features or bypasses on all arms as part of a wider scheme on Basingstoke Road

Key

	Major junction improvement		Minor junction/crossing improvement
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Number of Responses: 56

36% Happy

30% Satisfied

9% Neutral

9% Dissatisfied

17% Unhappy

Issue raised	Change to the plans
Speed limit reduction on the built up section of Hyde End Road is welcome, but concerned if the speed limit reverts to 40mph after this section.	Plans amended to state speed limit reduction on the length of Hyde End Road will be considered.
Crossing needed on Deardon Way.	Crossing added to plans.
The entire Shinfield Meadow estate should be covered by a 20mph limit.	Consideration to be given to an area wide 20mph limit. To be investigate further as part of the next design stage.
Existing restrictions on through traffic are not enforced.	Enforcement of existing restrictions to be considered as part of the next design stage.

Twyford Crossroads
 -Add advanced stop lines with early release

Station to Church Street
 -Reduce speed limit to 20mph
 -Widen footway to 1.5m min
 -Resurfacing where necessary
 -Remove/relocate parking outside station to create pedestrian area/parklet

Waltham Road
 -Cut back vegetation
 -Widen footway to 1.5m minimum
 -Add dropped kerbs and tactile paving where they are missing
 -Remove guardrailling

Park Ln/The Hawthorns
 -Redesign with a more compact roundabout layout
 -Remove hatching
 -Build out footways

Off-road paths
 -Introduce a hard, smooth, level, durable, permeable and all-weather surface.
 -Review potential to provide lighting
 -Two walking/cycling bridges required

Side Roads
 Build out kerbs to reduce crossing distances and slow turning vehicles

Stanlake Lane
 -Introduce footway on at least one side of the road using grass verges, allowing a safe walking route for pedestrians.

Old Bath Rd/Park Ln
 -Built out footways
 -Consider reinstating a priority T-junction

Gas Lane
 -Provide lighting under the railway bridge on Gas Lane
 -Investigate a safe route from the new off road path to the station entrance

A321 Broadwater Ln/Hurst Rd
 -Reduce speed limit to 30mph and 20mph in places
 -Remove hatching and claim grass verges and carriageway to create space for cycling
 -Provide footways of adequate width on both sides of the carriageway
 -Introduce crossing on Hurst Rd at the intersection with bridleway Hurst No.4 and byway No.9 (Hogmoor Ln)

Park Ln (Waingels Rd - Old Bath Rd)
 -Reduce speed limit to 20mph
 -Provide footways on both sides of the carriageway and widen where possible using grass verges

Side Roads
 Build out kerbs to reduce crossing distances and slow turning vehicles

Park Ln (Landsend Ln - Waingels Rd)
 -Reduce speed limit to 30mph
 -Investigate potential to provide shared footways by claiming grass verges
 -Review potential to provide street lighting
 -Add walking/cycling bridge over the river

Lodge Rd (Whistley Grn - A321 Broadwater Ln)
 -Reduce speed limit to 20mph
 -Investigate potential to widen footways and provide cycle infrastructure using grass verges
 -Where the carriageway narrows consider the removal of centre lines and on-street parking
 -Install safe crossing point between Broadwater Lane and Lodge Road

Davis St/Lodge Rd
 -Reduce speed limit to 30mph
 -Investigate potential to provide cycle infrastructure using grass verges
 -Review potential to provide street lighting

Key

	Major junction improvement		Minor junction improvement
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Side Roads
 Build out kerbs to reduce crossing distances and slow turning vehicles

Twyford



Number of Responses: 104

43% Happy

17% Satisfied

13% Neutral

11% Dissatisfied

17% Unhappy

Issue raised	Change to the plans
On off-road paths concerns of light pollution from new street lighting.	Design and extent of street lighting to be considered at the next stage of design.
Concerns over enforcement of reduced 20mph speed limit.	Before speeds limits are reduced, other traffic calming measures will be considered. This will be investigated further as part of the next design stage.
A safe walking / cycling route is needed in Hurst going up Church Hill.	

River Thames crossing
 -Investigate potential for a pedestrian/cycle bridge over the Thames near Wargrave
 -This crossing would be connected to the cycle network with high quality cycle infrastructure

A321 (New Bath Road to Braybrooke Road)
 -Widen existing shared footway using space from grass verges and carriageway. Consider realigning the carriageway to facilitate a wider path.
 -If wide enough, consider separating footway into a separate footway/cycleway
 -Reducing speed limit to 30mph along the route, and to 20mph outside the Piggott School
 -Relocate street furniture south of Braybrooke Road to allow larger cycles to access crossing / add dropped kerb south of crossing

Wargrave Road
 -Cyclists to bypass roundabout via segregated path on Wargrave Road
 -Ensure there is enough space for non-standard cycles to pass the bollard modal filters
 -Review of the lighting in this section
 -Remove guardrails at signalised crossing
 -Provide tactile paving where absent
 -Increase footway width to 2m
 -Cut back vegetation
 -Reduce speed limit to 20mph

A4 Bath Road / A321 Wargrave Road
 -Introduce signalised crossing for cyclists and pedestrians on the eastern arm
 -Remove excessive guardrails / bollards
 -Provide dropped kerbs and tactile paving

Yewhurst Close
 -Build out footways to reduce crossing distances and slow turning vehicles

A321 (Hermitage Drive to Station Road)
 -Investigate claiming grass verges and narrowing the carriageway to create space for cycling
 -Reduce speed limit to 20mph and install cycle-friendly traffic calming

Wargrave High Street Road Speed Limit Change
 -Vehicle flows and speeds are too high for cycle traffic to mix on the carriageway
 -Reduce speed limit to 20mph and introduce cycle-friendly traffic calming
 -Also consider possible means for reducing general traffic and/or helping facilitate cycle journeys through residential streets

A321 High Street / School Lane
 -Add advanced stop lines with early release to help cyclists get ahead of general traffic before passing through narrow segment

A321 side roads
 -Ensure cycleway has clear visual priority over side roads and tighten radii if possible

New crossings across A321 and Amberley Drive
 -Add a signalised crossing across the A321 to help cyclists travelling northbound access the facilities on the southeastern corner of the junction
 -Consider an unsignalised parallel crossing across Amberly Drive to give pedestrians and cyclists priority where there is currently an uncontrolled crossing

Hermitage Drive
 -Build out footways to reduce crossing distances and slow turning vehicles

Twyford Crossroads
 -Add advanced stop lines with early release to help cyclists get ahead of general traffic before passing through narrow segment

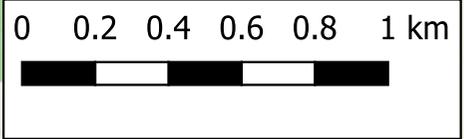
Church Street between church and London Road
 -Implement parking restrictions to reduce footway parking
 -Build out footway on Church Road, reducing the crossing distance
 -Reduce speed limit to 20mph

Hurst Road to Station Road
 -Add cycle rails to steps over railway, in addition to existing lifts
 -Install lighting at Gas Lane as an alternative route

Key

	Major junction improvement		Minor junction/crossing improvement
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Wargrave Town Centre
 -Increase available cycle parking



Wargrave

Number of Responses: 120

57% Happy

18% Satisfied

9% Neutral

6% Dissatisfied

10% Unhappy

Issue raised	Change to the plans
Reduced speed limit to 20mph is not necessary if the current speed limit is enforced properly	Proposed speed limit reductions will be reviewed against traffic volumes required for safe cycling conditions
Disagreement with advanced stop lines for cyclists at Twyford crossroads as this junction is already congested	Congestion impacts of proposals will be reviewed at future design stages, particularly with regard to junctions. Cycle ASL's to remain on infrastructure plans at this stage to provide cycle priority at junction

Winnersh

Davis St up to Sandford Ln
 -Reduce speed limit to 30mph
 -Provide footways
 -Review the highway boundary and investigate reallocating grass verges and carriageway to create space for cycling

Robin Hood Ln/Davis St
 -Provide footways on both sides of the carriageway
 -Investigate claiming grass verges and narrowing the carriageway to create space for cycling
 -Introduce a crossing at Dinton Centre
 -Fix surfacing issues
 -Cut back vegetation

Robin Hood Ln (Danywern Dr - Bluebell Mdw)
 -Reduce speed limit to 20mph
 -Investigate potential to provide cycle infrastructure by using verges and narrowing the carriageway
 -Fix surfacing issues
 -Install street lighting

Side Roads
 -Build out kerbs to reduce crossing distance and slow turning vehicles
 -Add dropped kerbs / tactile paving where missing

Winnersh Station
 -Widen footways where possible
 -Reduce speed limit to 20mph
 -Remove guard railing
 -Install zebra / parallel crossing outside the railway station.
 -Cycle friendly traffic calming to allow on-carriageway cycling

Kings Street Lane
 -Remove guardrailing
 -Reduce speed limit to 20mph

Junction improvements included in Reading Road proposals

Side Roads
 -Build out kerbs to reduce crossing distance and slow turning vehicles
 -Add dropped kerbs / tactile paving where missing

Bearwood Road / Mole Road mini roundabout
 -Provide informal pedestrian crossing at each arm with island, with dropped kerb and tactile paving. Where width is restricted, upgrade to zebra crossing point

Longdon Road/Kings Street
 -Review junction layout and timings for pedestrians and cyclists

Bearwood Primary School
 -Reduce speed limit to 20mph
 -Provide zebra crossing point outside of school entrance
 -Construct new footway between New Road and the footbridge, or alternatively install zebra crossing point at New Road

Kings Street Lane
 -Convert zebra crossing to a signalised pedestrian crossing

Side Roads
 -Build out kerbs to reduce crossing distance and slow turning vehicles
 -Add dropped kerbs / tactile paving where missing

Bearwood Road
 -Reduce speed limit to 20mph
 -Cut back vegetation

Key

 Major junction improvement	 Minor junction improvement
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Number of Responses: 100

28% Happy

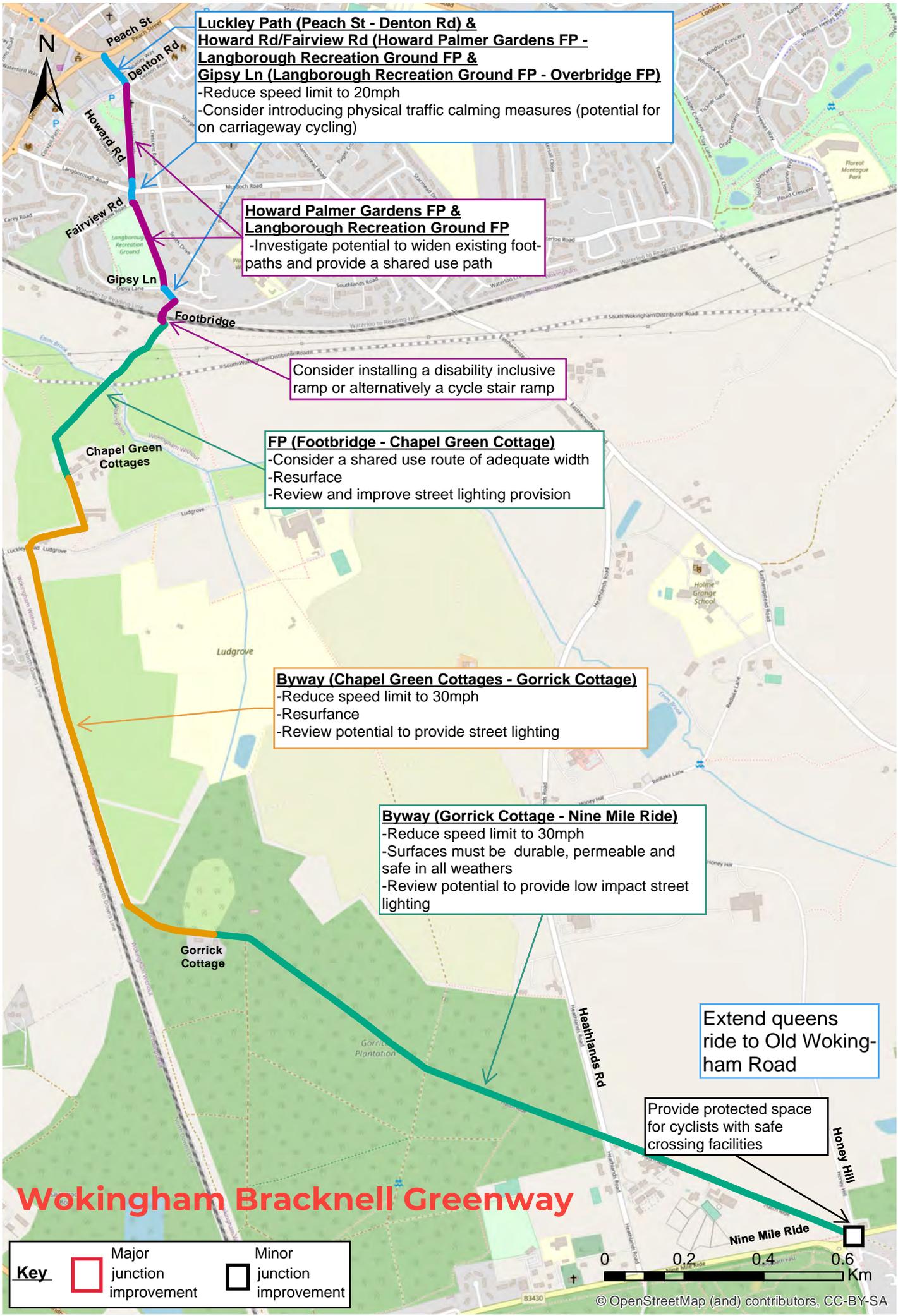
20% Satisfied

13% Neutral

23% Dissatisfied

18% Unhappy

Issue raised	Change to the plans
Disagreement with reducing speed limits to 20mph when the 30mph limits are not being enforced.	Before speeds limits are reduced, other traffic calming measures will be considered. This will be investigated further as part of the next design stage.
Concerns over worsening existing congestion issues at Bearwood Road / Mole Road mini roundabout by adding new formal and informal crossings.	Congestion impacts of proposals will be reviewed and modelled at future design stages, and proximity of crossings to junctions / roundabouts will be considered in relation to the existing traffic flows.
Suggestion for signalised crossing outside Bearwood Primary School as speed of road is unsuitable for zebra crossing.	Proposals include a reduced speed limit to 20mph along this section of the road, which will make a zebra crossing suitable for the design speed of the road.
Robin Hood Lane is unsafe and currently suffers from excessive traffic speeds – the proposals do not do enough to address this.	A reduced speed limit is proposed, with complementary traffic calming measures to be reviewed as the design of the road may encourage higher traffic speeds (long and straight with good visibility). This could include speed humps and raised tables where appropriate.



Number of Responses: 67

41% Happy

28% Satisfied

17% Neutral

12% Dissatisfied

5% Unhappy

Issue raised	Change to the plans
Safer crossings required at Heathlands road and Honey Hill / Nine Mile Ride	Where the Bracknell Greenway route crosses Heathlands Road and connects to Nine Mile Ride / Honey Hill, the addition of new signage and potential surface treatment / cycle logos to indicate the presence of cyclists will be considered, as will new pedestrian and cycle crossing facilities
Suggestion for an addition link to Finchampstead Road via Luckley Road	This link would facilitate a connection between the Bracknell Greenway route and the proposed Finchampstead Road route, and therefore will be analysed further for inclusion in the next stage of the design process
Compliance with speed limit reductions will be low on Byway	Before speeds limits are reduced, other traffic calming measures will be considered. This will be investigated further as part of the next design stage.
Concerns over visual impact of street lighting	Low impact lighting solutions will be considered for the lighting improvements. This could include low-level solar stud lighting, which is sympathetic to the rural nature of the route

Key

-  Major junction improvement
-  Minor junction/crossing improvement

Minor Junction Improvements

- Building out kerbs/footways to reduce crossing distance and slow turning vehicles
- Add dropped kerbs / tactile paving where missing
- Crossing improvements

Denmark Ave/Tippings Ln (Waingels Rd - Duffield Rd)

- Between Denmark Ave and Tippings Ln consider a segregated two-way cycle track through Ashenbury Park
- Between Tippings Ln and Duffield Rd reduce speed limit to 20mph and use grass verges to widen existing footways

Waingels Rd (Blackberries - Denmark Ave)

- Reduce speed limit to 20mph
- Investigate potential to provide shared use footways on both sides of carriageway
- Review potential to provide street lighting
- Consider introducing a school street

Waingels Rd (Park Ln - Blackberries)

- Reduce speed limit to 20mph
- Investigate potential to provide shared use footways on both sides of carriageway
- Review potential to provide street lighting

Beggars Hill Road and Landsend Lane

- Reduce speed limit to 30mph
- Cycle wayfinding signage

Footpath/bridge behind Heron on the Ford (Landsend Lane to Whistley Mill Lane)

- Add cycle bridge at the ford
- Reduce speed limit to 30mph
- Improve street lighting

Reading Road to Western Avenue

- Cut back vegetation and resurface where needed
- Explore claiming grass verge to increase footway width
- Provide tactile paving and dropped kerbs where absent
- Increase footway width at bus shelters

Church Rd (Duffield Rd - Butts Hill Rd)

- Reduce speed limit to 20mph
- Consider introducing physical traffic calming measures
- Widen footways by claiming grass verges

Ashenbury Park

- Resurface path
- Provide lighting on the route
- Cut back vegetation

Footpath (Beggar's Hill Road)

- Where possible, widen the path to at least 3m
- Include signage and logos to increase visibility of cyclists
- Review lighting and add environmentally sensitive lighting where needed
- Cut back vegetation
- Add cycle connection to new development (to either Forest Road or Hawthorn Crescent)

Headley Rd E to Ashenbury Park

- Widen existing footway
- Explore realigning carriageway to introduce footway on other sides.
- Provide crossing facilities at Headley Cl to allow for safe access to footway provision

Butts Hill Rd (Church Rd - Headley Rd)

- Reduce speed limit to 20mph
- Remove central hatching, narrow carriageway and investigate claiming grass verges to create space for segregated cycle tracks

Mohawk Way

- Remove guardrailling at Beggar's Hill Road footpath and replace with bollards 1.2m apart. Add dropped kerb
- Replace uncontrolled crossings with zebra crossings to remove pinch points
- Consider removing the hatching and narrowing the carriageway
- Consider a modal filter near Blanchard Close to reduce through traffic
- Reduce speed limit to 20mph

Hurricane Way

- Reduce speed limit to 20mph
- Remove hatching and right turn pockets, narrow the carriageway and introduce other cycle-friendly traffic calming
- Consider the possibility of adding more connections for cyclists (e.g. paths to Victor Way, Lysander Close, and a route through Sandford Park)

Headley Road and Spitfire Way roundabouts

- Redesign junction to provide protected crossings for cyclists on all junction arms

Headley Road East

- Add segregated cycle tracks in both directions, reallocating space from carriageway/hatching, footways and grass verges
- In narrow sections this may require short sections of shared footway

Woodlands Avenue

- Separate scheme as part of the Active Travel Fund

Woodley



Number of Responses: 230

19% Happy

11% Satisfied

12% Neutral

14% Dissatisfied

44% Unhappy

Issue raised	Change to the plans
A modal filter near Blanchard Close / Mohawk Way will only push the traffic, including buses, onto quieter roads	The modal filter at this location will be considered in detail before a decision made on implementation. This includes conducting a strategic review of alternative routes that will be used by vehicles, and quantifying the impact on bus services. Additionally, different modal filter typologies (e.g. bus gate) will be investigated
Extension of 20mph speed limit suggestion to cover more of the Woodley area (Ruscombe Church, Waltham Road, Twyford Town Centre, Old Bath Road, Waingels Road)	Suggested areas speed limit extension will be reviewed in the context of the wider active travel network plan
Replacing roundabouts with T-junctions will reduce the flow of traffic and make it difficult for exiting vehicles to move safely	Congestion impacts of proposals will be reviewed and modelled at future design stages. Plans suggest redesign of roundabouts without specifying exact proposed layout to make this clear
Beggars Hill Road should remain unchanged from existing layout (concerns regarding vegetation loss)	The impact on vegetation will be investigated further as part of the next design stage.
Compliance with reduced speed limits will be low.	Before speeds limits are reduced, consideration to traffic calming measures will be given to ensure speed limits are self enforcing



Response to Network Plans

Cycle Network Plan

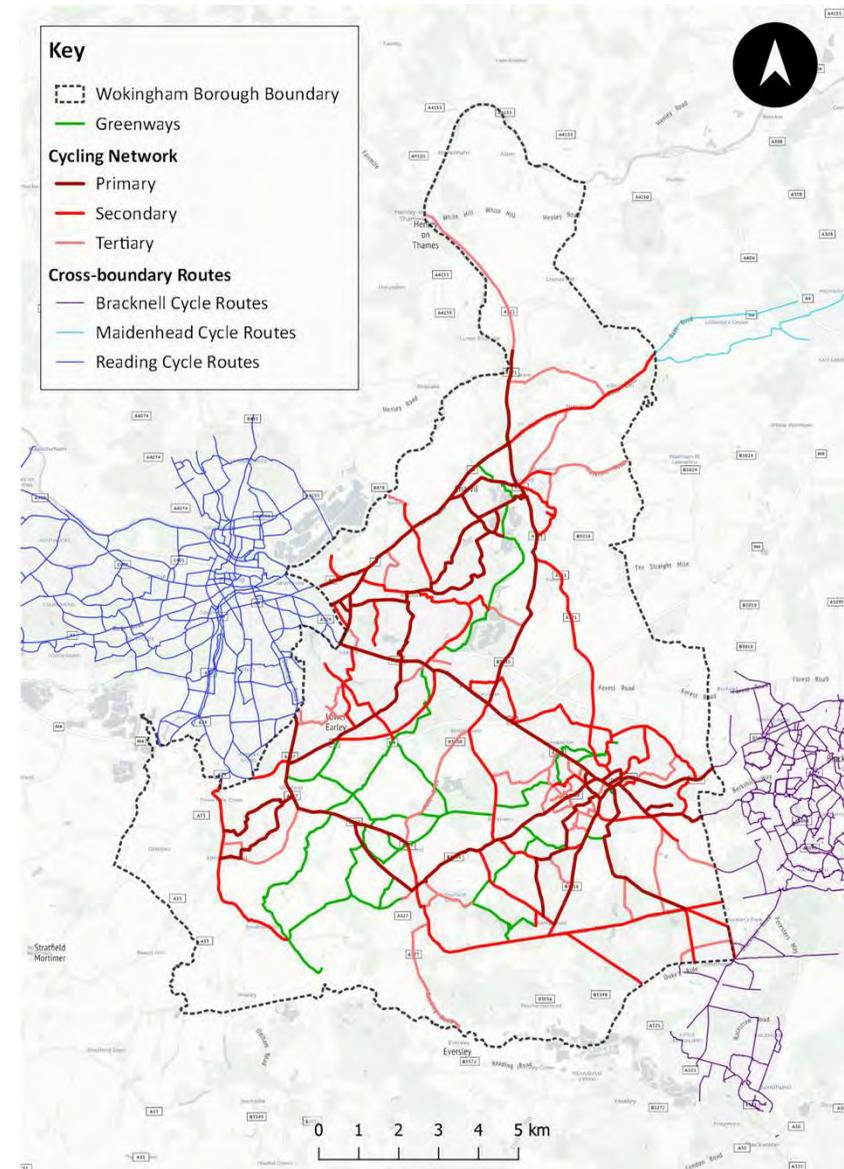
Upgrade/Downgrade Routes



Key comments

- Given the number of cyclists using the Nine Mile Ride and in particular children travelling to school I would like to see this made into a Primary route.
- I don't think any road with a speed limit of above 40mph should be included as a tertiary route.
- I feel the NWDR and SWDR routes should all be considered Primary cycle Networks, noting the intent of these new roads.
- I feel the NWDR and SWDR routes should all be considered Primary cycle Networks, noting the intent of these new roads.
- Also, I do not see why the stretch of NWDR along London Road and Hatch Farm Way to Lower Early is not shown as a cycle Network. Surely this should be shown as a Primary Cycle Network.
- I also consider Forest Road to Binfield should be shown as at least a Secondary Network, noting no other networks appear to provide access to Binfield from the North of Wokingham.
- There needs to be more primary routes within Wokingham Without. There is no safe route along Nine Mile Ride between Wokingham without and Finchampstead. I think the A327 should be a primary route as large lorries travel down there and I feel very vulnerable when on my bike.
- Tertiary cycle network on A327 Reading Road from Fleet Hill to Bohunt should be upgraded to a primary cycle network.
- Twyford and Charvil need a Primary route to Wokingham and to Woodley.
- Basingstoke Rd in Spencers Wood which is really important to link into the cycle paths going into Reading (Primary Route).
- The road to Henley -- it would be excellent to see this as a primary route all the way there.
- Can you include all of Crockhamwell Road as a secondary route please. It is moderately busy with little room for cars, buses and cyclists.
- Why is Sandy Lane not a Greenway? A connection to Bracknell from Montague Park through Buckhurst Meadows then across the railway via a new bridge or preferably an underpass.
- Part Lane between Swallowfield and Riseley should be included is a green way as it connects to the A33 under pass at Riseley.
- Sandy Lane linking Coombes Lane to Doles Lane is an obvious omission - it should be a Greenway or at least part of the cycle network as it is used as such at present.
- Please consider changing the footpath between New Wokingham Road and Ravenswood Avenue in Crowthorne to a Bridleway or Greenway.

Based on the quantity of comments received, no changes have been made to the network plan at this stage.



Walking Network Plan

Upgrade/Dowgrade Routes



Key comments

- Loddon Valley Ramblers has submitted a list of secondary walking routes it would like added to the map in order to link up PROWs and walking routes where walkers currently have to negotiate busy roads to get from one path to another. We would also like the following route to be submitted:
 - Church Lane Arborfield (from Junction with Arborfield Byway 3) and Mole Road B3030 (to its junction with Arborfield Byway 8).
- Needs secondary walking route along Twyford road from the bridge over A329m up to Hurst.
- The suggestions below from Loddon Valley Ramblers are made in order to improve integration between the Public Rights of Way (PROW) network and the routes in the LVWIP. They all highlight routes where walkers have to walk along busy/dangerous roads in order to link one part of the PROW network to another. They are all regularly and widely used.
 - 1. Charvil Lane in Sonning as a secondary route - much used by walkers from Sonning to create a circular route.
 - 2. A327 from Shinfield ERR to Observer Way roundabout as a secondary route to link Shinfield FPs 5 and 6 and Arborfield FP20.
 - 3. B3024 from Ruscombe Road to Southbury Lane as secondary route.
 - 4. Sandford Lane from Colemansmoor Road to the entrance to Dinton Pastures as secondary route - this one is much walked and quite dangerous.
 - 5. Swallowfield Road from Castle Hill to Nutters Lane as a secondary route to link Arborfield Bridleway 15, Swallowfield Byway 30 and Swallowfield FP13.
 - 6. Heathlands Road from Honey Hill to Wokingham Without Footpath 11, as secondary route.
 - 7. Fleet Hill, Finchampstead, from the Tally Ho to Finchampstead Footpath 8 as a secondary route.
 - 8. A321 from Bell Foundry Lane to Forest Road and B3034 Forest Road from Twyford Road to St Nicholas Hurst Footpath 23, as a secondary route.
 - 9. Mole Road, Sindlesham from Arborfield Cross to Arborfield Footpath 16, as a secondary route.
 - 10. Edney's Hill/Evendons Lane between the proposed Greenway routes, as a secondary route.
- Some of the secondary routes to Asda in Lower Earley should be upgraded to primary routes, especially those from Shinfield Road (e.g. Halls Lane)

Based on the comments received, additional secondary walking routes recommended by Loddon Valley Ramblers have been included.

