



## **ETC Submission to Wokingham Borough Council's LCWIP Consultation**

### **Introduction**

Wokingham Borough Council (WBC) are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) as part of the ongoing Local Transport Plan (LTP4) and Local Plan Update (LPU)

This is Earley Town Council's response to the consultation

### **Overview**

The structure of the consultation is divided into three parts, which this response follows:-

1. Cycle demand  
*Identify key cycling routes connecting places within Earley, and neighbouring places*
2. Walking Zones  
*Identify key walking zones within Earley and on its borders*
3. Liveable Neighbourhoods  
*Identify key features that are desirable to create a liveable neighbourhood with respect to walking and cycling*

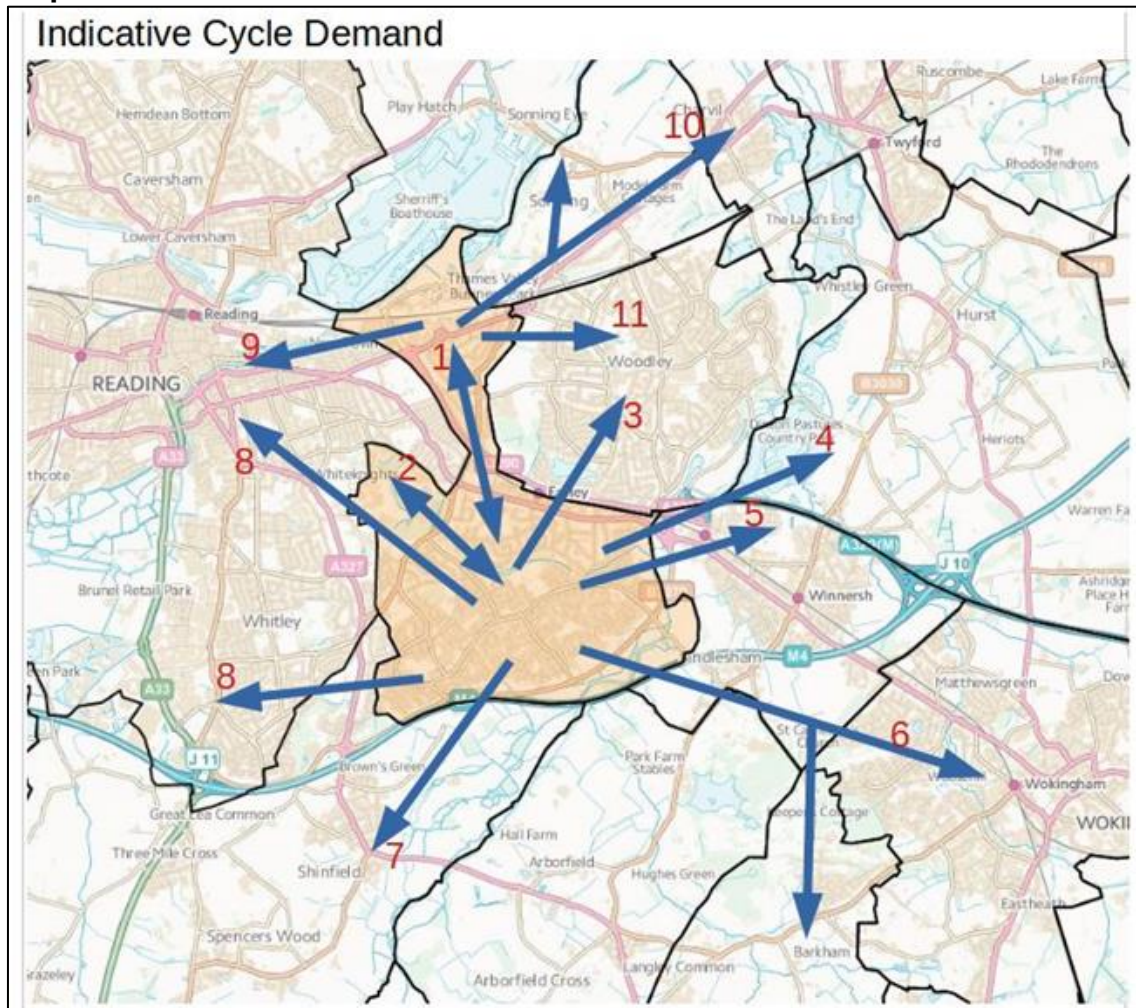
## Cycle Demand

### Introduction

Routes around Earley have been constrained by the presence of two motorways and major railway lines. These have created barriers with few crossings at which all traffic, cars, bicycles and pedestrians compete for space. They have also removed routes that previously existed.

### Cycle Routes connecting Earley

### Map



<b>Maiden Erleigh to North Earley</b>	<b>1</b>
Description	<p>The neighbouring Earley wards of Whitegates and Maiden Erleigh are connected by a single bridge over the A329(M) motorway on the B3350 Church Road.</p> <p>Church Road is a narrow, busy road with a 30mph speed limit, which acts as an unofficial eastern ring road for Reading</p> <p>There is no provision for cycling on Church Road</p>
Overview	<p>Before the motorway was built, Mays Lane and Anderson Avenue met directly at a crossroads with Church Lane. This quiet route has been lost.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Where Mays Lane now meets Church Road, remove the steel barriers and provide a dropped kerb, so that cyclists can transition onto Mays Lane.</li> <li>· Where Anderson Avenue meets Church Road, remove steel barriers and provide a dropped kerb so that cyclists can transition into Anderson Avenue.</li> <li>· Widen the motorway bridge to accommodate cycle lanes.</li> <li>· Build a new cycle/foot bridge over the motorway on the route that was lost.</li> <li>· Widen railway bridge on Church Road.</li> <li>· Cycle lane on Church Road/ Pitts Lane.</li> </ul>

<b>Earley to University of Reading Whiteknights campus</b>	<b>2</b>
Description	<p>There are three entrances to the UoR campus from the Earley direction.</p> <ol style="list-style-type: none"> <li>1. Earley Gates on Whiteknights Road.</li> <li>2. Pedestrian entrance opposite Beech Lane on Wilderness Road.</li> <li>3. Pepper Lane.</li> </ol>
Overview	<p>The Beech Lane entrance is protected by posts but you can get a bike through them without carrying it. This is the quietest route into the campus.</p> <p>Wilderness Road that runs along the campus boundary and Pepper Lane are busy routes with no cycling provision. Pepper Lane is lined with parked cars.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Open up the Beech Lane entrance to cycles.</li> <li>· Create cycle lanes on Wilderness Road between Betchworth Avenue and Whiteknights Road.</li> <li>· Create cycle lanes on Pepper Lane between Harcourt Drive and the university entrance.</li> </ul>

<b>Maiden Erlegh to Woodley</b>	<b>3</b>
Description	<p>There are three routes connecting Woodley with Maiden Erlegh, none of them have good cycling facilities.</p> <ol style="list-style-type: none"> <li>1. Footbridge at Earley station crosses the railway and motorway.</li> <li>2. Foot tunnel under the railway and motorway at Pond Head Road.</li> <li>3. Loddon Bridge Road.</li> </ol>
Overview	<p>The footbridge is a bridleway, but the steps are a barrier to everyday cyclists. It is long, narrow bridge where social distancing is not possible.</p> <p>The foot tunnel has no cycling signs at the 2 Earley entrances, (but not on the Woodley side).</p> <p>Loddon Bridge Road is a busy, narrow road. One of only 3 vehicle routes into Woodley from the south. The railway bridge is very narrow and has a pavement only on one side.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Allow cycling through the tunnel at Pond Head Road.</li> <li>· Replace the bridge at the station with a wider, ramped structure that would allow for social distancing, cycling and wheelchair access to the London bound platform at the station.</li> <li>· Widen and heighten the railway bridge on Loddon Bridge Road to give space to cyclists and pedestrians, and allow normal buses also to use it.</li> </ul>

<b>Maiden Erlegh to Dinton Pastures</b>	<b>4</b>
Description	Dinton Pastures is country park attraction between Woodley, Hurst and Winnersh. The entrances coming from Earley are off Colemansmoor Road, Woodley or through the Showcase Cinema car park.
Overview	<p>The quietest route from Earley is from the Pond Head Road tunnel to Woodley and along residential roads to Colemansmoor Road.</p> <p>It is a shame that the new cycling ramp by the motorcycle garage, from the Loddon fields is not better connected, as a route to Dinton Pastures. From this point the cycle route would either be along the busy Loddon Bridge Road, or a very muddy access from the Showcase car park.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Improve the Loddon Bridge junction for cyclists.</li> <li>· Improve Loddon Bridge Road for cyclists.</li> <li>· Remove the recently installed bollards on the Loddon Bridge that have taken away pavement width for both cyclists and pedestrians.</li> <li>· Improve access to Dinton Pastures from the cinema car park.</li> </ul>

<b>Earley to Winnersh Triangle Industrial Estate</b>	<b>5</b>
Description	<p>The Winnersh Triangle Industrial is accessed by vehicles from the A329 Showcase roundabout and a motorway junction on the A329(M). There is a circuitous way to access the estate using pavements from the Showcase roundabout.</p> <p>The only quiet cycle access is from the tunnel under the railway at the Winnersh Triangle station, and from Winnersh Meadows, in Winnersh.</p>
Overview	<p>This industrial estate is an unfriendly place to cycle. The station tunnel is the easiest route to cycle into the estate.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Remove the dividing barrier in the tunnel at Winnersh Triangle station to give more space for pedestrians and cyclists. Ticket inspections could easily be done at the platform exit.</li> </ul>

<b>Earley to Wokingham</b>	<b>6</b>
Description	<p>There are four routes to cycle to Wokingham.</p> <ol style="list-style-type: none"> <li>1. A329 from Loddon Bridge, through Winnesh.</li> <li>2. Through Dinton Pastures to Winnersh.</li> <li>3. Along the cycle path on the Winnersh Relief Road.</li> <li>4. Mill Lane to Sindlesham and along Sadler's Lane to east of Winnersh.</li> </ol>
Overview	<p>The motorways are a major constraint on routes to Wokingham. Either the bridge over the A329 or the bridge over Mill Lane must be used. Bearwood Road from Sindlesham to Barkham is often described as the scariest road to cycle in the borough.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Now that the Winnersh relief road is open to traffic, Mill Lane could be closed at the Bailey Bridge to create a quiet walking and cycling route to Winnersh, without inconveniencing motor traffic.</li> <li>· The section of Bearwood Road from New Road to the Walter Arms could be made into a cycle route, connecting to Sadler's Lane.</li> <li>· The on-road cycle lane on the A329 could be made continuous.</li> <li>· The Showcase roundabout could be made faster and less circuitous for cycling (and pedestrians).</li> </ul>



<b>Earley to Shinfield</b>	<b>7</b>
Description	<p>There are two routes to cycle from Earley to Shinfield.</p> <ol style="list-style-type: none"> <li>1. The Cutbush Lane bridge over the M4 motorway.</li> <li>2. The Black Boy roundabout.</li> </ol>
Overview	<p>The Cutbush Lane route is quiet and traffic free. Ideal.</p> <p>The Black Boy roundabout is approached either from the Lower Earley Way cycle path, along the Shinfileld Road, or circuitously through the Greenwich Road housing estate.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Improve the cycle crossing of Lower Earley Way at Cutbush Lane.</li> <li>· Open up the barrier on the path from Wilsford Close to the Shinfield Road.</li> <li>· Add cycle lanes to the Shinfield Road.</li> </ul>

<b>Maiden Erlegh and Lower Earley to Reading</b>	<b>8</b>
Description	<p>There are seven main routes to cycle to Reading from Earley.</p> <ol style="list-style-type: none"> <li>1. Wokingham Rd A329</li> <li>2. Whiteknights Road</li> <li>3. The right of way across the university campus</li> <li>4. Pepper Lane to Shinfield Road</li> <li>5. Elm Road to Shinfield Road</li> <li>6. Halls Road cycle path to Shinfield Road</li> <li>7. B3270 from Black Boy roundabout, past Shire Hall</li> </ol>
Overview	<p>None of these routes are quiet routes. All involve busy sections of main roads. Wilderness Road, Pepper Lane, Shinfield Road, Wokingham Road and B3270 are all busy and hard to avoid.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Make the Three Tuns crossroad traffic lights detect waiting cyclists.</li> <li>· Make a cycle route from Halls Lane to Egerton Road and through to Winton Road.</li> <li>· Create a new cycle route from Shire Hall to Whitley.</li> <li>· Put in a drop kerb opposite Elm Road to create a cycle route into Cedar Road.</li> <li>· Traffic calming and cycle routes on Wilderness Road and Pepper Lane.</li> </ul>

<b>North Earley to Reading</b>	<b>9</b>
Description	<p>There are three routes to cycle from North Earley to Reading.</p> <ol style="list-style-type: none"> <li>1. London Rd (A4)</li> <li>2. Culver Lane</li> <li>3. Thames path</li> </ol>
Overview	<p>Good, quite route from Shepherds Hill to the Sutton Seeds roundabout, but onward into Reading there is only the very busy main road, or pavement on one side under the bridge.</p> <p>A good route to Palmer Park and onward to Reading. Narrow under the railway bridge.</p> <p>A quiet route, shared with pedestrians along the Thames path. Horseshoe bridge over the Kennet has cycle ramps to help pushing up the steps.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Create cycle path on London Road, coordinated with similar on the Reading side of the bridge.</li> <li>· Widen Thames path or create a parallel cycle path.</li> <li>· Create cycle/pedestrian entrance to Broken Brow Park &amp; Ride at the western edge to encourage walking/cycling to Reading instead of using the bus.</li> </ul>

<b>North Earley to Charvil and Sonning</b>	<b>10</b>
Description	<p>There is a cycle route from Shepherds Hill, along the A4 to Charvil, with turnings to Sonning and Woodley. You can also cycle to Sonning along the Thames path.</p> <p>You can also cycle to Charvil through Woodley.</p>
Overview	<p>The A4 cycle path is well established. Some of it is away from the main road and quiet. Other sections are on shared pavements, some of which are narrow.</p> <p>The Thames path is not metalled and so can become muddy</p>
Possible improvements	<ul style="list-style-type: none"> <li>· A cycle/foot bridge at the Lands End ford would be a great addition to the cycle network.</li> <li>· The traffic lights on Sonning bridge do not detect waiting cyclists.</li> </ul>

<b>North Earley to Woodley</b>	<b>11</b>
Description	<p>There are three routes to cycle to Woodley from North Earley.</p> <ol style="list-style-type: none"> <li>1. Woodlands Avenue</li> <li>2. Track from Pitts Lane, past the Woodley allotments</li> <li>3. Reading Road from Shepherds Hill</li> </ol>
Overview	<p>Woodlands Avenue has cycle paths on both sides.</p> <p>The track past the allotments is quiet, but the approach along Pitts Lane is not.</p>
Possible improvements	<ul style="list-style-type: none"> <li>· Create a cycle path on Pitts Lane between Hilltop Road and the allotment track.</li> <li>· Create a cycle path on Church Road to connect Woodlands Avenue with Culver Lane and Anderson Avenue.</li> </ul>

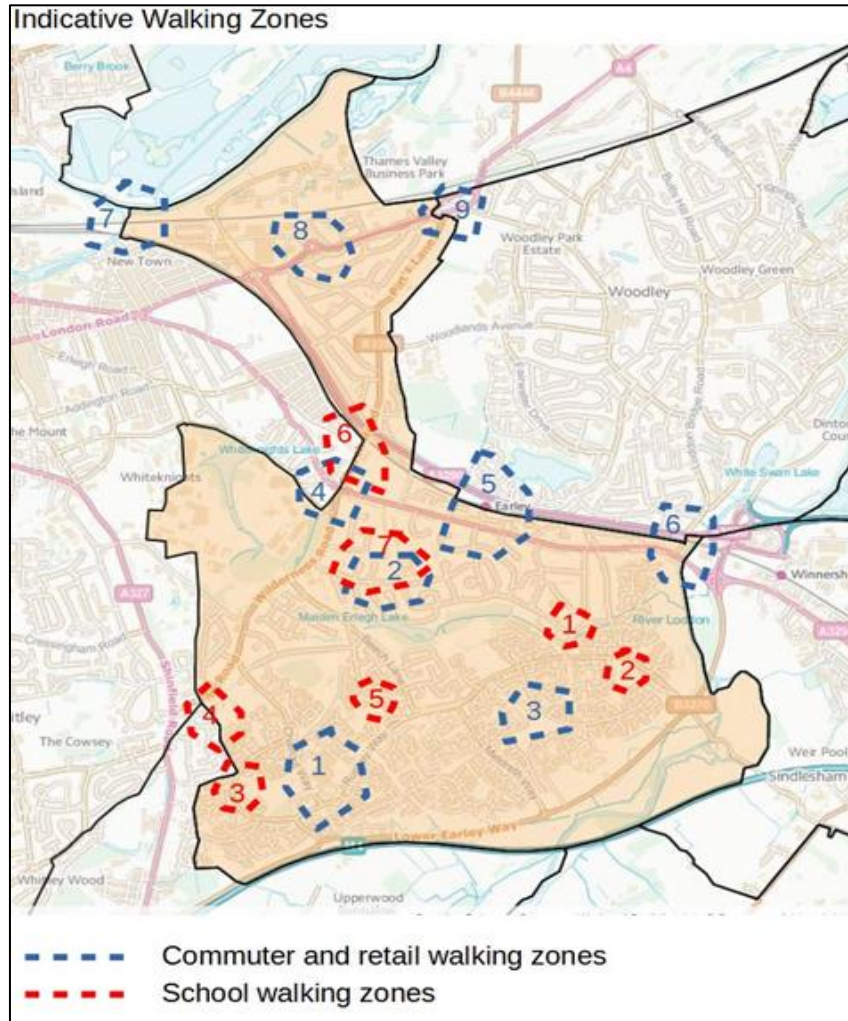
# Core Walking Zones

## Introduction

Key walking zones within Earley, and on its borders are identified. These are centred on retail, transport and commercial hub.

## Walking Zones in Earley

### Map



<b>Chalfont Way district centre</b>	<b>1</b>
Description	The Chalfont Way district centre is the largest area of community facilities in Earley. It extends on both sides of Chalfont Way. It contains shops (e.g. Asda, M&S), sports centres, churches, library, medical centre and others.
Observations	<p>The centre is well served with walking form some directions and less well from others Chalfont Way and Rushey Way are busy traffic routes with limited crossing points for pedestrians.</p> <p>There is poor access to the centre on the west side of Chalfont Way for pedestrians with mobility difficulties. A flight of steps from Chalfont Park is the only access from that direction.</p> <p>The flat path access has no pedestrian crossing across Chalfont Way. The existing crossing is well away from the path, and does not provide a safe route to the access path.</p> <p>There is no safe, step free pedestrian access from the bus stops to the western shops.</p>
Possible Improvements	<p>Extend the pavement to Chalfont Way from the base of the access steps.</p> <p>Provide a pedestrian crossing on Chalfont Way next to the access path to the western shops.</p> <p>Provide a safe pedestrian route to the shops on the west side of Chalfont Way.</p>

<b>Silverdale Road shopping parade</b>	<b>2</b>
Description	Silverdale Road shopping parade contains a mixture of small shops including a Laundrette, pizza takeaway, bookmakers, supermarket. A Tesco supermarket recently replaced the Maiden Over pub. It is adjacent to two schools.
Observations	<p>The Tesco has a much larger car park than the rest of the parade. Its presence has led to more vehicle movements in the area. They have recently removed the cycle racks at the store, thus discouraging people to cycle.</p> <p>Silverdale Road has a single Zebra crossing by the shops.</p> <p>Vehicle access to Tesco is across the pavement in Silverdale Road and Sevenoaks Road, but there is no signs or painted markings to show that pedestrians have priority on the pavements.</p>
Possible Improvements	<p>Close the exit from the Tesco car park onto Sevenoaks Road.</p> <p>Add give Way signs and markings to show that pedestrians have priority on the pavement at the exit and entrance to the Tesco car park.</p>



<b>Maiden Place shopping centre</b>	<b>3</b>
Description	A parade of shops off Kilnsea Drive, surrounded by residential property.
Observations	There are good walking routes to this centre.
Possible Improvements	Reduce pedestrian waiting time at Kilnsea Drive crossing.

<b>Three Tuns shopping parade</b>	<b>4</b>
Description	A parade of shops including a Co-op and takeaways, on the Wokingham Road, on the north-east side of the Three Tuns crossroads, a pub on the north-west side, and a garage on the south-west side.
Observations	<p>Poor walking facilities across the junction of main roads, particularly between the Three Tuns pub and the Co-op and takeaways.</p> <p>There are no pedestrian facilities to cross Church Road at the point. The designated route is circuitous, involving crossing 6 separate carriageways, with no help from the traffic light phasing.</p>
Possible Improvements	Redesign this junction for the benefit of pedestrians.

<b>Earley Station</b>	<b>5</b>
Description	<p>Earley station is a commuting centre with peaks of walking activity based on the arrival of trains.</p> <p>The footbridge from Woodley, into Station Road and on into Earley is used by pupils at Maiden Erlegh school.</p>
Observations	<p>The A329 Wokingham Road is a fast, busy route in this zone, with a 40mph speed limit.</p> <p>The street furniture to help pedestrians cross this road is well away from the desire line that commuters, hurrying to catch trains.</p>
Possible Improvements	<p>Redesign the Wokingham Road crossing for the benefit of pedestrians.</p>

<b>Loddon Bridge garage, pub, bus stop, cinema</b>	<b>6</b>
Description	<p>Loddon Bridge and the junction of Loddon Bridge Road and Wokingham Road, is a focus where walking routes converge.</p> <p>The pub, garage, cinema and bus stop for the fast route to Reading are in this zone Loddon Meadows in Earley and Dinton Pastures can be accessed by foot from here.</p>
Observations	<p>The bollards, installed only a few years ago, on the Loddon Bridge, steal about a third of the pavement from pedestrians (and cyclists as it is a shared use path), for what is a feature to help motorists.</p> <p>The railway bridge on Loddon Bridge Road only has a pavement on one side.</p> <p>Cars are constantly crossing the pavement to enter the petrol station from all directions.</p> <p>This zone is used by pupils walking and cycling to the Forest School.</p>
Possible Improvements	<p>Remove the bollards on Loddon Bridge.</p> <p>Give pedestrians priority on the pavement at the petrol station entrance and exit by adding Give Way signs and markings.</p> <p>Disallow right turns out of the petrol station.</p>

<b>Kennetmouth</b>	<b>7</b>
Description	Walking routes converge at this point. The Thames Path from Sonning and the Wokingham Waterside Centre; the Thames Path from Reading Bridge, Caversham weir and Tesco's in Napier Road; Kennetside path from Newtown and Reading town centre.
Observations	The Horseshoe Bridge, over the Kennet is stepped with cycle ramps to aid pushing a bike.  The paths are quite narrow for shared use with bikes.  A very well used as a route.
Possible Improvements	Designate the land at Kennetmouth as Local Green Space to protect it from development.  Build a pedestrian exit at the western end of the Broken Brow park & ride site.

<b>London Road – Aldi, Thames Valley Park</b>	<b>8</b>
Description	An Aldi supermarket on the north side of London Road and access to Thames Valley Business Park and the river Thames.
Observations	The supermarket is a recent arrival which adds to this as a walking zone.  The tunnel under the railway line at this point makes it a main route for walking to the riverside.
Possible Improvements	Provide a less circuitous pedestrian route to the Aldi supermarket from Shepherds Hill Lane.

<b>Shepherds Hill M&amp;S, pub</b>	<b>9</b>
Description	The Shepherds Hill roundabout hosts a number of shops and the Shepherds House pub.
Observations	There are two pedestrian crossings to access the businesses in the centre of the roundabout by foot.
Possible Improvements	-

<b>School Walking Zones</b>	
1	Loddon Primary School
2	Hawkedon Primary School
3	Hillside Primary School
4	Whiteknights Primary School
5	Radstock Primary School
6	Earley St. Peter's Primary School
7	Aldryngton Primary and Maiden Erlegh Secondary Schools

# Liveable Neighbourhoods

## Introduction

Liveable neighbourhoods should be where motor vehicles are not the most prioritised means of transport.

Earley is surrounded on three sides by motorways, and hosts a railway on which half of the trains burn diesel fuel.

Earley Town Council, along with many others, has declared a climate emergency and seeks to reduce the amount of fossil fuel being burnt in our area.

We seek to reduce air pollution, much of which is made up of traffic fumes.

## Features of a liveable neighbourhood

### Pedestrians

#### *Accessibility*

- Make walking routes accessible to those with restricted mobility

1	The London bound platform at Earley railway station has no access without steps. This transport facility is inaccessible to wheelchair users
2	Chalfont Way western shopping area

- Provide seats for pedestrians to rest

1	The Earley Events Field
2	Silverdale Rd

- Provide litter bins, but not directly next to public seats

- Improve street lights for pedestrians

1	Sibley Hall estate
2	Radstock Lane to Elm Lane path

- Signage for pedestrians and cyclists should be improved and maintained
- Promote pedestrian shortcut routes
- Local map boards should be kept up to date

***Pavements***

- Keep pavements clear of vehicle street furniture

1	The bollards on Loddon Bridge are exclusively for the benefit of motorist but take up a third of the pavement width
2	Give Way sign at junction of Mill Lane with Toseland Way in middle of footpath

***Control pavement parking***

- Grit pavements during icy weather
- Disallow electric vehicle charging leads across pavements
- Protect pavements and verges from parking
- Pavements should be wide enough to maintain social distancing
- Where not built up pavement exists, a pedestrian space should be marked

1	Mays Lane railway bridge. The marked, pedestrian route to Earley cemetery has disappeared since the road was resurfaced in 2019
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- Pedestrians should not be treated as second class road users when allocating road space

1	Gipsy Lane, between Brookside Close and Silverdale Road
2	Church Road, between Three Tuns crossroads and Anderson Avenue

## ***Pedestrian crossing points***

- Reduce the latency of button controlled pedestrian crossings to a maximum time of 5 seconds

1	Crossing of Lower Earley Way at Hatch Farm Road – 50 second wait
2	Kilnsea Drive crossing – 15 second wait

- Profile roads so that puddles do not form at pedestrian crossings

1	Rushey Way, junction with Ryhill Way
2	Silverdale Road, junction with Gipsy Lane

- Provide safe pedestrian routes to shopping area

1	Chalfont Way. Access to Toby Carvery area
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- Remove unnecessarily wide, 2-lane approaches to suburban roundabouts to allow safer pedestrian crossings

1	Carshalton Way/ Meldreth Way roundabout
2	Rushey Way/Chalfont Way roundabout
3	Beech Lane/Rushey Way roundabout

- Build pedestrian crossings facilities on the desire lines that pedestrians use

1	Kenton Road, Station Road, Wokingham Road. Pedestrian islands are far away from the line that people want to walk
2	Kenton Road / Finch Road roundabout



## Cyclists

### Parking

- Install cycle parking where required

1	No cycle racks at the Co-op in Meadow Road
2	No cycle racks at Tesco in Silverdale Road (recently removed by Tesco)
3	No cycle racks at Laurel Park pavilion
4	No cycle racks at the Event Field
5	No Cycle racks at Chalfont Park

### Cycle routes

- The transition between cycle paths and roads should be helped with dropped kerbs and not be deliberately impeded with barriers

1	Transition from Gipsy Lane (road) to Gipsy Lane (cycle path)
2	Transition from Mays Lane to Church Road
3	Transition from Church Road to Anderson Avenue

- Cycle routes should be continuous

1	Wokingham Road cycle path disappears at Meadow Road
2	Mays Lane to Anderson Avenue

- Cycle paths along roads should be built on the road, not on the pavement
- Maintain quiet cycling routes by impeding through vehicle traffic
- Reduce road speed limits in suburban areas

1	Full submission made to the borough wide speed limit review July 2020
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- Control dangerous parking
- Right turns at traffic lights to have a protected zone marked

1	Three Tuns crossroads, turning right into Church Road
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- Restore quiet routes that have been lost to major road building

1	Dunt Lane (Hurst) to Toutley Road (Emmbrook) with Forest Road and Old Forest Road
2	Poplar Lane (Winnersh to Poplar Lane (Hurst)

### **Low Traffic Neighbourhoods (LTN)**

- There is possible scope for restricting vehicle through routes, with local consultation, in North Earley. There is non-local traffic using residential roads to move between Church Road, Culver Lane and the A4, London Road.
- Restricting vehicle movements in Maiden Erlegh would be desirable but hard to achieve.
- Lower Earley is built on a series of spine roads with residential no through roads attached. There is less of a problem with inappropriate through traffic in this area.
- We would welcome studies of possible LTN schemes in North Earley and Maiden Erlegh.

### **School Streets**

- Parking of vehicles around school entrances at the start and end of the school day is a problem at most schools in Earley
- School travel plan documents should be published
- We would welcome studies of possible solutions to school parking around Earley schools

This concludes the comments of Earley Town Council  
 Dated: 13<sup>th</sup> May 2021