



The Oakwood Centre, Headley Road, Woodley, Berkshire, RG5 4JZ
www.woodley.gov.uk

To: **Members of the Planning and Community Committee**
Councillors B. Soane (Chairman); K. Baker; D. Bragg; R. Horskins; L. Guttridge;
C. Jewell; V. Lewis; J. Sartorel; P. Singh; J. Taylor

NOTICE IS HEREBY GIVEN that a meeting of the Planning and Community Committee will be held at the Oakwood Centre at 7:45 pm on Tuesday 12 December 2023, at which your attendance is requested.

The Town Council reserves the right to record and broadcast this meeting. Anybody attending the meeting will, by virtue, consent to having their image and audio recorded for this purpose.

Kevin Murray
Town Clerk

A G E N D A

1. **APOLOGIES**
2. **DECLARATIONS OF INTEREST**
To receive any declarations of interest from Members on agenda items.
3. **MINUTES OF THE PLANNING AND COMMUNITY COMMITTEE MEETING HELD ON 14 NOVEMBER 2023**
To approve the minutes of the Planning and Community Committee meeting held on 14 November 2023 and for the Chairman to sign them as a true record.
(These minutes were provided in the Full Council agenda of 5 December 2023)
4. **ACTIONS / FOLLOW UPS**
To review the actions / follow ups arising from previous meetings of the committee. *(Appendix 4)*

5. **CURRENT PLANNING APPLICATIONS**
To consider current planning applications and agree comments to be forwarded to the planning authority. (*Appendix 5*) Page 9

6. **PLANNING DECISIONS**
To note information on decision notices received from the planning authority since the last meeting. (*Appendix 6*) Page 10

7. **NEIGHBOUR CONSULTATION SCHEME**
This type of application only requires consultation with adjoining neighbours of the site.

To note application 232912:

Location: 7 Quentin Road, Woodley, Wokingham, RG5 3NF.
Proposal: Application for the prior approval of the erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 6.00m, for which the maximum height would be 4.00m and the height of the eaves 3.00m.

To note application 232938:

Location: 72 Bruce Road, Woodley, Wokingham, RG5 3DZ.
Proposal: Application for the prior approval of the erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 6.00m, for which the maximum height would be 2.85m and the height of the eaves 2.65m.

8. **TREE PRESERVATION ORDERS**
Applications for works to trees
This type of application does not require consultation.

To note application 232622:

Location: TPO 3/1951 WOODLAND 3: 45 Fairwater Drive, Woodley, Wokingham, RG5 3JG.
Proposal: G1, Conifers – Fell trees to front of property.
G2, Conifers – Fell trees to rear of property.

To note application 232984:

Location: TPO 3/1951 WOODLAND 3: 29 Larch Drive, Woodley, Wokingham, RG5 3LW.
Proposal: T1, Cherry – Crown reduction to reduce height from 8m to 5m and spread from 10m to 4m.

9. **GOODS VEHICLE OPERATORS LICENCE APPLICATION**
To note that notification was received from Wokingham Borough Council of the following application for a Goods Vehicle Operators Licence (GVOL):

Licence: OH2069976 R
Operator: Loew Rental Ltd
Directors: Rodney Lowry, Rachel McCausland, Neil William Gamble
Operating Centre: 1 Viscount Way, Woodley, Reading, RG5 4DZ
Authorisation: 1 Vehicle

Representations were required prior to this meeting. As such, details were circulated to Members via email. No objections were received.

10. **PAVEMENT LICENCE**

To note the following application for a pavement licence, received by Wokingham Borough Council:

Business: Greggs
Address: 136-142 Crockhamwell Road, Woodley, RG5 3JH
Details: Application for land adjacent to the above for the operation of refreshment facilities
Times: Mondays to Saturdays 0700 to 2000
Sundays 0800 to 1800

A location map is provided at ***Appendix 10***.

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Comments were required to be submitted for this application by 23 November. As this was prior to this meeting, details were circulated to Members via email. No objections were received.

11. **WOKINGHAM BOROUGH COUNCIL IEMD DECISION – MY JOURNEY**

To note the approved drawdown amounts for Wokingham Borough Council's My Journey scheme, as approved by Individual Executive Member Decision on 29 November. Details are provided at ***Appendix 11***.

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12. **WOKINGHAM BOROUGH COUNCIL IEMD DECISION – READING TRANSPORT PLAN RESPONSE**

To note Wokingham Borough Council's response to Reading Borough Council's Local Transport Plan (Reading Transport Strategy) 2040 consultation, as approved by Individual Executive Member Decision on 29 November. The response is provided at ***Appendix 12***.

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13. **READING BOROUGH COUNCIL – LOCAL PLAN PARTIAL UPDATE**

To consider Reading Borough Council's Local Plan Partial Update consultation. Details are provided at ***Appendix 13***.

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A response is required by 31 January 2024.

13. **TRANSPORTATION & HIGHWAYS**

a) Cycling in Woodley

As requested at the last committee meeting (P&C 14 November 2023 – Minute 116.1), Members are asked to consider setting up a task and finish working group to lead on achieving the Council's Strategy for Cycling. This has been expanded to include walking following feedback after the meeting.

Draft terms of reference for a Cycling & Walking task and finish working group are provided at ***Appendix 13a***.

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b) Community Speedwatch

To receive an update on the Council's Community Speedwatch activities.

c) Highways Issues

To highlight and discuss any highways issues noted by Members.

14. **COMMUNITY ISSUES**

To highlight and discuss any recent community issues noted by Members.

15. **PUBLICATIONS/INFORMATION**

To note receipt of the following:

- BALC Newsletter - November 2023
- Me2 Club Newsletter – November 2023

16. **FUTURE AGENDA ITEMS**

To consider suggestions for future agenda items.

17. **PUBLICITY/WEBSITE**

To consider suggestions for items to be publicised.

18. **ENFORCEMENT ISSUES**

To note the enforcement case closures listed in ***Appendix 18***.

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ACTIONS & FOLLOW UPS FROM PREVIOUS MEETINGS

Meeting Date: 25 July 2023			
Minute	Action	Progress Update	Last Updated
44	Write to WBC in July 2024, requesting data on the last 2 years' car park usage in Woodley to compare usage pre- and post car park charge increases.	Not due for completion until July 2024	09/11/23

Meeting Date: 17 October 2023			
Minute	Action	Progress Update	Last Updated
94.1	Committee to consider actions which need to be undertaken to achieve the Strategy for Cycling at the next meeting, and to consider setting up a sub committee tasked with undertaking those actions.	COMPLETE Agreed at meeting of 14 November (Minute 116.1) to draft Terms of Reference for prospective child committee.	7/12/23
94.2	Council's Speedwatch equipment ready to be collected by Speedwatch coordinator.	No update.	09/11/23
94.2	Speedwatch page / form to nominate sites to be published when Speedwatch group 'go live'.	Awaiting 'go live' of group	09/11/23
94.3	Councillor Soane to raise issue of parents of children at Rivermead Primary School parking on double yellow lines in Addington Gardens at Wokingham Borough Council meeting.	At meeting of 14 November, Chairman updated Members to advise that WBC Councillor Shahid Younis had raised the issue at a Borough Council meeting. It was agreed a site visit would take place to consider options to replace the existing zig-zag parking restrictions which were not effective. Members asked that the item remain on the Actions / Follow Ups list until the matter is resolved.	7/12/23

Meeting Date: 17 October 2023			
Minute	Action	Progress Update	Last Updated
95	Committee to await revised WBC street cleaning and grounds maintenance plan before considering a response.	COMPLETE Following information that WBC will not proceed with plans to remove 150 public litter bins, provided in the agenda for the Committee meeting held on 14 November, Members did not determine to submit a response to the previous consultation on this matter at the meeting.	7/12/23

Meeting Date: 14 November 2023			
Minute	Action	Progress Update	Last Updated
112	Officers to consider introducing the 'Ask for Angela' initiative at the Town Council.	Yet to be considered.	7/12/23
114	To respond to Reading Borough Council's Transport Strategy 2040 to indicate support for the plan, but to recommend the inclusion of stronger links between the plan and neighbouring authorities.	COMPLETE Response sent to RBC on 15 November.	7/12/23
115	When WBC's Local Plan is implemented, consider whether to update the Woodley Design Statement, including evaluating the benefit of such a document.	Awaiting approval of WBC's new Local Plan.	7/12/23
115	Invite an appropriate Wokingham Borough Council planning officer to a P&C meeting to provide advice on the use of supplementary planning documents, such as the Woodley Design Statement, and what the Borough will accept and consider.	COMPLETE Invite sent 15 November – Response from Head of Planning confirming no resource available to attend evening meetings. WBC are creating a training programme for next year and will consider this topic for inclusion.	7/12/23

Meeting Date: 14 November 2023			
Minute	Action	Progress Update	Last Updated
116.1	Interested Councillors to work with Committee Officer to create draft terms of reference for a cycling sub committee / task & finish working group, for consideration at the next meeting of the Committee.	COMPLETE Item included on agenda.	7/12/23
116.1	Circulated terms of reference of previous, now disbanded, Cycling in Woodley Sub Committee to Members.	COMPLETE Circulated via email on 15 November.	7/12/23
116.3	Write to City Fibre to express the Council's disappointment at the lack of notification regarding installation of telegraph poles.	COMPLETE Letter sent on 7 December 2023.	7/12/23
120	Publicise Woodley Lunch Bunch's collection appeal for items for school holidays, in light of the fact that Woodley Lunch Bunch is the Mayor's chosen charity for the municipal year.	COMPLETE Lunch Bunch information shared on social media.	7/12/23

Once reported as complete, actions / follow ups will be removed from future reports.

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Woodley Town Council

PLANNING APPLICATIONS

Application No. & Address	Proposal
232401 55 Colemans Moor Road, Woodley, RG5 4DG	Householder application for the proposed conversion of loft to form habitable space, facilitated by the erection of side dormer and 2no rooflights.
232468 17 Wyndham Crescent, Woodley, RG5 3AY	Householder application for the proposed erection of first floor rear extension, plus 1no. rooflight and formation of new side window.
232637 2 Munro Avenue, Woodley, RG5 3QY	Householder application for the proposed erection of a single storey front, side and rear extension and erection of a detached garage, following demolition of the existing front porch, rear conservatory and detached garage.
232750 3 Buckden Close, Woodley, RG5 4HB	Householder application for the proposed conversion of existing garage to create habitable accommodation.
232764 303 Loddon Bridge Road, Woodley, RG5 4BE	Full application for the proposed replacement of existing shop front windows to windows with aluminium frames.
232777 40 Pitford Road, Woodley, RG5 4QF	Householder application for the proposed single storey front extension with a tiled pitched roof.
232778 47 Hawker Way, Woodley, RG5 4PF	Householder application for the proposed erection of single storey front porch, changes to fenestration plus internal alterations.
232839 21 Vauxhall Drive, Woodley, RG5 4EA	Householder application for the proposed erection of a single storey rear extension, changes to fenestration and extension of front hardstanding to extend parking area.
232843 14 Wright Close, Woodley, RG5 4TY	Householder application for the proposed erection of a single storey rear extension with 2 no. roof lights and the insertion of a new first floor window.
232894 43 Ravensbourne Drive, Woodley, RG5 4LH	Householder application for the proposed erection of a single storey front porch following demolition of existing front porch, and new dropped kerb.
232905 32 Marathon Close, Woodley, RG5 4UN	Householder application for the proposed part conversion of existing garage to create habitable accommodation plus changes to fenestration.
232986 25 Beechwood Avenue, Woodley, RG5 3DE	Householder application for proposed single storey rear extension and single storey front extension to create porch (Retrospective).
233002 70 Arundel Road, Woodley, RG5 4JT	Householder application for proposed conversion of the garage to create habitable accommodation and first storey extension above the garage.

Woodley Town Council

PLANNING DECISIONS

WITHDRAWN – NO DETERMINATION MADE BY WOKINGHAM BOROUGH COUNCIL

Reference / Address	Proposal
231911 4 Coppice Road, Woodley, RG5 3QX	Application to vary conditions 2 and 5 of planning consent 222632 for the proposed erection of a part single and part double storey front, side and rear extensions to existing dwelling following loft conversion works and demolition of the existing garage. Condition 2 refers to approved details and condition 5 refers to Restriction of Permitted Development Rights, and the variation is to allow the changes to fenestration (part retrospective).
231979 4 Coppice Road, Woodley, RG5 3QX	Householder application for the proposed engineering works to rear of the dwelling to create a lower patio and yard with a boiler housing, pergola cover, and steps with retaining wall to support upper garden level. (Part retrospective)

REFUSED – CONTRARY TO TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
231871 Former Travis Perkins Site, Woodley Green, Woodley, RG5 4QP	Full application for the proposed erection of a building to form a residential care home (Use Class C2) with access, parking, landscaping and associated works, following demolition of all existing buildings on the site.

REFUSED – ENDORSING TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
231713 Sandford Farm, Mohawk Way, Woodley, RG5 4TE	Full application for the proposed erection of a 2 storey dwelling with single storey entrance link walkway. Single storey detached office and a second single storey detached unit for bin/bicycle storage garden store.

APPROVED – CONTRARY TO TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
232454 8 The Orangery, Woodley, RG6 1FH	Householder application for the proposed erection of a single storey rear extension and changes to fenestration.
232458 Sonning Golf Club, Duffield Road, Reading, RG4 6GJ	Outline planning permission for the proposed erection of up to 50 no. dwellings with public open space and revised access off Duffield Road, plus associated modifications to Sonning Golf Club including reconfiguration of golf club car parking areas and relocation of the 18th green, addition of a practice putting green, new driving nets, new short game chipping area and conversion of the west wing of the existing clubhouse to accommodate a new golf simulator practice facility, including removal of external staircase and changes to fenestration. (All matters reserved except for access.)

APPROVED – CONTRARY TO TOWN COUNCIL RECOMMENDATION cont...

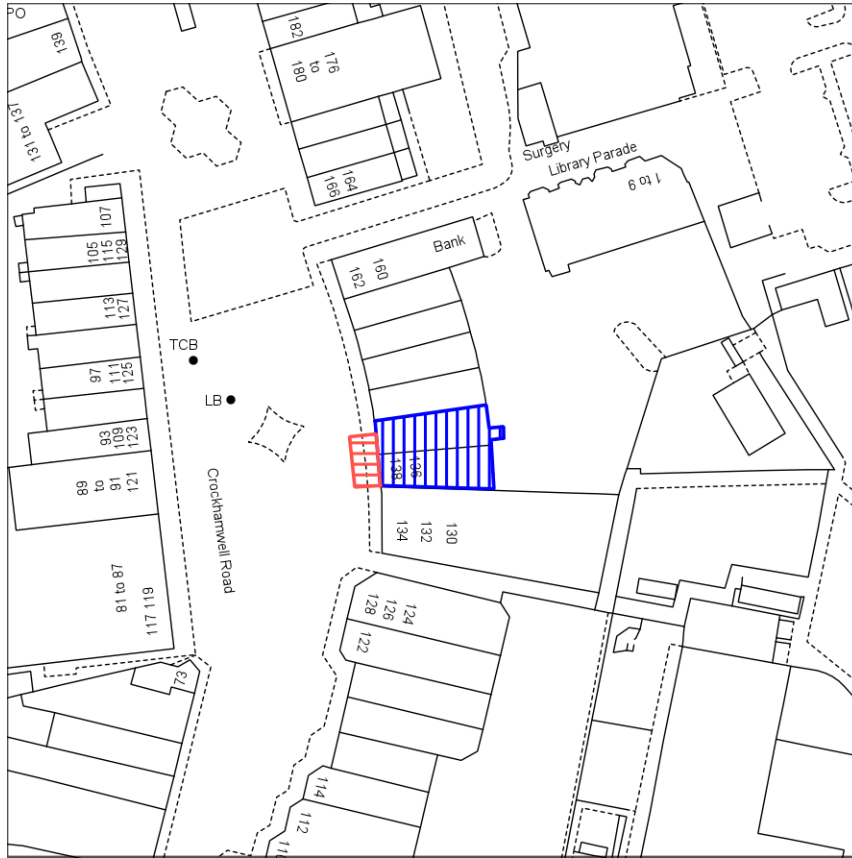
232644 16 Butts Hill Road, Woodley, RG5 4NH	Householder application for the proposed erection of block wall to accompany existing piers.
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APPROVED – ENDORSING TOWN COUNCIL RECOMMENDATION

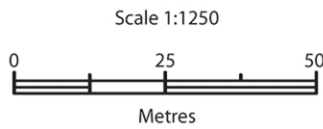
Reference / Address	Proposal
231793 246 Kingfisher Drive, Woodley, RG5 3LH	Full application for the erection of a hydraulic car lift for personal use only at the rear of 246 Kingfisher Drive for a temporary period of 18 months. (Retrospective)
232223 35 Vauxhall Drive, Woodley, RG5 4EB	Householder application for the proposed erection of single storey rear extension, plus ramp at front entrance for disabled access, 1no. rooflight, and raising of rear patio.
232235 84 Redwood Avenue, Woodley, RG5 4DR	Householder application for the proposed erection of single storey front extension.
232313 138 Antrim Road, Woodley, RG5 3NZ	Householder application for the proposed erection of a single storey rear extension.
232343 134 Butts Hill Road, Woodley, RG5 4NR	Householder application for the proposed erection of single storey front, side, and rear extensions.
232386 Tennis Courts, Silver Fox Crescent, Woodley, RG5 3JA	Application to vary condition 2, 11, 12, and 14 of planning consent 230874 for the Full planning application for a phased development of 1 no. self- build four bedroom detached dwelling with detached garage and parking and access road. Condition 2 Approved details, 11 Construction method statement, 12 Archaeology Investigation statement and 14 Drainage statement. The variation is to add phasing of the build to the application and condition wording.
232388 2 Woodley Green, Woodley, RG5 4QP	Householder application for the proposed erection of part single part two storey rear and side extensions, plus single storey front extension, following the demolition of existing garage.
232390 Tennis Courts, Silver Fox Crescent, Woodley, RG5 3JA	Application to vary condition 2, 11, 12, and 14 of planning consent 230875 for the Full planning application for a phased development of 1 no. self- build four bedroom detached dwelling with detached garage and parking and access road. Condition 2 Approved details, 11 Construction method statement, 12 Archaeology Investigation statement and 14 Drainage statement. The variation is to add phasing of the build to the application and condition wording.
232400 Tennis Courts, Silver Fox Crescent, Woodley, RG5 3JA	Application to vary condition 2, 11, 12, and 14 of planning consent 230861 for the Full planning application for a phased development of 1 no. self- build four bedroom detached dwelling with detached garage and parking and access road. Condition 2 Approved details, 11 Construction method statement, 12 Archaeology Investigation statement and 14 Drainage statement. The variation is to add phasing of the build to the application and condition wording.
232483 26 Duffield Road, Woodley, RG5 4RN	Householder application for the proposed single storey front side extension plus changes to fenestration.

APPROVED – ENDORSING TOWN COUNCIL RECOMMENDATION cont...

232533 29a Western Avenue, Woodley, RG5 3BJ	Full application for the erection of a single storey front extension to the existing workshop. (Retrospective)
232539 12 Grays Crescent, Woodley, RG5 3EN	Householder application for the erection of a single storey rear extension. (Retrospective)
232548 61 Quentin Road, Woodley, RG5 3NE	Householder application for the proposed erection of first floor side extension.



142, Crockhamwell Road, Woodley, Reading



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The representation of features as lines is no evidence of a property boundary.

Date Of Issue: 19 September 2018
 Supplied By: Getmapping
 Supplier Plan Id: 202279_1250
 OS License Number: 100030848
 Applicant: SARA HUMPHRIES
 Application Reference: S4926 Woodley outside seating

**INDIVIDUAL EXECUTIVE MEMBER DECISION
REFERENCE IMD:**

TITLE	My Journey S106 drawdown for next three years
DECISION TO BE MADE BY	Executive Member for Active Travel, Transport and Highways - Paul Fishwick
DATE, MEETING ROOM and TIME	29 November 2023 Shute End, LGF 6
WARD	(All Wards);
DIRECTOR / KEY OFFICER	Director, Place and Growth - Giorgio Framaliccio

PURPOSE OF REPORT (Inc Strategic Outcomes)

To request that My Journey funding is released from S106 for the 2023/24 programme and two future financial years (2024/2025 and 2025/2026).

RECOMMENDATION

It is recommended that the Executive Member for Active Travel, Highways and Transport approves the proposed drawdown amounts for the My Journey Wokingham programme.

SUMMARY OF REPORT

The My Journey Wokingham programme is a behaviour change campaign that delivers improved accessibility and increased levels of walking, cycling and public transport use. Interventions are mainly targeted across three identified workstreams (schools, workplaces and the community). The core programme is funded through S106 developer contributions and as such, much of the activity is focused around new developments to help reduce the impact development has on traffic levels across the borough.

The My Journey programme has been operating for several years and has evolved into a successful programme which includes various activities with children and adults from the age of 2 (Balance bike club) to over 60 (Shine) as well as catering for those with disabilities and assisting those who are unable to afford a bicycle. As well as working in the community the team work closely with schools and businesses to help them increase sustainable travel. Work within developments includes Personalised Travel Planning (PTP), distribution of "Welcome Packs" and use of cycle hubs across the borough where numerous activities and events are held for both new and existing communities.

This paper sets out the proposed expenditure this financial year and the subsequent two years in line with our constitution which enables the Executive Member to approve this drawdown for this three year period.

Background

My Journey Wokingham is a behavioural change campaign, which looks to reduce car travel by increasing active and sustainable travel.

My Journey Wokingham started in 2012 and was the result of a successful funding bid to central government's Local Sustainable Transport Fund (LSTF). This initial three-year programme received £2.27 million from LSTF to support the cost of implementing a range of sustainable transport measures. My Journey Wokingham has continued to grow over the years and is now funded in a range of ways including from S106 funding secured from local developers and successful funding bids to the Department for Transport (DfT) and the Department for Environment, Food and Rural Affairs (DEFRA).

Over the years My Journey Wokingham has delivered a targeted package of proven behavioural change interventions. It is recognised that, not only do walking and cycling offer alternatives to car use over short distances, but also as part of multi-modal journeys by public transport. In light of this, our local bus and rail networks are also promoted by the initiative to help people switch to sustainable modes for all or part of their journey.

A number of activities included within the My Journey Wokingham programme are currently running and proving extremely successful. Including:

Teaching children from the age of 2 to cycle, this includes a successful **bikeability programme** which offers cycle training to all year 6 children in the borough

Providing cycling activities for all including an over 60's group and Woky wheels for All; *(for people with disabilities, bicycles can serve as valuable mobility aids that can offer greater independence and convenience compared to walking. According to Wheels for Wellbeing, 75% of disabled cyclists consider their cycles as mobility aids).*

ModeShift Stars which rewards schools for producing and maintaining travel plans and increasing sustainable travel to school.

A **Personalised Travel Planning (PTP)** programme which operates annually in new development areas. All new residents also receive travel packs to help them make sustainable choices from the moment they arrive to live in the borough.

Better Points and **Love To Ride** initiatives which gamify and incentivise cycling, walking and using public transport.

Work with Businesses to help them develop their travel plans and sign up to various initiatives, including the recent cargo bike hire scheme which enables them to trial e-cargo bike deliveries before going on to purchase their own.

Numerous **community events** promoting active travel and road safety.

Ongoing development of our **marketing and social media campaigns** as well as maintaining a popular and valuable website myjourneywokingham.com.

Business Case

My Journey Wokingham is part of a borough-wide strategy developed and delivered by Wokingham Borough Council (WBC) for promoting sustainable travel options. Walking, wheeling and cycling are low carbon modes and, along with public transport, are the most efficient uses of limited road space. By encouraging modal shift from private car to active and sustainable travel we can move more people on our streets, reduce congestion and improve local air quality.

Following the success of the LSTF funded work, a decision was taken to enable developers to contribute to the programme in place of the need to provide a Travel Plan for their developments. This has made it possible to focus on the new developments and particularly new residents when they move into the borough and provide them with travel planning assistance and information to help them start new travel habits before they establish car-based travel as the norm.

The popularity of this option for developers has meant that there is sufficient funding for the My Journey programme to continue in the long term. To date, following multiple years of delivery, the initiative has accumulated £2.3m in S106 income which is available specifically and solely for the borough's My Journey Programme. In addition to this there is £116k outstanding from developers and £450k potentially due (subject to construction of relevant housing) from existing planning agreements. There will then continue to be a regular income for the programme from new developments in the borough in future, assuming they continue to take up the option of contributing to My Journey rather than produce a "traditional" travel plan.

Transport is of the key contributors towards our emissions, and with higher-than-average car ownership in the borough, reducing transport emissions is a priority area for the borough and its Climate Emergency Action Plan (CEAP). Many of the actions in the CEAP are being delivered by the My Journey programme and many of these were already initiatives underway because the programme has developed to cover health and wellbeing, climate emergency and tackling poverty agendas.

The My Journey Wokingham programme provides our residents, businesses and developers with information on all the alternatives to the private car (empowering our residents to choose), highlights the flexibility of the different travel options, and provides consistent messages about active travel.

My Journey Wokingham aims to:

- Reduce the number and length of car trips;
- Promote health and well-being;
- Improve air quality; and
- Mitigate the impact of new development.

In addition to increases in health, physical activity levels and general well-being, walking and cycling have a real part to play in reducing health and social inequalities. As low cost and low carbon transport modes, walking and cycling are well-suited to those on low incomes or those who are unemployed with no access to a car and / or limited access to motorised alternatives.

To realise these aims, the My Journey Wokingham programme continues to:

- **Utilise our existing assets** – our established walking and cycling network, our dedicated cycle maps and our equipment and resources – to engage with residents to make active travel the norm for everyday journeys.
- **Engage schools** to inspire the next generation to walk, cycle or use public transport for everyday journeys from an early age. We will achieve this through the provision of assemblies, classroom resources and information for parent mail, in social media and at local events.
- Seek to **overcome barriers to cycling**. Including:
 - We start children cycling at a young age, increasing the uptake of Bikeability. Weekly Balance Bike Clubs (age 2-4) are run at our local bike hubs and attended by an average of 30 children each week. We have several children as young as 3 years progressing to riding pedal bikes competently.
 - We continue the culture of safe cycling for children into adulthood by delivering led transition rides to secondary schools and adult cycling sessions.
 - Woky wheels for All – access to trying non-standard cycles for individuals with balance or mobility issues.
- Continue to **work with new and existing businesses** which benefit from good walking, cycling and public transport access to offer workplace events ensuring information provision, support and ongoing communication. This will be further supplemented by businesses taking part in our cycle challenges.
- Encourage both **schools and workplaces to take part in active travel challenges**, including Walk once a Week (WOW), the Big Pedal, and Love to Ride's Cycle September which targets new and occasional cyclists and encourage regular cyclist to cycle more often.
 - To date, our Love to Ride Cycle Challenges have engaged with 126 organisations, 2770 participants and 197509 rides and covering 2,448,298
 - Perhaps more importantly than the numbers alone, the behavioural change shows continued significant changes to participants travel patterns, with 31% of all participants riding more frequently 6 months after each challenge.
- **Promote specific campaigns**, such as clean air day, not only to raise awareness of the issues and impacts of car travel and air quality, but also to increase the number of followers and expand the reach of our social media feeds for the future distribution of information.
- **Increase levels of walking, cycling and public transport use** and offset traffic growth from new housing developments.
- **Engage with local community groups**, such as Wokingham Active Travel Community Hub (WATCH), to maintain an open dialog and provide updates on ongoing active travel infrastructure improvements.

Lastly, My Journey Wokingham complements our capital programme which is delivering significant new walking, wheeling and cycling infrastructure as we promote new off-road infrastructure and quiet routes suitable for active travel to children, parents, workplaces and the wider community. We achieve this through increased social media/press release coverage, led rides and bespoke mapping.

Changes to existing provision

A review has been carried out into the existing services My Journey Provides, this will lead to some minor tweaks in the programme which will help the programme to improve its effectiveness and make better use of staff time. In addition to this there are some additional items that require a small increase in draw down compared to 2022/23. These are:

Staffing:

The DEFRA Air Quality Grant has been highly successful with the borough being awarded funding annually which has until now given the borough an additional resource to focus on Air Quality in School that are in or around our Air Quality Management Areas. Following DEFRA changing their Air Quality grant criteria, My Journey were unable to bid for funding and so face losing this valuable resource. There does exist, however, a post in the My Journey Team that has not been filled since 2019, in part due to the additional resource the team benefitted from due to the DEFRA project. It is proposed that this post could be filled next financial year to support the existing Active Travel Officer who currently works 2 days per week with schools. This new resource would enable a greater reach in schools and enable delivery of the School Streets programme. As well as supporting other Council initiatives such as Independent Travel Training for SEND students and improving pedestrian skills to help students gain confidence and the ability to travel to school with a greater feeling of safety and independence.

In addition to this there has been an increase in cost overall due to inflation and changing salaries, as well as a change in management where the previous Transport Planner responsible for managing the team has not been replaced. This is now undertaken by the Transport Planning Team Manager.

Activities:

In 2022/23 a DEFRA grant was used to fund the development of the Innovation Valley application. This has proved popular with residents and has encouraged over 1200 residents to travel more sustainably by rewarding them with vouchers. In 2023/24 this was transferred to the Better Points application, and this has continued to be a success, it is proposed that this continues on an ongoing basis.

Lastly the review has highlighted that it is often difficult to evaluate the effectiveness of the programme in reaching some of its objectives due to lack of data. It is therefore proposed that funding is set aside to carry out annual monitoring and ongoing review, evaluation and improvement throughout the lifetime of the project.

Spend Profile

The proposed expenditure, along with the spend from 2022/23 is provided below. It should be noted that these figures represent the maximum amount the team would need to drawdown to effectively complete the proposed programme. There are often additional funding opportunities that occur in year which will help reduce this figure and so the actual amount to be drawn down is often not known for certain until towards the end of each financial year:

	2022/23	2023/24	2024/25	2025/26
Total Grant Spend	£ 233,025	£ 264,156	£ 100,100	£ 95,506
Total Council Revenue	£ 29,130	£ 29,130	£ 29,130	£ 29,130
S106 total (ex staffing)	£ 168,367	£ 203,870	£ 237,850	£ 253,869
Staffing	£ 180,633	£ 218,793	£ 254,645	£ 294,011
Total S106 Spend	£ 349,000	£ 422,663	£ 492,495	£ 547,880
Total MJ Spend	£ 611,155	£ 715,949	£ 621,725	£ 672,516

As highlighted above, the required drawdown from S106 for the next three years is:

2023/24	2024/25	2025/26
£ 422,663	£ 492,495	£ 547,880

Remaining funds

The table below shows the amount of funds reducing each year following the drawdown. The S106 funding which is expected but not yet paid to the council is shown in 2025/26, though the actual date for the payment is dependent on developments reaching relevant payment triggers. It is not possible to estimate any future anticipated S106 contributions which are not known at this time. This is based on the currently available total of £2,300,828

	2023/24	2024/25	2025/26
Drawdown	£ 422,663	£ 492,495	£ 547,880
Remaining in S106 fund	£ 1,878,165	£ 1,385,670	£ 837,790
Potential/outstanding payments			£ 566,385
Likely total at end of period			£ 1,404,175

This shows that by the end of the three-year period there will be at least £838k remaining in the funding pot for future initiatives, with the likely minimum around £1.4M.

Throughout the period new S106 agreements and payments will continue to be monitored in order to ensure that the My Journey team continues to be sustainable; the current level of development is relatively low and it is anticipated that there will be an increase in activity and accordingly increased S106 in the future.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces unprecedented financial pressures as a result of; the longer term impact of the COVID-19 crisis, Brexit, the war in Ukraine and the general economic climate of rising prices and the increasing cost of debt. It is therefore imperative that Council resources are optimised and are focused on the vulnerable and on its highest priorities.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£422,663.03	yes	Revenue
Next Financial Year (Year 2)	£492,494.89	yes	Revenue
Following Financial Year (Year 3)	£547,880.12	yes	Revenue

Other financial information relevant to the Recommendation/Decision
As described above, there is an ongoing income stream, though there is some uncertainty as to the level of future funding as it is reliant on development in the borough.

Cross-Council Implications (how does this decision impact on other Council services, including property and priorities?)
The My Journey Team works closely with the rest of the Transport Planning and Highways teams, Public Health, Adults and Childrens Services, Sports and Leisure, Economic Development and the Climate Emergency Team. My Journey activities contribute to various objectives of each of these teams.

Public Sector Equality Duty
An Equality Impact assessment has been completed for the programme and this shows positive impacts. It is important to consider the impact on equalities if the team were not able to continue to operate as this would impact on many protected characteristics and the community as a whole.

SUMMARY OF CONSULTATION RESPONSES	
Director – Resources and Assets	
Monitoring Officer	
Leader of the Council	

For Highways use only	
<i>If your item is not about a highways matter you do not need to complete the Town and Parish Council information or the Local Ward Member information</i>	
Town and Parish Councils	
Local Ward Members	

Reasons for considering the report in Part 2

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List of Background Papers

Contact Robert Curtis	Service Place
Telephone No Tel: 0118 974 6489	Email robert.curtis@wokingham.gov.uk

Appendix 2 - Online Consultation Questionnaire Response

Introduction

Reading Borough Council (RBC) have recently started [consultation](#) on the draft of their [new Local Transport Plan \(named the Reading Transport Strategy 2040\)](#). The consultation is open until Monday 11th December 2023 and, as a neighbouring local authority, Wokingham Borough Council (WBC) have been invited to comment upon the plan.

The strategy is a statutory document that sets out Reading's plans for developing their transport network to 2040 and beyond. Although it focuses primarily on improvements within Reading Borough it also includes cross-boundary schemes which includes schemes within, or impacting upon, the Wokingham area as well as some proposals that are wholly within Wokingham Borough. As a neighbouring local authority Wokingham Borough Council is listed as a key delivery partner in the Reading Transport Strategy 2040.

The online consultation questionnaire has six questions, some with multiple parts. Each question is detailed in the following section, along with a suggested WBC response, where applicable.

This Appendix sets out our proposed response to the questions asked in the consultation as well as further comments to be provided to Reading.

Response to be sent by email:

Thank you for giving Wokingham Borough Council the opportunity to respond to this consultation. Please find our response, approved by our Executive Member for Active Travel, Highway and Transport, below:

1. General Commentary

- 1.1. WBC believe that cross-boundary schemes are very important between Reading BC and Wokingham BC in order to help facilitate connectivity between the boroughs and further afield. These schemes are important for residents and businesses in both boroughs as it enhances community mobility and stimulates economic growth. WBC are looking to support these schemes and work closely with Reading on any schemes that operate across the boundary or with potential impacts upon WBC. This clear co-operation is essential to successful schemes.
- 1.2. All five objectives fit well with WBC's forthcoming economic development strategy and this reiterates the importance of the LTP from an economic development standpoint.

1.3. It is clear from the LTP that RBC are planning for greater accessibility into their borough by public transport. Part of it this will increase use of WBC's road network and car parks, potentially adding facilities to enable them to become transit hubs (for instance the Park and Rides). This might impact upon our air quality and net zero targets; therefore, these sites should be managed on our terms and to WBC's requirements. It is also important as part of this that any new routes or improvements are fully funded, potentially by Reading (possibly using BSIP funding or perhaps from future revenue generated by any demand management initiatives), and provided at no extra cost to WBC or Wokingham residents. A full business and traffic model produced by RBC would be important to WBC to understand the planned levels of use, impacts and operating costs of these transit hubs and their impact on WBC's road network.

2. Policies

Multi-Modal

2.1. WBC are broadly supportive of the six multi-modal policies (RTS1 to RTS6). Recognising the importance of measures to address the ongoing Climate Emergency, WBC will continue to partner with RBC, along with its other neighbouring authorities, to bring forward measures to encourage further and more significant modal shift to more sustainable modes. However, when considering schemes that involve the reallocation of road space, the expected impacts on the road networks in neighbouring boroughs should be fully understood and quantified. This must ensure that congestion and air quality problems within Reading Borough are not just shifted outside the borough and onto the road networks of the neighbouring boroughs.

Public Transport

2.2. WBC are broadly supportive of the six public transport policies (RTS7 to RTS12). However, WBC consider Policies RTS8 and RTS9 should be expanded, as appropriate, to include the following:

- As part of the evolution and upgrade of Park and Ride sites, existing and proposed sites, along with their associated bus services, should become self-funding;
- Support should be provided for improved/step free access to both platforms at Earley Station;
- Enhanced service provision and faster journey times on the Reading to London Waterloo rail line as the line runs parallel to the A329 between Bracknell and Reading and additional modal shift to this rail line could play a key role in reducing congestion along this route;
- Delivery of the Heathrow Western Rail Link to be expediated as much as possible;

- The electrification of the North Downs Line and associated service improvements; and
- Prior to the opening of the Heathrow Western Rail Link, maintain and encourage development of the existing coach services to Heathrow Airport that operate from Reading Station (RailAir) or MereOak Park and Ride (National Express) as well as from TVP Park and Ride.

Active Travel

- 2.3. As partners on the Local Cycling and Walking Infrastructure Plan, WBC are broadly supportive of the four active transport policies (RTS13 to RTS16). However, when considering schemes that involve the reallocation of road space, the expected impacts of the road networks in neighbouring boroughs should be fully understood and quantified, to ensure that congestion and air quality problems within Reading Borough are not just shifted onto the road networks of the neighbouring boroughs.
- 2.4. In bidding for funding for routes we would prefer to work together to ensure continuity along these routes as much as possible to help increase uptake and prevent high quality facilities reaching a boundary and just stopping. This will require further planning and potential re-prioritising routes within our respective LCWIP documents to ensure our plans align well.

Network Management Policies

- 2.5. WBC are broadly supportive of the twelve network and demand management policies (RTS17 to RTS29), subject to the following caveats:
- A full business and traffic model produced by RBC would be important to WBC to understand the planned levels of use, impacts and operating costs of these transit hubs and their impact on WBC's road network.
 - It is important that any parking or demand management measures implemented on RBC roads do not lead to increased parking or congestion issues on neighbouring WBC roads; and
 - It is important that any innovations are shared across borough boundaries and that future services such as Mobility as a Service are able to operate on a wider scale across the Berkshire and Thames Valley area on a single platform with a common payment system for the benefit of all residents across Berkshire and the Thames Valley and not just RBC residents.
- 2.6. Further to this it should be noted that RBC have a number of policies surrounding Freight (under policy RTS23, Freight and Sustainable Distribution), WBC currently have a freight policy under development. It will be important that this is considered in discussions between the boroughs. Policy 24.2 on the delivery of freight consolidation centres and their potential route suggestions are of great interest; any potential locations and subsequent route suggestions should not be used to shift freight traffic onto

the WBC network from elsewhere, though conversely, depending on the site selection, we might also be interested in the potential for sharing use of these consolidation centres.

Communication and Engagement Policies

- 2.7. WBC are supportive of the two network and communication and engagement policies (RTS30 and RTS31).
- 2.8. Policy RTS32 is around aviation. This policy refers to lobbying for access enhancements to Heathrow and Gatwick (including rail access) and monitoring and engaging with Unmanned Aerial Vehicles (UAV). WBC are supportive of improved rail links with the airports as well as the electrification and decarbonisation of the North Downs Line.

3. Schemes with direct involvement of, or impact on, Wokingham Borough

- 3.1. Please find below a table which summaries the schemes which most direct affect Wokingham Borough along with our response to these; we would be pleased to continue to work with Reading Borough Council on all of these to help us both achieve the best outcomes for both parties.

Multi-Modal Schemes	
<p>Transport Corridor Multi-Modal Enhancements (Page 98)</p>	<p>As a delivery partner, WBC is broadly supportive of this scheme although, as space is reallocated away from the private car, it is important to ensure that vehicles do not transfer to using alternative routes, thereby shifting congestion, parking and/or air quality issues onto the WBC network.</p> <p>As four of these routes enter Wokingham Borough it is important the Reading Borough Council work closely with WBC to ensure effective enhancements and to prevent creating a barrier to transport at authority boundaries.</p>
<p>Cross-Thames Travel (Page 101 / 102)</p>	<p>As a delivery partner, WBC are supportive of this scheme. However, this scheme will require further work alongside the Climate Emergency Team in WBC to prevent adverse impact upon our Climate Emergency Action Plan.</p> <p>This scheme is also a TFSE priority scheme and has had support from a Cross Travel Working Group. We continue to support the project though with the following caveats/concerns:</p> <ul style="list-style-type: none"> • The consideration of the benefits and disbenefits related to a the potential emissions increase including accounting for the emissions produced during construction. • A full business case and emissions assessment would be required for the project as we would be pleased to continue to develop this in partnership as funding become available. • It is also essential that this be a sustainable route corridor and not an extension of the A3290/A329(M).
<p>Connecting Neighbourhoods (Page 103)</p>	<p>It should be noted that there are no distinct schemes highlighted for this section of the plan. Therefore, it is difficult to identify any specific impacts. Further information would be required once the schemes are determined in further detail.</p>
<p>Demand Management (Page 104 / 105)</p>	<p>Elements of this scheme could potentially lead to an increase in traffic within Wokingham Borough to sites such as train stations as neighbouring boroughs act as intermediaries to access Reading. This may require WBC to review infrastructure required to support this.</p>
Public Transport Schemes	

<p>Superbus Network (Page 106)</p>	<p>As a delivery partner, WBC are supportive of this scheme, however, improvements must be administered fairly and consistently between both boroughs and it should not impact affordability of, or access to, services to residents located outside Reading Borough.</p>
<p>Concessionary and Discounted Travel (Page 107)</p>	<p>As a delivery partner, WBC supports this scheme. However, it is important that it does not lead to increases in bus fares outside Reading Borough. In line with WBC LTP3 Policy PT4, WBC consider that it is essential that bus fares on bus services both within Wokingham Borough and across its boundaries are affordable. Any alterations to fare structures or concessionary fare policies should be administered fairly and consistently both within and outside of the Reading Borough boundary and should not impact affordability of services to residents located outside Reading Borough.</p> <p>Given the potential for confusion on cross border services, it is essential that a common approach is agreed between both authorities, that in turn benefits the residents of both authorities.</p>
<p>South Reading Bus Rapid Transit (BRT) Corridor (Page 110)</p>	<p>As a delivery partner, WBC supports this scheme which will help boost usage of Mereok Park and Ride and should also consider how this can assist residents of Shinfield and the surrounding area.</p>
<p>Bus Rapid Transit (BRT) Corridors (Page 111)</p>	<p>As a delivery partner, WBC supports this scheme which will help unlock development in Wokingham Borough and enhance the bus service offered at existing and proposed Park and Ride sites.</p>
<p>Mereok Park and Ride Mobility Hub Expansion (Page 112)</p>	<p>As a delivery partner, WBC are supportive of this scheme as it will also help the site become self-funding.</p> <p>However, this expansion should not come at cost to WBC. Any funding from this should come from revenue generated from any demand management measures in Reading BC or potentially from Reading's BSIP as these hubs will support access to the town, thereby making demand management schemes possible.</p>
<p>Winnersh Triangle Park and Ride Mobility Hub Enhancements (Page 113)</p>	<p>As a delivery partner, WBC are supportive of this scheme as it will also help the site become self-funding.</p> <p>However, these enhancements should not come at cost to WBC. Any funding from this should come from revenue generated from any demand management measures in Reading BC or potentially from Reading's BSIP as these hubs will support access to the town, thereby making demand management schemes possible.</p>

<p>Park and Ride Mobility Hubs (Page 114 / 115)</p>	<p>As a delivery partner, WBC are supportive of this scheme as it will also help the site become self-funding.</p> <p>However, this expansion should not come at cost to WBC. Any funding from this should come from revenue generated from any demand management measures in Reading BC or potentially from Reading's BSIP as these hubs will support access to the town, thereby making demand management schemes possible.</p>
<p>Mobility as a Service (MaaS) (Pages 119 to 121)</p>	<p>WBC recognises the importance of adapting to the future and supports the development of Mobility as a Service but would encourage increased emphasis around knowledge sharing and partnership working to ensure the adoption of a common approach across Berkshire and the Thames Valley to maximise the benefits for all residents.</p> <p>It should be noted that this scheme is in its early stages, therefore, it is difficult at this stage to understand the full potential impacts without further project details. Further detail is requested once this scheme is further developed.</p>
Active Travel Schemes	
<p>Strategic Pedestrian Routes (Page 123)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
<p>Local Pedestrian Routes (Page 124)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
<p>Strategic and Town Centre Cycle Routes (Page 125)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
<p>Shinfield Road Active Travel Improvements (Page 126)</p>	<p>Although Wokingham Borough Council is not listed as a delivery partner for this scheme, this scheme curtails very close to the boundary between Reading and Wokingham.</p> <p>When this scheme is progressed, it is important the WBC are consulted as a stakeholder on this scheme to ensure that there are no adverse impacts upon the highway close to the boundary in WBC and to ensure that any required continuation of the scheme in WBC can be considered.</p>
<p>Local Cycle Routes (Page 129)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
<p>Micro-Mobility Hire Scheme (Page 133)</p>	<p>As a partner in the development of the Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes.</p>
Network Management Schemes	

<p>Parking Schemes and Management (Page 135)</p>	<p>WBC is broadly supportive of these schemes although, as space is reallocated away from the private car, it is important to ensure that these reallocated vehicles do not transfer to using alternative routes within Wokingham Borough, thereby shifting congestion, parking and/or air quality issues onto the Wokingham Borough network.</p> <p>Any changes to parking, particularly in the proximity of the borough boundary, and for sites which have parking in both boroughs, must be discussed with WBC before being implemented. Any changes to parking could have an adverse impact upon parking levels in WBC or impact use of stations in Wokingham Borough.</p>
<p>Intelligent Transport Systems (ITS) - Managing Travel on the Roads (Page 140)</p>	<p>WBC are broadly supportive of this scheme.</p> <p>However, where it notes <i>"Develop smart alternatives to M4 closure diversions and subsequent gridlock in Reading through smart traffic management. Traffic lights dynamically respond to incidents and help redirect traffic around the town"</i> this must take into account any impact on WBC. Given WBC's proximity to the M4 these actions could lead to future changes where traffic may be diverted away from Reading's traffic network and onto WBC's traffic network.</p>
<p>Smart City Initiatives (Page 142 / 143)</p>	<p>As a partner in the Thames Valley Berkshire Smart Cities Cluster project, WBC are supportive of this scheme.</p> <p>It should be noted that this scheme is in its early stages, therefore, it is difficult at this stage to understand the full potential impacts without further project details. Further detail is requested once this scheme is further developed.</p>
<p>Communication and Engagement Schemes</p>	
<p>Travel Information and Advice (Page 145)</p>	<p>WBC are broadly supportive of this scheme.</p>
<p>Progress Reporting and Public Engagement (Page 148)</p>	<p>WBC are broadly supportive of this scheme.</p>

Re: Reading Borough Local Plan - chance to comment on the Local Plan Partial Update Consultation on Scope and Content (Regulation 18)

From: Matthew Filmore <matthew.filmore@woodley.gov.uk>

To: admin@woodley.gov.uk

Date: 04/12/2023 12:17 PM

From: Planning Policy <planningpolicy@reading.gov.uk>

Sent: 27 November 2023 13:03

To: Planning Policy <planningpolicy@reading.gov.uk>

Subject: Reading Borough Local Plan – chance to comment on the Local Plan Partial Update Consultation on Scope and Content (Regulation 18)

Reading Borough Local Plan - chance to comment on the Local Plan Partial Update Consultation on Scope and Content (Regulation 18)

Reading Borough Council is now consulting on the Local Plan Partial Update (Consultation on Scope and Content under Regulation 18) until 31st January 2024.

The Local Plan is a crucial Council planning document which will help inform decisions on planning applications up to 2041. We are in the process of updating the Local Plan to take account of recent changes to legislation, address the urgent need for more homes (including affordable homes), plan for associated infrastructure and ensure that sustainable development will help Reading achieve its net zero carbon ambitions. Once adopted, the Local Plan will be the main document that informs how planning applications are determined and covers a wide variety of strategic matters, policies and specific sites for development.

We are seeking comments until the end of January during a period of public consultation. The Local Plan Partial Update Scope and Content document is on the Council's website at:

<http://www.reading.gov.uk/localplanupdate> and copies can also be viewed at the Civic Offices, Bridge Street, Reading, RG1 2LU (between 9 am and 5 pm on weekdays) and in all Council libraries (during normal opening hours). Supporting documents, such as a draft Sustainability Appraisal and draft Infrastructure Delivery Plan are also available on the Council's website and are available for your comments.

We welcome any comments that you have. Please provide written responses to the consultation by 5 p.m. on Wednesday 31st January 2024. You may complete the [online questionnaire](#) to answer specific questions. The online questionnaire can be accessed via a link on the local plan update webpage. Alternatively, you may respond more generally in writing by email or post. These responses should be sent to: planningpolicy@reading.gov.uk or Planning Policy Team, Reading

Borough Council, Civic Offices, Bridge Street, RG1 2LU.

You may also wish to attend one of our drop-in events to talk about the Local Plan to a planning officer in more detail. There is no need to let us know if you wish to attend beforehand. These will be held at the Civic Offices, Bridge Street, RG1 2LU in main reception on Thursday 7th December from 1:00 to 6:00 p.m. and Monday 11th December from 2:00 to 7:00 p.m.

We will also be holding an online webinar on Wednesday 13th December at 6pm. Please email us directly if you wish to attend the webinar and we will send instructions on how to join.

Following the public consultation, officers will take some time to consider the public's feedback before the next stage of consultation on an updated draft Local Plan. The final phase is for Reading's updated Local Plan to be submitted to the Secretary of State for approval.

If you would like to be removed from our consultation lists, please let us know. We look forward to receiving your comments.

Regards,

Planning Policy Team

Planning, Transport and Public Protection | Directorate of Economic Growth and Neighbourhood Services

Reading Borough Council

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RG1 2LU

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CYCLING & WALKING TASK & FINISH WORKING GROUP

VERSION	DATE	AMENDED?	COMMENTS
0.0	4.12.23	No	Draft Version

- 1. TYPE OF COMMITTEE =>** Task & Finish Working Group
- 2. PARENT COMMITTEE =>** Planning and Community Committee
- 3. 6 MONTH MEETING RULE VALID (see 6.1.k)**
 - a. YES
- 4. SIZE =>** 4 Councillors; appointments to include at least 2 active cyclists, and be made up of 2 Conservative group, 1 Labour group and 1 Liberal Democrat group appointment (disregarding Standing Order 2.2 – political proportionality).
- 5. DUTIES AND POWERS**
 - 5.1. OVERALL PURPOSE**
 - a. To identify, prioritise and optimise actions in order to achieve the following, approved, Strategy for Cycling:

The Town Council's strategy is to increase the number of cycling journeys in Woodley, both to support our commitment to climate change, and to promote health and wellbeing in the town.

We will do this by a programme of communication, collaboration and education in the local community aimed at improving conditions for cyclists, facilitating access to cycles, and encouraging more people to get on bikes.

And we'll provide a forum for experienced, new, and Woodley cyclists to have their say on what's needed to improve cycling in Woodley.
 - b. To work with local authorities / cycling groups / experts to achieve the aims of the Strategy for Cycling.
 - c. To consider ways in which improvements may also be made to walking infrastructure.
 - 5.2. MEETINGS**
 - a. Meetings will take place as and when required in order to best achieve the stated purpose within the timescales prescribed by the working group.
 - b. Officers will be in attendance at all meetings.

5.3. TERMS OF OPERATION

- a. To review and understand Wokingham Borough Council's Local Cycling and Walking Infrastructure Plan (LCWIP) and where it impacts Woodley and the surrounding area.
- b. To review and understand Wokingham Borough Council's Transport Strategy in terms of its contribution to and effect on cycling and walking in Woodley.
- c. To determine and design a programme of communication, collaboration and education events in the local community with relevant stakeholders, targeted at promoting [Active Travel](#) by improving both walking and cycling conditions in Woodley.
- d. To consider the introduction of a Walkers & Cyclists Forum to further collaborate between the Town Council and residents, including identifying the purpose of such a forum, the likely stakeholders, and the level of involvement required from the Town Council.
- e. To identify issues with / improvements required to existing cycling infrastructure and signage, especially those which create poor cycling conditions and reduce safety, and which discourage the take up of cycling. To consider how to resolve these, working with Wokingham Borough Council as the Highways Agency where necessary, and taking into account the Local Cycling & Walking Infrastructure Plan.
- f. To produce an action plan of recommended improvements and, where appropriate, progress them to completion, including making recommendations, via the Planning & Community Committee, to the Strategy & Resources Committee where it is identified that funding is required.

ENFORCEMENT CLOSURES - 12 DECEMBER 2023

7 Mannock Way, Woodley, Wokingham, RG5 4XW

Fence not erected in accordance with approved plans
Not expedient

7 Mannock Way, Woodley, Wokingham, RG5 4XW

Driveway not in accordance with approved plans (CofU)
Not expedient

29a Western Avenue, Woodley, Wokingham, RG5 3BJ

Large extension involving disturbance of asbestos roof.
Application submitted

12 Grays Crescent, Woodley, Wokingham, RG5 3EN

U/A extension at rear - no PP
Application submitted

44 Coppice Road, Woodley, Wokingham, RG5 3RA

Refused Application 231846
Other

East Warren, Warren Road, Woodley, Wokingham, RG5 3AR

Work currently being undertaken at East Warren
No breach

4 Coppice Road, Woodley, Wokingham, RG5 3QX

Unauthorised development (front porch)
No breach

36 School Drive, Woodley, Wokingham, RG5 3PZ

Destruction of Trees without permission
No breach

48 Woodwaye, Woodley, Wokingham, RG5 3HB

EN Compliance
Voluntary compliance