

Draft LTP4 Strategy

Initial Consultation Responses

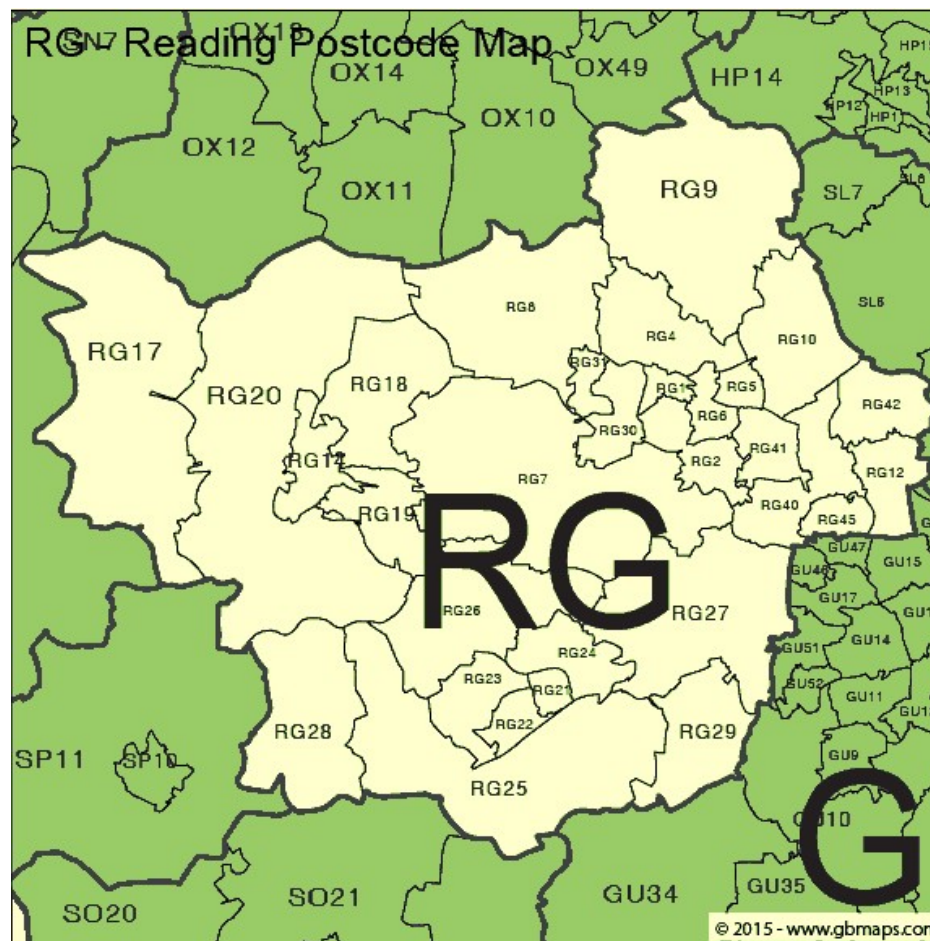
An analysis of the demographics of the initial 193 respondents, their postcodes, their views on the LTP update and current travel options, and their degree of agreement with its priorities and objectives, and the strategy proposed for each of the areas.

About the Respondents

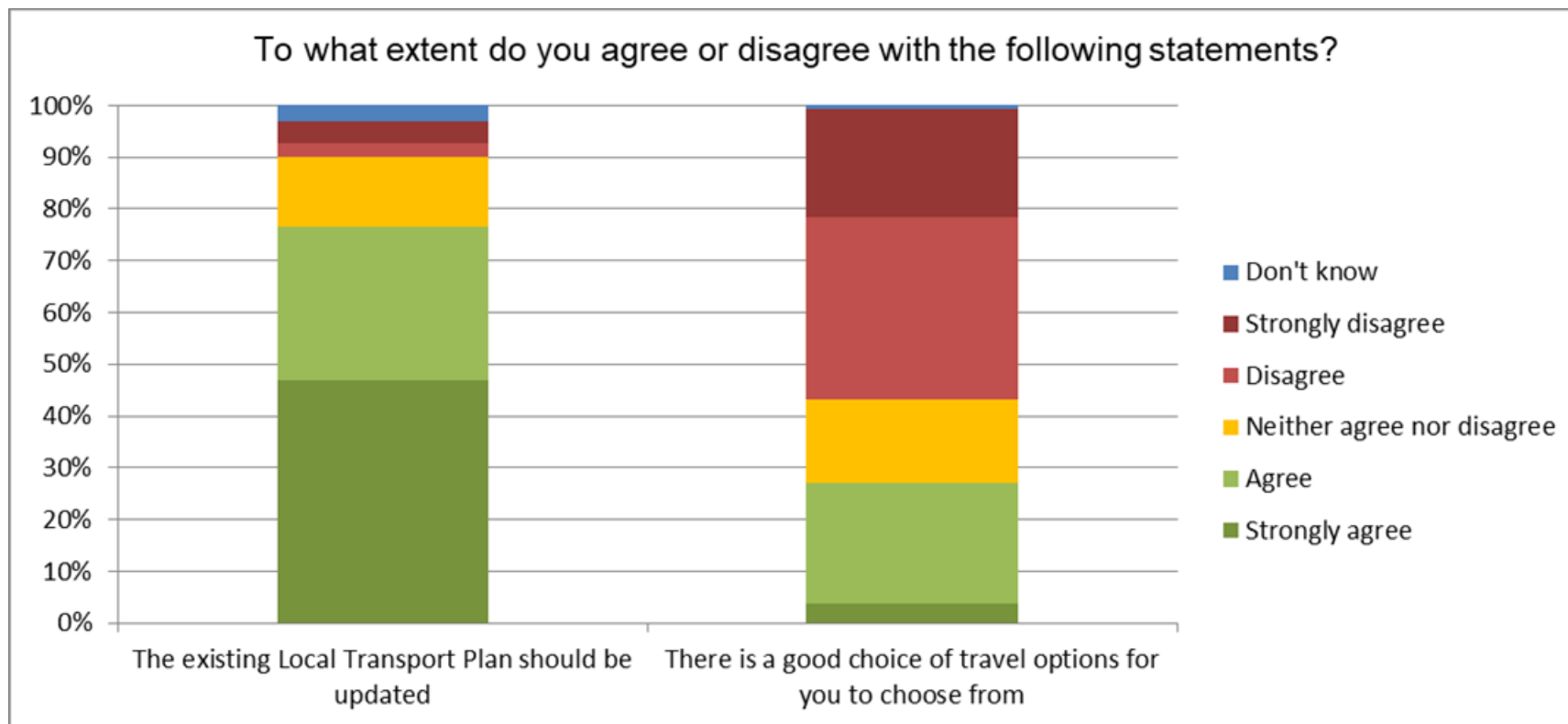
- ❑ 95% residents of West Berkshire
 - 74 members of Community Panel
 - 12 asked to be added
- ❑ Gender
 - 51% male
 - 44% female
 - 5% didn't say
- ❑ Age
 - 44% over 65;
 - 40% aged 45-64
 - 10% under 45
 - 6% didn't say
- ❑ Ethnicity
 - 90% identify as White;
 - 1% Asian
 - 1% Black or other ethnic group
 - 8% didn't say
- ❑ Health and disability
 - 22% have a disability, long-term illness or health condition
- ❑ Carers
 - 13% are primary carers of elderly or disabled person

Where the Respondents Live

- Postcode areas (west to east):
 - RG17 12%
 - RG20 8%
 - RG14 36%
 - RG18-19 16%
 - RG7-8 19%
 - RG30-31 10%



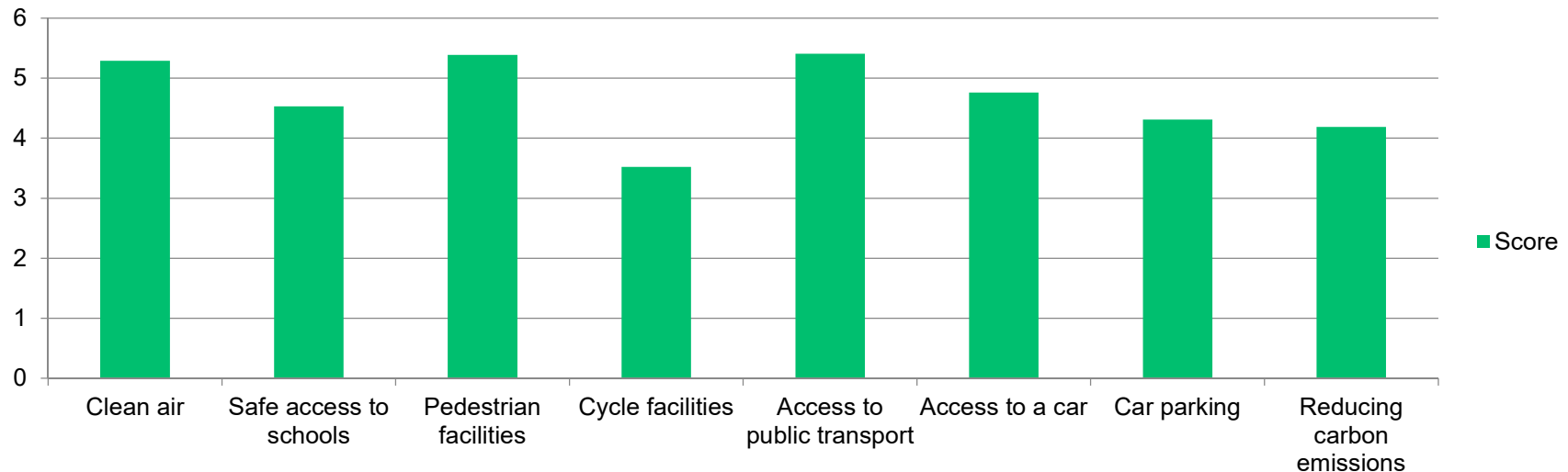
On LTP Update and Travel Options



- ❑ 77% agree that LTP should be updated
- ❑ 56% disagree that there is a good choice of travel options in West Berks

On Transport Considerations

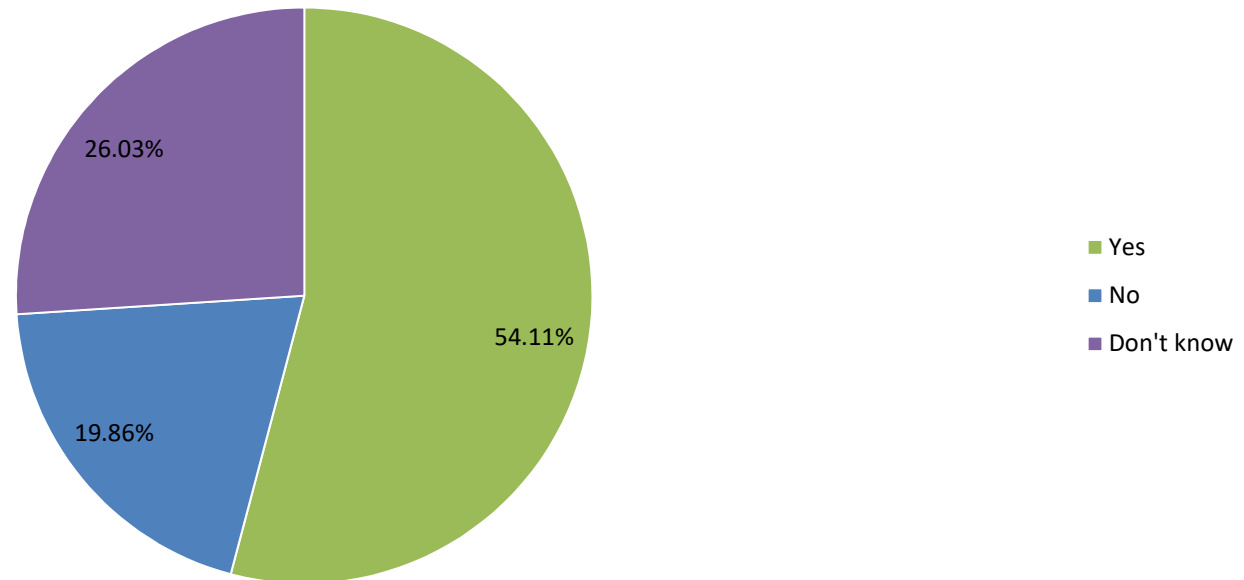
How important to you are the following transport considerations? Please rank your answers from 1 (most important) to 8 (least important). If a consideration is not important to you at all, please exclude it from your ranking by marking it as N/A.



- Top 3 transport considerations are:
 - Access to public transport
 - Pedestrian facilities
 - Clean air

On the Clarity of Proposals

Do you think our proposed priorities and objectives are clearly explained?



- ❑ More than half (54%) think that proposed priorities and objectives are clearly explained

Comments – Clarity of Proposals

There is no measurable criterion on most of the strategy priorities, which will make it impossible to decide whether it was successful or not.

It is too long, too wordy and repetitive making it opaque

You need a summary with definitions, including the definition of "Sustainable", and subheadings such as, 'Walking', 'Driving', 'Cycling', 'Road Maintenance', 'Road Building', 'Buses', 'Community Buses', 'Trains', to break issues down to what the public thinks about when they think about transport.

Publish more, to a broader public

The lack of detail is such that the strategy appears to be based on vague outcomes with little evidence to support some of the assumptions on improved outcomes

Some key bullet points that everyone can easily understand

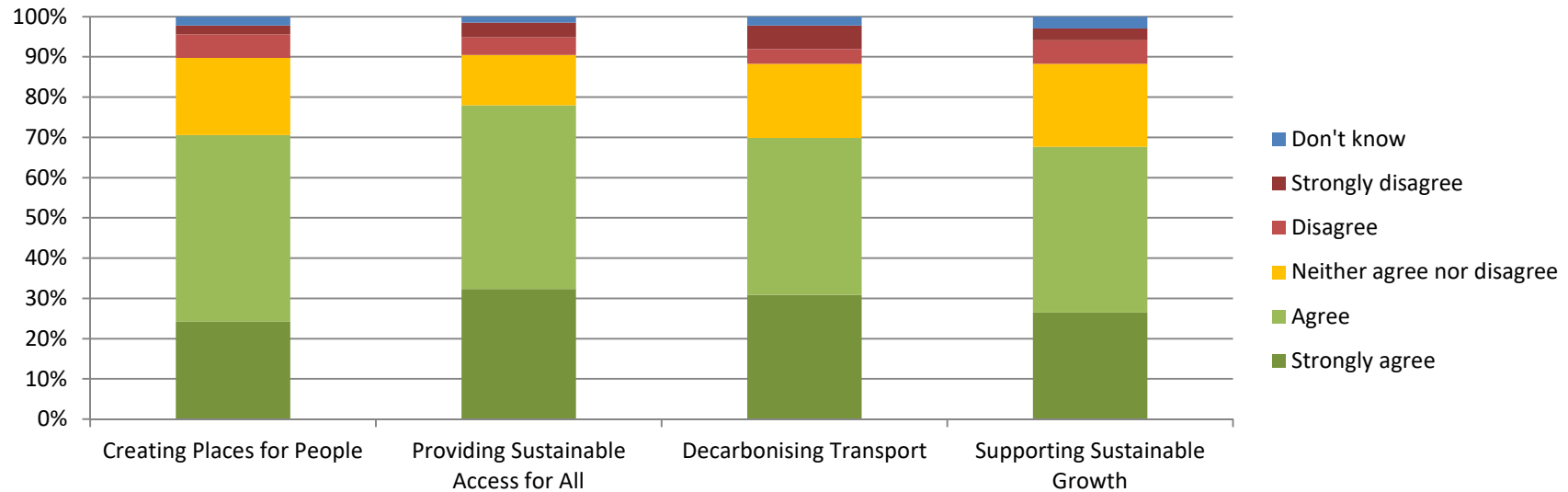
I do see many good statements but no real targets and cost benefit analysis.

Use normal everyday simple English - no complex or unexplained terminology



On Agreement with Priorities

To what extent do you agree or disagree with our proposed priorities?



Widespread support for our proposed priorities

- Creating Places for People 70%
- Sustainable Access 77%
- Decarbonising Transport 70%
- Supporting Sustainable Growth 67%

Comments – Agreement with Priorities

They're all meritorious, but why is the provision of decent public transport routes to useful destinations not regarded as a priority?

All are desirable aims

If Newbury is to survive as a town with shops restaurants, leisure facilities etc. we need to be able to have plenty of car parking and accessible roads for public and private vehicles.

Seems a good balance, although would like to see decarbonising transport as top priority.

I think the plan is great, but much of it is building around existing infrastructure. Cyclists will want to go the quickest way. Ultimately, a mind-set change is needed to stop people's obsession with the car.

Maintaining existing transport infrastructure (roads, paths, cycle lanes, bus lanes) should be a priority. Adding more when we can't look after what we have is not wise.

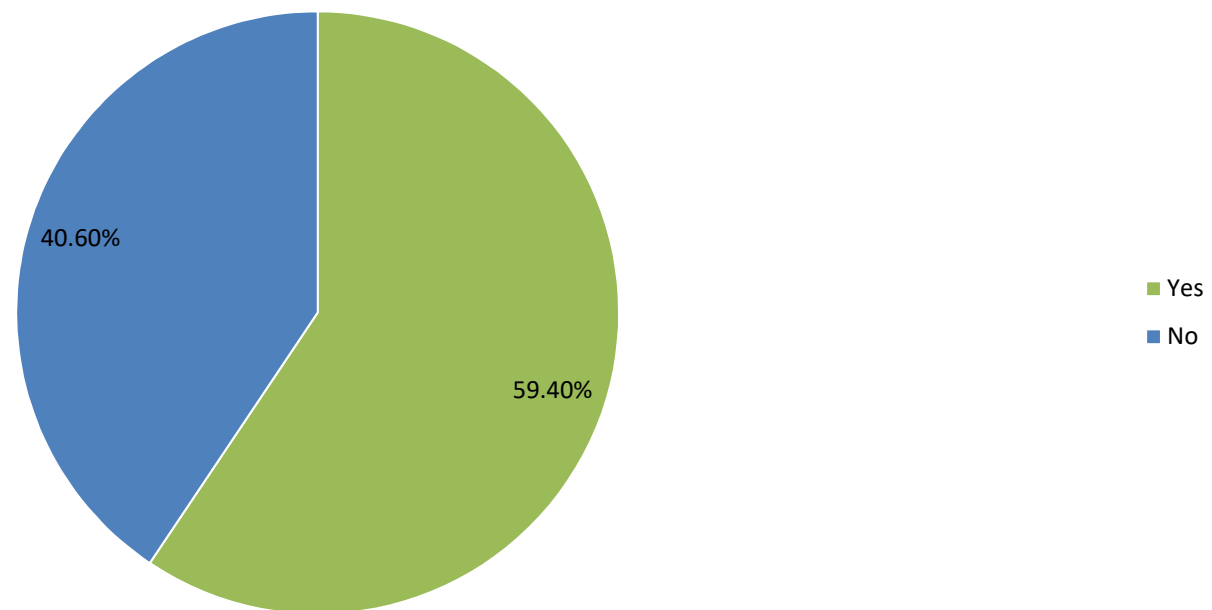
Sustainability is crucial. Educating and involving all people is also crucial.

We all need to do something to improve the way we live but it must come from everyone.



Are there Other Priorities to Consider?

Are there any other priorities you think we should be considering?



- ❑ 59% think there are other priorities to consider

Comments – Other Priorities

Using technology to encourage car sharing/pooling in rural areas, short-term/one-way EV hire for infrequent trips.

Pedestrianising the town centre is an absolute must!

I would like to see all cyclists and e-scooter riders banned from the pavements so pedestrians can walk safely, and no cars on pavements.

Better public transport links into neighbouring counties – Didcot, Winchester, Swindon

I would love to use my bike more, but where can I leave it in town safely without it being stolen.

Subsidised buses. Smaller and more frequent electric buses. They are never full.

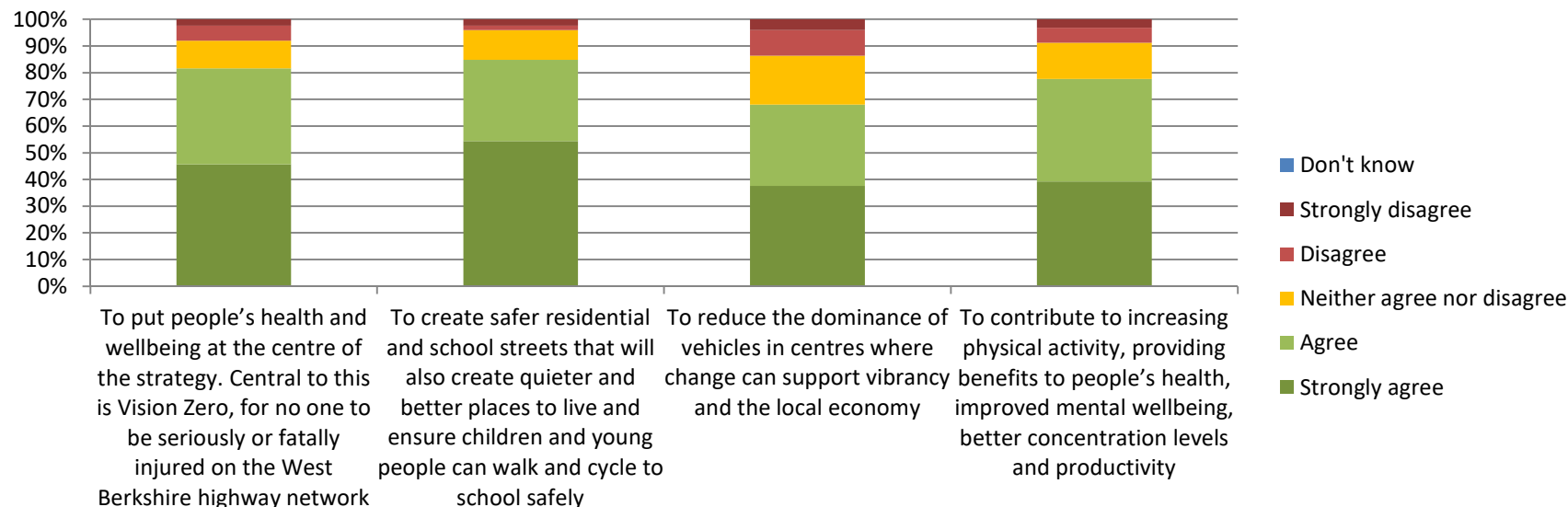
Car use has once again been demonised, my wife is disabled, I am an OAP, how do you expect us to get around without a car. Cars promote growth, give mobility and freedom.

Traffic flow through Newbury and the amount of HGVs using the A339 as a cut through.



On 'Creating Places for People'

To what extent do you agree or disagree with our proposed objectives associated with 'Creating Places for People'?



Agreement with all proposed objectives associated with 'Creating Places for People'

- Safer residential and school streets 85%
- Health and Wellbeing - Vision Zero 82%
- Active Travel 78%
- Reduced dominance of vehicles 68%

Comments – ‘Places for People’

Shops are quitting Newbury, negative attitudes towards cars and poor parking is surely a factor.

Why is the Robin Hood still a nightmare for pedestrians?

Thought needed on how objectives cater for the OLDER person. Many will be experiencing age-related problems and illnesses which mean that they cannot walk far; many will not risk cycling even if they did when younger.

If 50% of journeys are actually non-residents passing through, how can vehicle use generally be reduced?

Health and wellbeing are most important. Parents shouldn't be driving their children to school and blocking pavements when they live within walking distance.

How many schools have adequate drop off / collection points?

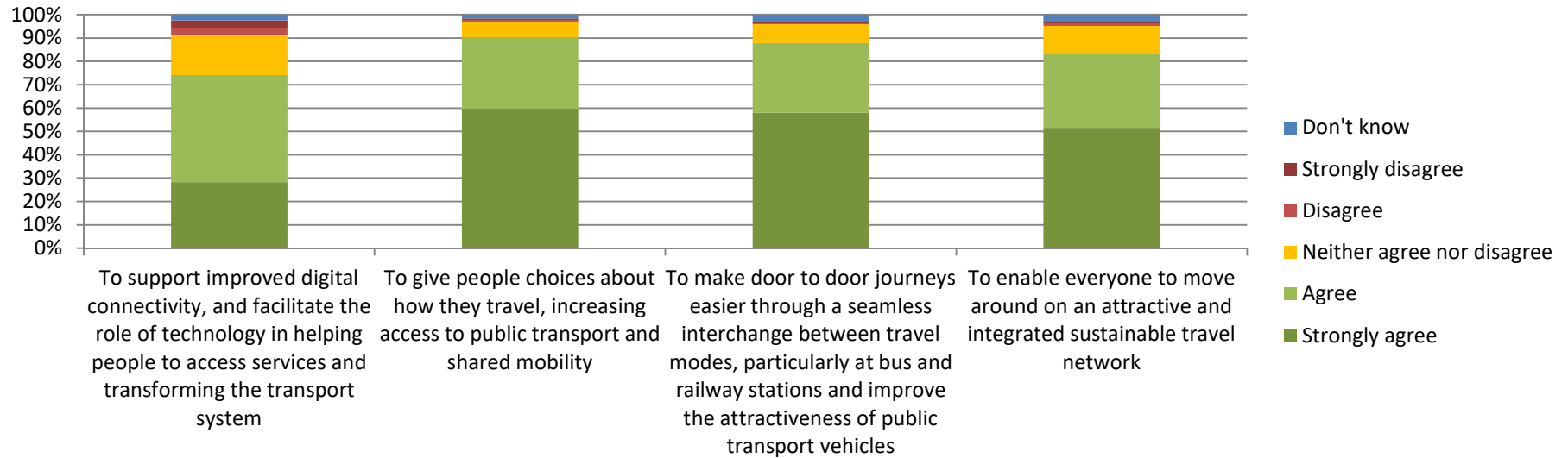
You can't prevent injuries on our roads, accidents happen whatever you put in place.

Multiple studies show that once you move to design out people's reliance on motor vehicles the goals above follow on naturally.



On 'Providing Sustainable Access for All'

To what extent do you agree or disagree with our proposed objectives associated with 'Providing Sustainable Access for All'?



Agreement with all proposed objectives associated with 'Providing Sustainable Access for All'

- Travel choice, public transport and shared mobility 90%
- Easier door-to-door journeys 88%
- Attractive and integrated sustainable network 83%
- Improved digital connectivity 74%

Comments – ‘Access for All’

An integrated network is essential; the fact it is mentioned in the LTP makes it bizarre that the bus station is nowhere near the station!

This area needs money and imagination

I cannot believe that an organisation supposedly supporting integrated, safe and sustainable transport thought it even remotely acceptable to expect cyclists to cross the A4 multiple times.

Digital connectivity is OK for most but there are still some who can't or won't use technology.

WBC chose to separate the railway and bus stations in Newbury! What confidence can be had in such an objective being fulfilled?

Would like to see increased levels of engagement and support of the private sector.

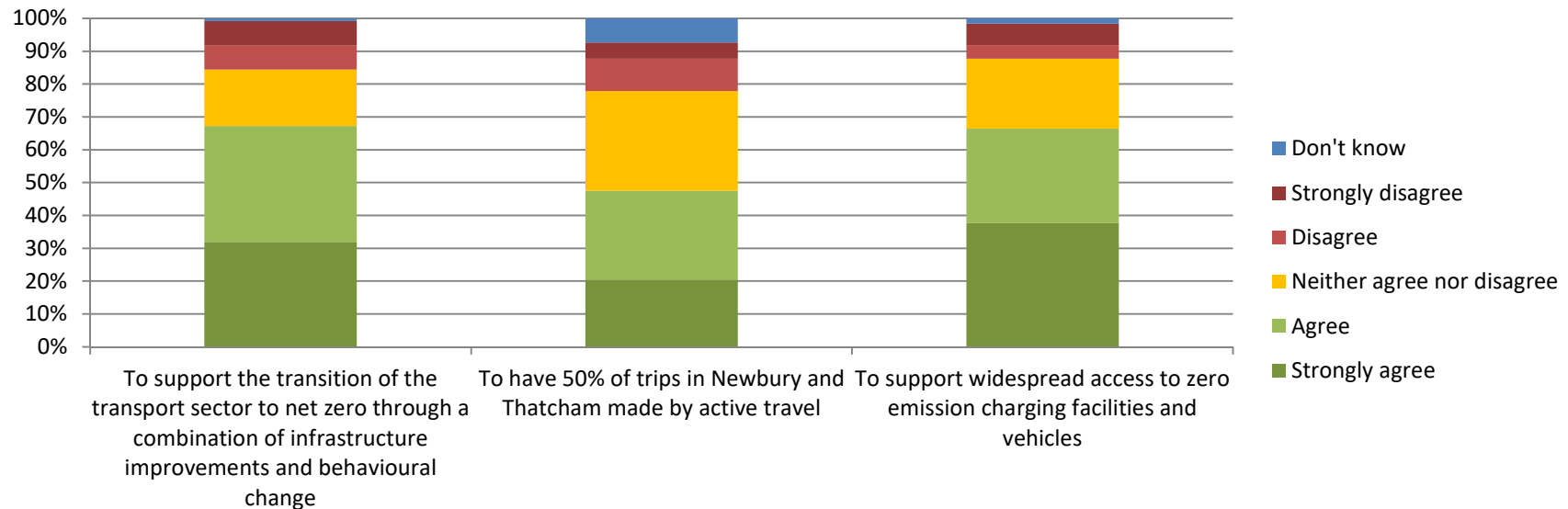
Offers desirable solutions that are more applicable in towns than the rural areas.

I have 4 young adult children. Only one has learnt to drive. They want to travel sustainably ways to travel - but the options are limited.



On 'Decarbonising Transport'

To what extent do you agree or disagree with our proposed objectives associated with 'Decarbonising Transport'?



Agreement for two of three objectives associated with 'Decarbonising Transport'

- Infrastructure improvements and behavioural change 67%
- Access to zero emission charging facilities and vehicles 67%
- To have 50% of trips in Newbury/Thatcham by active travel 48%

Comments – ‘Decarbonising Transport’

No question we should do this, but roads still don't feel safe enough for cyclists.

50% of journeys by active travel is under ambitious.

While recognising the need for a carbon neutral environment I fear some schemes will be implemented in haste and later scrapped or poorly used.

Improved walking routes will aid active travel and we need zero emissions.

Active travel is great if you are young and don't have shopping to carry or children or elderly people to ferry around, and live near your destination.

Limit ambition to those outcomes that can be delivered locally (EV charging points).

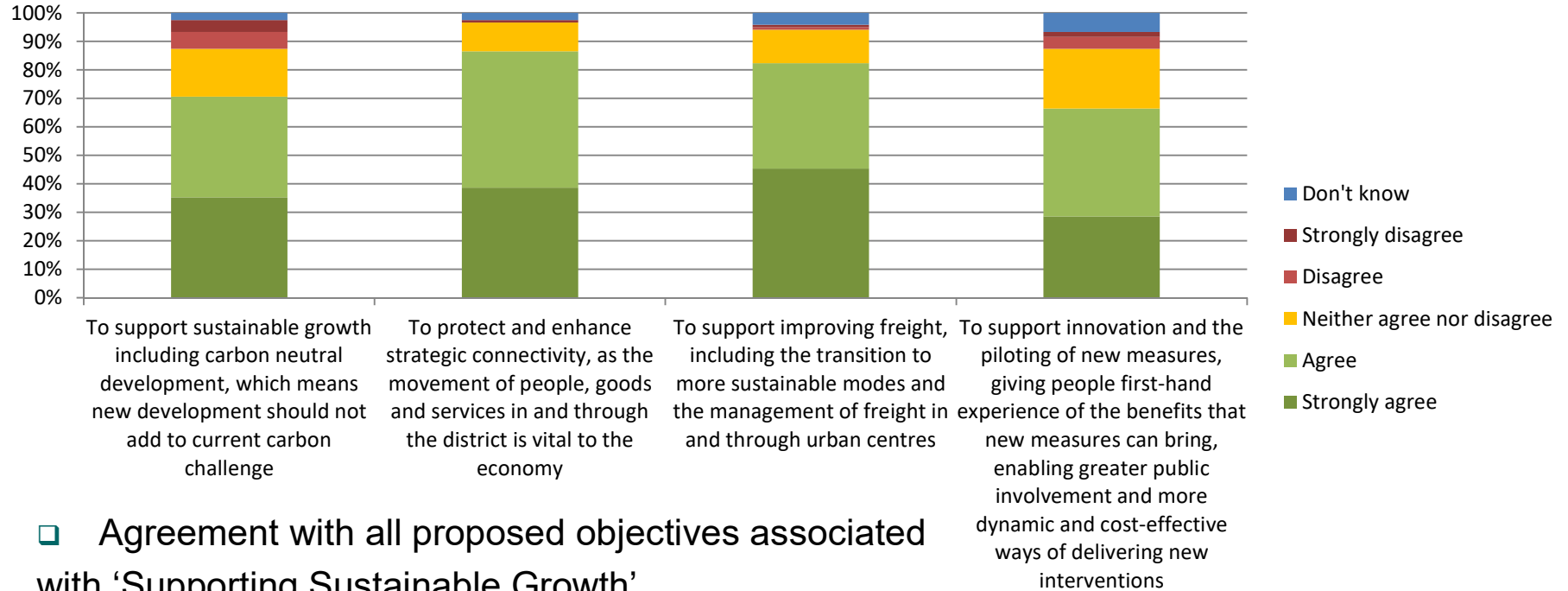
I don't think that zero emissions charging has been properly thought through. Let the industry evolve before major investment.

Have you considered high emissions on the tow paths of moored barges with diesel engines running all day or wood burners going?



On 'Supporting Sustainable Growth'

To what extent do you agree or disagree with our proposed objectives associated with 'Supporting Sustainable Growth'?



Agreement with all proposed objectives associated with 'Supporting Sustainable Growth'

- Protect strategic connectivity 87%
- Sustainable movement of freight 82%
- Carbon neutral development 70%
- Innovation and new measures 67%

Comments – ‘Sustainable Growth’

There is still no crossing over the railway / canal at Thatcham meaning lorries and cars have to divert via Newbury to avoid constant crossing delays.

The route to Basingstoke has no direct connect to A34, yet it is a key work / freight route.

Taking ‘the people’ with you is important if you want your schemes to work. Explain why you want to implement change, what the alternatives are, and how they would impact on the location.

Every opportunity should be taken to make the environment pleasant and healthy as possible.

The plan appears not to reflect the need to work with other agencies who have primacy in delivery of, for example, road and rail infrastructure.

More freight and cargo should be encouraged back onto the railways.

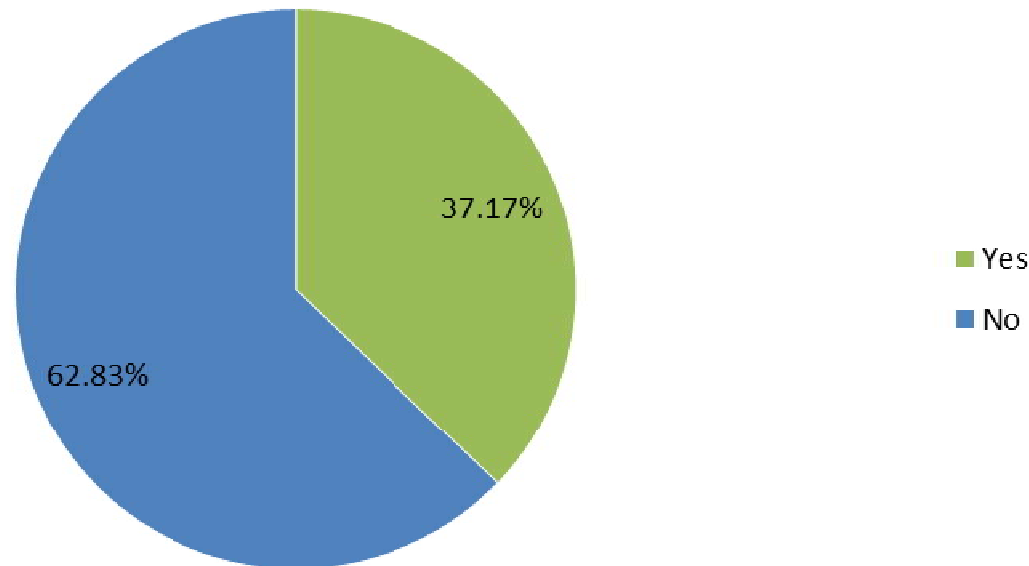
A closer look at how freight is moved through communities should be a key element of transport planning.

West Berkshire needs to remain a vital place that attracts visitors and investment but no longer at the price of the health and wellbeing.



On Other Objectives

Are there any other objectives you think we should be considering?



- ❑ 63% did not think there were any other objectives we should be considering

Comments – Other Objectives

Establish and advertise routes for active travel in order to get from a to b, not only for recreation.

Tree planting along roadside verges and in pedestrianised areas would help reduce carbon.

WBC needs to start thinking bigger and resolving the core transport issues in the area, namely the lack of north-south crossings and the fragility of the road network.

Providing footpaths in rural areas to connect villages internally and to external services.

Consider what could be done to reduce through-traffic in the rural areas, i.e. commuters using lanes as "rat runs".

Promote some alternative to reduce the number of vans delivering residents' online purchases.

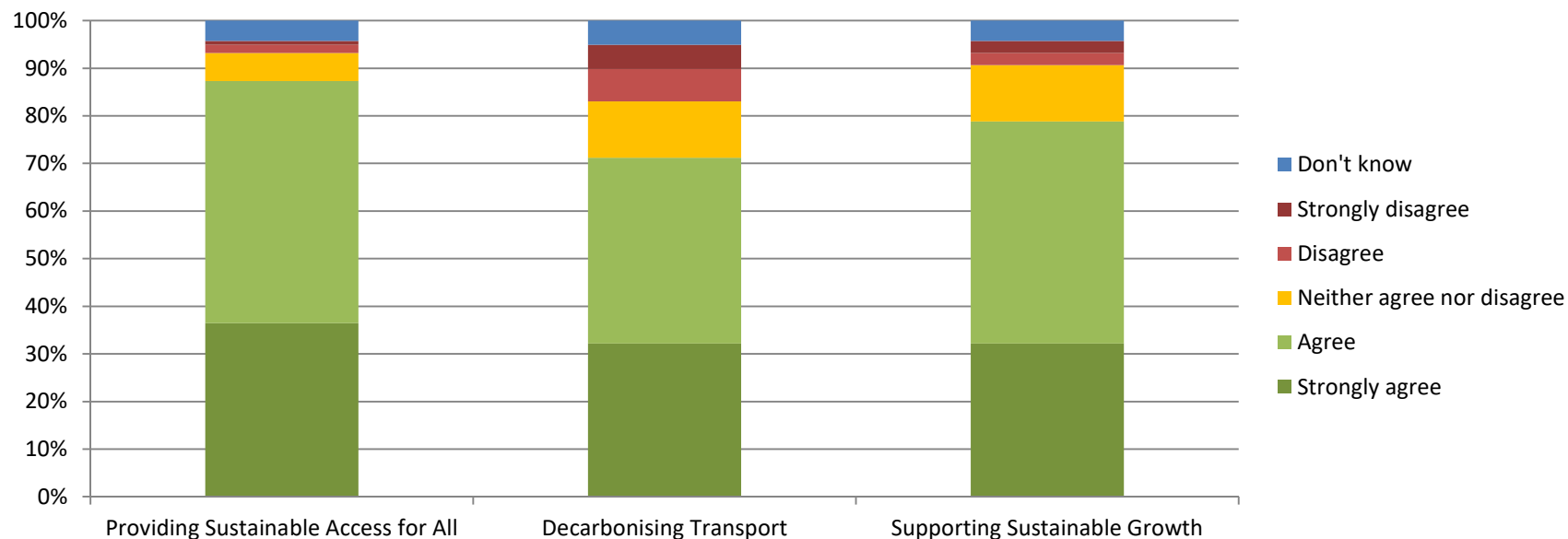
I think that any LTP also needs to be integrated into the wider infrastructure to embrace a 20-minute neighbourhood approach.

How might the transportation of goods through West Berkshire along the A4 and all roads off, be channelled onto trains?



Strategic Connectivity (Road and Rail)

To what extent do you agree or disagree with the proposed strategy for 'Strategic Connectivity (Road and Rail)'?



Agreement with the proposed strategy for Strategic Connectivity (Road and Rail)

- Sustainable Access for All 87%
- Supporting Sustainable Growth 79%
- Decarbonising Transport 71%

Comments – Strategic Connectivity

I don't want to see any of this. Unless "Sustainable Access" means the ability to drive anywhere I want.

Largely driven by central government.

Rural areas without frequent bus services will require cars to take them to the nearest railway stations or bus networks - therefore car parking might be increased / provided in these key change over points.

Essential that electrification extends to Bedwyn so the service from Hungerford can return.

Lack of 24 hour services is a serious problem in a modern economy. The world is no longer 9-5. It is impossible to get anywhere between midnight and 5am

Disagree with more road building. More roads just generate more traffic.

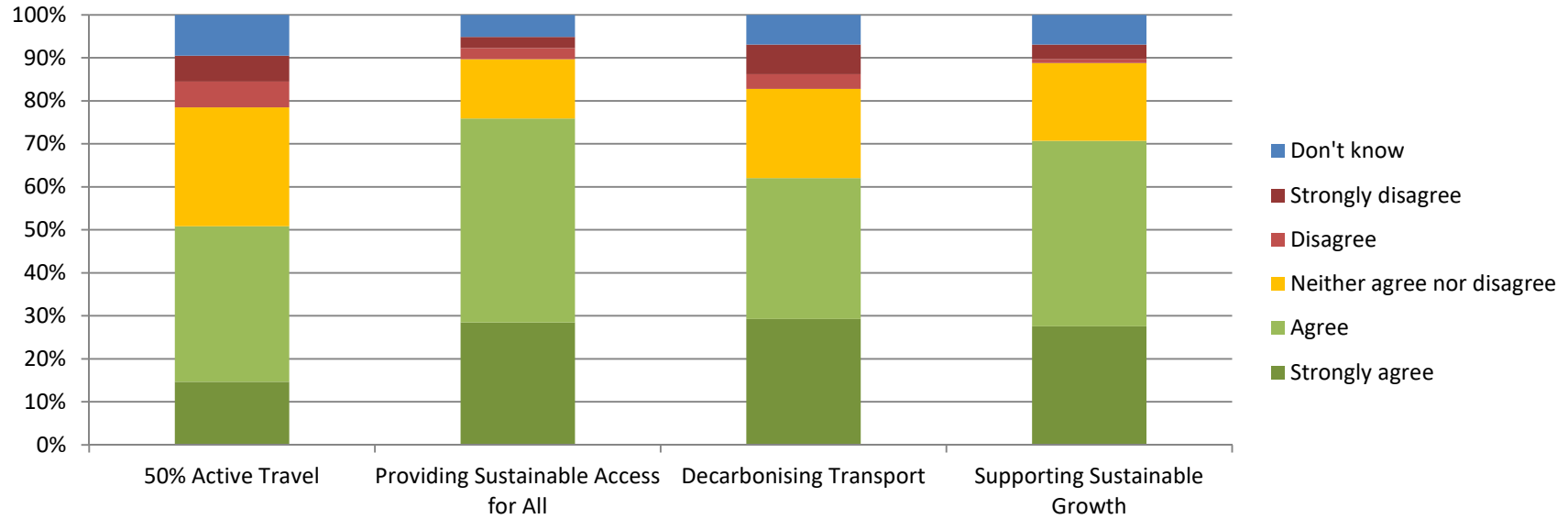
Do things that make a difference, not just fall in line with current daft fashions.

These are worthy principles and will contribute to making West Berkshire a more desirable place to live and work.



Newbury and Thatcham (Urban Area)

To what extent do you agree or disagree with the proposed strategy for 'Newbury and Thatcham (Urban Area)'?



Agreement with strategy for Newbury and Thatcham (Urban Area)

- Sustainable Access for All 75%
- Sustainable Growth 71%
- Decarbonising Transport 63%
- 50% Active Travel 51%

Comments – Newbury and Thatcham

I do not believe this is a matter on which local authorities should be wasting money.

Car users are penalised.

There has been an over emphasis on cycling coupled with a lack of attention to the emergence of mobility scooters and e-scooters. Not everyone can 'get on their bike'.

"50% Active Travel" - I don't see how this can be achievable.

Active Travel concept needs to be expanded greatly to include active travel routes to more recreational destinations.

Any changes or developments need to be sustainable.

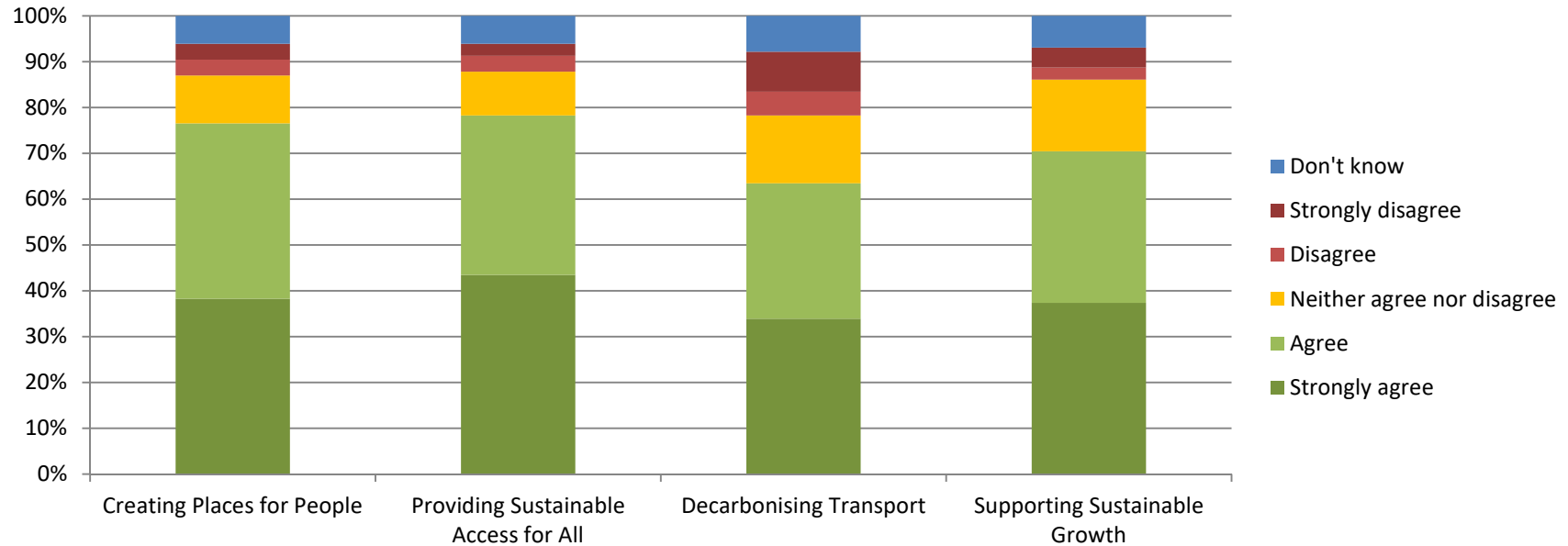
The way people travel round the area is up to them. Again, funding will not make it happen.

Needs to be more car parking at Thatcham Station, payable by non-technology means.



Rural Areas (AONB and Service Centres)

To what extent do you agree or disagree with the proposed strategy for 'Rural Areas (AONB and Service Centres)'?



Agreement with the proposed strategy for Rural Areas (AONB and Service Centres)

- Sustainable Access for All 81%
- Creating Places for People 76%
- Supporting Sustainable Growth 70%
- Decarbonising Transport 64%

Comments – Rural Area

Support measures to improve safety of rural roads and make cycling and horse riding on them safer.

Encourage use of 20mph speed limits.

Providing a sustainable zero carbon, low cost public transport network to the rural areas. Connecting villages with urban centres is critical to support the overall strategy.

Support the use of "quiet lanes" as at Bucklebury.

Residents have a responsibility, WBC shouldn't feel it necessary to provide everything, it should be on a priority basis.

Places for People has the potential to reduce travel by making rural centres more attractive and self-sufficient.

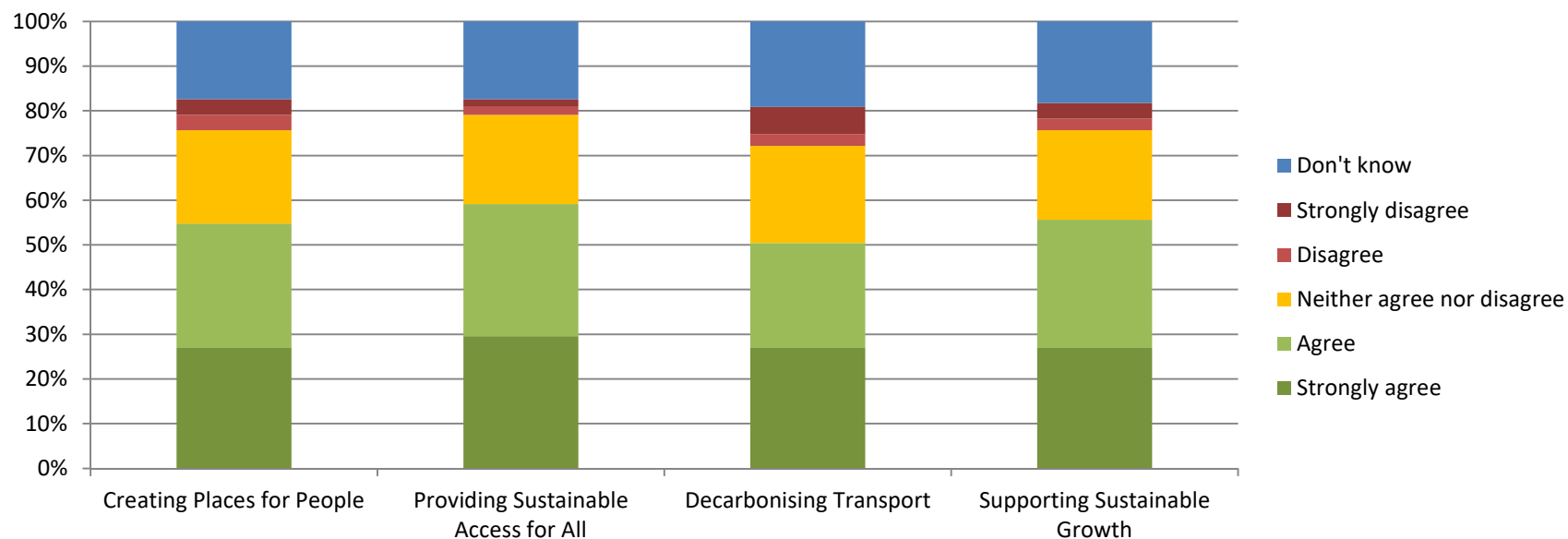
Rural areas are very badly served by public transport. Operators finding no demand. Unless that demand is created it's good money after bad.

Villages urgently need footpaths next to roads to enable walking plus education programme on safe passing by vehicles.



Eastern Area (bordering Reading, incl. Theale)

To what extent do you agree or disagree with the proposed strategy for the 'Eastern Area (bordering Reading, incl. Theale)'?



Agreement with the proposed strategy for Eastern Area (bordering Reading, incl. Theale)

- Sustainable Access for All 60%
- Supporting Sustainable Growth 56%
- Creating Places for People 55%
- Decarbonising Transport 50%

Comments – Eastern Area

Keeping new developments sustainable and accessible without adding to carbon emissions will be challenging but very important.

Keep West Berkshire as a whole. Not split into several sections.

Reading residents would say most of these areas should be absorbed into Reading where it could continue to enjoy the facilities a big town provides but also help pay for them.

We all need access to enjoy the outdoors without traffic.

I like the objectives and support the actions proposed for the area, however they don't feel as ambitious or creative as the plans for urban areas.

I live in this area but don't feel neglected by West Berkshire as we are closer to Reading

Need of accessible public transport to reduce our reliance on personal cars.

I strongly want to see an increased focus on the delivery of sustainable travel and lower emissions.

