

TRANSPORT & ACCESSIBILITY HEALTHCHECK

WORKSHEET T1: TRAVEL TO AND FROM THE LOCAL AREA

Questions	Answers
Sub-section 1: Travel by Car	
Q1. What is the distance and travel time by car from the village to:	
a. The network of dual carriageway roads.	Q1a. 1 minute from N side of Twyford and 10 mins from S side up to the A4.
b. Other destinations to which people would want to travel.	Q1b. 20-30 mins to centre of Reading; 15-25 mins to Royal Berkshire Hospital; 10-20 mins to Maidenhead Thicket roundabout and junction with the A404(M).
Q2. Improvements:	
a. What improvements are planned for the local/regional highway network in your Area?	Q2a. Local Transport Plan 2006-2011 states “ <i>We will also need to address the congestion in Wokingham Town, Winnersh and Twyford.(p.iv)</i> ”, but no indication given of how. More specifically, the Council has plans to improve, or introduce traffic management or safety schemes at the Wyevale junction of the A4 with the B3032.
b. What are the proposed timescales?	Q2b. 2006-2011
Q3. Public transport:	
a. Which of these are in the village centre?	Q3a.
The main bus station or central bus stops	There are bus stops but no bus station in the village centre.
The railway station	The railway station is 2 mins. walk from village centre.
b. With which train services do the buses connect, and what are the waiting times?	Q3b. Bus routes 128 and 129 are run using a Rural Bus Grant to provide a service from Wokingham connecting with Twyford station (for London rail services) and onto Reading. However, buses are only hourly and trains 4

Questions	Answers
	times an hour or more so cannot connect that efficiently.
<i>Find out if there are any planned improvements which would help this interchange.</i>	None known, and may get worse if Grant withdrawn.
Q4a. How far is it and how long does it take to get from the train station to the village centre by:	Q4a.
foot	2 minutes
bicycle	1 minute
Q4b. Is the walking/cycling route attractive and safe?	Q4b. Station road is safe and well lit and the pavements are safe for walking. It is not unattractive. Continuous parked cars allowing only 1 line of traffic in several places, may make cycling rather hazardous but traffic volumes are fairly light.
Q5. Rail services:	
a. What is the frequency of rail services? - Provide a summary and link to on-line timetables	Q5a. <u>Twyford to Paddington</u> – 4 times an hour off-peak Mon-Fri and 6 times an hour in morning peak. Sat. has 4 times an hour all day. Sun has half-hourly services all day. <u>Twyford to Reading</u> – as for Paddington above. <u>Twyford to Henley via Wargrave and Shiplake</u> – hourly service but half hourly at peak times, Mon-Fri. http://www.nationalrail.co.uk/ for all rail enquiries including times and service disruptions.
b. Are times convenient for people using the trains to get to work?	Q5b. Generally, yes. There was a slight deterioration in services provided for morning commuters to London in 2007-8 but the timetable has improved somewhat recently for users of trains from Twyford.
c. Is there an adequate car park?	Q5c. There are 295 Pay & Display spaces (Apcoa) and 55 for permit holders (Great Western) but car park is full on a regular basis. Wokingham BC's LTP recognises this but persuading the rail authorities and finding the land are major obstacles.

WORKSHEET T1: TRAVEL TO AND FROM THE LOCAL AREA

Questions	Answers
d. How does the railway service to the village compare with that to neighbouring towns and nearby urban centres?	Q5d. Twyford is the envy of neighbouring towns and villages because of its excellent rail links.
e. Is there significant off peak use?	Q5e. Yes, by residents benefitting from cheaper fares to travel to London, Reading and Henley. Many teenagers and young adults in particular use the train from Twyford for a night out in Reading.
Q6. What is the frequency of service and travel time from the village to the nearest large town or city by:	Q6.
bus	Service from Twyford X-roads via Charvil and Sonning to Reading is half-hourly Mon-Fri with 3 an hour in morning rush-hour; half-hourly all day on Saturday; no services on Sundays or Bank Holidays despite shops etc being open in Reading.
train	4 trains an hour Mon-Sat from Twyford to Reading and half-hourly on Sundays.

WORKSHEET T1: SWOT ANALYSIS OF TRAVEL TO & FROM THE LOCAL AREA

You need to consider what the information you have gathered tells you in the light of these questions:	Write your answers here. Base them on the information you have gathered.	Conclusion					
		It's a Fact	Strength	Weakness	Opportunity	Threat	Need more info
To what extent is the car the predominant form of transport to and from the area?	66% of Twyford Parish residents in work travelled to work by car (<i>2001 Census:parish profile</i>) which gives some indication of the reliance on cars. 17% used public transport whilst 17% walked or worked at home.	✓		✓	✓	✓	
Are there definable user-groups or usage patterns for car-users?	Car users tend to be cross-country commuters to say Bracknell or Wokingham or High Wycombe or those whose employment is on out-of-town business parks like Winnersh or Thames Valley.	✓		✓	✓	✓	
Are there definable user-groups or usage patterns for different public transport services?	Trains are used more than buses generally speaking and particularly by commuters to central London and central Reading because of the cost of parking in both destinations and the congestion charge in the former. Buses would be used by Twyford residents working on the eastern side of Reading, e.g. Thames Valley Business Park, the Royal Berks Hospital as this would be more convenient than catching a train to the centre of Reading and then a bus out again. Mothers with babies and young children in buggies find the railway stations at Twyford and Reading and buses difficult to use. The lifts being installed at Twyford may encourage young mothers to use rail services again. Senior citizens over 80 prefer buses to trains as the latter involve too many steps etc.	✓	✓				

<p>How easy is it to change between train and coach and/or bus services?</p>	<p>Not easy at all in Twyford as the bus services to connect with the trains have proved to be unviable. A Twyford Link bus was trialled a few years ago but failed to attract sufficient customers. It is not a particular problem for Twyford Parish residents as most live within 400m walk or cycle of the station, but it discourages people from farther afield, say in Hurst, from using the train services.</p>	<p>✓</p>		<p>✓</p>	<p>✓</p>		
<p>Are waiting times for bus/train connecting services acceptable?</p>	<p>The current bus service is only hourly and the trains 4 times an hour, so waiting times could be unacceptably long.</p>	<p>✓</p>		<p>✓</p>	<p>✓</p>		
<p>Do public transport services meet local needs? (Specify any not met)</p>	<p>The most requested improvement of Q respondents was for more buses, both on additional routes and at greater frequency. Bus services need to be more frequent for people to be encouraged to use them. Twyford residents would also welcome more direct buses to Reading and Wokingham in particular as at present, quite circuitous routes are followed. There are currently no buses at all on Sundays and Bank Holidays and this is a problem now with shops open on a Sunday and football/rugby matches being played. Residents find it difficult to access bus timetables in particular, so they should be more widely available and on all bus-stops. There needs to be more bus shelters, especially in the village centre (eg. Waltham road, and the Old Post Office) but there may be planning restrictions because of the area's Conservation Area status.</p> <p>Most residents realise that the frequent train service from Twyford is a great asset, but nevertheless, rail users suggest that 2 of the 4 trains an hour off-peak could be semi-fast up to London, so that the journey does not take nearly an hour. There used to be a lack of late night trains to Twyford from both Reading and Paddington but the current timetable seems to have rectified this. Fast trains from London need to continue a little later in the evening rush-hour.</p>			<p>✓</p>	<p>✓</p>		

WORKSHEET T1: TRAVEL TO AND FROM THE LOCAL AREA

<p>What plans are there to improve the highway network or public transport services?</p>	<p>There are general statements of intent in the Local Transport Plan 2006-2011 to tackle congestion in Twyford village centre and to improve, or introduce traffic management or safety schemes at the Wyevale junction of the A4 with the B3032.</p> <p>The LDF Core Strategy contains a longer-term aim to build an eastern bypass for Twyford.</p> <p>There is actually a danger that when Crossrail is completed, whether with Maidenhead or Reading as the western terminus, that normal train services from Twyford to Paddington and stations en route, will actually deteriorate. There is also a threat that the Rural Bus Grant will not be available in future to support the bus from Wokingham through Twyford to Reading.</p>				<p>✓</p> <p>✓</p>	<p>✓</p> <p>✓</p> <p>✓</p>	
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WORKSHEET T2: EASE OF ACCESS TO SERVICES

Questions	Answers
Q1. Information points:	
a. Where are the public transport information points?	Q1a. Library, Wokingham Town Hall, Twyford Station, also National Rail website http://www.nationalrail.co.uk/ , Reading Buses at http://www.reading-buses.co.uk/ , Thames Travel http://www.thames-travel.co.uk/ and Arriva http://www.arrivabus.co.uk
b. What is the quality of the information offered?	Q1b. Railway timetables are available in both full and pocket size versions and are produced twice a year when new timetables are announced. WBC produce a very useful Travel Guide for the Twyford & Woodley area, updated regularly with both bus and train times and maps of bus routes and bus-stops, plus other useful travel information. Up-to-date service problems are available on the relevant website. Bus-stops do have current time-tables.
Q2a. Are bus and train times from outlying villages to the town convenient for getting to and from work and school?	Q2a. Summary timetable is available on pp16-19 of the WBC Travel Guide, and shows that generally there are buses and trains available for these purposes, and the main problem is that several villages are not connected at all to Twyford by public transport (eg. Waltham St Lawrence, Shurlock Row) or that the buses are so infrequent that it is difficult to rely on them to reach work or school.
Q3a. What times are the last Friday and Saturday night bus services from the town to villages in the surrounding countryside?	Q3a. The last bus to leave Reading for Twyford is 20.00, the last bus leaving Twyford going south to Hurst is 18.52 (17.45 on Sat) and going north to Wargrave is 20.17 (inc. Sat).
Q3b. What bus services are there on Sundays	Q3b. No buses serve Twyford on a Sunday.
Q4. What special public and private transport services are there for people who are less able?	Q4. Readibus provides regular services about 4 days a week from Twyford to Wokingham, Reading and Winnersh. Keep Mobile goes to Lower Earley ASDA on a Friday. There is also the ambulance transport service for journeys to hospital and the Twyford Volunteer Drivers for doctor and hospital appointments. Expensive improvements are underway at Twyford station to make it accessible to the

WORKSHEET T2: EASE OF ACCESS TO SERVICES

Questions	Answers
	less able by installing lifts to all platforms.
Q5. What are the specific travel issues faced by people with disabilities, the elderly, those without a car including the young?	Q5. Train travel is out of the question for most people 80+ because of all the steps involved at stations and getting on and off trains and it is too far to walk to the station. Therefore these groups of people are dependent on specialized buses or lifts from family and friends.
Q6. Which destinations in the town are well and which poorly served by Public Transport?	Q6. Since the last re-routing of the buses, most parts of the parish are fairly well served by buses, but the main problem is the frequency.
Q7. How does travelling from the villages to the town by car compare to using public transport for going to the:	
a) hospital	Q7a. N/A
b) secondary school	Q7b. Easier, quicker and more flexible by car.
c) job centre	Q7c. N/A
d) supermarket	Q7d. Easier, quicker and more flexible by car.
e) library	Q7e. Easier, quicker and more flexible by car.
f) leisure/sports centre	Q7f. N/A
g) cinema	Q7g. N/A
Q8. What are the planned changes to rural public transport services and what will be their impact?	Q8. It is possible that the bus service from Wokingham through Hurst to Twyford and Reading could be withdrawn if the Rural Bus Grant is not available in the future, as the service is not economically viable without this Grant.
Q9. Are there safe-cycle routes within the town and between the town and villages?	Q9. A complete lack of dedicated cycle paths within Twyford itself, except on the Hurst Park estate. Many of the quieter residential roads in Twyford however are safe for cycling as are some lanes around Hurst and to the Loddon ford.

WORKSHEET T2: EASE OF ACCESS TO SERVICES

Questions	Answers
Q10. What mobile services are available in the villages?	Q10. Home library service for the disabled and infirm. GP's will make domiciliary visits to over 80's, as do district nurses and pharmacists with prescriptions. Volunteer drivers are available.

WORKSHEET T2: SWOT ANALYSIS OF EASE OF ACCESS TO SERVICES

You need to consider what the information you have gathered tells you in the light of these questions:	Write your answers here. Base them on the information you have gathered.	Conclusion					
		It's a Fact	Strength	Weakness	Opportunity	Threat	Need more info
Are bus and train times from outlying villages to the town convenient for people going to/from work and school?	There are buses and trains available at the right times, but the main problem with buses is their poor frequency and with trains, there are insufficient carriages at the most popular times.			✓	✓		
Where are the gaps in the rural transport services where demand exists?	There is no bus to Twyford from the Walthams or Shurlock Row, probably because these villages are in RBWM. Only a small mini-bus operation would probably be viable.			✓	✓		
Is public transport accessible to the less able?	Twyford station will be fully accessible to the less able once current lift installation is complete, but trains themselves are difficult for the elderly and mums with buggies to access. Most of the buses serving Twyford are low floor easy access.		✓	✓			
Is information on public transport easy to obtain?	Yes, as detailed above, available on websites, in WBC summary leaflets (in library, town hall), from rly station and on bus stops. However, residents would like to see links to timetables on a parish website and to have more leaflets available locally.	✓	✓	✓	✓		
Do public transport services, including special services such as Dial-A-Ride, need to be more widely advertised or more actively promoted?	Yes, there is a strong feeling amongst the senior citizens asked that the special services available should be more widely publicized.				✓		
Is there a need to relocate bus stops to bring them closer to the town centre?	No they are OK.	✓					

WORKSHEET T2: EASE OF ACCESS TO SERVICES

How easy is it to get to health, education, cultural and retail services from outlying villages by public transport rather than by car?	N/A						
In which parts of the area is access to services a problem?	No real problem as all of Twyford is very walkable and the less-abled residents would need Readibus or Volunteer Service if no car available privately.	✓					
In what ways are mobile services enabling people to access services and reducing the need for people to travel?	Very few mobile services, except that GP's will make domiciliary visits to over 80's, as do district nurses and pharmacists with prescriptions.			✓	✓		

WORKSHEET T2: EASE OF ACCESS TO SERVICES

WORKSHEET T3: EASE OF MOVEMENT AROUND THE TOWN

Questions	Answers
Sub-section 1: Traffic management	
Q1a. How many road traffic accidents involving pedestrians and cyclists have there been in the town and its hinterland? List any black spots.	Q1a. There were 17 accidents involving personal injury in Twyford Parish in the 3 years, 2006, 2007 and 2008. 23 casualties were involved – 10 in 2006, 8 in 2007 and 5 in 2008. Of the 17, 2 involved pedestrians (serious), 4 cyclists and 11 were vehicles only. No OAPs were involved but 2 children were. June seems to be the worse month. The worst spots seem to be Carlile Corner roundabout and the A4 (N of Malvern Way), plus the London Road/Ruscombe Road junction. All the accidents are mapped (see Appendix). <i>(Source: WBC Wokingham Highways Alliance)</i>
Q2. What traffic management and safety measures are in place? What is missing?	Q2. Speed limits have been reduced to 30mph almost everywhere within the Parish boundaries except the Waltham Road is derestricted past the Vineyard as far as the Waltham Chase roundabout, the Old Bath Road is 40mph as far East as just before the Waggon & Horses, the Wargrave Road 30mph sign is South of the A4 roundabout and the 30mph sign on Hurst Road is not until Broadwater Rd. London Road is 30mph for its entirety within the parish boundaries. Several of the recent accidents seem to have been near the points where motorists should have been slowing down. There is a 20mph zone along Winchcombe Road and Colleton Drive through to Colleton Primary School, with sleeping policemen and raised tables. Enforcing the speed limits is the 2 nd most requested improvement that residents want to the road system (traffic congestion at the cross-roads was 1 st) and some also want a 20mph speed limit in the village centre.
Q3. Where are the seriously congested junctions or parts of the local road network, and at what times are they at their worst?	Q3. The Local Transport Plan 2006-2011 only specifically mentions: <ul style="list-style-type: none"> • A4 eastbound at Carlile Corner roundabout where giving way to A321 traffic on the right causes a max. queue length of 1.3km and a 3 min. wait at school-time. • Also shown on map but not directly referred to surprisingly are queues at Twyford centre cross-roads from the South, West and North. This is the no.1 concern of residents, who want further work done on the phasing and sequencing of the traffic lights to stop traffic

Questions	Answers
	backing up along the Waltham Rd in rush-hour. There are no problems in school holidays.
<p>Q4. Where are the places where there is conflict between pedestrians, cyclists, and cars, buses or heavy vehicles?</p>	<p>Q4. The main place is in the village centre where large lorries have to negotiate the sharp corners at the cross-roads and pedestrians, with buggies etc are trying to pass on the very narrow pavements and cross 1 or 2 roads whilst the 'Green Man' is beeping. Cars speed across the junctions and around the corners having been held up at the lights and cyclists are also in danger, especially the Piggott School children going to and from school. More heavy lorries nowadays seem to be directed through the unsuitable cross-roads by their sat navs.</p>
<p>Q5. Which of the main shopping streets in the town centre are pedestrianised or with pedestrian priority measures?</p>	<p>Q5. None, except Wellington Square which provides pedestrian access from London Road through to Twyford Interiors, the Barbers and Waitrose.</p>
<p>Q6a. What makes public transport a less attractive option for specific journeys to the town?</p>	<p>Q6a. People coming to shop in Twyford from Hurst and Charvil will use the bus as these villages are not served by train, as will people from Wargrave as their station is some distance from most of the housing. Not many people will specifically come to Twyford by rail for shopping or work as there are more opportunities in adjacent Reading or Maidenhead.</p>
<p>Q6b. Which people depend on public transport and how does that compare to the usage of public transport?</p>	<p>Q6b. Older people and youngsters, too old or young to (want to) drive or unable to afford a car.</p>
<p>Q6c. Consider, for example, the walking distance from bus stops to the main shopping areas, the length of journey due to indirect routes and/or congestion, and quality of the vehicles.</p>	<p>Q6c. Bus stops are adjacent to the main shopping area.</p>

WORKSHEET T3: EASE OF MOVEMENT AROUND THE TOWN

Questions	Answers																																																																	
Sub-section 2: Car parking																																																																		
<p>Q7a. Tabulate. How many short and long-term car park spaces (including park and ride), coach parks, off street parking and disabled parking spaces are available?</p>	<p>Q7a. CAR-PARKING SPACES IN TWYFORD VILLAGE CENTRE</p> <table border="1" data-bbox="696 316 1644 1321"> <thead> <tr> <th data-bbox="696 316 907 384">Location</th> <th data-bbox="913 316 1039 384">General spaces</th> <th data-bbox="1046 316 1189 384">Disabled spaces</th> <th data-bbox="1196 316 1321 384">Other</th> <th data-bbox="1328 316 1453 384">Charge</th> <th data-bbox="1460 316 1644 384">Restrictions</th> </tr> </thead> <tbody> <tr> <td colspan="6" data-bbox="696 389 1644 416">SHORT-STAY</td> </tr> <tr> <td data-bbox="696 421 907 507">Station</td> <td data-bbox="913 421 1039 507">6</td> <td data-bbox="1046 421 1189 507">2</td> <td data-bbox="1196 421 1321 507">2 taxis</td> <td data-bbox="1328 421 1453 507">Free</td> <td data-bbox="1460 421 1644 507">Drop-down/pick-up only</td> </tr> <tr> <td data-bbox="696 512 907 724">Polehampton Close</td> <td data-bbox="913 512 1039 724">38</td> <td data-bbox="1046 512 1189 724">2</td> <td data-bbox="1196 512 1321 724"></td> <td data-bbox="1328 512 1453 724">Pay & Display</td> <td data-bbox="1460 512 1644 724">Between 8am -6pm Mon –Sat. < 1 hr 40p <2 hr 60p <4 hr £1.50 <10 hr £3.00</td> </tr> <tr> <td data-bbox="696 729 907 847">Waitrose</td> <td data-bbox="913 729 1039 847">173</td> <td data-bbox="1046 729 1189 847">7</td> <td data-bbox="1196 729 1321 847">5 (parent and child)</td> <td data-bbox="1328 729 1453 847">Free</td> <td data-bbox="1460 729 1644 847">2 hour limit</td> </tr> <tr> <td data-bbox="696 852 907 943">On street by Bowling Green</td> <td data-bbox="913 852 1039 943">5</td> <td data-bbox="1046 852 1189 943">1</td> <td data-bbox="1196 852 1321 943"></td> <td data-bbox="1328 852 1453 943">Free</td> <td data-bbox="1460 852 1644 943">1 hour Mon-Fri between 8am -6.30pm</td> </tr> <tr> <td colspan="6" data-bbox="696 948 1644 975">LONG STAY</td> </tr> <tr> <td data-bbox="696 979 907 1038">Station (GW)</td> <td data-bbox="913 979 1039 1038">60</td> <td data-bbox="1046 979 1189 1038"></td> <td data-bbox="1196 979 1321 1038"></td> <td data-bbox="1328 979 1453 1038">Yes</td> <td data-bbox="1460 979 1644 1038">Permit holders</td> </tr> <tr> <td data-bbox="696 1043 907 1256">Station (Apcoa)</td> <td data-bbox="913 1043 1039 1256">324</td> <td data-bbox="1046 1043 1189 1256"></td> <td data-bbox="1196 1043 1321 1256"></td> <td data-bbox="1328 1043 1453 1256">Pay & Display (280) and Season ticket (44)</td> <td data-bbox="1460 1043 1644 1256">Mon-Fri before 11.00 £4.40. Mon-Fri after 11.00 and all day Sat & Sun £2.20</td> </tr> <tr> <td data-bbox="696 1260 907 1316">Polehampton Close</td> <td data-bbox="913 1260 1039 1316">8</td> <td data-bbox="1046 1260 1189 1316"></td> <td data-bbox="1196 1260 1321 1316"></td> <td data-bbox="1328 1260 1453 1316">Yes</td> <td data-bbox="1460 1260 1644 1316">Season Tickets</td> </tr> </tbody> </table>						Location	General spaces	Disabled spaces	Other	Charge	Restrictions	SHORT-STAY						Station	6	2	2 taxis	Free	Drop-down/pick-up only	Polehampton Close	38	2		Pay & Display	Between 8am -6pm Mon –Sat. < 1 hr 40p <2 hr 60p <4 hr £1.50 <10 hr £3.00	Waitrose	173	7	5 (parent and child)	Free	2 hour limit	On street by Bowling Green	5	1		Free	1 hour Mon-Fri between 8am -6.30pm	LONG STAY						Station (GW)	60			Yes	Permit holders	Station (Apcoa)	324			Pay & Display (280) and Season ticket (44)	Mon-Fri before 11.00 £4.40. Mon-Fri after 11.00 and all day Sat & Sun £2.20	Polehampton Close	8			Yes	Season Tickets
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Questions	Answers
<p>Q7b. What occupancy rates are there for village centre car parks? How well used are they, and does this vary according to the time/day /season - especially when are they full?</p>	<p>Q7b. Main Station Car Park – always full, except in summer holidays. Wokingham Borough Council Car Parking Manager has calculated for Polehampton Close car park that over two 4-week periods in April and September 2008 there was an overall occupancy of 62% over the total chargeable periods. He adds “<i>During peak periods the car park is known to be full – the figure given is an average across the whole day.</i>” Waitrose – rarely completely full except at peak shopping times such as Bank Holiday weekends.</p>
<p>Q7c. Does this pattern of availability create any problems?</p>	<p>Q7c. The inadequate station car park means that commuters are known to park in the Polehampton Close car park which is meant to be short stay and in some residential roads. Now there are yellow lines on roads nearer the station, cars are parking as far away as the Hurst Park and Waltham Chase estates. Local businesses therefore find problems in using Polehampton Close car park for their staff or visitor parking.</p>
<p>Q8. Using signposts only, both as a pedestrian and as a car user, how easy is to find the way from key locations such as the short-stay car park and train station to the:</p>	
<p>a) main shopping street</p>	<p>Q8a. At the top of Polehampton Close, there is a clear road sign on the High Street to the Superstore car park and to the station. From the station, there is a pedestrian type sign to ‘Village Centre’ and then at Church St/Station Rd junction, there is a 2-way sign to Village Centre in one direction and Railway Station, Police Station and Station Parade in the other.</p>
<p>b) library</p>	<p>Q8b. Only sign is in the High Street pointing down Polehampton Close but it was only supposed to be a temporary library!</p>
<p>c) other key destinations</p>	<p>Q8c. There are no signs from village centre to health centre or community centre (Loddon Hall).</p>
<p>Q9a. Are the majority of disabled parking places within 250 metres of the main focal points of the town centre such as the main shopping area?</p>	<p>Q9a. All Waitrose disabled spaces are adjacent to their store and within 50m of most other shops. Some businesses front onto busy roads where it is not possible to stop on yellow lines outside. There are no disabled spaces provided for example behind the Post Office or pharmacies which would be desirable. The Senior Citizens Focus Group were satisfied with the number of disabled places available.</p>

WORKSHEET T3: EASE OF MOVEMENT AROUND THE TOWN

Questions	Answers
Q9b. Where are disabled parking places and do they provide adequate access for key destinations in the town?	Q9b. There are also disabled spaces adjacent to Twyford Station and 2 in the short-stay Polehampton Close car park near the ramp up to the road.
Q10. Do the majority of pedestrian crossings without have tactile markings and audible warnings such as pelican crossings?	Q10. The 4 main crossing points at the village cross-roads have tactile makings and audible warnings.
Q11. Are the pavements in good condition including and are there dropped kerbs at crossing points?	Q11. The pavements in the shopping centre were re-paved a few years ago and so are in good condition with dropped kerbs.
Q12. Which public buildings and shops have disabled access?	Q12. Some shops still have small entrance steps with a bell to ring. It is noticeable that the Post Office does not have an automatic door, so this is rather a barrier for the less able and mothers with buggies. Disabled access at Twyford station is being provided currently. Some of the dentists have consulting rooms upstairs which are inaccessible so a ground floor room has to be requested.
Sub-section 4: Cycling and walking	
Q13. Where are the main foot and cycle paths within the town and how well do they link up?	Q13. No specific cycle paths at all, which is a major complaint of residents.
Q14. Are there dedicated/segregated cycle routes linking residential areas to the town centre and to local schools?	Q14. None
Q15a. Is it easy for people to walk to/from school? Primary Schools	Q15a. Charvil residents have the main problem as there is no primary school in their village and it is not a particular pleasant walk with young children and buggies along the meandering Old Bath

WORKSHEET T3: EASE OF MOVEMENT AROUND THE TOWN

Questions	Answers
	Road into Twyford. If Colleton is their choice, then it really means a car journey from Charvil. Residents on Hurst Park and Waltham Chase have a network of quiet roads and walkways through to Colleton School and there is a second gate open at school start and end times onto Verey Close. A lollipop man is on duty at school time on the London Road by Polehampton Infants School.
Q15b. What initiatives are there to encourage walking or cycling to school (Primary & Secondary)?	Q15b. None of the 4 schools in the area have 'walking bus' type initiatives although all 4 have School Travel Plans. Some of the latter are a few years out of date now and in many cases, proposals such as traffic calming have been implemented.
Q16. What secure cycle parking is there at convenient locations throughout the town?	Q16. Only one left on Bell Corner and another 3 outside vacant café on London Road. Waitrose has 5 racks, accommodating 10 bikes. At the station, there are 20 double-racks (so space for 40 bikes) but at time of survey (Friday 27 Feb. 2009) all these were occupied and there were about 10 more bikes attached to railings and 1 motorbike. There also appears to be a secure cabinet to house 5 bikes but this was not in use.

WORKSHEET T3: SWOT ANALYSIS OF EASE OF MOVEMENT AROUND THE TOWN

You need to consider what the information you have gathered tells you in the light of these questions:	Write your answers here. Base them on the information you have gathered.	Conclusion					
		It's a fact	Strength	Weakness	Opportunity	Threat	Need more info
Are there accident 'black spots' where there is a need to introduce safety measures to protect pedestrians and cyclists?	<p>The Carlile Corner roundabout accidents need more investigation. Are these at school time or just general morning peak commuter time, when frustrated drivers are held up in the traffic queues?</p> <p>The accident data suggests that motorists are not slowing down when entering the 30mph zone in the village. The accidents are also often near where vehicles are turning into or from side roads. Perhaps speed activated signs are needed on Hurst Rd, Waltham Chase roundabout (where there is also a sharp bend), London Rd, Old Bath Rd, Wargrave Rd. Parked cars might be a cause of accidents at Longfield Rd shops.</p>				✓		✓
Are there any opportunities to increase bus access and circulation in the town centre?	Bus services need to be more frequent and provide more direct routes to Reading, Wokingham and Woodley.			✓	✓		
Are there opportunities to extend pedestrian prioritisation in the shopping areas?	Pavements need widening on High Street and Church St.			✓	✓		
Is it easy for people, including those with disabilities, to find their way around town?	Signposts needed from village centre to Health Centre and Loddon Hall.			✓	✓		
How could the network of footpaths	Cycle-paths needed in all directions but particularly for Piggott						

and cycle routes be improved for all sectors of the community?	School children right from the south of the village via the village centre; from Charvil into centre; from centre along London Rd to Hare Hatch; from Hurst into Twyford village centre; cyclepath and footpath linking Twyford and Ruscombe.			✓	✓		
Do the cycle paths and footpaths connect places that people wish to go to?	There are no cyclepaths at all at the moment. Footpaths have some important missing links.			✓	✓		
In what ways could dedicated/segregated cycle routes and footpaths linking residential areas to the town centre and to local schools be improved?	See above.			✓	✓		