

## Minutes from the Transport & Accessibility Action Group Meeting 5<sup>th</sup> October 2009, The Duke of Wellington, High Street, Twyford

**Present:** Vivien and Colin Readman (residents), Gordon Storey (resident and Deputy Lord Lieutenant of Berkshire), Patrick Heather (Chairman TVP), Christian Wrigley (Vice-chair TVP), Kathy Peck (secretary TVP).

**Introduction and summary:** The meeting was arranged to discuss the suggestions for action points received from the recent questionnaire and focus group responses; numbered 1 to 21 below. It was agreed that many other parishes in the borough suffer from the same problems with traffic and parking, therefore this Action Group should consult with the Parish and Borough Council to use their expertise to find solutions to these problems. The actions in italics below will be passed on to groups or individuals with experience in handling these issues.

### ROAD & TRAFFIC

#### 1. Reduce peak-time congestion at Twyford X-roads

- Can sequencing of traffic lights be improved? Give more priority in morning rush-hour to traffic from S along Waltham Rd and from W from Charvil.
- N/S by-pass as long-term objective.

Volume of traffic is the issue here. Sat-nav systems direct cars, vans and lorries through Twyford when they should stay on the A4. A N/S bypass is a good idea but seems beyond the scope of this plan. Also location of bus-stop outside picture framers causes a blockage. The 850 Arriva bus should not need to stop here as it stops opposite Waitrose. The bus from Wokingham is the only route that should need to stop here – and really it is not an ideal location.

*Action: Consult with WBC regarding the sequencing of the traffic lights and any plans they may have regarding a N/S bypass for Twyford. Contact sat-nav manufacturers to request a route change avoiding Twyford centre. Look into better signage to keep vehicles on the A4. Relocate bus stop?*

#### 2. Reduce speeding on all roads in the Parish

- Investigate gateway features (verge gates, planting, boundary trees, red strips etc) at 5 entries to village on Hurst Rd, Waltham Rd, London Rd, Wargrave Rd and Old Bath Rd. Rationalise these gateways to coincide with start of 30mph and parish boundary signs;
- Investigate 20mph limit in village centre and as far as Polehampton Infants School.
- Investigate feasibility of electronic speed warning signs in key locations.

Gateway features work well in other countries like France, particularly when combined with road markings and a width restriction which forces cars to slow down. Attractive planting would also improve the street scene. A 20mph limit could irritate people more than it would help. More information is needed on the effectiveness of electronic speed warning signs.

*Action: Investigate suitable locations for the gateway features, possibly liaising with Ruscombe Parish Council if it seems sensible to mark the 'settlement' boundaries, rather than the parish boundaries.*

#### 3. Reduce number of traffic accidents at various black-spots

- Roundabout needed for A4/London Rd junction at Wyevale (outside Parish)
- 40mph on A4 at Wyevale (outside Parish)
- Hurst Rd/Waltham Rd junction. Improve sightlines, alter priority?
- London Rd/Springfield Park/Ruscombe Rd junction
- Enforce speed limits
- Pelican/Zebra Xing over A4 at BP garage, or at N end of Wargrave Rd to encourage Piggott pupils to use A4 bridge?
- T-junction by Longfield Rd shops (see also Amberley Drive rat-run). Review needed of double yellow lines. More enforcement of existing restrictions. Buses often find it difficult to negotiate junction because of badly parked vehicles.

- Yellow lines needed on both sides of Waltham Road alongside Stanlake Meadow, as impossible for cars to overtake parked cars safely because of bends in road.
- Phasing of traffic lights at Ruscombe Bridge. Conflict here because motorists complain about being held up whilst cyclists say they are not given enough time to clear the bridge

There are already discussions taking place regarding the A4 junction at Wyevale. Wargrave, Twyford and Ruscombe parish councils are hoping to agree a solution that they can then present to WBC. Traffic issues at Wyevale are outside the scope of this plan. Many of the issues listed here need a traffic expert to survey the situation and advise whether anything can be done. Illegal parking causes most of the problems by the Longfield Road shops, enforcement would seem to be the only option. Delivery lorries should go around the back to unload.

*Action: Ask the local Police to target this area with parking enforcement at regular intervals to stop the repeat offenders. Consider a road-safety campaign aimed at school children.*

#### 4. Other road improvement suggestions

- Remove speed humps and tables in Winchcombe Rd, Wessex Gardens and Colleton Drive. 20mph speed limit is sufficient.
- Signposting needed from village centre to Health Centre and Loddon Hall.
- Amberley Drive 'rat-run'.
- Can walking buses for local primary schools be introduced?
- Do schools need to update their Travel Plans?

Signposting could be looked at but we want to avoid too many signs in any location.

*Action: Consult with WBC and local schools on the issues above.*

#### 5. Road Maintenance

Springfield Park, Arnside Close/Chaseside Av.

Twyford Parish Council already inform WBC of road maintenance issues on a monthly basis.

### FOOTPATHS & PEDESTRIANS

#### 6. Make the village centre more pedestrian and cyclist friendly

- Ban heavy lorries except for access
- Investigate possibility of widening pavements in Church St and High St. Could traffic lights be moved farther back (as in Wargrave)?
- More bollards on pavements on London Rd to stop pavement parking - but conflict here with delivery needs of local traders.
- Enforcement against pavement parking in Brook St. and outside photographers on Waltham Rd.
- Xing needed in Loddon Hall Rd for Polehampton children, across the Loddon Hall Car Park
- Dropped kerbs needed across Loddon Hall Rd opposite Twyford Surgery;
- Make Station Rd one-way;
- Widen pavement alongside Stanlake Meadow so wide enough for pedestrians to pass and also for double buggies;
- (Improved) pedestrian crossings by station on Hurst Rd nr station, up near Waltham Rd and across Waltham Rd to Springfield Park alleyway;
- Proper footpath required along Stanlake Lane and to connect with one over Ruscombe bridge;
- Footpath and cyclepath needed from S of Twyford to Ruscombe to prevent having to go into village centre and out again;
- Footpath link needed between Mallard Close and Gooch Close to link the Hurst Park and Waltham Chase estates and so enable more all-weather 'health walks' and foster community spirit.

It would be a good idea to stop big lorries using Twyford as a through-route – make it access only. There are no easy solutions to increase the width of the pavements. Moving the traffic lights back just causes more problems, as you then need to include traffic controls at other road junctions. Bollards may stop parking but they reduce the available pavement width.

*Action: Speak to Polehampton C of E Junior School regarding the problems in Loddon Hall car park.*

*Speak to WBC about dropped kerbs for pushchairs & wheelchairs crossing Loddon Hall Road. Ask WBC about plans submitted 6 or 8 years ago to improve the station forecourt area which also included making Station Road one-way (note : residents were against it at the time). The plans were dropped when First Great Western replaced Thames Trains as the operator of Twyford Station. To tackle the footpath issues we need to look at pedestrian access into the village to prioritise which areas are the most important. There is at least one footpath link from Mallard Close but it should be better signed and we should produce a map of all footpaths and cut-through routes to improve pedestrian access around the village. This could be on permanent display in the village centre.*

## **CYCLEWAYS**

7. Develop a network of cycleways throughout the parish, preferably dedicated single-use:
- Main priority is cyclepath from estates S of village, through centre to Piggott School (possibly partly running along disused rail track to Henley);
  - Cyclepath from Charvil into village centre;
  - Cyclepath from Hare Hatch along London Rd into village centre;
  - Cyclepath from Hurst into village centre;
  - Make KGF more cyclist friendly as this would be safe route;

The idea of a cycle path alongside the railway track for schoolchildren is excellent.

*Action: Contact National Rail and Sustrans. Also contact Duncan Mackay (S.E. Regional Director of the Countryside Agency) - he is a cycling guru who lives in Twyford and might be prepared to offer expert advice. Speak to TPC about King Georges Field – would need to increase the gap between the rails at the Hermitage Drive entrance (currently no-cycling!).*

8. Make the village more cyclist friendly:
- Give cyclists green priority strips at lights;
  - Phase traffic lights on Ruscombe Bridge to give cyclists time to cross.

WBC would have experience with road systems favourable for cyclists.

## **PARKING**

9. Increase amount of car parking available at Station for rail users
- In normal economic times and term-times, station car parks are all over-subscribed. Expense encourages commuters to park for free in adjacent roads e.g. Wessex Gardens or in Polehampton Car Park because it is cheaper (which means no spaces there for shoppers or village businesses).
  - Can on-site parking be re-instated for parents/carers at Colleton School at drop-off/pick-up times?
  - More cycle-racks needed at Station – and in village centre.

People drive from Wokingham to Twyford (parking at Twyford) as the trains are faster!

*Action: Start a dialogue with the company running the station car-park. Survey the station cycle racks to see how full they are at what times. Consult with the Colleton School about parking issues there. Consider implications of making Polehampton Close car-park cheaper for short-stay and more expensive for long-stay parking.*

## **RAIL TRANSPORT**

10. Improve off-peak services:
- 2 of the 4 trains per hour off-peak and weekends to London should be semi-fast.
  - Faster trains from London need to run a bit later after the evening peak.
11. Reduce over-crowding at peak times:
- Trains still need to be longer and more frequent.
12. What effect will Cross-rail have on Twyford train services to London and Reading?

*Action: Start a dialogue with First Great Western on these issues.*

## **BUS TRANSPORT**

13. Increase bus usage with more frequent services – more than half-hourly

14. Provide more direct bus service in some directions:
  - to Wokingham
  - to Reading
  - A direct daily bus to Maidenhead
15. Provide better service to Woodley now that Nationwide has closed.
16. Bus Service required on Sundays (for shopping and rugby at High Wycombe) and Bank Holidays and later than 8pm from Reading on other days.
17. Bus link needed from N Twyford to station (but unviable in past)
18. Investigate if Rural Bus Grant will be withdrawn for Reading to Wokingham service in Twyford.
19. Is bus from Walthams to Twyford viable?
20. Encourage increased number of bus passengers:
  - Investigate if more bus shelters possible despite being in Conservation Area e.g. outside Zappa's and in Waltham Rd.
  - Ensure information on bus timetables widely available. Check ALL bus-stops, TVP/PC website, Library, railway station.
  - Can smaller, cleaner, most accessible buses be run on all routes?
21. Provide more buses for school and college routes:
  - Are more school buses required for Wargrave Piggott School?
  - No bus from Charvil to Colleton School for 8.45am.
  - Is bus from Bracknell to Twyford (via Walthams viable)? Could be used by College students.

Who owns the bus stops/maintains the posts? WBC say the bus companies do and they say WBC do! Twyford is actually fairly well-served by the buses but the problem is that people do not know where and when the buses stop. Why was the TVCMI local bus service unsuccessful?

*Action: Better timetable information - on all the bus-stop posts and available as paper copies. Speak to the bus companies that currently serve Twyford – they will have usage information and will know if there are commercially viable solutions to any of these requests.*