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## **EARLEY TOWN COUNCIL**

### **Response to the Local Cycling & Walking Infrastructure Plan Consultation**

The points in this response refer to documents on the WBC Commonplace consultation website.

#### **Church Road**

- Installing speed humps can affect people living nearby, with vibration and noise.
- Removing guardrails outside Earley St Peters school may not be safe.
- The box heading “Wokingham Road / Wilderness Road junction”, should be changed to “Wokingham Road / Church Road / Wilderness Road junction” to show that solutions here will also affect Church Road.
- Improve the sightlines for cars exiting Heath Road into Church Road.
- Ensure that Mays Lane is not opened up to motorised traffic by works at the junction with Church Road.

#### **Reading Road**

(Only considering the Wokingham Road section in Earley)

- Safety improvements are needed for pedestrians at the entrance and exit to the petrol station at Loddon Bridge.
- Reinstate the pedestrian island, or a pedestrian crossing at Little Horse Close, to enable access to the Reading-bound bus stop.
- Pedestrian crossing at Station Road / Kenton Road. This is a busy pedestrian route between Earley and Woodley schools and the railway station.

#### **Lower Earley Way**

- Meadow Road “Liveable Streets” proposal not explained in this document.
- Signalising the junction of Gipsy Lane and Rushey Way appears unnecessary as this is not the main route for cyclists. The Gipsy Lane subway under Rushey Way already serves.
- Label of box “Gipsy Lane (from Westminster Way)” should read “Cutbush Lane, between Gipsy Lane and Meldreth Way”.
- The Carshalton Way/Meldreth Way/Cutbush Lane roundabout is currently dangerous for traffic exiting the eastern Cutbush Lane arm, due to the poor sightline along Carshalton Way. The “Give Way” line should be advanced to overcome this.
- Lower Earley Way West does not need a speed reduction to 30mph.

- Light-controlled crossings are needed at the top and bottom of Beeston Way and across Lower Earley Way and Cutbush Lanes; signalising both roundabouts would create congestion and be an unnecessary expense. (If done, the lights should be turned off late at night, when they would be unnecessary).

### **Other Comments on the proposals**

- Laurel Park, Earley is not included at any level on the cycle network.
- The cycle route from Woodley to Earley station, stops at the bridge on the Woodley side.
- The route from Silverdale Road to Sol Joel Park, along Maiden Erlegh Drive, is not included on the walking network.
- The walking route from Maltby Way, Crossing Beeston Way, to Asda is not included.
- A crossing on Chalfont Way, near Lark's Meade is required to allow residents to get to the bus stop safely.
- A crossing on Pepper Lane, near the junction of Elm Road, is needed to help residents get to the bus stop.
- There appears to be a conflict between the proposals for Church Lane/Pitts Lane in this consultation when compared to the proposals in the Woodlands Avenue – Palmer Park Active Travel scheme consultation.
- The wooden barriers on Lower Earley Way appear to have been incorrectly assembled, being nailed from the roadside; it would be safer for cyclists if nailed from the pavement side. From observation, this shared space is not much used – with serious cyclists preferring to use the road.

### **General Comments**

The Commonplace Consultation website/interactive maps have been found difficult to use, and significantly deficient in some important respects; this may account for the seemingly low level of responses. For example, under the tab 'Infrastructure Improvements', there is a map showing some, but not all the intended improvements; the Lower Earley Road scheme is not shown. The interactive map 'Liveable Neighbourhoods' is supposed to show suggested plans for Central Earley and West Earley, but nothing appears on the map. The "Borough-wide walking routes" map has no links.

This concludes the comments of Earley Town Council.

Dated: 18<sup>th</sup> August 2022