

# Individual Decision

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The attached report will be taken as Individual Portfolio Member Decision on:

**Monday, 18th June, 2018**

<b>Ref:</b>	<b>Title</b>	<b>Portfolio Member</b>	<b>Page No.</b>
ID*	<b>A4 Cycle Improvements - Thatcham</b>	Councillor Jeanette Clifford	3 - 58



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## Individual Executive Member Decision

### A4 Cycle Improvements - Thatcham

<b>Committee considering report:</b>	Individual Executive Member Decision
<b>Date ID to be signed:</b>	18 June 2018
<b>Portfolio Member:</b>	Councillor Jeanette Clifford
<b>Date Portfolio Member agreed report:</b>	
<b>Forward Plan Ref:</b>	ID3437

#### 1. Purpose of the Report

- 1.1 To summarise the responses received to the consultation on proposed improvements to cycle facilities along the A4 through Thatcham (proposed National Cycle Network Route 422) and make a recommendation as to how to proceed with the project.

#### 2. Recommendations

- 2.1 It is recommended that:

- (1) The proposals advertised in the recent consultation are implemented, albeit with a number of minor amendments to address comments made by respondents;
- (2) Traffic Regulation Orders required as part of the proposals are advertised in a separate statutory consultation, with any objections received being referred to the Executive Member for Highways and Transport in a further Individual Decision.

#### 3. Implications

- 3.1 **Financial:** If implemented, the measures recommended will cost approximately £115,000 and be funded from the Capital Programme using funds already received from the Thames Valley Berkshire Local Enterprise Partnership (LEP).
- 3.2 **Policy:** None
- 3.3 **Personnel:** None
- 3.4 **Legal:** If implemented, the project will require new Traffic Regulation Orders to be advertised in a separate statutory consultation process.
- 3.5 **Risk Management:** If implemented, the project will be managed in accordance with the Transport and Countryside Service's approach to

risk management.

3.6 **Property:** None

3.7 **Other:** None

## 4. Consultation Responses

### Members:

**Leader of Council:** Councillor Graham Jones was generally supportive but did not comment on the specifics of the scheme report.

### Overview & Scrutiny Management

**Commission Chairman:**

Councillor Emma Webster did not comment.

### Ward Members:

Councillor Richard Crumly (Thatcham Central Ward) has no objections to the scheme.

Councillor Marigold Jacques (Thatcham Central Ward) supports the proposals.

Councillor Steve Ardagh-Walter (Thatcham West Ward) supports the proposals and gave the following feedback:

*"I'm very supportive of the NCN422 scheme for several reasons: it will encourage more travel by cycle, with the associated benefits of improved health and wellbeing for cyclists. It will improve safety for cyclists (both the more- and the less-confident). It will also reduce traffic congestion and pollution by displacing some travel from car to bicycle.*

*While most A4 residents in W Thatcham have either adequate parking space for 2 vehicles in their property or on several wide stretches of tarmac (N side), I'm aware there are several properties on both sides who do not have this facility. It is important that a good solution is found for these residents – the parking bays you highlighted will be ideal where this is possible, and I very much hope that you'll be able to find alternatives where not.*

*I do think the cycle lane needs to be enforced with at least double yellow lines if the ideal white lined solution is not going to be possible. Otherwise the change in behaviour we need to see from a few vehicle owners who currently park on the cycle lane will not take place."*

Councillor Jeff Brookes (Thatcham West ward) would like a new crossing facility between Henwick Lane and Tull Way but

did not comment on the recommendations of this report.

Councillor Rob Denton-Powell (Thatcham South & Crookham Ward) supports the proposals.

Councillor Jason Collis (Thatcham South & Crookham Ward) did not comment.

Councillor Sheila Ellison (Thatcham North Ward) did not comment.

Councillor Lee Dillon (Thatcham North Ward) did not comment.

**Opposition Spokesperson:**

Councillor Alan Macro gave the following feedback:

*"I am disappointed that a segregated cycle lane cannot be provided, but understand the reasons.*

*One of the problems with "white paint" cycle lanes is that cars park in them. I am therefore disappointed that double yellow lines cannot be used throughout, though again I understand the reason. The times for the single yellow line restrictions must cover the entire commuting period. This means starting the restriction at 7am and finishing it at 7:30 or 8pm. This will probably not satisfy the residents who complained about the double yellow lines restriction."*

**Local Stakeholders:**

Consulted in April / May 2018 via leaflet drop and online consultation. See Appendix C for a summary of the responses.

**Officers Consulted:**

Mark Edwards, Jon Winstanley, Glyn Davis.

**Trade Union:**

Not applicable

## 5. Other options considered

Alternative east-west routes were considered but none were suitable as they lacked directness, coherence and did not connect to the shopping area or other local destinations. Further grades of separation were looked at, including a bi-directional fully segregated track but the frequency of driveways crossing the footway (both sides) made this option inadvisable as well as unaffordable within the budget.

### Kennet & Avon Canal Towpath:

- 5.1 The proposed NCN422 is a direct commuter route that will provide an express route for cyclists travelling up to 15mph. To provide and maintain an equivalent facility on the towpath would not be feasible. The canal lies to the south of Thatcham and does not connect many houses or destinations so would be of limited usefulness neither for utility cycling nor as a direct commuter route. Separately the Canal & River Trust (CRT) have received funds to upgrade the towpath east of Newbury,

from Bull's Lock to Victoria Park. This will be a welcome upgrade for recreational cycling but does not solve the problem of cyclists and pedestrians living and working close to the A4 needing safe and direct routes to and from work.

### Lower Way:

- 5.2 There is already a cycle route on Lower Way that serves the south of Thatcham. However for residents who live elsewhere, especially to the north, this route is not on the desire line and would take most cyclists away from places of employment and local destinations within the town centre.

### Tull Way

- 5.3 There is a quality segregated cyclepath on the orbital road but this skirts Thatcham to the north and, like Lower Way, does not link the majority of residents with places of employment or retail areas.

### Bath Road (Other options)

- 5.4 A fully segregated path on the south side of the A4 was also considered. However due to limited space on and off the carriageway, unless large areas of land were purchased then creation of such a track would not be possible. Furthermore the budget is insufficient to fund extensive kerb realignment, new drainage and construction of an off-road route for the entire distance. Therefore if we attempted such a track with space / budget constraints it would inevitably be disjointed where existing pinch points and/or land issues couldn't be resolved, creating something that would not be used. Discussions with cyclists and local cycling groups indicated a preference for on-carriageway solutions.

## 6. Introduction/Background

- 6.1 Working with other unitary authorities in Berkshire, West Berkshire Council successfully submitted a bid for funding to the Thames Valley Berkshire Local Enterprise Partnership to improve cycling facilities along the Thames Valley corridor between Newbury and Windsor, with a particular focus on promoting cycling for journeys to work. £1.1m has been allocated to West Berkshire Council to deliver its part of the project. It is intended for the route to be direct and to a suitable standard for commuters travelling at higher speeds than we would expect on a leisure route.
- 6.2 The section of the A4 through Thatcham is the second phase of West Berkshire's part of the route. Work has begun constructing the first phase, from Newbury to Thatcham, earlier this year. It is intended to be a rolling programme and continue on to Calcot, on the outskirts of Reading for phase three to be delivered in 2019.
- 6.3 The A4 (known locally as London Road, Bath Road and Chapel Street) is the main route through Thatcham. It is single urban carriageway and is fronted by properties and businesses and has numerous side roads, schools and play areas along its length. It is an arterial route and carries a high volume of traffic, including many HGVs.
- 6.4 There are a number of existing cycle facilities on the A4 through Thatcham, both on and off carriageway. Cycle lanes exist in parts but are not connected. There are advanced stop lines on some signalised junctions but not all. There are some shared use paths on the footways however they are discontinuous and include

points of potential conflict between cycles and motor traffic (for example across private driveways and request to dismount at all side roads). Shared footways also create conflict between cyclists and pedestrians (for example at bus stops and where there is insufficient width to safely share the available space).

- 6.5 Surveys have shown that currently many cyclists use the footway instead of the carriageway, even when not formally designated for use by cyclists, and can come into conflict with pedestrians or cars exiting driveways or at side roads. The existing footway is narrow in parts making it difficult for pushchair and wheelchair users to use, or for two people to comfortably walk side-by-side. Under existing conditions cyclists' needs on the carriageway are not provided for, or they tend to be abandoned at pinchpoints and junctions, so it is perhaps no surprise that they ride on the footway.
- 6.6 Whilst improving conditions for cyclists, the needs of all road users have to be balanced and the proposals have been developed so as not to have an unduly negative effect on vehicular congestion or worsen the experience of pedestrians. Road space is limited. In some locations, therefore, it has not been possible to achieve fully continuous provision for cyclists either on- or off-carriageway because to have done so would have compromised safety for pedestrians or reduced capacity for motor traffic. These areas will need to be looked at in further detail as and when more funding becomes available.
- 6.7 The proposals are shown on a series of drawings in Appendix D and are summarised as follows:
- (1) Introduce 1.5 metre wide cycle lanes on the carriageway;
  - (2) New parking restrictions to prevent vehicles blocking the cycle lanes and to create safe space for cycling;
  - (3) Remove, or reduce the width/length of central hatching & right hand turn lanes where appropriate;
  - (4) Remove traffic island 'pinch points' where necessary to create the space for the on-carriageway cycle lanes;
  - (5) Improve pedestrian crossing facilities by upgrading puffin to toucan crossing;

## 7. Supporting Information

- 7.1 At the end of April / beginning of May 2018, households and businesses on and adjacent to the A4 were consulted on the potential improvements with pamphlets delivered to approximately 900 addresses (see Appendix B). The proposals, including detailed drawings, were also publicised on the consultation section of the Council's website.
- 7.2 Eighteen responses to the consultation were received. Of these four supported the proposals, eleven were not supportive, and three made comments that were neither in favour nor against. One of the responses was a petition with 43 signatures, from 35 different addresses, specifically opposing the introduction of the parking restrictions. There was some crossover in that a few of the petitioners also submitted individual representations, these have not been counted twice but instead

considered as a single objection. The responses are summarised in Appendix C, together with Officer's comments.

7.3 There were a number of recurrent themes in the responses, summarised below:

Parking Restrictions:

7.4 The biggest issue concerned parking restrictions. Residents of Bath Road made representations about losing the facility to park on the A4 carriageway outside their properties, making it difficult to receive visitors and tradesmen. Some respondents claimed that the majority of the A4 on this section through Thatcham is clear of parked vehicles and didn't warrant the new parking measures. The parking provision for Tudor Court received a lot of attention; respondents felt that the new flats were built without sufficient parking spaces. Parking capacity and occupancy surveys showed that there is sufficient parking for residents and visitors under the new proposals. However we have revisited and reduced the restrictions to single yellow where appropriate. It should be noted that any parking restrictions to be introduced would require a Traffic Regulation Order and statutory consultation according to due process.

Segregation:

7.5 A few cyclists requested that physical separation is installed between vehicular and cycle traffic with a white line not being seen as a sufficient deterrent to vehicles encroaching on the cycle lanes. However there is not enough space to construct physical barriers on the road. There are options to introduce light segregation features and we will look into this in the future.

7.6 Cycle Track:

Some comments alluded to the example of the cycleway on Lower Way. To construct a similar bi-directional segregated track along the length of the A4 from through the centre of Thatcham would involve realigning kerblines and purchasing land, would be disruptive to build and cost far beyond the project budget.

Cyclists don't make use of existing paths:

7.7 A frequent complaint in the feedback was that existing cycle paths are not being used by cyclists. Examples cited were Lower Way, Turnpike Road, Heath Lane and Tull Way. This may be due to the discontinuous nature of the current provision and it is anticipated that by providing well designed, more continuous infrastructure then use by cyclists will increase. Cyclists are still welcome to continue to use the shared footways that currently exist on the A4 if they prefer to do so and these will be unaffected by the on-carriageway lanes proposed by this scheme.

## 8. Options for Consideration

8.1 In view of the relatively low consultation response rate it is clear that, parking issue aside, the proposal was uncontroversial and can go ahead with only a few minor amendments (refer to the Officer Comments in Appendix C). However the response to the parking proposal indicates that the scheme is likely to draw objections at the statutory consultation stage. Therefore a few options have been identified:



- (1) Abandon the proposal for parking restrictions, install advisory cycle lanes with no protection and accept that the infrastructure will be substandard as lanes will be blocked by parked vehicles.
- (2) Advertise the proposed restrictions in a statutory consultation and deal with any objections that may be made on their merits.
- (3) Reduce the extent of the proposed parking restriction and investigate alternative options for residents while maintaining the continuous cycle lanes. Then proceed to the statutory advertisement of a traffic regulation order showing the revised restriction.

## 9. Proposals

- 9.1 The majority of consultation responses were negative. A lot queried the justification of the scheme, and cycling in general, rather than engaging with the detail. It is usually the case in consultations that respondents are more likely to be motivated to object to a proposal than support it. Furthermore those who would be expected to be in favour of the scheme – cyclists travelling through the area on a regular basis – are in this case a transient population that might not have been engaged by the letter drop / website consultation. Explicit efforts were not made to engage them via social media as this may be seen to have been soliciting for support and invalidate the consultation.
- 9.2 In light of this, and of the representations received, it is recommended that the Council proceeds with Option 3. This will require further liaison with affected residents to ensure that the compromise is an adequate solution.

## 10. Conclusion

- 10.1 By listening to the feedback and making the above amendments to the scheme we are confident that what is proposed is the best possible solution for improving cycling conditions on the A4 and therefore work towards the Council's aim to encourage sustainable modes of transport.
- 10.2 The delivery of Options 2 and 3 will require new Traffic Regulation Orders, to give effect to the proposed parking restrictions. Statutory consultations must therefore be held as part of a separate legal process, with any objections received being reported back to the Executive Member for Highways and Transport for Individual Decision.

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### Subject to Call-In:

Yes:  No:

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### Wards affected:

Thatcham West  
Thatcham North  
Thatcham South & Crookham  
Thatcham Central

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### Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aim:

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**HQL – Maintain a high quality of life within our communities**

The proposals contained in this report will help to achieve the following Council Strategy priorities:

**SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy**

**HQL1 – Support communities to do more to help themselves**

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**Officer details:**

Name: Neil Stacey  
Job Title: Principal Engineer (Projects)  
Tel No: 01635 519113  
E-mail Address: [neil.stacey@westberks.gov.uk](mailto:neil.stacey@westberks.gov.uk)

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## 11. Appendices

- 11.1 Appendix A - Equalities Impact Assessment
- 11.2 Appendix B – Consultation Leaflet
- 11.3 Appendix C – Consultation Responses and Officer Comments
- 11.4 Appendix D – Detailed Drawings of the Proposed Scheme

## Appendix A

### Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity as set out in the Public Sector Equality Duty (Section 149 of the Equality Act), which states:

- “(1) A public authority must, in the exercise of its functions, have due regard to the need to:**
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;**
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; This includes the need to:**
    - (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;**
    - (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;**
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it, with due regard, in particular, to the need to be aware that compliance with the duties in this section may involve treating some persons more favourably than others.**
- (2) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.**
- (3) Compliance with the duties in this section may involve treating some persons more favourably than others.”**

The following list of questions may help to establish whether the decision is relevant to equality:

- Does the decision affect service users, employees or the wider community?
- (The relevance of a decision to equality depends not just on the number of those affected but on the significance of the impact on them)
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, or a major change to an existing policy, significantly affecting how functions are delivered?
- Will the decision have a significant impact on how other organisations operate in terms of equality?
- Does the decision relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the decision relate to an area with known inequalities?
- Does the decision relate to any equality objectives that have been set by the council?

Please complete the following questions to determine whether a full Stage Two, Equality Impact Assessment is required.

<b>What is the proposed decision that you are asking the Executive to make:</b>	Approve the introduction of cycle lanes on the A4 and associated changes to road layout.
<b>Summary of relevant legislation:</b>	N/A
<b>Does the proposed decision conflict with any of the Council’s key strategy priorities?</b>	No
<b>Name of assessor:</b>	Neil Stacey
<b>Date of assessment:</b>	24/05/18

Is this a:		Is this:	
Policy	No	New or proposed	Yes
Strategy	No	Already exists and is being reviewed	Yes
Function	Yes	Is changing	No
Service	No		

<b>1 What are the main aims, objectives and intended outcomes of the proposed decision and who is likely to benefit from it?</b>	
<b>Aims:</b>	To improve facilities for cyclists on the A4 corridor through Thatcham.
<b>Objectives:</b>	<ol style="list-style-type: none"> <li>1. Improve accessibility and safety for vulnerable road users.</li> <li>2. Encourage more journeys to be made by bicycle.</li> </ol>
<b>Outcomes:</b>	To provide cycle lanes on the carriageway and upgrade crossing.
<b>Benefits:</b>	<ol style="list-style-type: none"> <li>1. Reduced conflict between cyclists, pedestrians and motor vehicles.</li> <li>2. More attractive, safer conditions.</li> <li>3. Sustainable transport.</li> </ol>

**2 Note which groups may be affected by the proposed decision. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine this.**

(Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)

Group Affected	What might be the effect?	Information to support this
Disability	With respect to the removal of the central island at the Crown Mead pedestrian crossing, there could be a perception that the increased crossing distance involved makes it more difficult for those with mobility impairments and the elderly to cross.	As it is located in close proximity to a health centre, several elderly and disabled people have been observed using it, often walking across the road slowly. Some pedestrians may prefer to cross two separate 3 metre wide carriageways than a single 9 meter wide carriageway. Others may have the opposite preference.
<b>Further Comments relating to the item:</b>		
Whilst it is true that the distance that pedestrians must walk in one movement to cross the road is greater, the crossing will be designed and configured to allow sufficient time for pedestrians to cross the road. Motion detectors will prevent traffic being shown a green light while pedestrians are in the carriageway. The re-design will remove the need for pedestrians to stand and wait in the middle of the road. The crossing will also be enlarged so that pedestrians crossing in opposite directions are less likely to get in each others' way.		

<b>3 Result</b>	
<b>Are there any aspects of the proposed decision, including how it is delivered or accessed, that could contribute to inequality?</b>	<b>No</b>
<b>Please provide an explanation for your answer:</b> The scheme does not contribute to inequality, instead it is hoped that by providing a safer space for cycling on the carriageway cyclists travelling at speed will no longer use the footway to the detriment of more vulnerable pedestrians.	
<b>Will the proposed decision have an adverse impact upon the lives of people, including employees and service users?</b>	<b>No</b>
<b>Please provide an explanation for your answer:</b> The project aims to improve conditions for road users.	

**If your answers to question 2 have identified potential adverse impacts and you have answered 'yes' to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage Two Equality Impact Assessment.**

**If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area. You will also need to refer to the [Equality Impact Assessment guidance and Stage Two template](#).**

<b>4 Identify next steps as appropriate:</b>	
<b>Stage Two required</b>	No
<b>Owner of Stage Two assessment:</b>	N/A

<b>Timescale for Stage Two assessment:</b>	N/A
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**Name:** Neil Stacey

**Date:** 25/05/2018

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**Please now forward this completed form to Rachel Craggs, Principal Policy Officer (Equality and Diversity) ([rachel.craggs@westberks.gov.uk](mailto:rachel.craggs@westberks.gov.uk)), for publication on the WBC website.**

## Have your say

If you require further information or have any comments on this scheme then please get in touch using the contact details below before 13 May 2018.

Responses to the consultation will be summarised in a report to councillors. The report will make recommendations as to whether the proposals need to be changed in view of the responses and will be available to read on our website in June 2018.

This consultation focuses on improvements through Thatcham but next we will look at continuing the cycle friendly changes on towards Reading.

### Email:

[projects@westberks.gov.uk](mailto:projects@westberks.gov.uk)

### Phone:

Telephone: 01635 551111

### Post:

West Berkshire Council  
Transport & Countryside  
Market Street  
Newbury  
Berkshire, RG14 5LD

### Website:

[www.westberks.gov.uk/a4cycleimprovements](http://www.westberks.gov.uk/a4cycleimprovements)

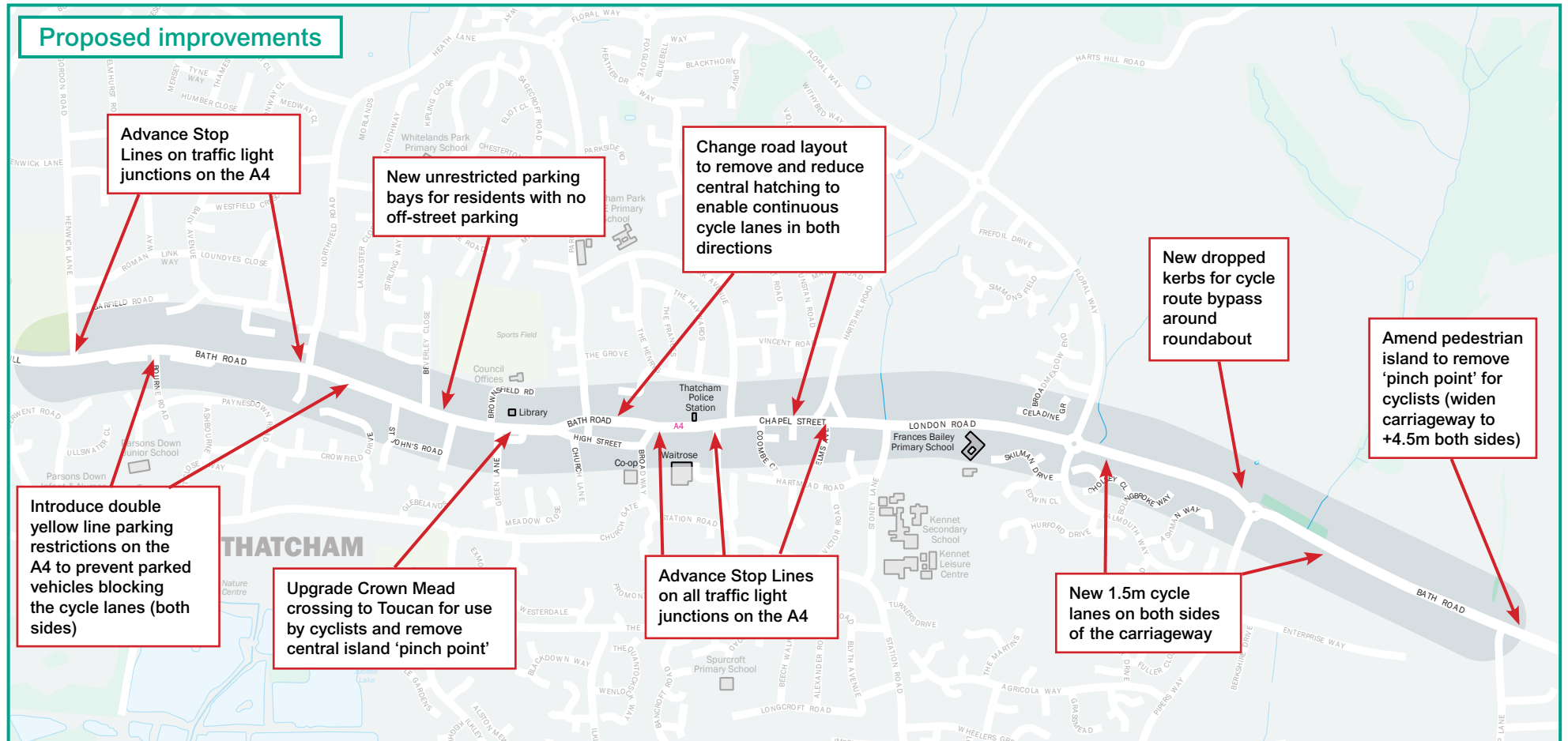


We are committed to being accessible to everyone. If you require this document in an alternative format or translation, please contact us on Telephone 01635 551111.

## Consultation on A4 Cycle Improvements



Have your say on our proposals to make the A4 Bath Road more cycle friendly through Thatcham



## Proposed works:

This project will create safe space for cycling on the carriageway to encourage more people to make more journeys by bicycle. The proposals include:

- 1.5m wide cycle lanes marked on the carriageway (entire length of A4, both sides)
- More dropped kerbs for better transitions between existing off-road facilities and on-carriageway lanes
- Parking amendments to prevent parked cars blocking the cycle lanes (alternative provision will be created for residents)
- Upgraded crossing facilities
- Amending traffic islands to remove 'pinch points' for cyclists
- Advance Stop Lines for cyclists on traffic light junctions

## Background information

Following a successful bid West Berkshire Council, along with other partners, has been awarded £1.1m from Thames Valley Berkshire Local Enterprise Partnership (LEP) to fund cycle improvements along the A4 corridor. This is part of a wider scheme to deliver a new cycle route (NCN422) from Newbury through to Ascot. Construction on the first phase of the scheme in West Berkshire has started in Newbury and we will be continuing a programme of works until completion of the scheme in Calcot by 2019/20. This next phase is expected to cost £75k and will be delivered this financial year.

More detailed drawings and information can be found on our website: [www.westberks.gov.uk/a4cycleimprovements](http://www.westberks.gov.uk/a4cycleimprovements)



### Summary of replies to consultation (Phase 2) April 2018

	Reply from	Comments made	Officer Response
	Petition with 43 signatures from 35 different addresses (Bath Road)	We the undersigned wish to state our strong objection to the installation of double yellow lines outside our properties. Whilst we appreciate the need to keep cyclists safe we think this would be an excessive use of parking restrictions. There are no alternative places for visitors to park on short stays. The number of vehicles restricting the current cycleways at any time is very small and most cyclists use the pavements to steer clear of the HGVs.	95% of properties fronting the A4 on this section have off-street parking, and 77% of these have capacity for two or more vehicles. Visitors and trade can use driveways where possible, and free parking is available in service roads and in areas on footways. Those 23% of properties without off-street parking space for more than two cars will be provided new unrestricted bays immediately outside their properties on the carriageway. There is a pay display car park which sits almost empty as vehicles park for free on the A4, making conditions on the road more dangerous.
1.	Local Business Owner (email)	<p>a) In general, and as a cyclist, I think it is great.</p> <p>b) However, you have to ensure you give adequate parking. You talk about putting double yellow lines on the A4 near the memorial. This is where you allowed a big block of flats to be built, with not enough parking, and then proceeded to make the free carpark next to it a pay carpark. This forced all the residents to park on the A4. If you now make that double yellow line then you need to give them parking permits so they can use the pay carpark that is basically empty most the time.</p>	<p>a) Noted</p> <p>b) The flats each have one car parking space. We have amended the proposals to change the restriction from double yellow to single yellow in this location. The amendments will prevent parking during the day to stop commuter parking but allow for residents to park their vehicles in the evening and overnight. We have followed up with the car park operator but they do not issue season tickets for residents.</p>
2.	Local resident (email)	a) I wish the money for the scheme should be spent on maintaining the existing pedestrian/cycle lanes (repaint lines and remove vegetation).	a) The capital funds that we have bid for and received were won based on a business case for providing a new commuter route along the A4 corridor. We are unable to spend the grant on maintenance for existing infrastructure. There is limited Highways revenue funding available but we still strive to maintain existing cycleways to a good standard.

	Reply from	Comments made	Officer Response
		<p>b) I walk my dog regularly and on numerous occasions cycles have flashed past me without any warning, if at that instant either myself or my dog moved into the path of the bicycle then it could result in serious injury. Bicycles are very quiet and often one doesn't hear them approaching.</p> <p>c) As a teacher I have had a pay rise of 1 percent each year for the last 5 years. My council tax has gone up considerably more than that, as has my SKY TV, fuel bills etc. Wherever this money is coming from, since it isn't necessarily from the council tax, it is still coming from some form of tax. I suggest cyclists should either have to pay some form of cycle tax or be fined when they go through red traffic lights to pay for this cycle scheme.</p>	<p>b) Cyclists are encouraged to use their bell to warn pedestrians of their approach, especially from behind.</p> <p>c) The grant is coming from Thames Valley Local Enterprise Partnership. A business case was submitted on behalf of all unitary authorities of Berkshire and money awarded as part of the local growth deal. This is a national fund – not from local council tax. The debate as to whether cyclists should have insurance or 'cycle tax' is unable to be influenced by this project. Cyclists can be fined if they do disobey the Highway Code and this is a matter for enforcement by the police.</p>
3.	Coombe Court resident (email)	<p>a) As a regular A4 car and cycle commuter, I was pleased to receive the consultation leaflet regarding the Thatcham improvements. Being wide and flat, the route is ideal for cycling, and the enhancements suggested - particularly the removal of several of the traffic island pinch points – appear sensible and well considered. I'm also very pleased that the cycle provision appears to be beneficial both in terms of additional cycle safety but also in terms of cycle convenience (i.e. the proposed lanes appear to (mostly) support continuity of flow for cyclists, rather than requiring them to bounce on and off pavements, cross the carriageway or give way at</p>	<p>a) Noted.</p>

	Reply from	Comments made	Officer Response
		<p>every side junction along the main route!).</p> <p>b) I look forward to the Thatcham to Calcot improvements - my daily commute is to central Reading, and I while I have seriously considered it, I wouldn't currently have the chutzpah to cycle it, primarily because of several unnecessary pinch points and a concern that current commuters have to place a lot of trust in drivers to give them the space and time they need to get through those obstacles (a trust that isn't always well placed).</p>	<p>b) Phase Three between Thatcham and Theale and consultation will follow on from these improvements, to be delivered in 2019.</p>
4.	Local resident (email)	<p>I have a number of concerns:</p> <p>a) Widening the cycle lanes by 1.5 metres all along the A4. The road from the King's Head to the Moors? That is really narrow in places and widening cycle lanes is just going to push the traffic closer together. We get a huge number of HGVs going along there and it's already tight.</p> <p>b) Relocating the Milestone and water pump!!! When the milestone was moved by the people refurbishing the barn they were ordered to put it back. Presumably, a milestone needs to stay on the mile mark otherwise it makes no sense. The milestone is also a listed building it has listed co-ordinates but all of a sudden it can just be moved?</p> <p>c) Given the amount of money that was spent on</p>	<p>a) The carriageway meets the minimum requirement for 9 metres width between King's Head and the Moors. The cycle lanes will push traffic together, which will have the effect of slowing speeds through this residential section making it not just a better street environment to cycle, but also creating a buffer from the traffic for pedestrians using the footway.</p> <p>b) We have revised the plans so that the milestone and water pump will not be moved.</p> <p>c) We carried out cycle count surveys prior to the</p>

	Reply from	Comments made	Officer Response
		<p>the original cycle lanes and now the amount due to be spent on these, has anyone thought to check how many people use the lanes? I can tell you that along the A4 in Thatcham there are two regular users, yes two, I have actually been out and congratulated them; the rest hammer along the footway. We all 2 have to look both ways before stepping out of our front doors let alone cross the road, and when you point out there is a very expensive cycle lane not 3 feet away, you get sworn at, spat at, or given the finger.</p> <p>d) If something is done to force the law breakers (and it is against the law, I checked with the Police), cycling on the footway to use the lanes, then it would be worth the expenditure. It's about time cyclists have to display some sort of ID so they can be traced when they cause injury, or criminal damage.</p> <p>e) Advance stop lines at all the traffic lights; assuming anyone uses the cycle lanes and the advance stop lines, has anyone looked into traffic bunching as the cyclists pull away holding vehicles up? Has anyone looked at them being pointless due to few cyclists stopping for traffic lights? They usually haul themselves up onto the footway and carry on, or just scoot between the cars.</p> <p>f) Introduction of double yellows; we already had double yellows, they were burned off to singles</p>	<p>scheme and have set aside some budget for monitoring use afterwards. The survey for this location showed 206 cyclists a day (06:00-20:00) in November so we would expect use to be higher in summer and numbers to increase with better infrastructure.</p> <p>d) Enforcement is a matter for the police. It is hoped that by creating safer space on the carriageway more cyclists will not feel the need to use the footway. It is beyond the scope of this project to introduce an identification system for all cyclists.</p> <p>e) Advance stop lines improve safety for cyclists by increasing driver's awareness of the cycle presence. The delay to traffic is negligible in comparison to the safety benefit preventing 'left hooks' by turning traffic. If individuals are breaking the Highway Code then it is a matter for the police.</p> <p>f) We have amended the plans so that double yellow</p>

	Reply from	Comments made	Officer Response
		so that customers for the Chinese Four Seasons take-away had somewhere to park. Now you're going to put them back? I suggest you hold back some funds for a full time traffic warden, and a little box for him to sit in to keep dry, as you'll make a fortune in fines every evening.	lines are not re-introduced outside Four Seasons takeaway – instead we are not proposing to change anything in this location.
5.	Local resident (email)	<p>a) Not in favour of removing signalised crossing 'pinch point' as it slows traffic down as it goes through the village, and is important at a particularly busy area (Crown Mead shops on one side and the library and health centre on the other side). I am not in favour of removing it and replacing it with an all in one crossing because I think traffic will go through this section much faster. It is already difficult to restrict lorries to the 30mph speed in this area, and faster traffic will be more dangerous for cyclists and pedestrians.</p> <p>b) The A4 through Thatcham is very narrow in places, and lorries already stray onto the cycle lane where it currently exists, while cars park on the edge of the pavement across the cycle lane (even where double yellow lines exist). How will it be policed to ensure its not made more dangerous for cyclists, with parked cars blocking the cycle lanes, and lorries travelling the route at speed?</p>	<p>a) The pinch point does indeed currently slow traffic down but this is to the discomfort of cyclists. Narrower lane widths will make the traffic travel slower. Therefore, on balance, it is considered that better use of the road space is to provide safe continuous cycle lanes instead of traffic islands. If vehicles are disobeying the speed limit then police enforcement is required.</p> <p>b) The carriageway width is 9 metres minimum so the lanes will be narrow but will meet the minimum required. We will monitor afterwards to ensure compliance with the parking restrictions and speed limits, if not we will seek better enforcement from the police.</p>
6.	Local resident (email)	<p>a) I wish to object to some of the free parking now being given to the residents of the flat overlooking the memorial car park. Although I agree with the improvements concerning the cycle improvements and understood the new</p>	<p>a) The flats at Tudor Court each have one car parking space. We have amended the proposals to change the restriction from double yellow to single yellow in this location. Instead proposing no parking during the day to prevent commuter parking but allow for</p>

	Reply from	Comments made	Officer Response
		<p>unrestricted car park as described on the plan was for use of vehicle on the south side of the A4. I now understand these spaces will be open to those living in the flat on the North side. Those living in the flats were aware of the parking on purchase and the council ill consideration and planning where the restriction on private dwelling are completely relaxed concerning High rise buildings parking I presume the houses and flat being built at the corner of Henwick lane 7 houses and 34 flat are subject to parking for 82 car parking spaces or will the cyclist have to endure more cars parked on the roads. I presume the council will use part of the playing fields to accommodate when the parking goes to overflow.</p> <p>b) Appreciate this money was gift for the council and agree to the use of safety I do not agree with the money being used for a private residents that flaunt the safety of others even now by parking on the double yellow lines. Perhaps we should be enforcing the traffic parking more stringently in Thatcham as the on going problems concerning the use of parking by SSEB employees in the local estate.</p>	<p>residents to park their vehicles in the evening. We propose double yellow lines on the corner of Henwick Lane and will not be providing any further on-street parking.</p> <p>b) We will request more attention is paid towards parking enforcement throughout Thatcham to follow up the new restrictions.</p>
7.	Local resident (email)	<p>a) I feel very strongly that the money for this should be used to improve the roads and all the pot holes that are damaging our cars, once this has been done then maybe look at Improving the A4 Cycle paths.</p>	<p>a) Noted. However the grant has been allocated with the specific purpose of trying to achieve a modal shift for more people to make more journeys by bicycle and cannot be spent on maintenance.</p>

	Reply from	Comments made	Officer Response
8.	Local resident nr St John's Road (email)	<p>a) The plans at the junctions seem good. A marked cycle lane will mean cars will leave a gap for cyclists to move up to the advanced box. Drivers often seem offended by cyclists moving up the inside of queues and stay by the kerb to block you.</p> <p>b) Is a marked cycle lane needed the whole way along the road? I don't really think so. Any competent and confident cyclist will use the road as it is. With a marked cycle lane nothing will really change. Yellow lines will mean no parked cars, but the road is wide and straight and passing them isn't a problem at the moment for the competent and confident cyclists who use it. What about the people who are less competent and confident? Will they be encouraged off the path onto the cycleway? If they can't cycle straight a dotted line will not stop them veering into the traffic, and the dotted line will not give nervous cyclists confidence from 50 tonnes lorries passing feet away from them. Both groups will continue to use the path as they do now. (Or drive instead).</p> <p>c) There is an excellent and PROPER cycle path that goes down Lower Way, only a minute's ride from the A4.</p> <p>d) Double yellows will also make deliveries tricky.</p>	<p>a) Noted.</p> <p>b) Cycle lanes provide a better experience for cyclists by deterring vehicles from passing too closely and creating a safe space for cyclists free from parked cars. Advisory lanes are the first step in the right direction towards mandatory lanes in that once the space has been defined then maybe future schemes and more investment will see improvements to make it better protected.</p> <p>c) In order to encourage more cycling we need to create a network of cycle-friendly links, not just have a single adequate cycle path.</p> <p>d) Loading and unloading is permitted on double yellow.</p>

	Reply from	Comments made	Officer Response
		<p>e) I have concern with the parking bays idea. At the moment people park over their own house's dropped curbs, and park bumper to bumper if it's a fellow householder's car they're blocking in. I'm worried that by clearly marking out 11 bays, cars parked outside those bays could get penalised even though nobody objects. At the moment I've quite often seen 15 cars parked happily, with space for more. Only getting 11 bays out all that length of road seems very inefficient. Pay a visit or look on Google Streetview and you'll see for yourself. Streetview shows 9 cars parked with loads of room left over. Would it be possible to just put a 200m long (Guess) dotted line box in the area and let residents use their common sense as they do happily and effectively now?</p>	<p>e) Plans to be amended to propose a single bay as you have suggested, instead of individually marked bays. We have been in discussions with residents to have a solution that works for all parties, not just cyclists.</p>
9.	Bath Road local resident (email)	<p>a) I am concerned for cyclist safety, as with cars or vans parked halfway on and off the pavement it will not be possible to see cyclist when exiting my drive. It is not easy now, with the cycle path on the pavement.</p> <p>b) Part of the problem has arisen as the requirement for parking places as part of a planning consent not being implemented.</p> <p>c) I have the impression this project will go ahead, even though NC4 already exist, as the funding has been provided by Thames Valley Local Enterprise Partnership. Is it possible for an</p>	<p>a) The current situation sees cars parking half on and half off the footway. It is not recommended to have cyclist travelling at speed on the footway where there are frequent vehicle crossovers, so we propose to create cycle lanes on the carriageway with a buffer between the bays and the parked cars.</p> <p>b) It would appear that condition 15 relating to vehicular parking of approved application ref. 01/00759/FUL Tudor Court has been complied with as the parking spaces on site are as shown on the submitted plans.</p> <p>c) The capital funds were granted based on a business case with the specific purpose of providing a new commuter route along the A4 corridor. We are unable</p>



	Reply from	Comments made	Officer Response
		<p>amount of money to be spent on repairing pot holes and an education programme to inform cyclist of the need to be 'seen' and to be responsible for their own safety?</p> <p>d) I assume the safety of two heavy good vehicles or coaches passing has been considered along with the major increase in traffic when the M4 is closed.</p> <p>e) Finally is there any statistical evidence that there would actually be an increase in the number of safe cyclist?</p>	<p>to spend the grant on maintenance or education initiatives.</p> <p>d) The proposed lanes widths are sufficient for HGVs to continue to pass safely at appropriate speeds. The scheme has passed Stage One and Two Road Safety Audits.</p> <p>e) Investment in cycling infrastructure helps make cycling more attractive. We will monitor use before and after the improvements to judge whether the scheme has been a success.</p>
10.	Bath Road local resident (email)	<p>a) I applaud the efforts of the council to improve the safety of cyclists and hopefully these paths can enhance the number commuting by bike into Newbury and Thatcham, benefit the health of these individuals, as well as improving the environment in our town centres.</p> <p>b) The proposed additional double yellow lines throughout the length of the Bath Road I believe will have ramifications. Firstly we already see numbers of cars parking on pavements and this is likely to increase as residents try to avoid parking on the Bath Road. Unfortunately I don't see this being enforced and I presume this will continue. Consequently the negative impact on pedestrians and those with prams etc is likely to increase.</p> <p>c) The additional token parking spaces are unlikely</p>	<p>a) Noted.</p> <p>b) If there develops a problem for vehicles parking and blocking the footway then we will seek parking enforcement from our civil enforcement team.</p> <p>c) Understand your point regarding multiple vehicles but</p>

	Reply from	Comments made	Officer Response
		<p>to meet the demands from residents with multiple vehicles (as is common these days) and I fear this will ultimately create even more animosity between motorists and cyclists (and potentially pedestrians) who will be blamed. I would suggest therefore that double yellows are limited to where there are width restrictions or other genuine safety concerns.</p> <p>d) My observations are that few cars are parked on the Bath Road and they do not cause an obstruction for most cyclists.</p> <p>e) Where will all the visiting cars actually park? Presumably we will see all the side roads (and pavements) congested with residents/visiting cars, especially on high days and holidays, increasing restrictions for road users (including cyclists) and creating demands from residents for further parking restrictions and parking permit holder schemes. Personally I would advocate a permit scheme outside my property if this was the case. Pushing these few cars off the Bath Road onto the side roads will undoubtedly negatively impact those living there.</p>	<p>it is not right that a classified 'A' road is left to become a parking area. That said, we are looking to try to increase the number of bays by reducing the restriction to single yellow line on the north side of the road to appease residents with more than one car. To encourage more journeys by bicycle then continuous safe space is required on the carriageway, especially on the A4 which has high volume and HGV traffic.</p> <p>d) Safe space for cycling is jeopardised if even a few vehicles are allowed to block the lanes. Granted most confident cyclists can adopt a more primary position around them but this does not encourage higher use.</p> <p>e) Between Henwick Lane and Bourne Road there is a service road. Between Bourne Road and the garage there is a service road and a very ample width footway upon which cars can and do park without causing a safety issue (this will not be prevented). For residents between the garage and St John's Road there is plenty of parking in St Matthew's Close and on the north side behind the bus layby. Bearing in mind all of the residents along this stretch have private driveways. East of here, where residents do not have off-street parking provision, we will create bays half on and half off the carriageway. We are looking to try to increase the parking provision for residents. We hope to deter commuter parking (who should be using the pay display memorial car park) by introducing single yellow lines in areas where surveys show that residents have less than two off-street spaces.</p>

	Reply from	Comments made	Officer Response
		<p>f) If we remove the cars parked on the A4 then we remove the restrictions which actually helped to control the traffic speed along the road. Bizarre but I feel this actually increases the safety for all road users but could create a race track for the boy racer community.</p> <p>g) My personal preference would be cycle lanes marked as described in the plans (and enforced) but with double yellows only at pinch points to minimise animosity between road users, and keep a balance of parking on and off road.</p>	<p>f) There is enough space for vehicles to pass parked cars without slowing down so it is unlikely that removing parking will lead to increased speeds. If speed counts indicate that there is a speeding problem then we will seek better enforcement.</p> <p>g) Noted. However it is unfortunately the case that the pinch points are where properties do not have any off-street parking (from Beverley Close to Catholic Church).</p>
11.	Bath Road local resident (email)	<p>a) Are the cycle lanes to be marked with solid or broken white lines? The A4 through Thatcham is a prime route for emergency vehicles. These vehicles push their way through and force other motorists to encroach on the existing cycle lanes. If the cycle lanes are marked with solid white lines other motorists must not move over (Highway Code).</p> <p>b) I have lived on the A4 for 25 years. I never see vehicles parked on the highway, on either side from the garden centre until one reaches the new developments around Subway/garage/ Northfield Road. Double yellows will be a waste of money.</p> <p>c) Will the pavements on either side remain as cycle paths?</p> <p>d) If the pavements remain as cycle paths, will cyclists need to use them in the direction of</p>	<p>a) The cycle lanes will be advisory, marked with broken white lines. As an aside; mandatory solid cycle lanes are able to be driven over by vehicles in the event of passing emergency services.</p> <p>b) We have carried out surveys on the A4 for this section and evidence shows that vehicles regularly block the cycle lanes from Henwick through to Subway.</p> <p>c) The existing shared cycle path on footways either side will not be affected by the new cycle lanes.</p> <p>d) Cyclists remain free to use the shared cycle path on the footway in either direction.</p>

	Reply from	Comments made	Officer Response
		<p>traffic?</p> <p>e) I, frequently, see cyclists travelling against the traffic flow in the carriageway cycle lanes. Is this illegal? If so will the law be enforced?</p> <p>f) I am a keen cyclist and I welcome these forward looking proposals but I believe there is a “quid pro quo”. There is a huge requirement for cyclist education and for clarification of cycle lane rules on the A4.</p>	<p>e) If cyclists are travelling the wrong direction on a carriageway (with exception of contra-flow cycle lane) then they are disobeying the fundamentals of the highway code. This should be enforced by the police.</p> <p>f) Noted.</p>
12.	Bath Road local resident (email)	Please can you tell me where any visitors we have or trades vans should park since you are putting double yellow lines everywhere.	Our parking surveys have shown that with exception of a few residents all properties have off-street parking (in 77% of cases for more than one car). There are service roads either side of Bourne Road which are unrestricted parking, and elsewhere areas of the footway are wide enough that vehicles can and do park off the carriageway without safety concerns. We do not intend to prevent this under the new proposal. The section of the A4 that does not have sufficient parking outside of properties is between St John’s Road and the Catholic Church. We propose marked bays and single yellow lines in this area.
13.	Chapel Street local resident (email)	<p>a) I fully support the proposals. As a resident of Chapel Street, I have always thought the central hatchings/right turn filter lanes are unnecessary for cul-de-sacs given the low volume of traffic they serve and I would welcome their removal.</p> <p>b) I do however wish to add that the high volume of HGVs on the A4 through Thatcham are a serious danger to Cyclists. A freedom of information</p>	<p>a) Noted.</p> <p>b) We have looked hard at various options for segregation but there is unfortunately not enough space to put in new kerbs to protect the lanes. We</p>

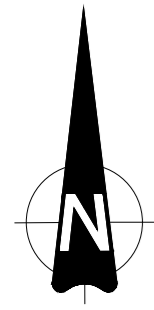
	Reply from	Comments made	Officer Response
		<p>request revealed an average of 1900 HGVs per day (September 2016) were using the A4 through Thatcham. Could the cycle lanes be bordered by a raised curb to protect Cyclists from the risks heavy freight traffic presents?</p> <p>c) In addition to the road safety aspect there are also the pollution levels to consider. Chapel Street has one of the highest levels of Nitrogen Dioxide in West Berkshire. These issues need to be considered and addressed as part of the wider proposals.</p>	<p>are going to trial some forms of light segregation in future.</p> <p>c) Noted. We are currently looking at air quality in Thatcham and how we can address this – potential options including upgrading the Thatcham Orbital and directing through traffic away from the town centre.</p>
14.	Bath Road local resident (post)	<p>I strongly object to the introduction of double yellow lines between Henwick Lane and Crown Mead:</p> <p>a) Parking for emergency services?</p> <p>b) Stops me from parking in front of my property when I need to.</p> <p>c) Parking when my friends and family come to visit.</p> <p>d) Stops my family from parking when they take me on holiday (pick up and drop off with luggage etc).</p> <p>e) Stops delivery drivers from dropping off goods e.g. bed, cooker, fridge etc.</p> <p>f) Stops anyone working on my property from</p>	<p>Noted.</p> <p>a) Emergency services will still be allowed to park.</p> <p>b) There is space to park two cars off the carriageway in your driveway.</p> <p>c) See above. There is also a very area on the opposite side of the road which can and is used by residents for overspill parking.</p> <p>d) Loading and unloading is allowed on double yellow lines, however we recommend that this is done in your driveway.</p> <p>e) See above.</p>

	Reply from	Comments made	Officer Response
		parking their vans outside and dropping off materials. My family and I have lived in this property for 40 years and have always parked in a manner that allows pedestrians and cyclists to pass in a safe manner.	f) Visitors and tradesmen can either park in your driveway or on the large area opposite behind the bus layby.
15.	Local business (email)	<p>a) With regards to cycle paths, we have no real objection with this widening of paths but wonder why cyclists are allowed to ride on pavements and roads WITHOUT INSURANCE.</p> <p>b) We have a narrow walk way past our bungalow, notice at both ends stating cyclists dismount. NONE DO one day someone WILL be injured WHO WILL PAY???</p> <p>c) At this time most of the roads in West Berkshire are in need of resurfacing. Do this before spending more on cyclists.</p>	<p>a) Noted. Unfortunately we are unable to bring in a system of insurance for cyclists within the given scheme budget and time frame.</p> <p>b) If the footway is not designated as a shared path and cyclists are behaving anti-socially then this is a matter for the police. If the cyclist is at fault in an accident with a pedestrian then they are liable to be charged with dangerous or careless cycling and fined. The law is currently under review and could be changed so that cyclists are charged with criminal offences that carry heavier punishments.</p> <p>c) The capital investment grant is ring-fenced for spending on new cycling infrastructure not potholes or maintenance.</p>
16.	Bath Road local resident (email)	a) There is an existing cycle lane on each side of the A4 on the section immediately outside my property and having driven the road and an almost daily basis at a variety of times of day it is clear that by far the vast majority of cyclist prefer to ignore the cycle lanes and share the path with pedestrians. This isn't as a result of cars parked in the cycle lanes blocking their path. It provides the cyclist with not only a safer environment but also a much less dangerous one by the fact that it is devoid of potholes and drain gullies that	a) At odds with the cycle path on Floral Way or Lower Way there are frequent vehicle accesses across the footway which make it ill-advised for anyone cycling at speeds faster than 10mph to use the footway. Instead the directness and continuity of on-carriageway lanes make the route more attractive for commuters. Defective gullies will be addressed by the scheme and localised patching where it causes problems for the cycle lanes.

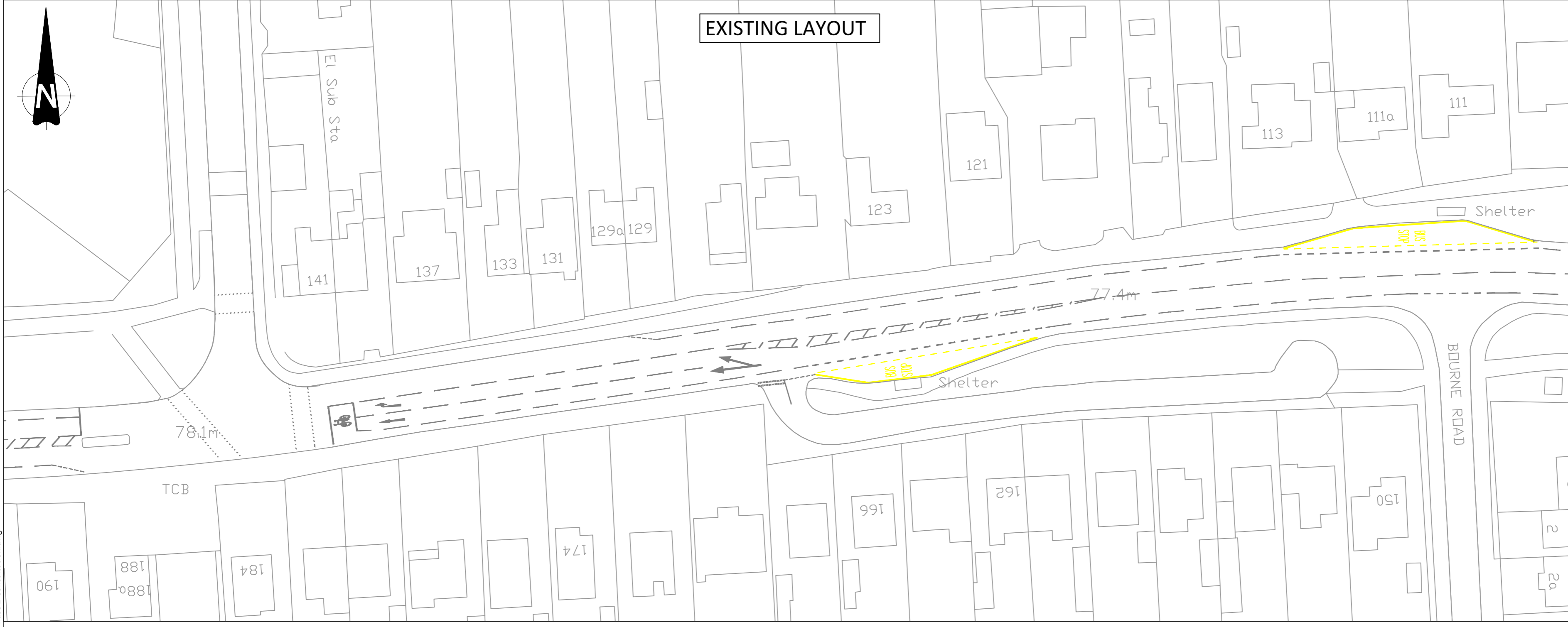
	Reply from	Comments made	Officer Response
		<p>cause cyclist real issue. The money used in carrying out the proposed "improvement" would be much better spent in making the paths a shared cycle way which exists very successfully in other areas of Thatcham such as Floral Way.</p> <p>b) Any money saved in doing so could then be used to repair the poor road surfaces that are a danger to cars and more particularly motorcycles.</p>	<p>b) The capital investment grant is ring-fenced for spending on new cycling infrastructure not potholes or maintenance.</p>
17.	Bath Road resident (phone call and post)	<p>I feel yellow lines along the A4 would greatly inconvenience the residents. We could not receive weekly deliveries and trades people for maintenance jobs we are not qualified to do and most important we could not receive visitors who call in to see us for a chat or a cup of tea.</p>	<p>Sent resident an application form for vehicular access and once submitted will provide a quote to be carried out within our scope of works if planning permission is granted. There will be bays provided for residents along this section where existing provision is tight for those who do not have driveways to receive visitors and tradesmen.</p>

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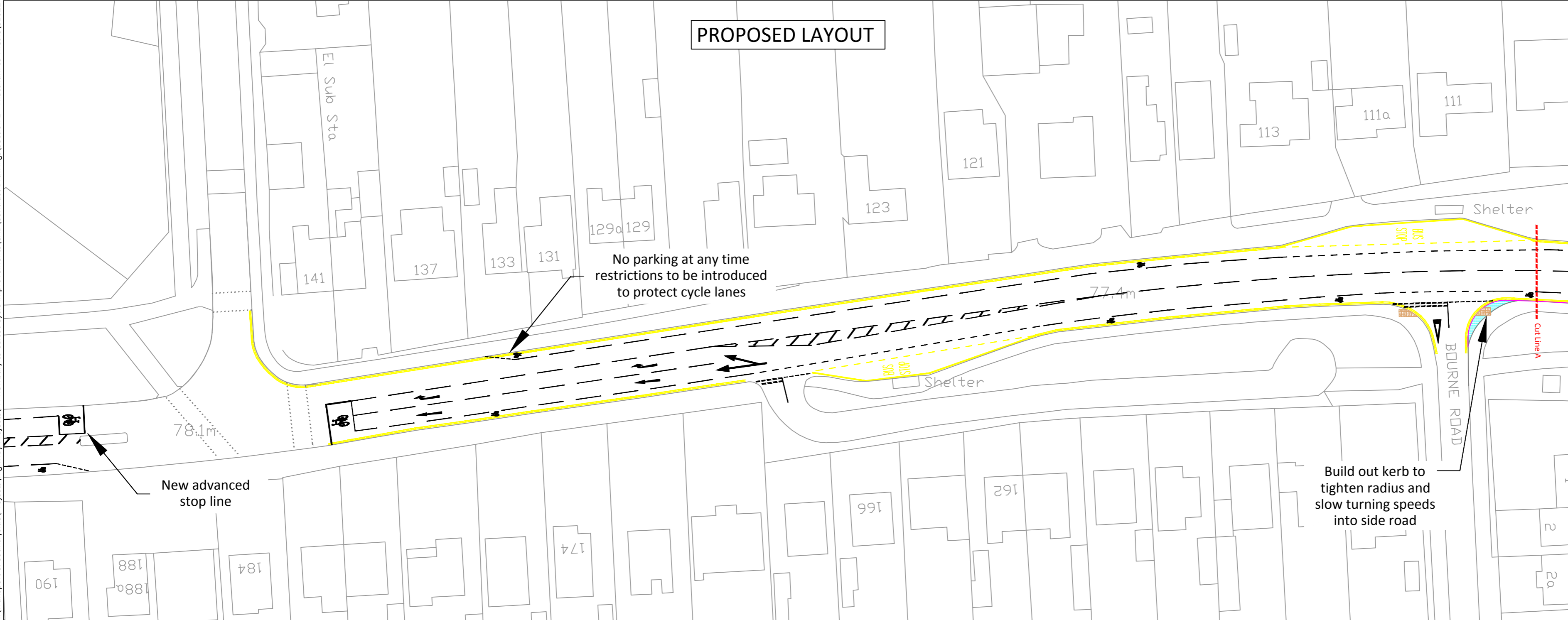




### EXISTING LAYOUT



### PROPOSED LAYOUT



### KEY

- Dropped kerb
- New kerbline
- Footway widening

### NOTES

- 1) All dimensions are shown in metres unless shown otherwise.
- 2) This drawing shows a proposed option and is subject to change following the location, depth and height of existing utility services.
- 3) WBC Standard Details must be adhered to at all times unless specified by the Overseeing Organisation.
- 4) Prior to any excavations the contractor will establish the location of existing utility services.

REV	DESCRIPTION	DR	AU	REV DATE

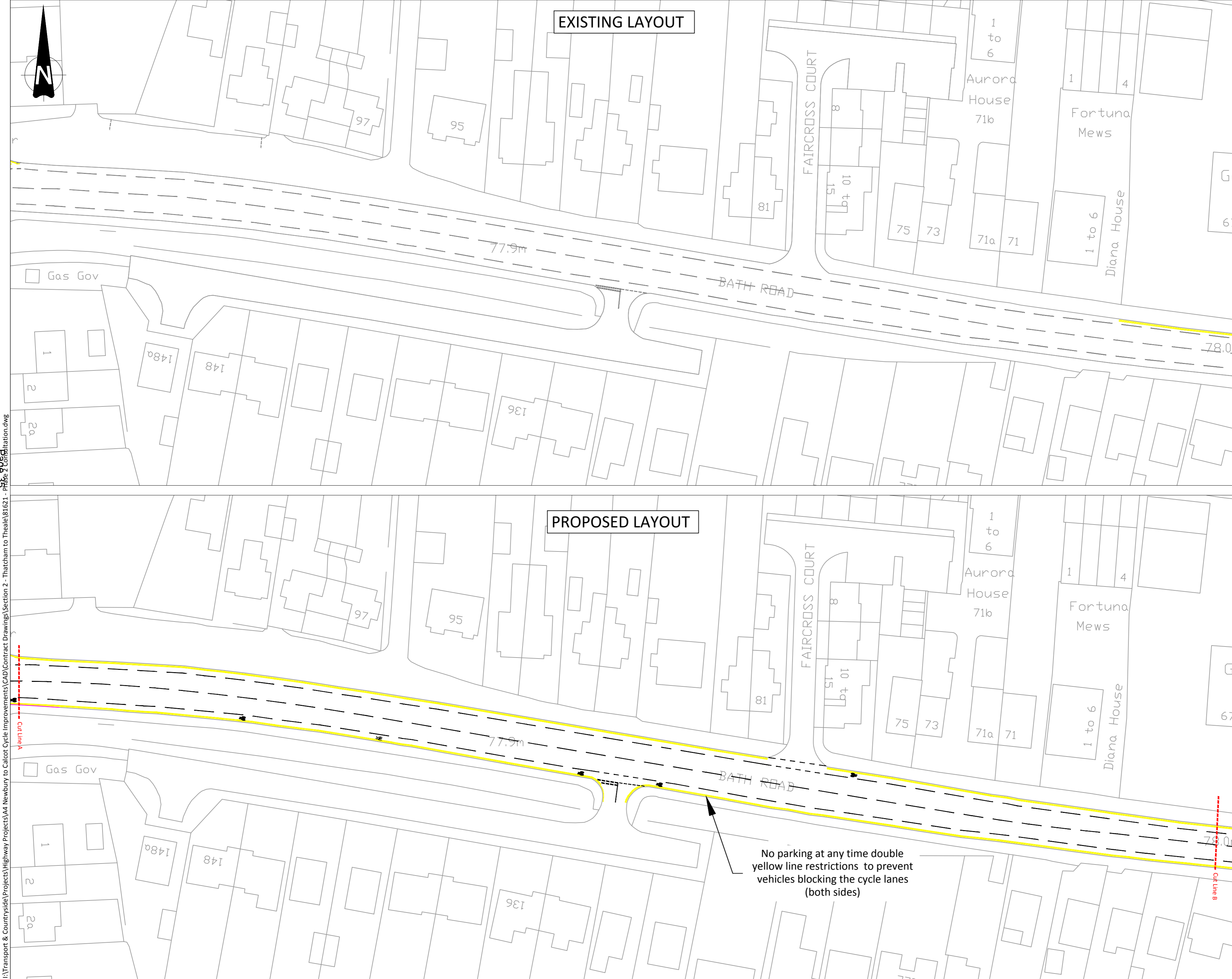


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Project Title				
NCN422 Phase 2 Bath Road				
Drawing Title				
Henwick Lane to Bourne Road (Pg 1 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:500
Drawing Number		Revision		
81621-Consultation				

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EXISTING LAYOUT

PROPOSED LAYOUT

- KEY**
- Dropped kerb
  - New kerbline
  - Footway widening
- NOTES**
- 1) All dimensions are shown in metres unless shown otherwise.
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No parking at any time double yellow line restrictions to prevent vehicles blocking the cycle lanes (both sides)

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REV	DESCRIPTION	DR	AU	REV DATE
Status				

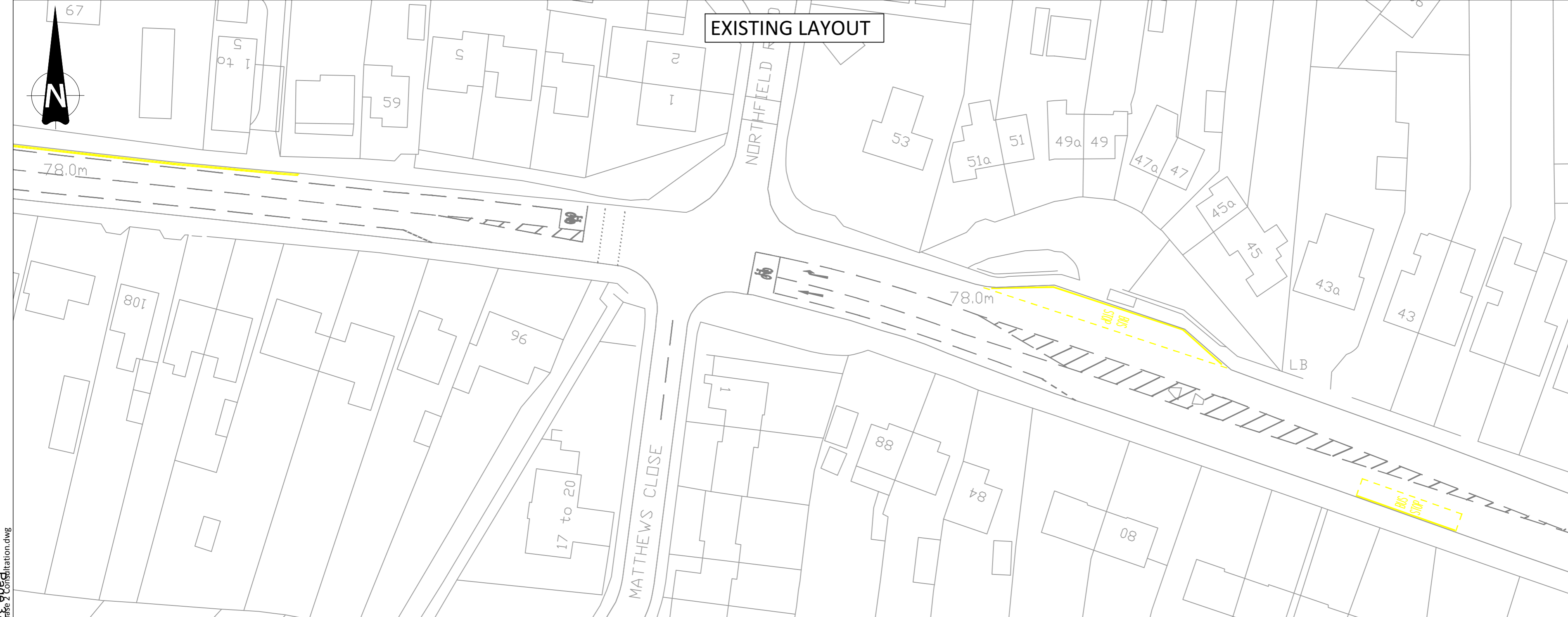


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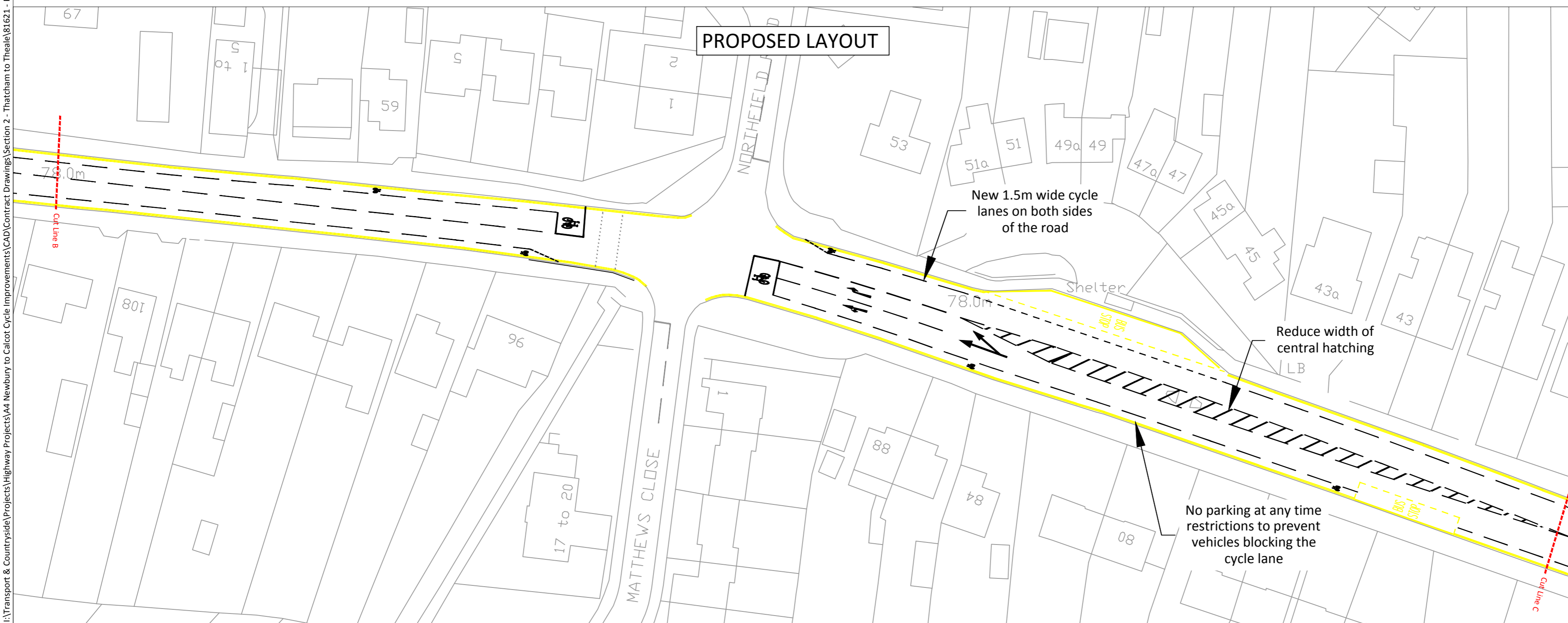
Project Title				
NCN422 Phase 2 Bath Road				
Drawing Title				
Bourne Road to Car Garage (Pg 2 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:500
Drawing Number				Revision
81621-Consultation				

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**EXISTING LAYOUT**



**PROPOSED LAYOUT**

**KEY**

- Dropped kerb
- New kerblines
- Footway widening

**NOTES**

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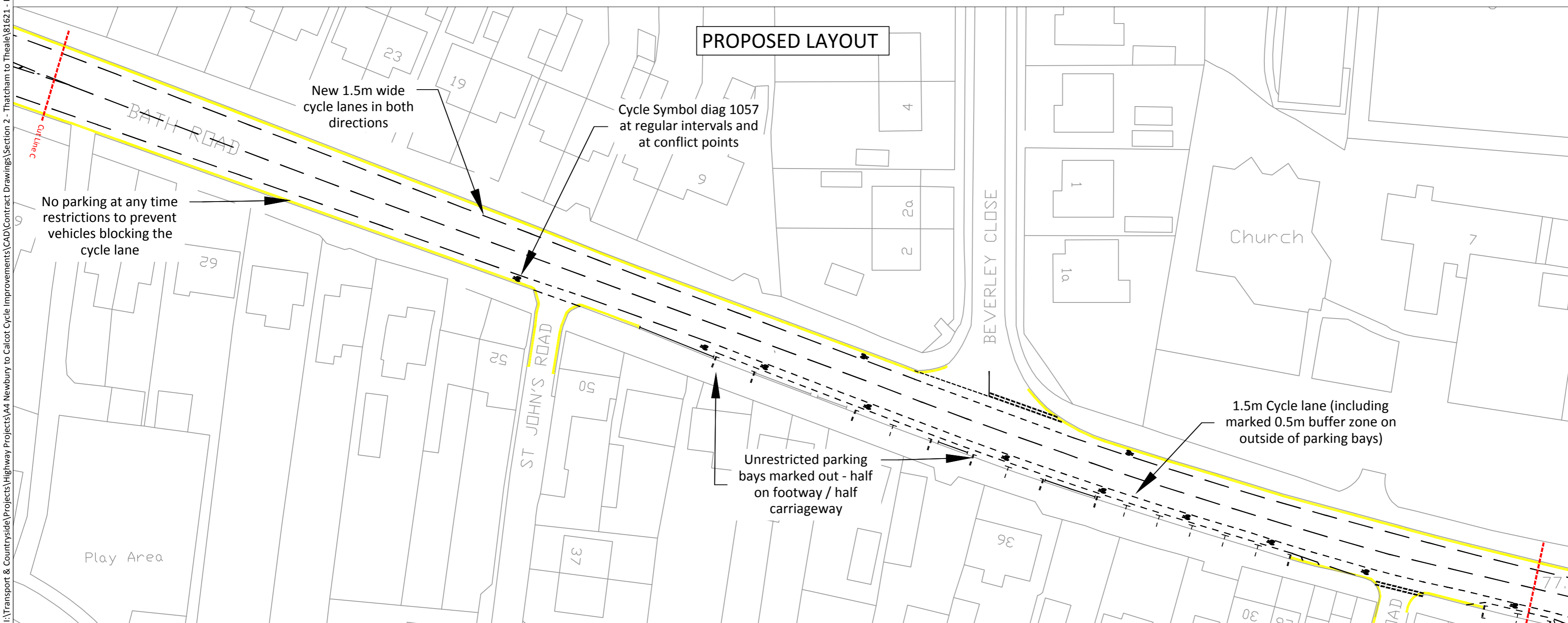
REV	DESCRIPTION	DR	AU	REV DATE



Project Title				
NCN422 Phase 2 Bath Road				
Drawing Title				
Car Garage to St John's Road (Pg 3 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
04/01/18	JBK	NS	A2	1:500
Drawing Number				Revision
81621-Consultation				

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**KEY**

- Dropped kerb
- New kerbline
- Footway widening

**NOTES**

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REV	DESCRIPTION	DR	AU	REV DATE
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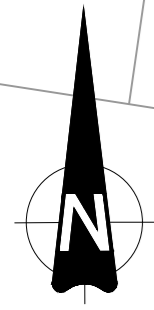


Project Title				
NCN422 Phase 2 Bath Road				
Drawing Title				
St John's Road to Catholic Church (Pg 4 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:500
Drawing Number				Revision
81621- Consultation				

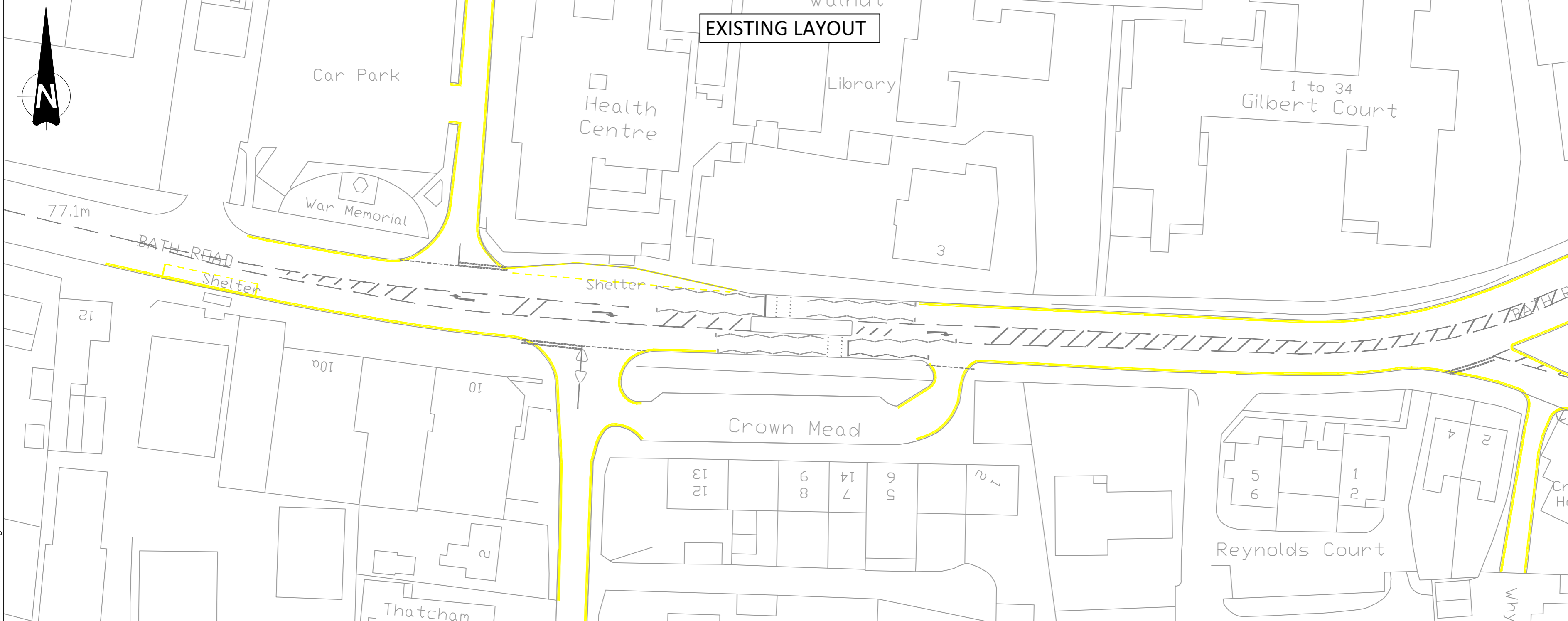
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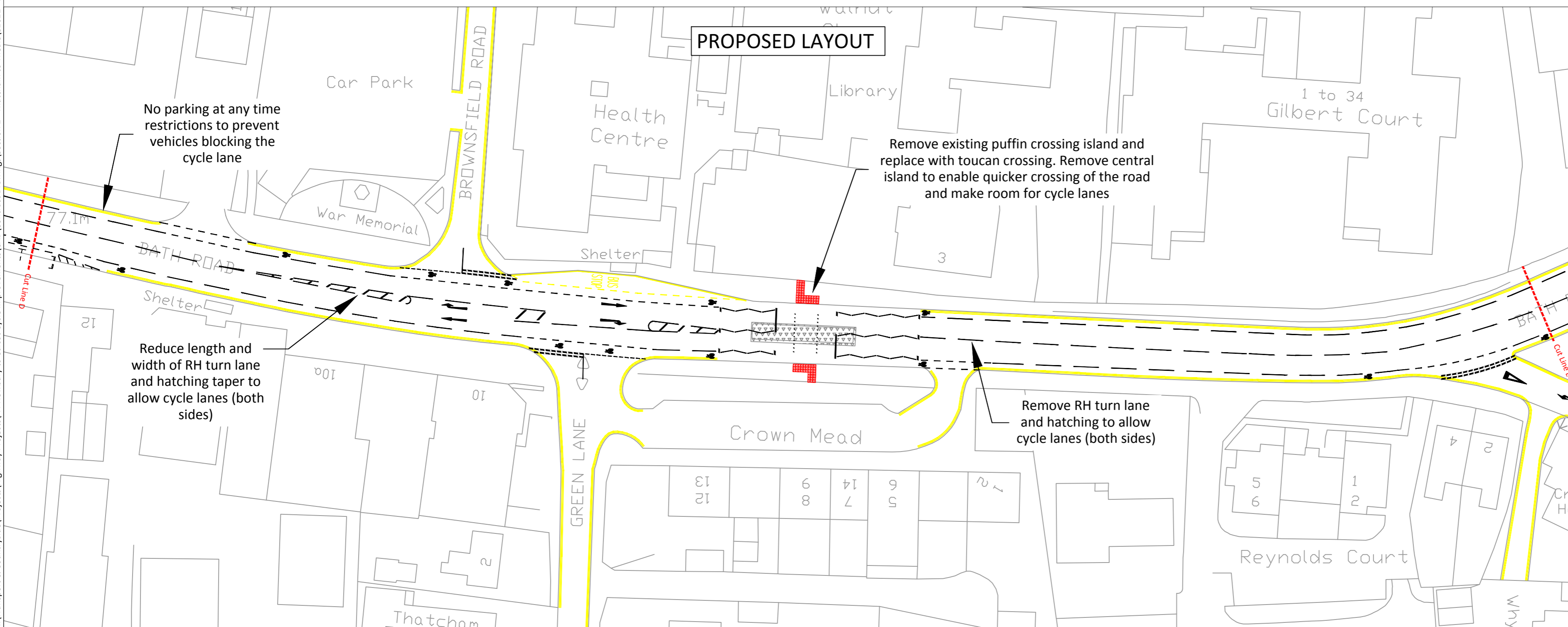




### EXISTING LAYOUT



### PROPOSED LAYOUT



### KEY

- Dropped kerb
- New kerbline
- Footway widening

### NOTES

- 1) All dimensions are shown in metres unless shown otherwise.
- 2) This drawing shows a proposed option and is subject to change following the location, depth and height of existing utility services.
- 3) WBC Standard Details must be adhered to at all times unless specified by the Overseeing Organisation.
- 4) Prior to any excavations the contractor will establish the location of existing utility services.

REV	DESCRIPTION	DR	AU	REV DATE
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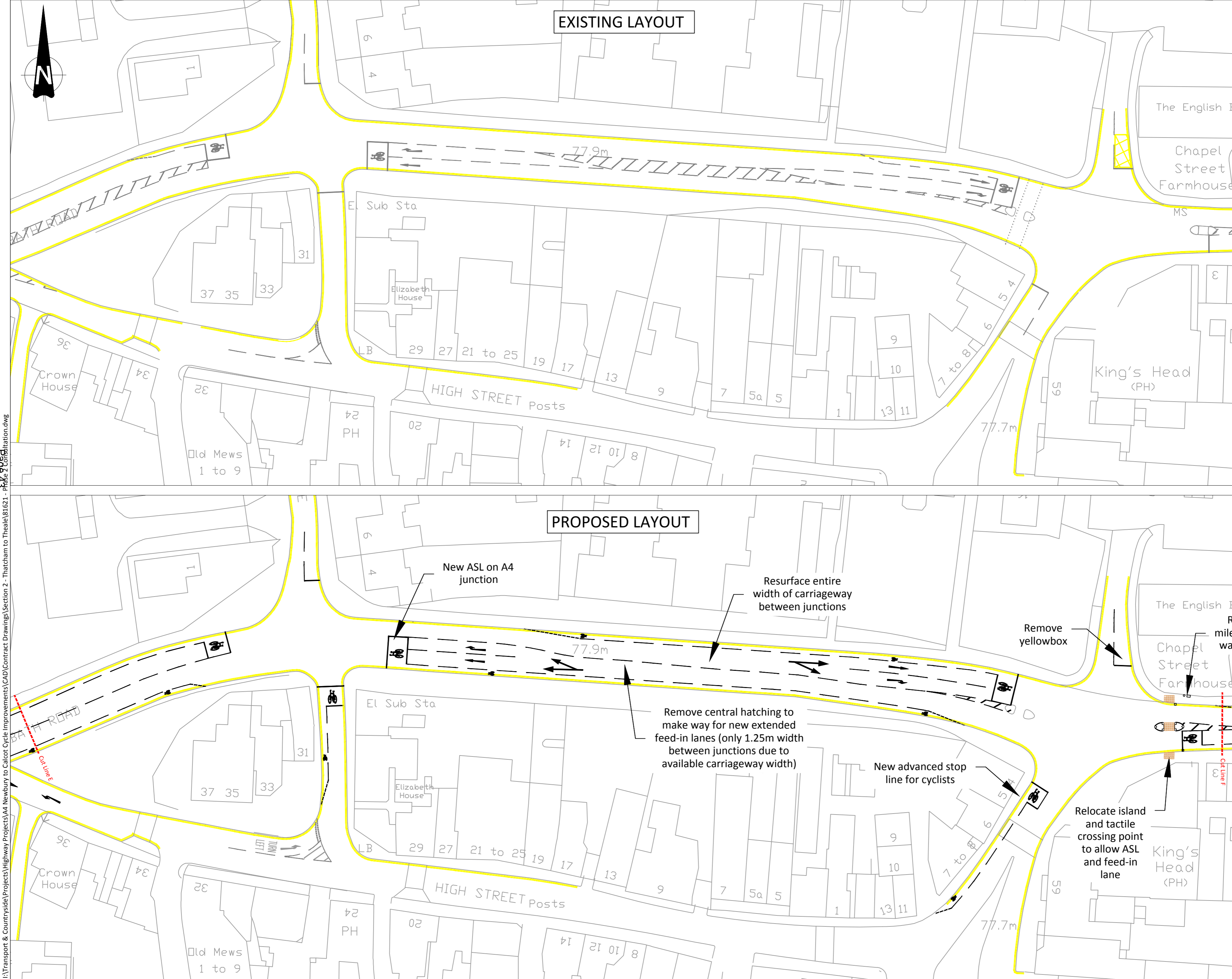


Transport & Countryside | Council Offices  
Market Street | Newbury | RG14 5LD

Project Title				
NCN422 Phase 2 Bath Road				
Drawing Title				
Catholic Church to High Street (Pg 5 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:500
Drawing Number			Revision	
81621-Consultation				

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- KEY**
- Dropped kerb
  - New kerblines
  - Footway widening
- NOTES**
- 1) All dimensions are shown in metres unless shown otherwise.
  - 2) This drawing shows a proposed option and is subject to change following the location, depth and height of existing utility services.
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  - 4) Prior to any excavations the contractor will establish the location of existing utility services.

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REV	DESCRIPTION	DR	AU	REV DATE



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Project Title  
**NCN422 Phase 2  
Chapel Street**

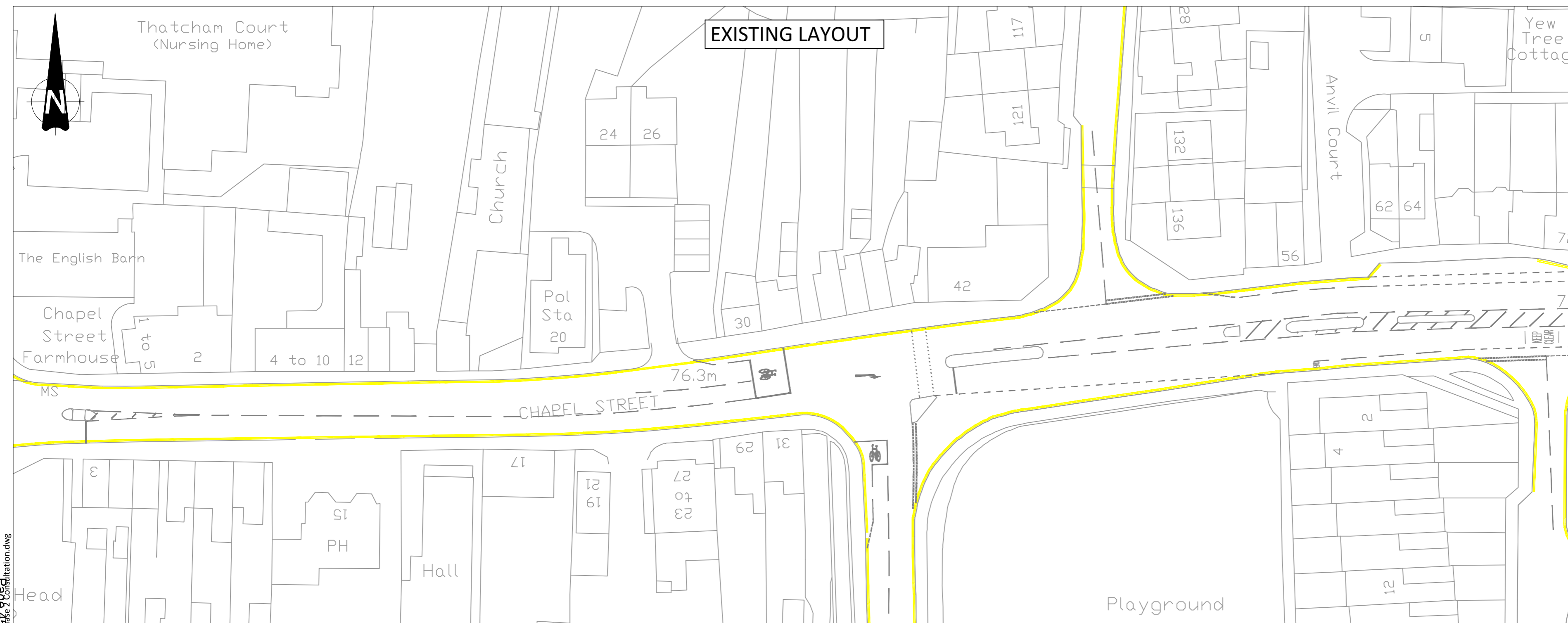
Drawing Title  
**High Street to King's Head PH  
(Pg 6 of 13)**

Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:500

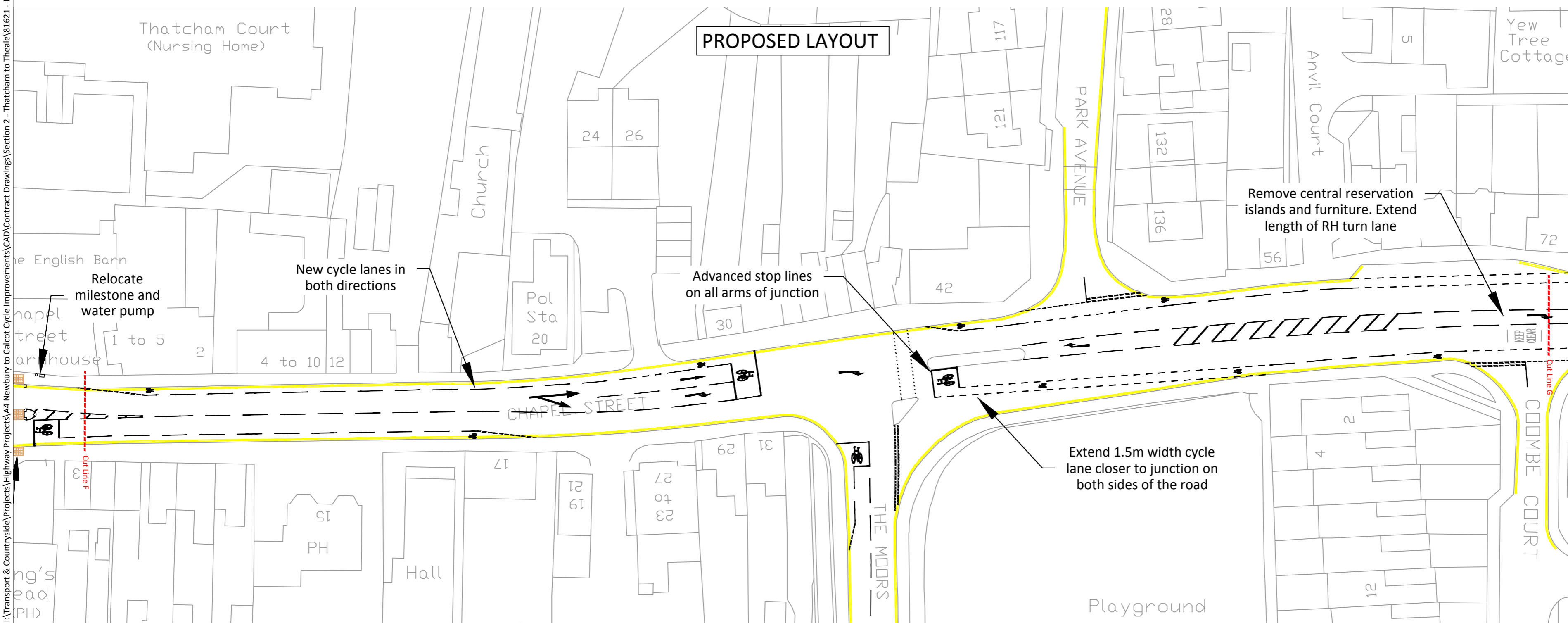
Drawing Number  
**81621-Consultation**

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**EXISTING LAYOUT**



**PROPOSED LAYOUT**

- KEY**
- Dropped kerb
  - New kerbline
  - Footway widening
- NOTES**
- 1) All dimensions are shown in metres unless shown otherwise.
  - 2) This drawing shows a proposed option and is subject to change following the location, depth and height of existing utility services.
  - 3) WBC Standard Details must be adhered to at all times unless specified by the Overseeing Organisation.
  - 4) Prior to any excavations the contractor will establish the location of existing utility services.

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REV	DESCRIPTION	DR	AU	REV DATE
Status				

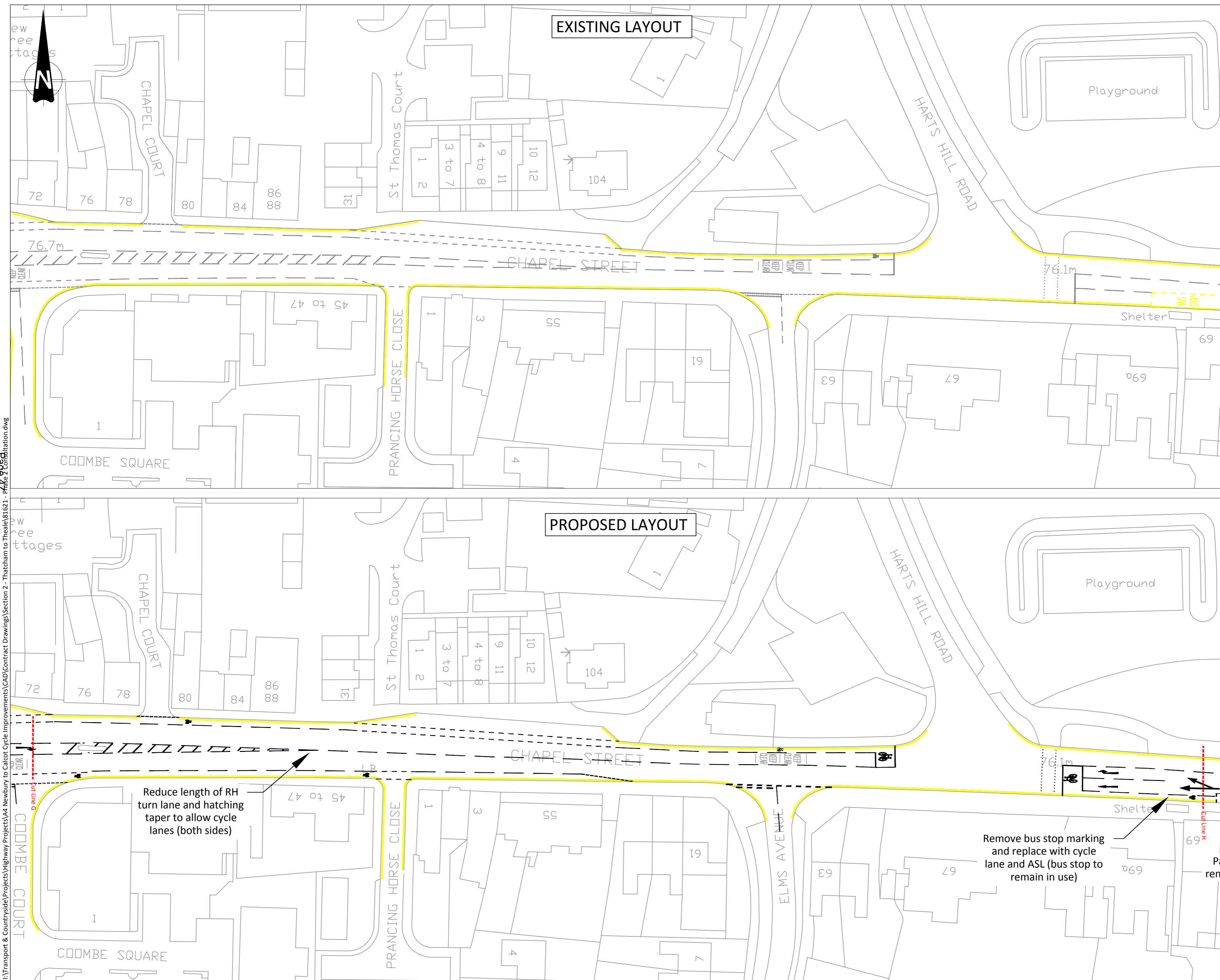


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Market Street | Newbury | RG14 5LD

Project Title				
NCN422 Phase 2 Chapel Street				
Drawing Title				
King's Head PH to Coombe Court (Pg 7 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:500
Drawing Number				Revision
81621-Consultation				

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- KEY**
- Dropped kerb
  - New kerbline
  - Footway widening
- NOTES**
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Status				

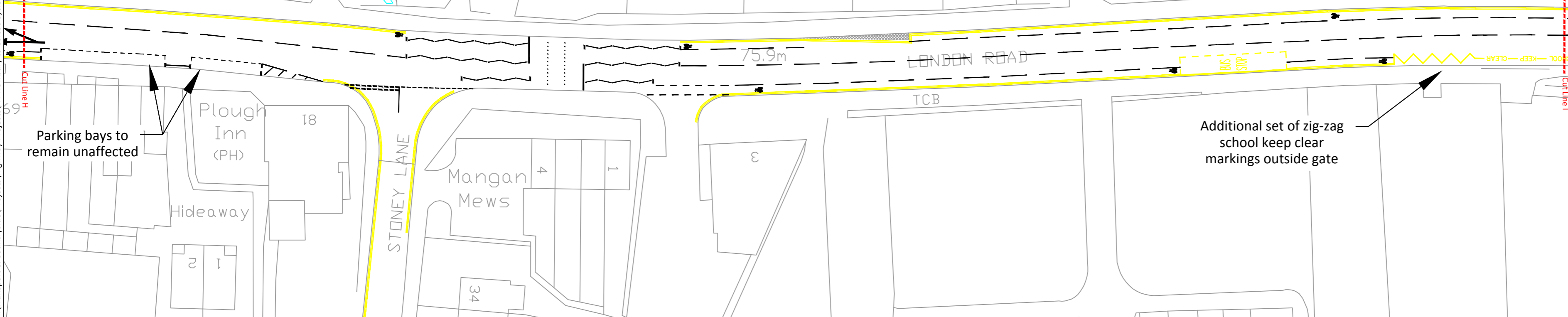
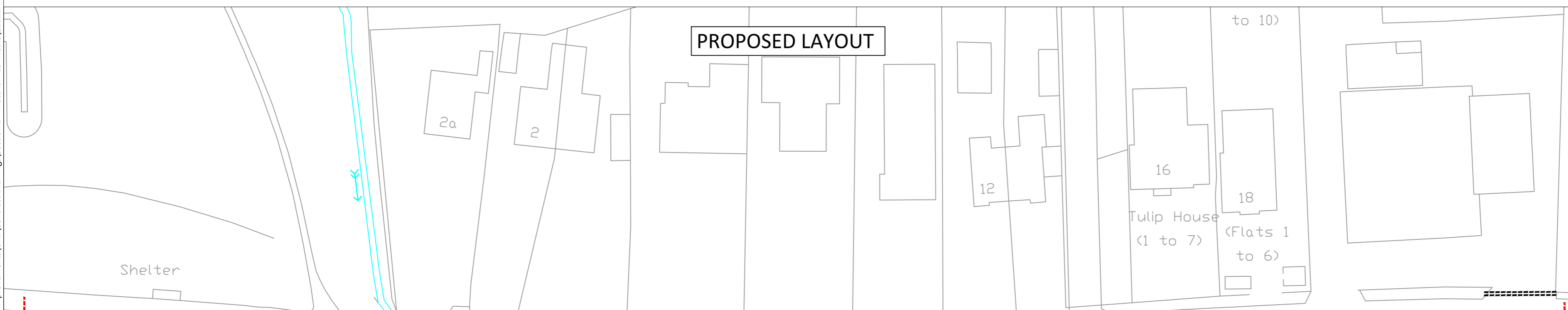
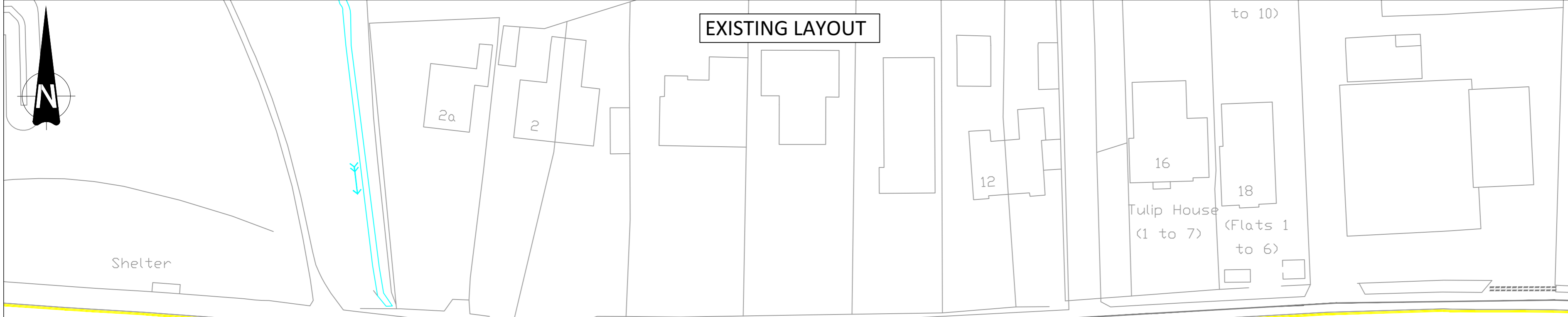


Project Title				
NCN422 Phase 2 Chapel Street				
Drawing Title				
Coombe Court to Harts Hill Road (Pg 8 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:500
Drawing Number				Revision
81621-Consultation				

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- KEY**
- Dropped kerb
  - New kerblines
  - Footway widening
- NOTES**
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REV	DESCRIPTION	DR	AU	REV DATE
Status				

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Project Title

**NCN422 Phase 2  
London Road**

Drawing Title

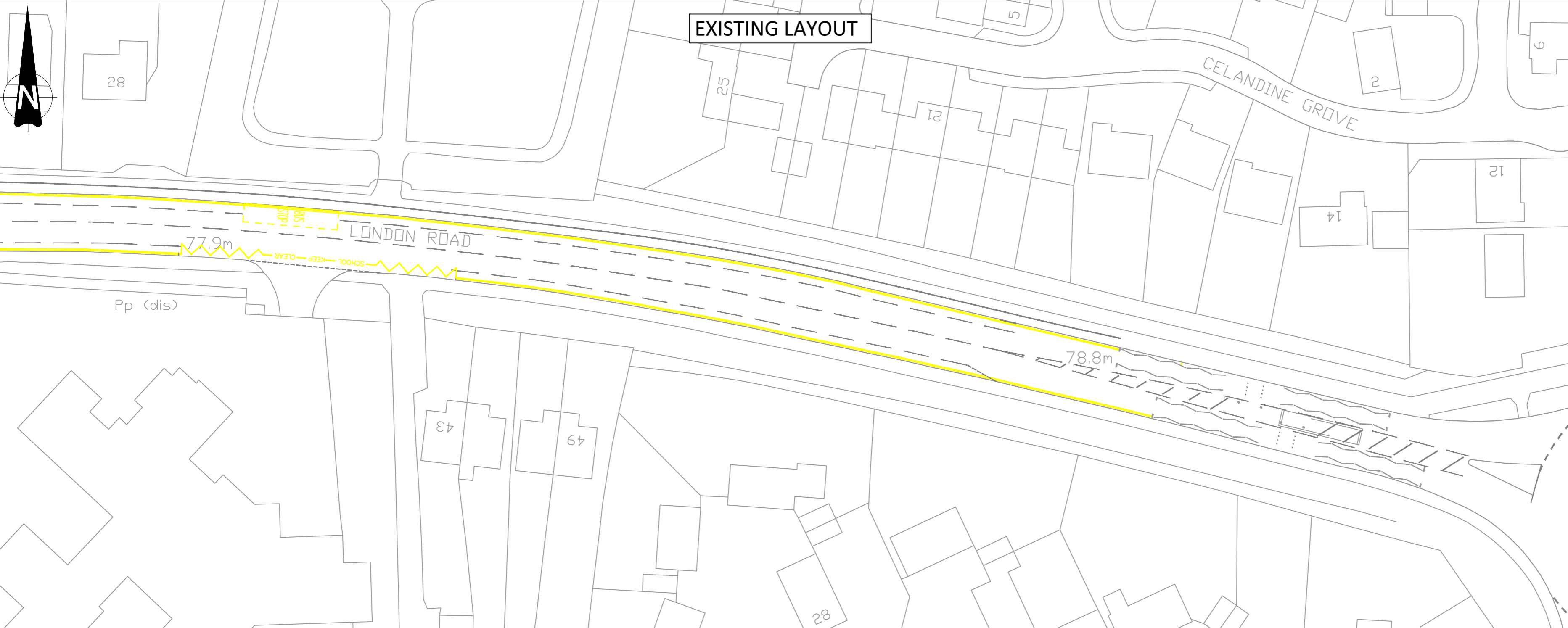
**Harts Hill Road to Francis Bailey  
School (Pg 9 of 13)**

Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:500
Drawing Number	Revision			
81621-Consultation				

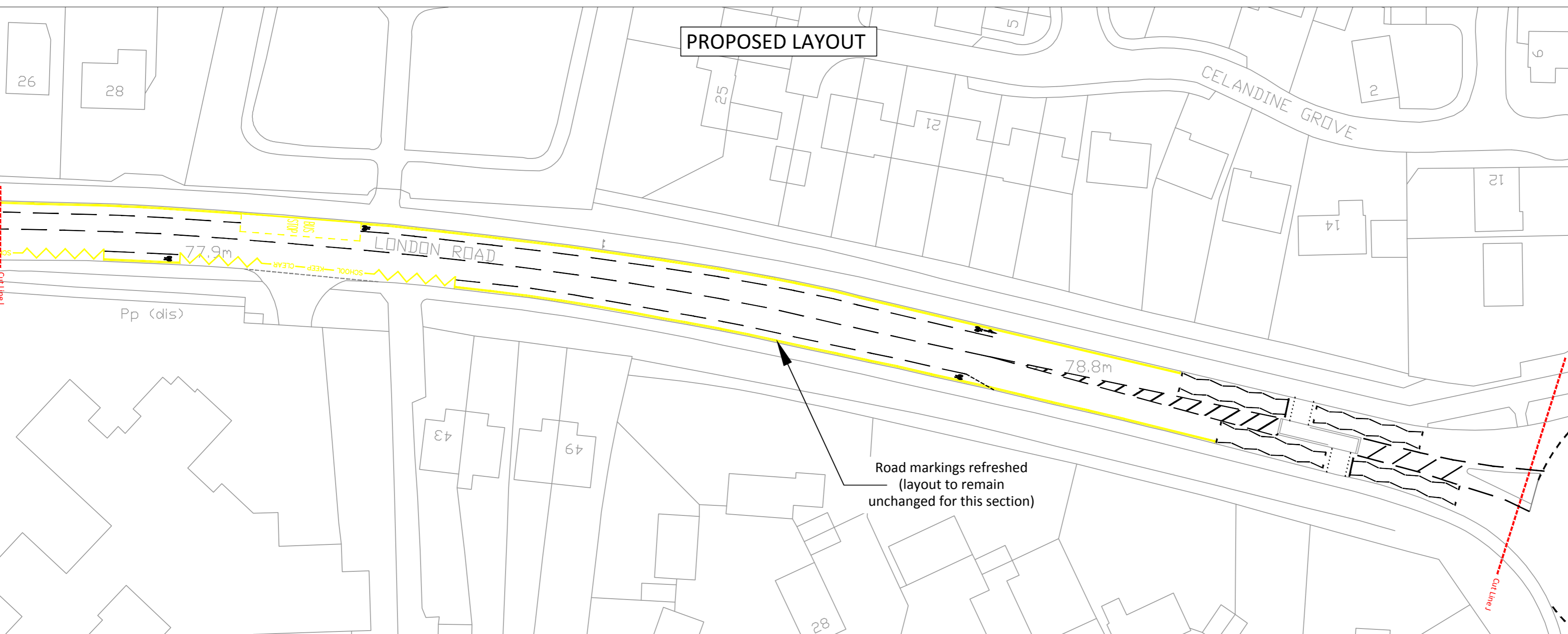
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**EXISTING LAYOUT**



**PROPOSED LAYOUT**

Road markings refreshed  
(layout to remain  
unchanged for this section)

- KEY**
- Dropped kerb
  - New kerblines
  - Footway widening
- NOTES**
- 1) All dimensions are shown in metres unless shown otherwise.
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REV	DESCRIPTION	DR	AU	REV DATE
Status				

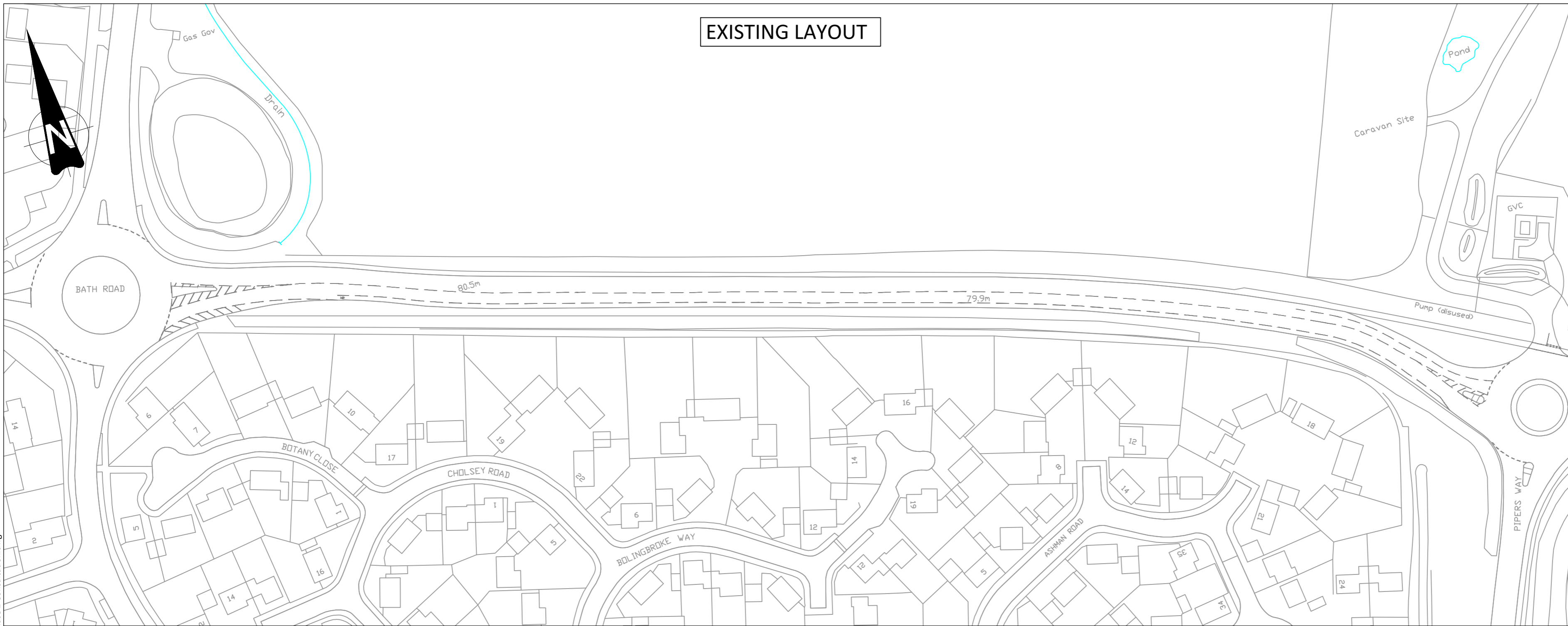


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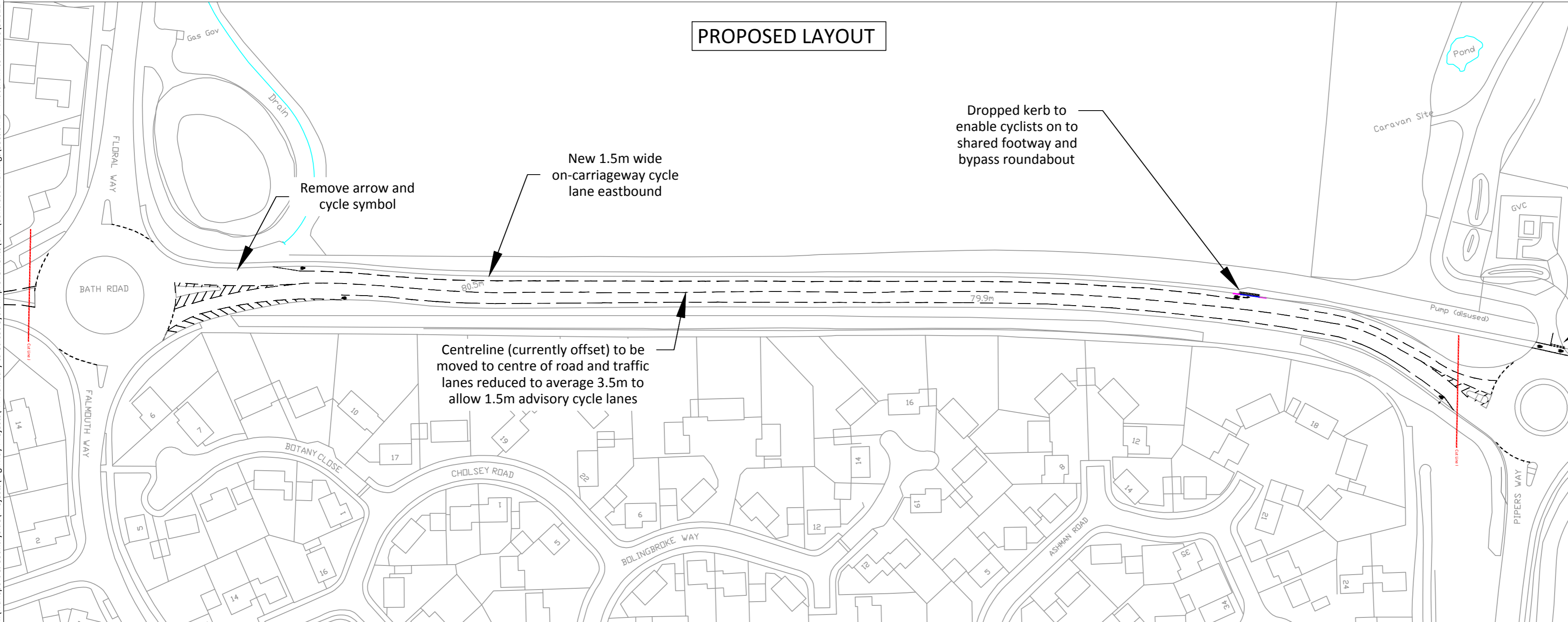
Project Title				
NCN422 Phase 2 London Road				
Drawing Title				
Francis Bailey School to Floral Way Roundabout (Pg 10 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:500
Drawing Number			Revision	
81621-Consultation				

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**EXISTING LAYOUT**



**PROPOSED LAYOUT**

**KEY**

- Dropped kerb
- New kerbline
- Footway widening

**NOTES**

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- 4) Prior to any excavations the contractor will establish the location of existing utility services.

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REV	DESCRIPTION	DR	AU	REV DATE
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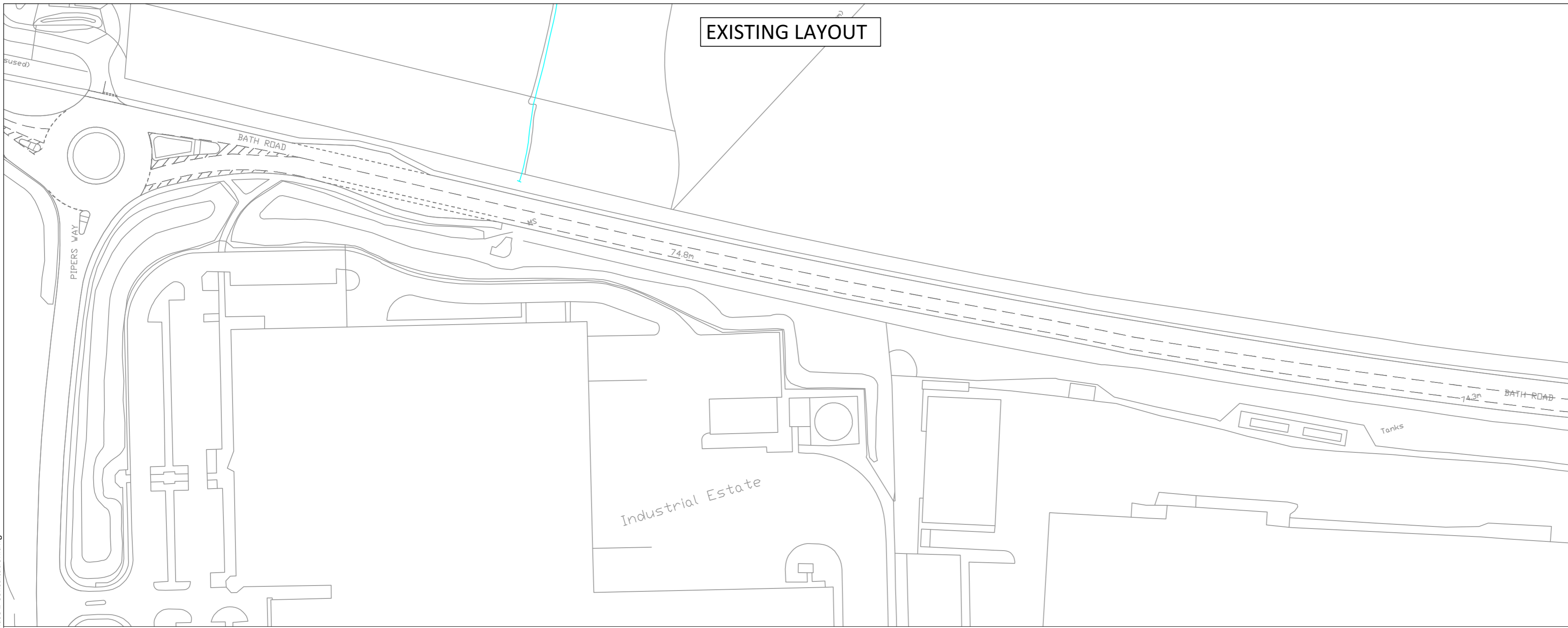


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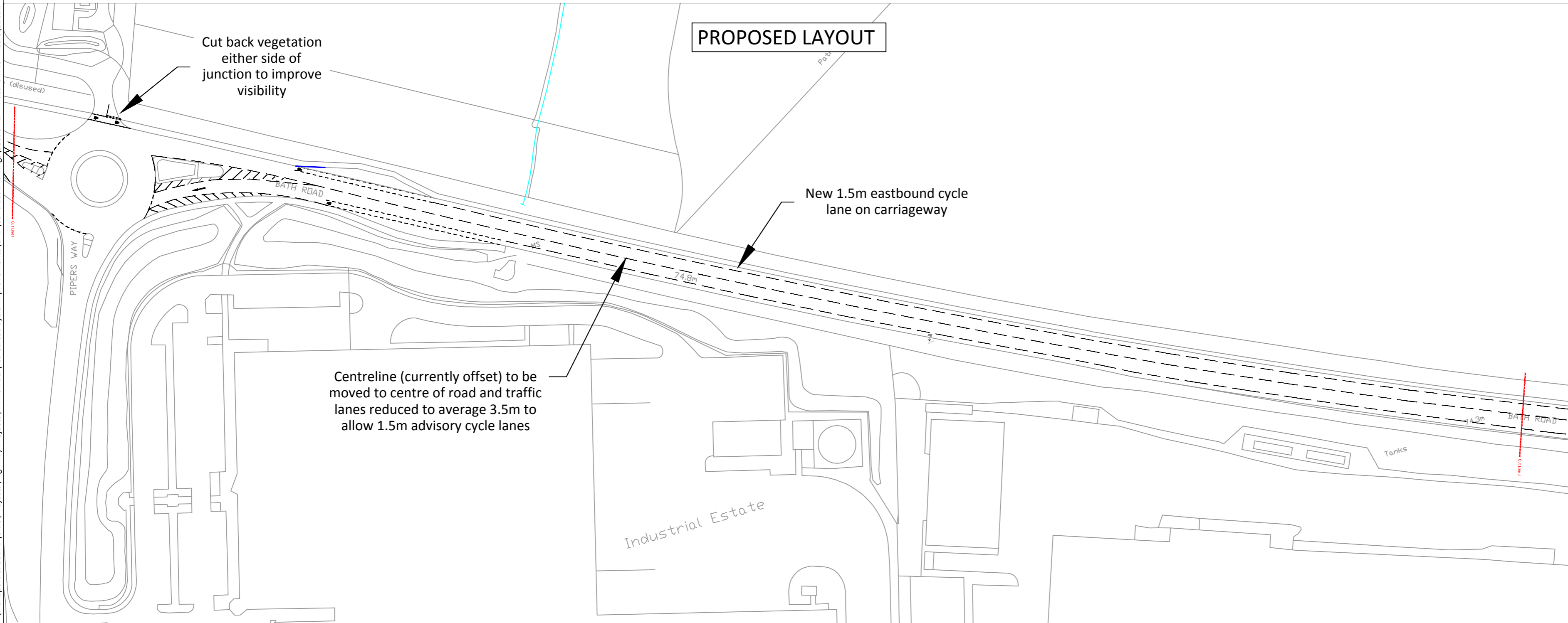
Project Title				
NCN422 Phase 2 Bath Road				
Drawing Title				
Floral Way Roundabout to Pipers Way Roundabout (Pg 11 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:1000
Drawing Number			Revision	
81621-Consultation				

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**EXISTING LAYOUT**



**PROPOSED LAYOUT**

**KEY**

- Dropped kerb
- New kerbline
- Footway widening

**NOTES**

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REV	DESCRIPTION	DR	AU	REV DATE
Status				



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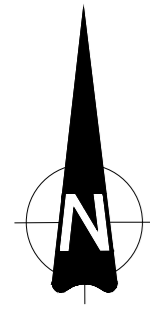
Project Title  
**NCN422 Phase 2  
Bath Road**

Drawing Title  
**Pipers Way Roundabout to Colthrop  
Industrial Estate (Pg 12 of 13)**

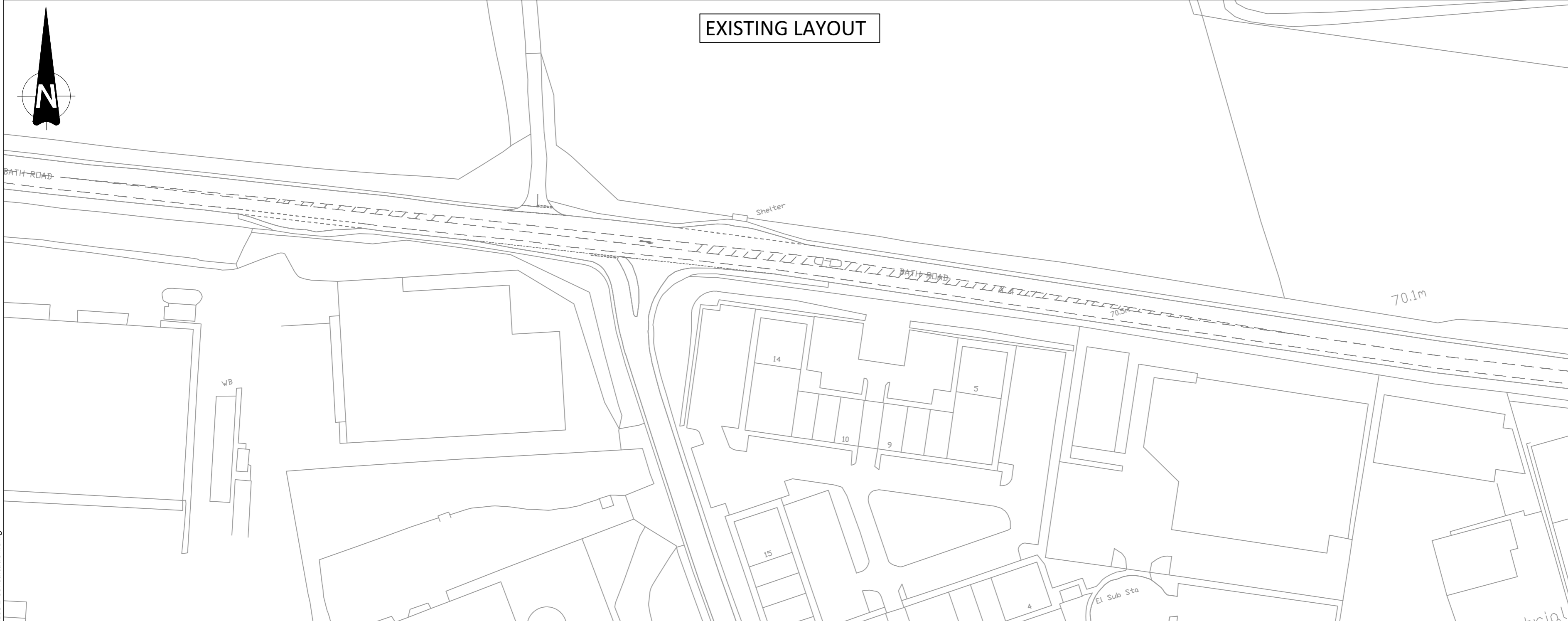
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:1000
Drawing Number	Revision			
81621-Consultation				

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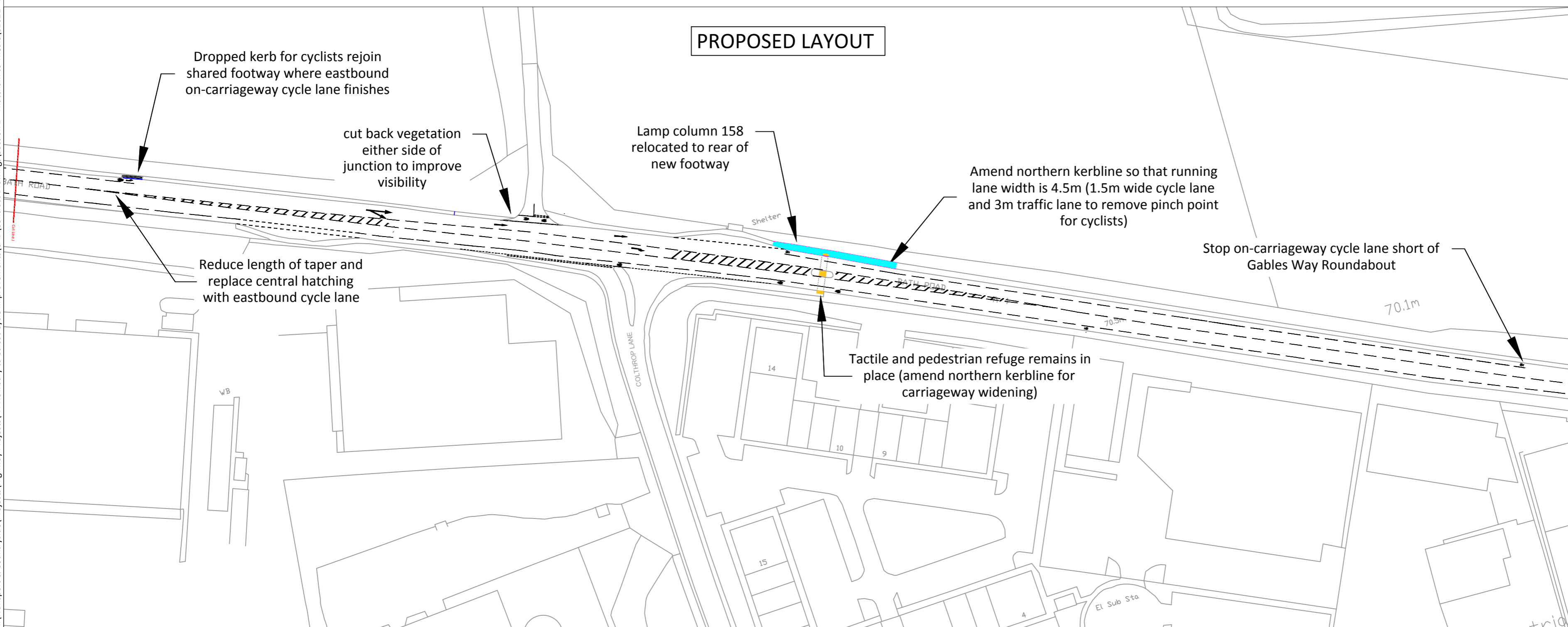




### EXISTING LAYOUT



### PROPOSED LAYOUT



### KEY

- Dropped kerb
- New kerbline
- Footway widening

### NOTES

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REV	DESCRIPTION	DR	AU	REV DATE
Status				



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Project Title				
NCN422 Phase 2 Bath Road				
Drawing Title				
RSA1: Colthrop Industrial Estate to Gables Way Roundabout (Pg 13 of 13)				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
01/04/18	JBK	NS	A2	1:1000
Drawing Number				Revision
81621-Consultation				

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