

Individual Decisions

The attached reports will be taken as
Individual Portfolio Member Decisions on:

19th February 2009

Ref:	Title	Portfolio Member(s)	Page No.
ID1781	Representation on Outside Bodies – Thatcham Vision Steering Group	Councillor Pamela Bale	3 - 14
ID1828	Freight Route Network	Councillors Alan Law/Emma Webster	15 - 23

Individual Executive Member Decision

Title of Report:	Representation on Outside Bodies – Thatcham Vision Steering Group
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	19 th February 2009
Forward Plan Ref:	ID1781

Purpose of Report: To consider nominations for a second West Berkshire Council representative on the Thatcham Vision Steering Group

Recommended Action: To agree the Council's representation as a second member of the Thatcham Vision Steering Group

Reason for decision to be taken: The Thatcham Vision Steering group currently has only one member representing the Council.

Key background documentation: None

Portfolio Member Details	
Name & Telephone No.:	Councillor Pamela Bale - Tel (0118) 9842980
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Contact Officer Details	
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Job Title:	Democratic Services Manager
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Implications

Policy:	The proposals outlined in this report do not contradict any of the Council's existing policies, including those outlined in the Corporate Plan.
Financial:	None
Personnel:	None
Legal/Procurement:	None
Environmental:	None
Partnering:	None
Property:	None
Risk Management:	None
Community Safety:	None
Equalities:	Promotes social inclusion in line with the Council's Equalities Strategy.

Consultation Responses

Members:

Leader of Council:	Councillor Graham Jones – no comment received
Overview & Scrutiny Commission Chairman:	Councillor Brian Bedwell – no comment received
Policy Development Commission Chairman:	Councillor Marcus Franks – no comment received
Ward Members:	Councillors Richard Crumly, Ellen Crumly, Lee Dillon, David Rendel, Terry Port, Jeff Brooks and Keith Woodhams – no comments received
Opposition Spokesperson:	Councillor Owen Jeffery – no comment received
Local Stakeholders:	Mr Peter Allen
Officers Consulted:	Robin Stell, Katharine Sheehan
Trade Union:	N/A

NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
<p>If not subject to call-in please put a cross in the appropriate box:</p> <p>The item is due to be referred to Council for final approval <input type="checkbox"/></p> <p>Delays in implementation could have serious financial implications for the Council <input type="checkbox"/></p> <p>Delays in implementation could compromise the Council's position <input type="checkbox"/></p> <p>Considered or reviewed by OSC or associated Task Groups within preceding 6 months <input type="checkbox"/></p> <p>Item is Urgent Key Decision <input type="checkbox"/></p>		

Supporting Information

1. Background

- 1.1 The purpose of the Thatcham Vision Steering Group is to develop a vision and strategy for Thatcham. The steering group oversees the implementation of the vision and strategy, ensuring that there is effective communication and consultation with key stakeholder groups and the local community.
- 1.2 The current membership consists of up to a maximum of 12 people and includes:
 - i) One District Council and two Town Council Members;
 - ii) Residents or persons including those that represent a local group or nominated by residents;
 - iii) Co-opted members at the discretion of the Thatcham Vision Steering Group.
- 1.3 Meetings are held on average every two months minimum or as may be as required; the current phase of the project is expected to take two years to complete.
- 1.4 Phase 1 of the Vision, once completed, was referred to Thatcham Town Council and West Berkshire District Council for adoption. Phase 2 of the Vision will be referred to the same bodies for adoption when complete.
- 1.5 The Group has been meeting since January 2005. The constitution was adopted at the meeting on the 16th June, 2005 and a request was made to West Berkshire Council to nominate a Member of the Council formally to this Group. This was agreed on 11 August 2005.
- 1.6 The Group has now requested that a second member be appointed to represent the Council.
- 1.7 Sheila Ellison has expressed an interest in undertaking this role.

Appendices

Appendix A – Thatcham Vision Terms of Reference

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Thatcham Vision

WEST BERKSHIRE COUNCIL

Terms of Reference

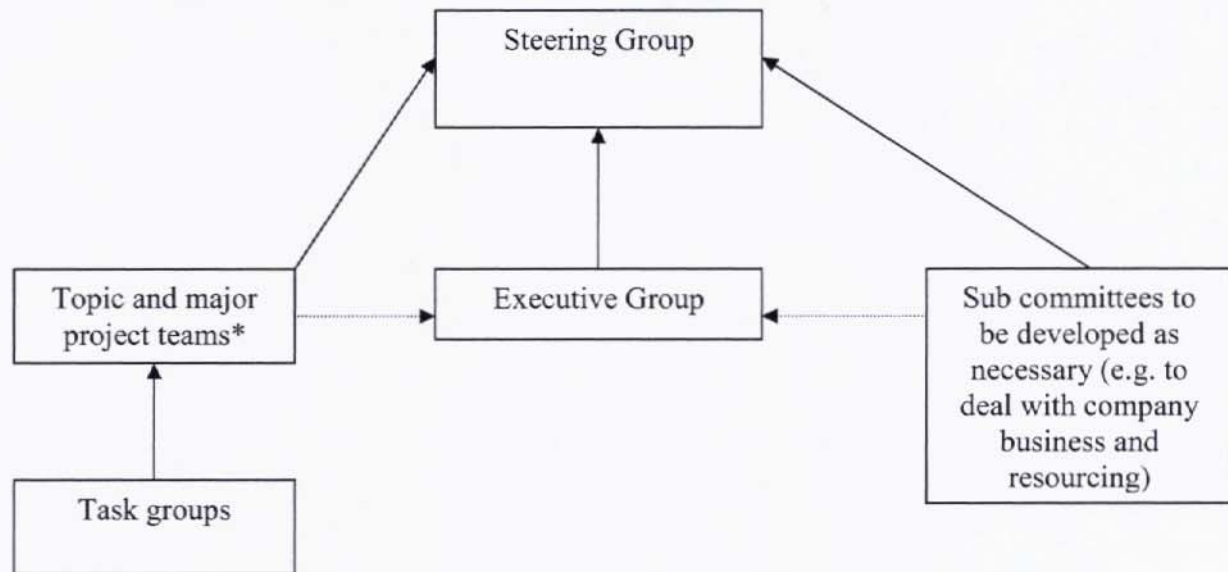
- 1. To develop a Vision and Strategy for Thatcham**

- 2. To oversee the implementation of the Vision and Strategy for Thatcham**

- 3. To ensure that there is effective communication and consultation of the Vision and its Action Plan with key stakeholder groups and the local community in general**

- 4. To refer the Vision to both Thatcham Town Council and West Berkshire Council for adoption**

Annex 1

Structure for Thatcham Vision.

Annex 2

Terms of Reference for Executive Group

To make decisions and recommendations about Vision Business and refer recommendations to the Steering Group where a SG decision is required.

Decisions about the following matters will be delegated to the Executive:

- Personnel matters (excluding decisions to resource appointment of personnel) including interviews, selection of personnel and personnel management
- Content of published material (e.g. newsletters, advertisement) excepting Thatcham Vision Action Plan for which the Executive will have an editorial role and final approval will be a Steering Group decision
- Approving and submission of funding proposals for minor projects (£10,000 or under) related to the Action Plan
- Managing Vision projects, and dealing with business relating to them, as they progress and in association with project and topic teams

The Executive will also be responsible for preparing the following and referring them to the SG for approval:

- Annual budget
- Annual report and accounts
- Proposals to appoint auditors
- Strategies (and proposals for) areas such as funding, resourcing and business planning
- Thatcham Vision Action Plan and updates
- Resourcing & funding bids for major projects
- Proposals for topic and project teams

The Executive Group will include a minimum of FIVE, the majority of which shall be Steering Group Members and shall include the Chairperson of Thatcham Vision. Other members of the EG may include management personnel or consultants appointed in an advisory or support capacity to Thatcham Vision and the Thatcham Vision Secretary. Appointment to the Executive Group shall be by the Board.

* Terms of Reference will need to be produced for these

Agenda item number: 4

Date of issue: 25 July 2007

THATCHAM TOWN COUNCIL

Thatcham Vision Implementation Group
30TH JULY 2007

Report by: Elaine Hare

Job Title: Town Clerk

Subject: **VISION – ACCOUNTABILITY AND STRONG COMMUNICATION LINKS**
Discussion Document

1 Purpose of Report

This discussion document has been prepared to set out a possible structure for ensuring that there is accountability and strong communication links between all agencies involved in the Vision project as well as the Vision Steering Group.

2 Recommendations

2.1 Accountability

Both West Berkshire Council and Thatcham Town Council will set up their own process of monitoring the implementation of the plan where it affects their own Councils. To ensure that there are strong communication links, the following is recommended:

Representation on Steering Group

That the Vision Steering Group be requested to increase representation from both Thatcham Town and West Berkshire Councils from one to two members.

Officers

It is also recommended that an Officer from both Councils attend the Vision Steering Group meetings as an observer and that the Secretariat of the Vision is undertaken by an Officer from West Berkshire Council, subject to West Berkshire Council's agreement.

Updating Plan

That action which has been implemented by the Town Council and West Berkshire Council be fed through to a delegated person within the Vision Group so that the plan be centrally updated.

3 Background

- 3.1 Thatcham Vision was initiated by Thatcham Town Council in 2004 with support from Community Action West Berkshire. Following several public meetings, Thatcham Vision Steering Committee was formed to take forward this project.
- 3.2 Thatcham Vision was formally established in January 2006 as a constituted (unincorporated) Association. (Thatcham Vision's Constitution allows for no fewer than four and no more than twelve on the Steering Group. Thatcham Town Council and West Berkshire Council have one representative each on the Steering Group.) At present there are nine members in total on the Steering Group.
- 3.3 During the financial years 2004/5 and 2005/6, funding was provided by Thatcham Town Council for a part-time Project Manager and an Assistant. Funding was also provided by West Berkshire Council to carry out the consultation exercise and the production of an Action Plan.
- 3.4 The first Action Plan was produced in December 2006 and a public meeting was held on 13th March 2007 to enable residents to find out about the projects and ideas.

Over 100 projects were identified in the Action Plan and eleven had been identified as "core" which would require detailed negotiations with key stakeholders. All projects were identified as:

- short-term (projects which can be delivered quickly and undertaken as soon as possible)
- medium term (projects for delivery within 5 years)
- long term (projects deliverable within 10 years) and
- ongoing (projects that will require ongoing funding and resourcing once implemented)

The "core" projects were:

3.5

Thatcham Community Initiative

- Carry out a feasibility study for a new library and community building in Thatcham Town Centre (short term)
- Develop a community website (short) (ongoing)
- Implement Thatcham Vision Phase 11 (short) (ongoing)

Town Centre Enhancements

- New library (see above)
- Produce a town centre design statement and implement streetscape improvements (short)

Reducing daily road traffic

- Business travel planning project (medium)

Make Thatcham Green (Short-medium term)

Improve support for Senior Citizens

- Introduce specialist third age workers (medium term/ongoing)
- Develop a Senior Citizens Centre (Medium-long term (ongoing))

Provide all secondary school-age pupils in Thatcham with a choice of going to a school in Thatcham (short/medium)

4 Accountability

4.1 The two significant stakeholders in implementing the Action Plan are West Berkshire Council and Thatcham Town Council. Both Councils have allocated finances in their respective 2007/8 budgets for projects.

4.2 Thatcham Town Council

Thatcham Town Council has set up a Vision Implementation Group (VIG) which will meet on a quarterly basis. The VIG held its first meeting on 7th March 2007. At that meeting the Group first considered the "core" actions and determined which organisation/authority/agency would need to take the lead on that project and how this would be fed into the Town Council's Committee Structure.

The Group also considered how the other action points would be taken forward and it was agreed that the Chairmen of the relevant Committees (Planning, Finance and General Purposes and Recreation and Amenities Committees) would need to be fully briefed of action required.

4.3 Process

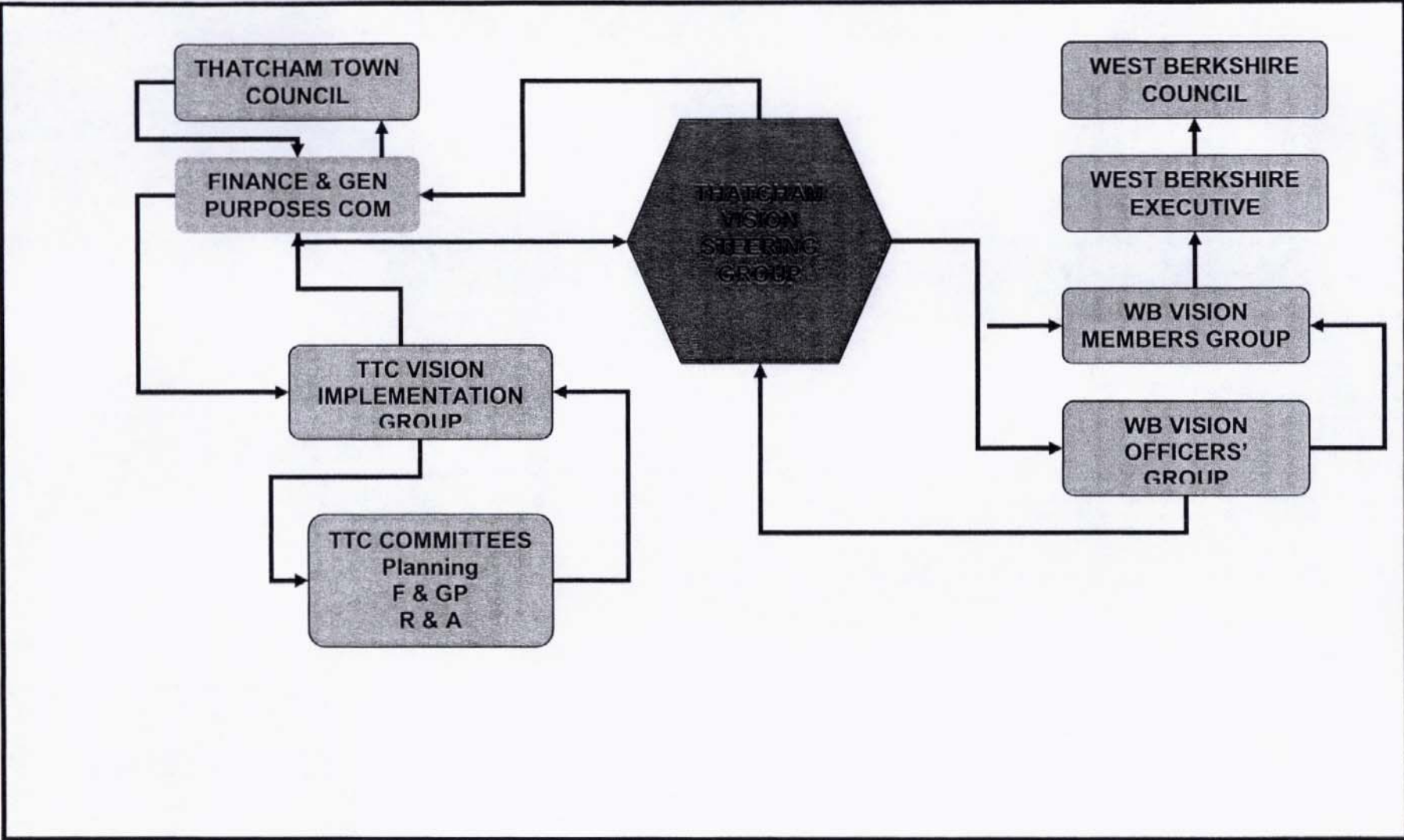
A diagram showing a proposed accountability process is given in appendix 1

5 Updating Process

To ensure that the plan is updated as and when action has been implemented it is suggested that the Vision Steering Group be asked to appoint a Vision Plan Co-ordinator so that the Plan can be centrally updated. The Officers from both the Town and District Councils will then feed information to that person who will then undertake to update the Plan accordingly.

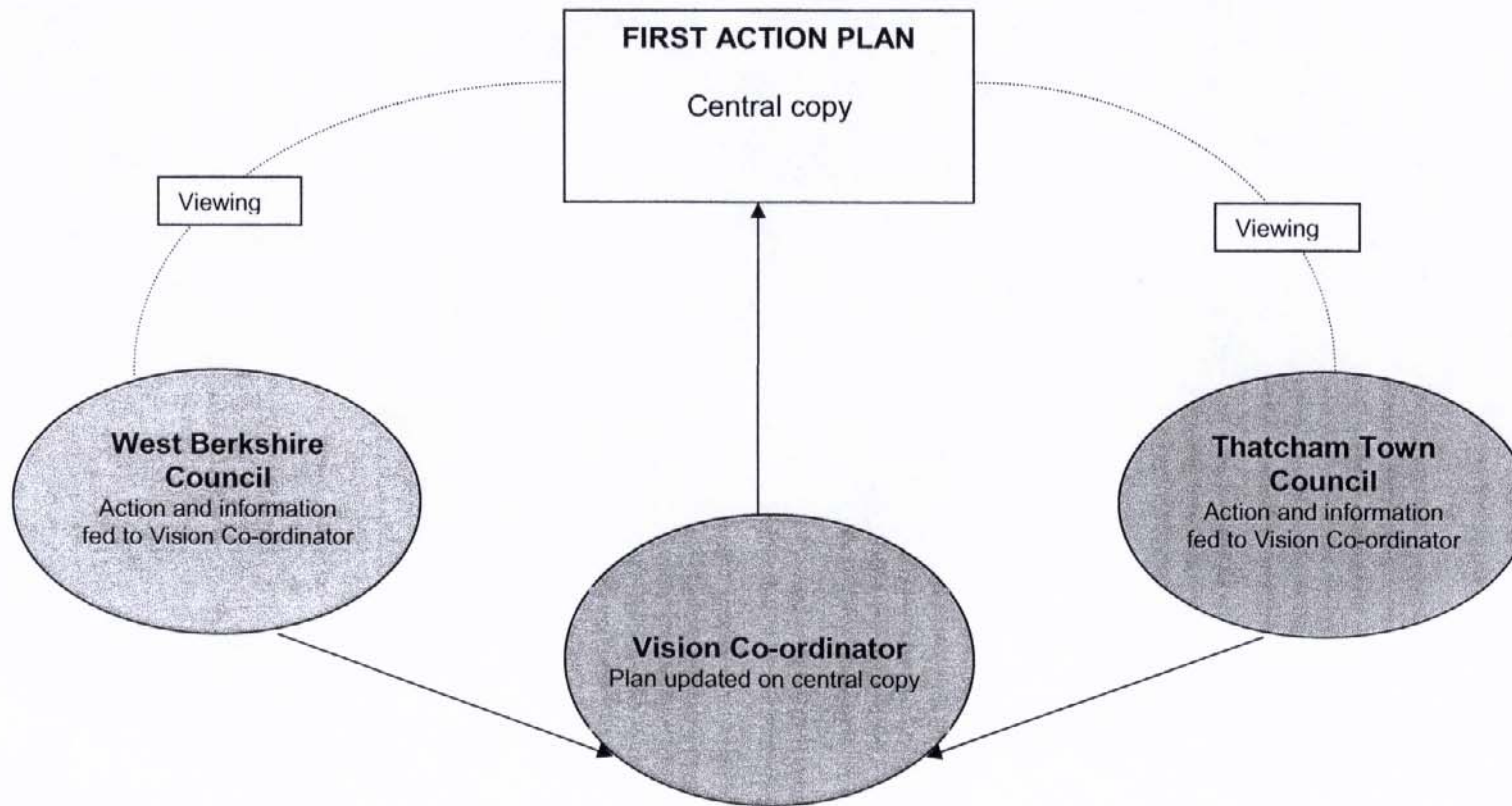
A diagram showing the proposed updating process is given in appendix 2.

THATCHAM VISION - ACCOUNTABILITY



Appendix 2

THATCHAM VISION ACTION PLAN UPDATING PROCESS



Individual Executive Member Decision

Title of Report:	Freight Route Network
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	19 February 2009
Forward Plan Ref:	ID1828

Purpose of Report: To seek formal joint approval from the Executive Member for Planning & Housing and the Executive Member for Transport, Highways & ICT for the West Berkshire Freight Route Network

Recommended Action: That the Freight Route Network and associated maps be formally adopted
That any further minor amendments to the maps be approved by the Freight Sub-Group
That outcomes of priority areas be presented for future Executive Member Individual Decisions

Reason for decision to be taken: To seek formal approval of the West Berkshire Freight Route Network, which will allow other freight initiatives to be developed in accordance with the Council's Local Transport Plan Freight Strategy

Key background documentation: West Berkshire Council Local Transport Plan 2006/07-2010/11 Annex F - Freight Strategy

Portfolio Member Details	
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Portfolio Member Details	
Name & Telephone No.:	Councillor Alan Law (01491) 873614
E-mail Address:	alaw@westberks.gov.uk

Contact Officer Details	
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Tel. No.:	01635 519284
E-mail Address:	CSperring@westberks.gov.uk

Implications

Policy:	Development of the Freight Route Network is a key delivery mechanism of the Council's LTP Freight Strategy
Financial:	None at this stage
Personnel:	None
Legal/Procurement:	None
Environmental:	The development of the Freight Route Network will seek to encourage HGVs to use the most appropriate routes. These routes seek to take account of environmental issues and balance these with social and economic factors of importance to the district. The Freight Strategy through which this is being delivered was developed along with a Strategic Environmental Assessment.
Partnering:	None
Property:	None
Risk Management:	None
Community Safety:	None
Equalities:	Not required

Consultation Responses

Members:

Leader of Council:

Overview & Scrutiny

Commission Chairman:

Policy Development

Commission Chairman:

Ward Members:

District wide project

Opposition

I welcome the report.

Spokesperson:

As with any new adopted scheme, I believe the Council should undertake a review after twelve months. This is to take into consideration any comments or observations made by users or residents affected by the new freight routes.

Local Stakeholders:

Consultation on the Freight Route Network was undertaken in summer 2007, with an update provided to stakeholders in December 2008

Officers Consulted:

Jon Winstanley, Andrew Garrett, Neil Stacey, Mark Edwards, Gary Lugg, Bryan Lyttle, Jenny Noble, Liz Alexander, Sean Murphy, Mathew Meldrum, Paul Goddard

Trade Union: N/A

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
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Supporting Information

1. Background

- 1.1 West Berkshire Council developed its Freight Strategy as part of its LTP2 submission in 2006, to set the framework for addressing freight and distribution related issues in the district. Targets and actions contained in the Freight Strategy included the need to identify and develop a freight routing network for the District.
- 1.2 As a result, a draft Freight Route Network was developed and sent out for public consultation in summer 2007. This included a series of maps highlighting the suggested preferred freight routes in the District, lorry parking facilities, locations of existing weight, height, and width restrictions, and communities and routes unsuitable for HGV traffic.
- 1.3 Responses from the consultation identified a number of possible amendments to the FRN. In addition, four main priority areas, where there are more detailed and complex local freight issues were identified, and a series of local freight studies are currently in progress in these areas to develop acceptable solutions for managing freight movements in these areas.
- 1.4 Amendments have been made to the FRN following the consultation and circulated to those who responded to the consultation. It is now considered appropriate that the FRN is formally adopted by the Council. It is acknowledged that the local freight studies remain on-going, but these are unlikely to have a significant bearing on the hierarchy of advisory freight routes shown on the FRN maps and are dealt with appropriately on the proposed revised FRN maps.

2. West Berkshire Council Freight Strategy 2006

- 2.1 The West Berkshire Freight Strategy was developed as part of the Council's LTP submission of 2006, and was prepared to reflect contemporary national transport and distribution policies, and is the Council's vision of balancing the requirement for efficient distribution of goods with the social and environmental effects of freight movement during the LTP2 period to 2011, and beyond to 2016. In addition, the document contains a range of priority mechanisms to help deliver the aims and objectives of the Freight Strategy, which includes the development of the FRN for the District.
- 2.2 The Freight Strategy contains a number of aims and objectives to support the Council's vision for sustainable freight distribution in the District, these being;

Aims of the Freight Strategy

- Influence and shape movement patterns and transport choice
- Address problems caused by HGV traffic to particular communities, especially in rural areas
- Efficiently manage the large volume of strategic through traffic and deter strategic through traffic from using local roads
- Address real and perceived safety issues relating to freight movement
- Maintain safe HGV access to local facilities
- Provide a freight network that supports and sustains the commercial and economic viability of West Berkshire

Objectives of the Freight Strategy

- Provide local infrastructure improvements which serve to facilitate access to local facilities
- Reduce HGV movements on inappropriate routes
- Reduce HGV movements on rural roads
- Prevent HGV traffic from travelling on roads with weight restrictions
- Better manage HGV traffic on the A4
- Better manage HGV flows on the A339
- Minimise the impact of HGV movements on local communities, including overnight lorry parking
- Enhance road safety
- Improve safety at rail crossings
- Encourage the use of alternative forms of transporting freight and in particular by rail and waterway

- 2.3 The Freight Strategy contains a broad range of delivery mechanisms, which have been devised to meet the strategy's aims and objectives identified above, and to manage freight movements in West Berkshire. There are a variety of delivery mechanisms identified in the strategy, ranging from Network Management measures (such as community strategies, route signing, and weight restrictions), and Infrastructure Measures (such as improving routes and physical traffic calming) to Promotion and Marketing measures (such as user routing maps and advertising), and Travel Planning (encouraging alternatives to road transport and Freight Quality Partnerships).
- 2.4 Delivery Mechanism FN1 is one of the high priority delivery elements of the Freight Strategy, which is to identify and implement a Freight Routing Network. In addition, there are several other delivery mechanisms in the strategy that are heavily dependent on such a network being developed and formally agreed. These include freight route signing strategies, introduction of weight limits, provision of formal lorry parking facilities, ensuring lorry routes are maintained to a high standard, production of a freight route brochure, and working in partnership with local business to seek voluntary agreements to use appropriate routes where possible. The timely development of an agreed Freight Route Network is therefore essential to allow other elements of the strategy to be developed and implemented.

3. Development of the West Berkshire Freight Route Network

- 3.1 Development of the West Berkshire Freight Route Network plans started in 2006 following the submission of the Freight Strategy as part of the LTP2 submission. This took into account a review of freight movements in the District undertaken in 2005, which included looking at freight movements, road safety records, traffic volumes (especially HGVs), air quality, environmental issues, social/community issues and consideration of known HGV rat-runs. This was followed by internal WBC officer workshops, a review of weight/height/width restrictions and a signing audit throughout the District. Officers from neighbouring authorities were also consulted at this stage, which allowed a draft advisory FRN to be developed for consultation.
- 3.2 Public consultation on the draft FRN plans was undertaken between June 1st and September 14th 2007. This established the thoughts and opinions of people in West

Berkshire and the surrounding areas on the proposed routes and their hierarchy, alternative routes, and any local issues that the draft FRN may present. Respondents were invited to articulate their comments on the bespoke questionnaire. In addition, there was a simultaneous business consultation, which sought more detailed information from local businesses and the freight industry.

- 3.3 The consultation generated widespread interest, with responses being received from town and parish councils, neighbouring authorities, local businesses, and members of the public. Furthermore, two petitions were received during this period campaigning for a 7.5 tonne weight restriction on Crookham Hill / Burys Bank Road, and similar on Turnpike Road / Kiln Road, Newbury. Following the consultation, all responses have been analysed; which has identified a number of changes to be made to the FRN maps, as well as priority areas in the District requiring more detailed study to allow acceptable solutions for local freight issues to be developed.
- 3.4 In regard to the four priority areas, progress is overseen by the Member/Officer Freight-Sub Group, along with contributions from local ward Members and parish council representatives where appropriate. The four priority areas being as follows;
- *Crookham Hill* – An experimental 18-month 7.5 tonne weight restriction was introduced on the Crookham Hill route (and other local roads) in September 2008. Regular monitoring will be undertaken on the route, and on other affected routes, regularly during the 18-month period, with the first being in February 2009. This is reflected in the downgrading of the route status on the FRN maps.
 - *Streatley* – Reviewing the location and provision of weight restrictions on routes into the village in order to overcome current enforcement problems and to enable safer legitimate access by HGVs to the village, whilst ensuring that HGVs are not using the area as a through route. Slight amendments will need to be made to the Freight Maps to take into account the outcome of this study.
 - *Tilehurst* – Working jointly with Reading Borough Council to look at freight management issues in the Tilehurst area, with a view to have more enforceable restrictions whilst allowing easier essential HGV access to the Tilehurst area. Slight amendments again are likely to be needed to take into account any agreed outcome from this study.
 - *Turnpike Road* – Responding to a petition received during the 2007 consultation period for a 7.5 tonne weight restriction. Plans for detailed traffic surveys are in place for February 2009 (these have been delayed from the original intended date due to various road works and the Christmas period).

4. Revisions to the Freight Route Network Maps

- 4.1 Following the consultation, all responses received were reviewed to identify changes to be made to the FRN plans and to produce an action plan highlighting areas where further detailed study is considered necessary, including the priority areas listed in paragraph 3.4. Furthermore, there were a number of individual requests for restrictions or other freight management measures at a number of locations around the District. These will be equitably assessed in order to determine which locations should be given priority according to the greatest need.
- 4.2 Revisions to the FRN maps have been undertaken to reflect comments received from the 2007 consultation. The revised maps have since been agreed by the Transport Policy Task Group, and have been circulated as part of a freight update

letter to all stakeholders who responded to the 2007 consultation. The main revisions to the FRN maps as a result of the consultation responses are as follows;

- Identifying Mortimer as a community being unsuitable for HGV traffic.
- Identifying other industrial areas (e.g. Station Yard Industrial Area in Hungerford).
- Identification of major out of town retail sites on the maps (e.g. Newbury Retail Park and Calcot Retail Park).
- Providing a Strategic Context map as an insert on the main District-wide FRN map to show the key strategic routes for long-distance freight traffic travelling through West Berkshire (namely M3/A303/A34/A33/M4). This is primarily to discourage the use of the A339 between Basingstoke and Newbury as a through route for freight traffic.
- Removal of routes into Oxfordshire, as through freight traffic should instead be using the M4/A34.
- Downgrading of the Crookham Hill route between the level crossing at Thatcham to the A339 near New Greenham Park as a local access route to take into account local concerns and the 18-month experimental 7.5 tonne weight restriction.
- Changes in status of routes connecting to neighbouring authorities to provide greater consistency with other FRN's.
- Removal of some third tier local access routes into neighbouring authorities as these are solely intended to be links to serve existing communities (e.g. removal of B4000 and B4001 north of Lambourn, A338 north of Great Shefford, links to the east of Mortimer and Beech Hill into Wokingham District).

4.3 In addition, the areas where more detailed local studies are currently taking place (as identified in paragraph 3.4) are to be shaded grey to denote that local studies are on-going in these areas. The locations of all current weight/height/width restrictions in these areas will still be shown on the maps. Note it is unlikely that these studies will result in significant changes to the status of routes shown on the FRN maps (other than the possible downgrading of the B4009 between Aldworth and Streatley from a local access route to a restricted route to reflect any possible new weight restriction on the B4009 to the west of Streatley).

4.4 The revised Freight Route maps, taking into account some of the issues raised by stakeholders, can be found in Appendices A, B, & C. These include the grey shading of the priority areas listed in paragraph 3.4, where local freight issues are currently being considered.

5. Adoption of Freight Route Network

5.1 It is intended that the West Berkshire Freight Route Network is formally adopted as a key component of its Freight Strategy. Members of the Transport Policy Task Group in December 2008 agreed that the revised FRN maps be recommended for a joint Executive Member Individual Decision, between the Executive Member for Planning and Housing and the Executive Member for Transport, Highways, & ICT, to formally adopt the West Berkshire Freight Route Network.

5.2 It is appreciated that the decision to formally adopt the Freight Route Network is to be made prior to the completion and implementation of the local priority areas and the investigation and possible implementation of other requests for weight

restrictions / freight management measures in other locations. However, while these local studies seek to ameliorate local HGV issues, they are unlikely to result in significant changes to the identified strategic lorry routes and the secondary tier district access lorry routes. Any implementation following these studies may also be dependent upon resources being available to implement measures and the successful advertisement of new Traffic Regulation Orders.

- 5.3 Delays in adopting the FRN are also likely to have a knock-on effect of delaying other delivery mechanisms identified in the District Freight Strategy. These include the reviews and alterations to destination signing to help minimise HGVs using inappropriate routes.
- 5.4 It is intended that once the FRN has been finalised, information including the maps will be produced in the form of a brochure, which will then be circulated and promoted among business and hauliers in the West Berkshire area. This will outline the FRN and to advise HGV drivers of the strategic, district, and other local routes and HGV parking and driver facilities in the District.
- 5.5 It should be noted that unless routes are subject to traffic regulation orders, such as weight restrictions preventing HGV use, that routes outlined on the FRN maps will remain purely advisory and that HGVs have no obligation to adhere to them. Furthermore, where routes are not being promoted as forming part of the FRN, then this does not necessarily imply that freight management measures, such as weight restrictions, will be automatically considered on these routes.
- 5.6 The primary function of enforcement of weight restrictions rests with the Police, although the Council's Trading Standards Service also carries out some enforcement of restrictions. The maximum penalty for breaching a restriction is £1000 and each year a number of prosecutions are taken by the Council. In addition to any fine, costs relating to the prosecution are also sought. In addition to weight restriction checks the service also carries out patrols with the Police looking for evidence of overloaded vehicles. Increased publicity regarding successful prosecutions as a result of weight restrictions enforcement could demonstrate that the Council takes this issue seriously, and would help in informing communities of how the good aims of the Council's Freight Strategy are being followed with tangible action.
- 5.7 Officers will also continue to monitor the work that is emerging in influencing satellite navigation systems and will pursue closer working with local freight generating companies as appropriate to further influence HGV movements towards following the preferred routes throughout West Berkshire.

6. Recommendations

- 6.1 That the Freight Route Network, as outlined on the Freight Route Network maps shown in Appendices 1-3, be formally adopted.
- 6.2 That any further minor amendments to the Freight Route Network maps are able to be approved by the Freight Sub-Group of the Transport Policy Task Group.

- 6.3 That the outcomes of the four priority areas shaded grey on the Freight Route Network maps be presented for future Executive Member Individual Decisions as appropriate.

Appendices

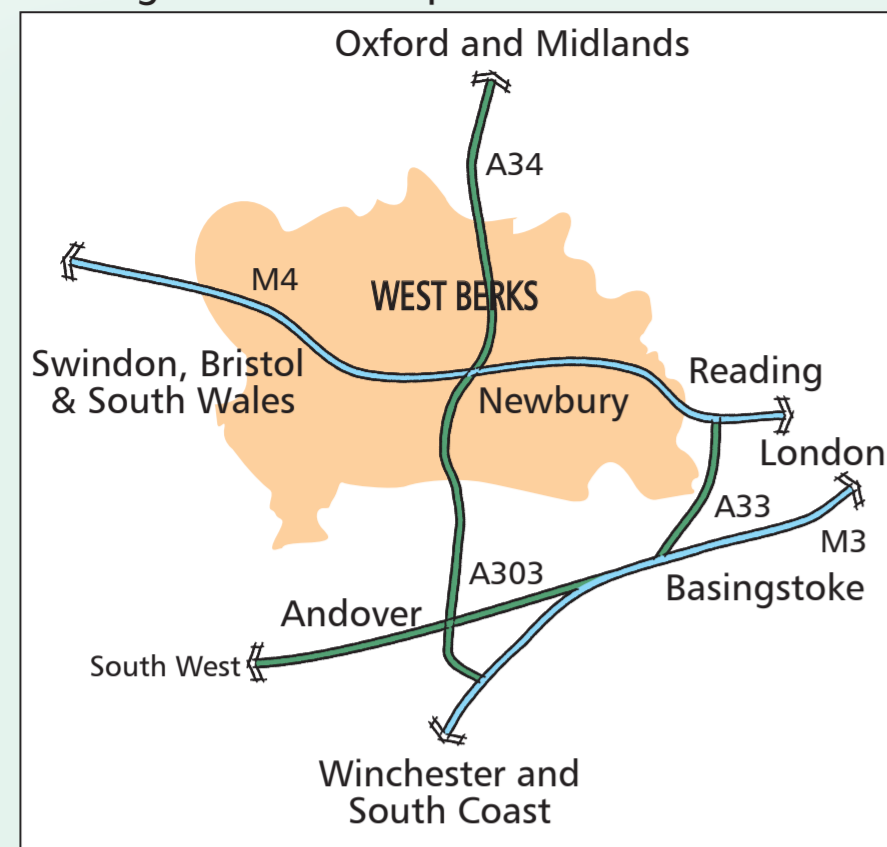
Appendix A – West Berkshire Freight Route Plan

Appendix B - West Berkshire Freight Route Plan, Inset 1 – Newbury & Thatcham

Appendix C – West Berkshire Freight Route Plan, Inset 2 – Theale & Pangbourne



Strategic Context Map



KEY:

- Strategic lorry route for through HGV traffic (Motorways and trunk roads)
- District access routes to key destinations
- Local access routes
- Restricted routes/routes unsuitable for HGV's
- Communities / Towns unsuitable for through HGV traffic
- Key industry origin and destination
- Motorway services (full access for HGV)
- Other services (full access for HGV)
- Layby permitting overnight parking 6 HGV's
- Weigh bridge
-
-
-
-
- Unsuitable for HGV's
- Local freight issues under consideration

M5 Junction 15/20
M32 Junction 1

Swindon, Bristol & South Wales

M40 Junction 9

Wantage, Oxford & Midlands

M25 Junction 15

Maidenhead, Windsor, Slough & London

M3 Junction 9 A303

Basingstoke, Andover, Winchester & South Coast

This Plan indicates the best available routes for heavy goods vehicles within the district of West Berkshire. The descriptions within the key for the routes are based therefore on the preference for use and known suitability with regard to restrictions.

West Berkshire Freight Route Plan - February 2009

