

Individual Decision



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

Thursday, 14th October, 2021

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| ID4144 | Winter Service Plan 2021-22 | Councillor Richard Somner | 65 - 264 |



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Bus Services Improvement Plan (BSIP) 2021

| | |
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| Committee considering report: | Individual Executive Member Decisions |
| Date of Committee: | 14 October 2021 |
| Portfolio Member: | Councillor Richard Somner |
| Report Author: | Emma Jameson |
| Forward Plan Ref: | ID4135 |

1 Purpose of the Report

- 1.1 To seek approval of West Berkshire’s Bus Services Improvement Plan 2021 in time for publication by the end of October 2021, and in accordance with the National Bus Strategy, [Bus Back Better](#).

2 Recommendations

- 2.1 To approve West Berkshire’s Bus Services Improvement Plan 2021 as set out in Appendix C with the following caveats:
- (a) To agree any changes to Appendix C requested by the West Berkshire Bus Enhanced Partnership Project Team, following their meeting of 13/10/2021 and as presented to the Portfolio Member on 14/10/2021 at the Individual Executive Member meeting.
 - (b) To permit the Services Director Environment (Jon Winstanley), to update the sections in Appendix C highlighted in green and red and/or make any required corrections to statements of fact and/or data in the BSIP identified prior to final publication on 31 October 2021.

3 Implications and Impact Assessment

| Implication | Commentary |
|-------------------|---|
| Financial: | The Government have set aside £3 billion to realise its new National Bus Strategy. The greater part of this will be allocated to Transport Authorities on the strengths of their BSIPs. |

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| | <p>The BSIP is not a statutory document. It is an ambitious plan of how we would like to improve bus services in West Berkshire, subject to available funding.</p> <p>Prior to 31 October 2021 a funding template will need to be completed and submitted to the Department for Transport, alongside the BSIP, to provide an indicative view of potential local authority and operator priorities for additional Government funding. The template asks for broad detail regarding potential funding requirements, both capital and resource, to deliver the expectations set out in the National Bus Strategy.</p> <p>The Department for Transport will assess the BSIP and funding template to determine funding allocations to support the activities of West Berkshire’s Enhanced Partnership. If we do not receive sufficient funding to pursue specific activities in our BSIP, we will not be committed to inclusion of these activities within our final Enhanced Partnership.</p> |
| <p>Human Resource:</p> | <p>N/A</p> <p>The additional staffing (agency/casual/fixed term/consultancy) considerations for establishing an Enhanced Partnership and BSIP (as funded through the Department for Transport capacity grants of £150,000) were considered separately with DOD4110 and agreed with Abigail Witting, HR, 28/05/2021 and have subsequently been put in place.</p> |
| <p>Legal:</p> | <p>N/A</p> <p>The BSIP is not a statutory document. It is an ambitious plan of how we would like to improve bus services in West Berkshire, subject to available funding. It will only be at the next stage, when establishing the Enhanced Partnership plan and schemes for March 2022 that we will undertake legal considerations.</p> <p>However, in completing the BSIP three commercial operators have requested the signing of Confidentiality Agreements prior to release of data about their services and operations. This data will be used to inform the combined baseline position (of all services in West Berkshire) from which future improvements to services will be measured. As agreed with Dawn Bond, Legal Services, 27/09/2021, we are moving the Confidentiality Agreements towards resolution and signature with two of the operators with a view to inclusion of their data in the BSIP prior to 31 October 2021. It is considered unlikely that we will be able to resolve an agreement with the third operator at this</p> |

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| | <p>time, although this is not considered overly detrimental to the BSIP as it estimated that less than 10% of the route they operate falls within West Berkshire.</p> |
| <p>Risk Management:</p> | <p>The main risks associated with the National Bus Strategy are not meeting the tight deadlines. These are:</p> <ol style="list-style-type: none"> 1. Commit to establishing an Enhanced Partnership by the end of June 2021. (This has been completed). 2. Publish our BSIP by the end of October 2021. (The purpose of this report). 3. By April 2022, our Enhanced Partnership plan and schemes will need to be in place. <p>Officers in Transport Services are aware of these deadlines and a Project, under the governance of the Environment Board and oversight of the Project Board, continues to manage progress.</p> <p>The other main risk is if bus operators do not join the Enhanced Partnership and/or issue letters of support for the BSIP. The letters of support will need to be published alongside the BSIP by 31 October 2021. It is considered unlikely operators will not join the Enhanced Partnership because failure to do so could mean an end to all the Government funding they receive for operating bus services, such as BRG and Bus Services Operator Grant. All operators are also being consulted (as part of the Project Team) at all stages of the project and BSIP production to help ensure that we work collaboratively and agree collective plans.</p> <p>It is important to note that the BSIP is not a statutory document. It is an ambitious plan of how we would like to improve bus services in West Berkshire, subject to available funding. The Department for Transport will assess the BSIP to determine funding allocations to support the activities of West Berkshire's Enhanced Partnership. If we do not receive sufficient funding to pursue specific activities in our BSIP, we will not be committed to inclusion of these activities within our final Enhanced Partnership.</p> |
| <p>Property:</p> | <p>Within the BSIP are details of some proposals for improvements to (and/or additional) bus stops, shelters and bus priority measures. Each proposal is being considered by Network Management for feasibility and planning and will be subject to available funding.</p> |

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| Policy: | The proposal relates to the National Bus Strategy, Bus Back Better, as published in March 2021. | | | |
| | Positive | Neutral | Negative | Commentary |
| Equalities Impact: | Yes | No | No | The bus is seen in the National Bus Strategy as a key tool in ‘Levelling Up.’ In the West Berkshire context this could include enhanced frequencies on key bus corridors, fares simplified or reduced, and the emergence of new demand responsive services to serve areas of sparse population. These improvements all have a positive impact on the life choices and chances of residents, especially to those who are currently transport deprived. |
| A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality? | Yes | No | No | As stated above, the BSIP will result in improvements to local bus services that should benefit all residents of the district, either directly or indirectly. For example, cheaper and simplified bus fares should bring greater affordability of bus travel, especially to those on low incomes. |
| B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users? | Yes | No | No | Improved bus services (higher frequencies, more routes, extended timetables, new demand responsive services, improved reliability, reduced and simplified fares) would be expected to have a positive impact on all residents, employees and service users. |
| Environmental Impact: | Yes | No | No | Greater patronage of bus services should reduce traffic pollution along key corridors, to the health benefit of those living here. The greening of buses will reduce pollution from this sector of transport. |

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| <p>Health Impact:</p> | <p>Yes</p> | <p>No</p> | <p>No</p> | <p>Improved bus services, particularly in rural areas would improve the accessibility of residents here, particularly those without access to car. This would contribute towards reducing social isolation and access to the facilities of nearby towns.</p> <p>Less car journeys on the road would contribute to cleaner air, especially along congested corridors.</p> |
| <p>ICT Impact:</p> | <p>No</p> | <p>Yes</p> | <p>No</p> | <p>Improvements to bus services will happen on the ground. Improvements to bus services information could have IT implications. These will need to be considered in full if being pursued (subject to available funding), as part of the establishment of an Enhanced Partnership plan and schemes for March 2022.</p> |
| <p>Digital Services Impact:</p> | <p>Yes</p> | <p>No</p> | <p>No</p> | <p>The BSIP will need to be published on the Council's webpage prior to 31 October 2021.</p> <p>Digital solutions are being sought to improve bus information and marketing. For example, in improving how people get information about possible bus journeys. These will need to be considered in full if being pursued (subject to available funding), as part of the establishment of an Enhanced Partnership plan and schemes for March 2022.</p> |

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| <p>Council Strategy Priorities:</p> | <p>Yes</p> | <p>No</p> | <p>No</p> | <p>1/ Ensure our vulnerable children and adults achieve better outcomes. Improved and cheaper bus services in the district would be expected to have a positive impact on such vulnerable residents by increasing their accessibility and access to key facilities.</p> <p>2/ Support everyone to reach their full potential. Improved bus services would enhance residents' access to key resources including educational and retail.</p> <p>3/ Support businesses to start, develop and thrive in West Berkshire. Improved bus services would enhance the travel opportunities of residents, especially those without access to a car. This would mean greater ease of access to employment.</p> <p>4/ Develop local infrastructure, including housing, to support and grow the local economy Enhanced bus priority measures would contribute towards the bus being more reliable and thus more of a positive choice, helping to reduce congestion which can only help the local economy.</p> <p>5/ Maintain a Green District Greater travel on bus services would reduce the number of cars on our roads and the pollution and congestion these cause.</p> <p>6/ Ensure Sustainable services through innovation and partnerships The Enhanced Partnership between the Council and the Bus Operators is intended to bring out the strengths of each party to deliver improved bus services which hopefully will prove sustainable in the long term.</p> |
| <p>Core Business:</p> | <p>Yes</p> | <p>No</p> | <p>No</p> | <p>The Government do not see their new Bus Strategy in any way as business as usual for the bus. This thinking should permeate down to each Transport Authority in their BSIPs. The overall result should be to make the bus the first choice transport for all.</p> |

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| Data Impact: | No | Yes | No | <p>For the resident bus and non-bus user survey used to inform the BSIP, the Consultation and Engagement privacy notice is available on the Council's website. Results from this survey have been anonymised and the BSIP itself contains no personal data.</p> <p>Confidentiality agreements are being put in place with commercial operators to enable them to release data for inclusion in the BSIP.</p> <p>Within the BSIP are initiatives on CCTV, Wi-Fi and tap-on-tap-off technology on vehicles and demand responsive technology which, if to be pursued (subject to funding) may require individual data impact assessments. These will be need to be completed as part of the Enhanced Partnership plan and schemes.</p> |
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| <p>Consultation and Engagement:</p> | <ul style="list-style-type: none">• Local bus operators - Informal consultation commenced with operators prior to the formal Statutory Notice of Intent being issued. After the formal notice was issued and circulated to all parties, operators (along with key partners and teams: West Berkshire Learning Disability Partnership Board, Network Management, Environment Delivery, Engaging & Enabling Local Communities) nominated a representative to attend the monthly Enhanced Partnership meetings to coordinate concerns, ideas and ensure the plan has been developed and produced in accordance with national requirements and with the support of local operators.• Transport Advisory Group (TAG) – the draft plan was circulated and presented to Members at TAG on 30 September 2021, prior to this Decision being taken.• Environment Board - having oversight of the Project Management for governance purposes.• Transport Officers - weekly internal meetings, emails, national briefings.• Residents - a survey seeking views from residents (both bus and non-bus users) was commissioned through/with the assistance of the Customer Engagement & Transformation team. There were 712 completed responses to the survey that took place from late July 2021 to 30 August 2021. These responses have been analysed and key outcomes highlighted within the BSIP.• Parish/Town Councils – Transport Services also contacted all local parish and town councils for comments and ideas for inclusion in the BSIP. |
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4 Executive Summary

- 4.1 The proposed Bus Services Improvement Plan for 2021 is attached at Appendix C and is being considered for approval to enable us to meet the Central Government requirement to publish an initial BSIP by 31 October 2021, in accordance with the National Bus Strategy, [Bus Back Better](#).
- 4.2 The BSIP includes details on key issues identified by residents, operators, the Council and third parties to existing local bus provision and plans for improvement including:
- Increased frequency services
 - New services
 - Bus priority measures and congestion hot-spots
 - Fares review
 - Roadside infrastructure
 - Promoting buses for tourism
 - Investing in de-carbonisation
 - Passenger Charter
 - Targets for improvements in satisfaction, journey times, punctuality etc.

- 4.3 The BSIP is a collaborative document that has been put together by the Council and the local bus operators in West Berkshire with the support of partner organisations and has been widely informed through surveys and consultancy reports.
- 4.4 The proposed BSIP at Appendix C will be presented to the West Berkshire Bus Enhanced Partnership Project Team at a meeting on 13 October 2021. Any final requests for amendment agreed at this Project Team meeting will be declared at the Individual Executive Member Decision meeting on 14 October 2021, for consideration of inclusion.
- 4.5 The proposed BSIP at Appendix C has some sections which, prior to publication by 31 October 2021, would ideally be updated with an informed position. These are highlighted in green or red in the report (and are detailed in full in 5.13). The resolution to each of these sections is not considered likely to make a significant change in the overall context to the BSIP nor to the initiatives being proposed. It is therefore proposed that updates to these sections (and/or any required corrections to statements of fact and/or data in the BSIP identified prior to 31 October 2021), can be included in the final published BSIP for 2021, subject to agreement by the Service Director Environment.

5 Supporting Information

Introduction

- 5.1 This report is seeking approval of the West Berkshire Bus Services Improvement Plan for 2021, to enable its publication by the Department for Transport deadline of 31 October 2021.

Background

- 5.2 In March 2021, the Government launched the National Bus Strategy <https://www.gov.uk/government/publications/bus-back-better>, which sets out an ambitious vision to dramatically improve bus services in England through greater local leadership, to reverse recent trends and encourage passengers back to bus - assisting towards the Carbon Neutral agenda and levelling up of the country.
- 5.3 Local Transport Authorities (LTAs) and local bus operators are required to set up Enhanced Partnerships or franchises by April 2022, including the development and publication of a Bus Services Improvement Plan and establishing an Enhanced Partnership Plan and Schemes. The Plan and Scheme(s) will help deliver a fully integrated service with simple, multi-modal tickets, more bus priority measures, high-quality information for all passengers in more places, enhanced frequencies and evening and weekend services.
- 5.4 In line with the National Bus Strategy, [Bus Back Better](#), and as agreed at the Delegated Officer Decision 4110, West Berkshire Council issued a Statutory Notice of Intent to the setting up of an Enhanced Partnership (for local bus services) in June 2021.
- 5.5 The second major milestone/deadline outlined in the National Bus Strategy, requires local authorities to publish their Bus Services Improvement Plan (BSIP) by the end of October 2021.

5.6 The Bus Services Improvement Plan sets out targets for each year to 2025 and for 2030 with progress to be published every 6 months. (A revised plan will also be required at least every 12 months).

Proposals

5.7 The government has set ambitious timescales for completion of BSIPs. The Bus Services Improvement Plan attached at Appendix C is an informed and collaborative document. It has been put together by West Berkshire's Bus Enhanced Partnership Project Team consisting of representatives for:

- Each local bus operator with active services in West Berkshire
- Transport Services Team
- West Berkshire Learning Disability Partnership Board
- Network Management
- Environment Delivery
- Engaging & Enabling Local Communities.

The BSIP will be considered for final review by the Project Team on 13 October prior to the Individual Executive Decision.

5.8 The Council issued a user and non-bus user survey in July-August 2021, receiving 712 completed responses and the results from this survey have been used to inform the BSIP and identify priorities for improvements to bus services.

5.9 The Transport Advisory Group meeting on 30 September 2021 also gave Members the opportunity for review and comment on the proposed BSIP.

5.10 However, as well as the Project Team, residents and Members, it is important to consider input from neighbouring local authorities, many of whom are still creating their own BSIPs.

5.11 Operator data forms an important part of establishing the baseline from which we will measure progress in bus services improvements over the coming years. With some commercial operators, we are awaiting signing of confidentiality agreements before the data can be released to complete the BSIP.

5.12 The Council have also commissioned various feasibility studies and reports through consultants and third parties to inform and develop specific items within the Bus Services Improvement Plan, and the final reports for some of these studies have not yet been completed.

5.13 As a result there are still some final elements to the BSIP that West Berkshire Council are looking to finalise before 31 October 2021, specifically:

| Section | Details to be finalised |
|--------------------|---|
| Tables 4.2 and 4.3 | Service patronage and mileage data from local bus operators – upon receipt/completion of confidentiality agreements. |
| Figure 4.9 | Passengers boarding buses (compiled from Operator data). Consideration to be given on whether we have separate Eastern Area data. |
| 5 | Headline targets – how and why – to be discussed and agreed with operators at 13 October 2021 Project Team meeting |
| 5.2.1 | Consideration to be given on whether we can agree any journey time targets with operators based on miles per hour. |
| 5.4.2 | “We will set targets of <u>XX</u> % of population being within 300 metres of a bus stop (or 500m in the rural areas) for different frequency bus services”. Confirmation required from ICT that we can measure this easily. |
| 6.3.2 | Newbury to Harwell / Didcot – to be updated with consultant final report. |
| 6.7.5 | Details to be confirmed with National Express. |
| 6.16.3 | To be completed with Reading Borough Council details. |
| 8.1 Table | Journey time miles per hour targets to be included; access to frequent bus service target to be discussed with ICT. |

5.14 The proposal has therefore been put forward to approve West Berkshire’s Bus Services Improvement Plan 2021 as set out in Appendix C with the following caveats:

- (a) To agree any changes to Appendix C requested by the West Berkshire Bus Enhanced Partnership Project Team, following their meeting of 13/10/2021 and as presented to the Portfolio Member on 14/10/2021 at the Individual Executive Member meeting.
- (b) To permit the Services Director Environment (Jon Winstanley), to update the sections in Appendix C highlighted in green and red and/or make any required corrections to statements of fact and/or data in the BSIP identified prior to final publication on 31 October 2021.

5.15 This will enable West Berkshire to publish our Bus Services Improvement Plan 2021 in time for the deadline of 31 October 2021, along with the required letters of operator

support and submit a copy of the BSIP to the Department for Transport with the specified funding template.

6 Other options considered

- 6.1 A number of other suggestions for bus services improvements have been raised by residents, operators, Council officers, Members, parish/town councils and partner organisations. Unfortunately, it is not feasible/practical to deliver everything and initiatives require the agreed support of all West Berkshire local bus operators and the Council, as this is a collaborative document. Measures for inclusion have therefore been considered in terms of priorities, practicality, widespread support and deliverability.
- 6.2 However, we will be required to review the Bus Services Improvement Plan every 12 months. As opportunities arise and technologies develop, new/additional initiatives may be included in future releases of our BSIP.

7 Conclusion

- 7.1 West Berkshire Council, with our local bus operators and partners have risen to the challenge of producing an ambitious and informed Bus Services Improvement Plan in accordance with the National Bus Strategy.
- 7.2 This report sets to agree to the content, and facilitate the completion, of West Berkshire's Bus Services Improvement Plan for 2021, to enable publication by 31 October 2021.

8 Appendices

- 8.1 Appendix A – Equalities Impact Assessment
- 8.2 Appendix B – Data Protection Impact Assessment
- 8.3 Appendix C – Bus Services Improvement Plan 2021

Corporate Board's recommendation

N/A

Background Papers:

- [Bus Back Better](#) – a national bus strategy for England
 - [Bus Services Improvement Plan](#) – guidance for local authorities and bus operators
 - DOD4110 – The Delegated Officer Decision 4110, as considered in June 2021, agreed to the issue of a Statement of Intent for establishing an Enhanced Partnership (for local bus services) in West Berkshire.
-

Subject to Call-In:

Yes: No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council's position
- Considered or reviewed by Overview and Scrutiny Management Committee or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected: all West Berkshire wards.

Officer details:

Name: Emma Jameson
 Job Title: Principal Transport Officer
 Tel No: 01635 519306
 E-mail: emma.jameson@westberks.gov.uk

Document Control

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|-----------------------|--------------|-----------------------|------------|
| Document Ref: | - | Date Created: | 04/10/2021 |
| Version: | 1.0 | Date Modified: | |
| Author: | Emma Jameson | | |
| Owning Service | Environment | | |

Change History

| Version | Date | Description | Change ID |
|---------|------|-------------|-----------|
| 1 | | | |
| 2 | | | |

Appendix A

Equality Impact Assessment (EqIA) - Stage One

As part of the Delegated Officer Decision 4110, a Stage 1 EqIA was completed with regard to the agreement to issue a statutory notice of intent to establish an Enhanced Partnerships for local bus services and commit to the creation of a Bus Services Improvement Plan. This EqIA has been reviewed now that the BSIP has been created and it is considered that the EqIA still applies and no changes have been made. The EqIA has been copied and included below for completeness.

| | |
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| <p>What is the proposed decision that you are asking the Executive to make:</p> | <p>To agree that the Council commences the statutory process to establish a West Berkshire Enhanced Partnership (for local bus services). This would then culminate in the production of our Bus Services Improvement Plan to deliver improved bus services as outlined in the new national bus strategy.</p> |
| <p>Summary of relevant legislation:</p> | <p>The new national bus strategy, Bus Back Better, requests Transport Authorities to advance along either of two pathways to improve bus services: (A) By entering into Enhanced Partnerships with bus operators; (B) By going down the Franchising route, as in London. The former is deemed the appropriate route for West Berkshire and this has been agreed by bus operators approached. Legislation does not currently allow West Berkshire Council to follow the Franchising model, and in any case, the Department for Transport recommend establishing an Enhanced Partnership first.</p> |
| <p>Does the proposed decision conflict with any of the Council's priorities for improvement?</p> <ul style="list-style-type: none"> • Ensure our vulnerable children and adults achieve better outcomes • Support everyone to reach their full potential • Support businesses to start develop and thrive in West Berkshire • Develop local infrastructure including housing to support and grow the local economy Maintain a green district • Ensure sustainable services through innovation and partnerships | <p>No, the proposed decision does not conflict with any of the Council's priorities for improvement.</p> |

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| Name of Budget Holder: | Jon Winstanley |
| Name of Service/Directorate: | Environment / Place |
| Name of assessor: | Matthew Metcalfe, Transport Services Team |
| Date of assessment: | 20/05/2021 |
| Version and release date (if applicable): | |

| | | | |
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| Is this a ? | | This is a strategy to improve local bus services in the district. | |
| Policy | No | New or proposed | Yes |
| Strategy | Yes | Already exists and is being reviewed | No |
| Function | No | Is changing | No |
| Service | No | | |

(1) What are the main aims, objectives and intended outcomes of the proposed decision and who is likely to benefit from it?

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| Aims: | <p>An Enhanced Partnership will enable the Council to improve bus services in the district as outlined in the new National Bus Strategy, Bus Back Better.</p> <p>The essential aims of the national strategy are to get bus patronage back to what it was before the pandemic; to increase patronage and buses' modal share and to ensure that buses are an attractive alternative to the car for far more people.</p> <p>Of major importance is the fact that the bus is seen in the new National Bus Strategy as a key tool in 'Levelling Up.' Transport deprivation should be reduced or eliminated for all our residents.</p> |
| Objectives: | <p>The exact objectives will be set by the Council and Bus Operators working together in an Enhanced Partnership to publish and deliver its Bus Services Improvement Plan.</p> <p>Objectives will include improving bus frequency; coverage; reliability; ticketing and fares; information, bus stop and waiting infrastructure and the environment.</p> |
| Outcomes: | <p>The overall desired outcome of Bus Back Better is for the bus to be seen as the transport of choice; not uncompetitive and unattractive in comparison to the private car as is currently the case. The fulfilment of</p> |

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| | the objectives outlined above are a big step in this direction. |
| Benefits: | <p>The benefits of improving our bus services are manifold and include:</p> <ul style="list-style-type: none"> • Improved air quality through the reduction of pollution, especially from single occupancy cars. • Reduced congestion on our roads through transfer of car journeys to the bus. This results in more efficient use of road space. • Enhanced transport opportunities of our residents, especially in the rural areas. This would enable better access to, for example, job opportunities, educational opportunities and medical & leisure activities. • Improved health outcomes through reduced vehicle pollution and social isolation. • The improved access to job, educational, leisure and cultural opportunities within the district would underpin the economic sustainability of all these services. |

(2) Which groups might be affected and how? Is it positively or negatively and what sources of information have been used to determine this?

| Group Affected | What might be the effect? | Information to support this |
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| Age | Positive | <p>More bus services would be expected to result in more travel opportunities for people of all ages. For example, additional evening / late evening buses could enable more people to attend evening courses at Newbury College / attend performances at the Corn Exchange and get home from an evening out with friends. Taxies are relatively expensive.</p> <p>Reduced fares would be expected to make bus travel more affordable to all age groups.</p> <p>Older people are generally more reliant on public transport to access essential services and facilities than those of working age. Older people also tend to require greater access to health services. This can be particularly problematic in remote rural areas where there is limited or no public transport coverage. These issues can be further compounded by a lack of awareness in availability of bus services and community transport services.</p> |

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| | | <p>Older people can also encounter physical barriers, such as trip hazards from uneven surfaces, crossing busy roads, and difficulties boarding and alighting buses and using steps at railway stations.</p> <p>Population forecasts indicate that the number of older people in the District is set to increase by 2026</p> <p>Young people are also often reliant on public transport to access education, employment, and training opportunities, as well as for social and leisure activities. The barriers for mobility for young people include cost and availability of public transport, especially in rural areas.</p> |
| Disability | Positive | <p>Disabled people who have the National Off Peak Bus Pass would have more opportunities to travel from improved bus services.</p> <p>Improved road side infrastructure and waiting areas would also contribute to making bus travel easier to use.</p> <p>Both national and local data acknowledges that transport issues have a significant impact on the lives of people with disabilities. Disabled people tend to travel and drive cars less often than the rest of the population. People with disabilities can also experience problems in using public transport, with issues such as inaccessible bus stops, stations, and vehicles, and a lack of clear travel information for various transport services. These are all areas we would seek to improve in the Bus Services Improvement Plan.</p> |
| Gender Reassignment | Positive | Improved bus services would be expected to have a positive impact on all sections of society. |
| Marriage and Civil Partnership | Positive | Improved bus services would be expected to have a positive impact on all sections of society. |
| Pregnancy and Maternity | Positive | Improved bus services would be expected to have a positive impact on all sections of society. Improved access to medical & health centres may be particularly beneficial. |
| Race | Positive | One of the main transport issues concerning race and ethnicity relates to barriers in accessing public transport and transport services. This includes the need for information on public transport services (such as routing, timetables, and fares information) being made available in different formats and |

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| | | languages to reduce inequality of access. This is something the Bus Services Improvement Plan would seek to address. |
| Religion or Belief | Positive | Improved bus services would hopefully make it easier to get to and from your place of worship. |
| Sex | Positive | Evidence from national surveys indicates that women in general have less access to cars than men, and are more likely to use public transport. Women would therefore hopefully welcome improved bus services. All sexes would be expected to benefit from more frequent bus services which reduces wait time between journeys. Real Time Information services can be accessed for updates on the progress of the bus they are waiting for so decisions can be made on when to arrive at the bus stop. This would enhance confidence and a sense of safety in using the bus. |
| Sexual Orientation | Positive | Improved bus services would be expected to have a positive impact on all sections of society. |
| Further Comments: | | |
| There are no known negative effects to any groups of people listed above arising from improving bus services in the district. | | |

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| (3) Result | |
| Are there any aspects of the proposed decision, including how it is delivered or accessed, that could contribute to inequality? | No |
| Improved bus services in the district would be expected to have positive outcomes for all residents and visitors of the district. | |
| Will the proposed decision have an adverse impact upon the lives of people, including employees and service users? | No |
| As outlined above, it is expected that improved bus services in the district would have positive direct or indirect impacts on all residents of the district. | |

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| (4) Identify next steps as appropriate: | |
| EqIA Stage 2 required | No |
| Owner of EqIA Stage Two: | |
| Timescale for EqIA Stage Two: | |

Name: Matthew Metcalfe

Date: 20/05/2021

Appendix B

Data Protection Impact Assessment – Stage One

The General Data Protection Regulations require a Data Protection Impact Assessment (DPIA) for certain projects that have a significant impact on the rights of data subjects.

Should you require additional guidance in completing this assessment, please refer to the Information Management Officer via dp@westberks.gov.uk

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| Directorate: | Place |
| Service: | Environment |
| Team: | Transport Services Team |
| Lead Officer: | Emma Jameson |
| Title of Project/System: | Bus Services Improvement Plan 2021 |
| Date of Assessment: | 04/10/2021 |

Do you need to do a Data Protection Impact Assessment (DPIA)?

| | Yes | No |
|---|--------------------------|-------------------------------------|
| <p>Will you be processing SENSITIVE or “special category” personal data?</p> <p><i>Note – sensitive personal data is described as “ data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, or trade union membership, and the processing of genetic data, biometric data for the purpose of uniquely identifying a natural person, data concerning health or data concerning a natural person’s sex life or sexual orientation”</i></p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will you be processing data on a large scale?</p> <p><i>Note – Large scale might apply to the number of individuals affected OR the volume of data you are processing OR both</i></p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will your project or system have a “social media” dimension?</p> <p><i>Note – will it have an interactive element which allows users to communicate directly with one another?</i></p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will any decisions be automated?</p> <p><i>Note – does your system or process involve circumstances where an individual’s input is “scored” or assessed without intervention/review/checking by a human being? Will there be any “profiling” of data subjects?</i></p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Yes | No |
|--|--------------------------|-------------------------------------|
| Will your project/system involve CCTV or monitoring of an area accessible to the public? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will you be using the data you collect to match or cross-reference against another existing set of data? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will you be using any novel, or technologically advanced systems or processes? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <small>Note – this could include biometrics, “internet of things” connectivity or anything that is currently not widely utilised</small> | | |

If you answer “Yes” to any of the above, you will probably need to complete [Data Protection Impact Assessment - Stage Two](#). If you are unsure, please consult with the Information Management Officer before proceeding.

It should be noted that this Data Protection Impact Assessment has been completed with consideration of the BSIP as a document.

Some of the initiatives described in the document, if pursued (subject to available funding), will require individual DPIAs – to be completed prior to March 2022 as part of the establishment of an Enhanced Partnership plan and schemes.

The bus user and non-user survey carried out with the assistance of the Consultation and Engagement team, used to inform this BSIP, has been carried out in line with the [data privacy policy](#).

Appendix C

West Berkshire Bus Services Improvement Plan 2021

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NATIONAL BUS STRATEGY 2021 BUS SERVICE IMPROVEMENT PLAN (BSIP) WEST BERKSHIRE COUNCIL

Document Control

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Newbury Wharf



RTPI screen at Parkway

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1. **Executive Summary**

- 1.1 In March 2021, the Government published a new strategy to improve bus services in England, outside of London – [Bus Back Better](#). The strategy sets out the Government's vision and opportunity to deliver better bus services for passengers. Essentially this would be more frequent, more reliable, easier to understand and use, better coordinated and cheaper bus services. Local transport authorities will be given more powers to improve bus networks in their area.
- 1.2 The Council is required to establish an Enhanced Partnership with bus operators to deliver these goals by March 2022. Failure to do so will result in withdrawal of discretionary streams of government funding for bus services to the Council and local bus operators, and also impact on government funding other local transport schemes.
- 1.3 The bus is seen in the strategy as a key tool in 'Levelling Up.' In the West Berkshire context this would include enhanced frequencies on many services, new bus links introduced including the use of demand-responsive transport, simplified fares and the extension of inter-operator ticketing, more environmentally-friendly buses, and improved marketing of bus services to wider audiences.
- 1.4 This Bus Service Improvement Plan will be refreshed each year, and progress against the targets it contains will be reported on at least every six months. It should be noted that most of the ambitions included within this document will require additional funding, either as one-off investments, start-up costs, or an ongoing commitment. The national bus strategy is backed by £3bn of new funding.

2. **Overview**

2.1 ***Extent of Bus Service Improvement Plan***

- 2.1.1 This Bus Service Improvement Plan (BSIP) covers the whole of the West Berkshire District Council area, which will be covered by a single Enhanced Partnership (EP). There was no appetite amongst the bus operators or the Council to progress franchising as very few services operate without subsidy.
- 2.1.2 An Enhanced Partnership is an agreement between a local transport authority and the bus operators to work together to improve local bus services. It includes a clear vision of the improvements that the EP is aiming for (the BSIP), and accompanying actions to achieve them (set out in one or more EP schemes).
- 2.1.3 Franchising is a model for providing bus services used in London and elsewhere in Europe. In a franchising scheme, the local authority will determine the details of the services to be provided – where they run, when they run, and the standards of the services. Bus operators would then provide their services under contract to the local authority. No other services can operate in the franchised area without the agreement of the franchising authority.



Figure 2.1 – Map of West Berkshire

- 2.1.4 The BSIP covers all registered local bus services that operate in West Berkshire, including those operated under Section 22 permits that provide vital bus services within the district.
- 2.1.5 We considered that a joint BSIP with any of our neighbouring local authorities would not be beneficial for improving public transport within West Berkshire as the focus would inevitably fall on the more populous area of any Partnership. However, it has been developed taking into consideration our neighbouring local authority views as far as possible, which we have sought to complement, especially regarding cross boundary services.

| Services | Hp | Ox | Rd | Sn | Wt | Wk |
|--|----|----|----|----|----|----|
| Jet Black 1, Lime 2, 15, 16, 26, 33 | | | ✓ | | | |
| 2 (Baughurst), 7/7a, 44, 103, The Link | ✓ | | | | | |
| 20, 22 | | | | | ✓ | |
| 46, 46a | | | | ✓ | ✓ | |
| 47 | | ✓ | | ✓ | | |
| 133 | | ✓ | | | | |
| 142, 143 | | ✓ | ✓ | | | |
| 154 | ✓ | | ✓ | | | ✓ |

Key: Hp = Hampshire, Ox = Oxfordshire, Rd = Reading, Sn = Swindon, Wt = Wiltshire, Wk = Wokingham.

Table 2.1 – Bus services operating to / from neighbouring local authority areas

2.2 ***Duration and review of BSIP***

- 2.2.1 The document will be reviewed on an annual basis; published on the Council's [website](#); and sent to the Department for Transport before the end of each October. In addition, the targets set in the BSIP will be reviewed every six months, and also published on the Council's [website](#).
- 2.2.2 To establish a BSIP, a working group was set up consisting of representatives of the bus companies operating services within West Berkshire at the time, together with officers from the Council, including those involved with transport operations, policy, and highway schemes. Whilst this group has a specific focus to establish the BSIP and the Enhanced Partnership, it will continue to meet, albeit less frequently, to review future BSIP requirements.
- 2.2.3 A survey was carried out to seek the views of both users and non-users in preparing this document. This will be repeated each year to determine the success of the Plan, and to focus its future direction.
- 2.2.4 The BSIP seeks to build upon the work of existing strategies and plans within West Berkshire (section 3), and in turn inform revisions to them as they are updated.
- 2.2.5 The Enhanced Partnership will detail the full governance of the BSIP.

3. **Strategic Context**

- 3.1 The [Council Strategy](#) contributes towards the [West Berkshire Vision 2036](#), setting out the Council's priorities for improvement. It contains six priorities, all of which benefit from effective public transport. Supporting this Strategy are the [Local Transport Plan](#) (LTP), which covers the period 2011 to 2026; and the [Environment Strategy](#), introduced in 2020, and which runs until 2030.
- 3.1.1 In 2014, a [Passenger Transport Strategy](#) was produced as part of the LTP, with three aims:
- To increase the market share for public transport services by making those services a more attractive choice for existing and potential customers;
 - To build upon prior initiatives and tally with future development proposals, so as to better integrate the provision of passenger transport services, and;
 - To help achieve an accessible and safe public transport network.
- 3.2 The Environment Strategy builds on the [UK's 2050 net zero target for greenhouse gas emissions](#), and the Council's decision to declare a Climate emergency in July 2019. It commits the Council to deliver carbon neutrality by 2030. It also supports the national [Transport Decarbonisation](#) plan.
- 3.3 This BSIP supports all of these documents, and follows from the [National Bus Strategy](#), which was launched in March 2021. It is also complementary to other Council strategies, including the [Local Cycling & Walking Infrastructure Plan](#), the [Ultra Low Emission Vehicle Strategy](#), and the Air Quality Management Areas (AQMAs).

4. Current bus offer to passengers

4.1 West Berkshire – the area

4.1.1 West Berkshire is very much characterised by beautiful countryside and villages, with 74% of the district falling within the North Wessex Downs Area of Outstanding natural Beauty (AONB). This is reflected in the dispersed and low density population pattern in West Berkshire.

4.1.2 The LTP defined four geographical areas in the district, each with differing characteristics, with most of the population being located within the first two:

- Newbury and Thatcham
- The Eastern Area (Purley on Thames, Tilehurst, Calcot and Theale)
- The North Wessex Downs AONB
- The East Kennet Valley (rural south-east including Burghfield and Mortimer)

4.1.3 According to [nomis](#), the West Berkshire population was estimated at 158,500 in 2020. ONS figures suggest that almost 31% of the population is over 55, including 17% at pensionable age, with this number rising. 43% live in Newbury and Thatcham; 18% in the Eastern Area; and 7.5% in Burghfield and Mortimer. The population density is approximately two people per hectare.

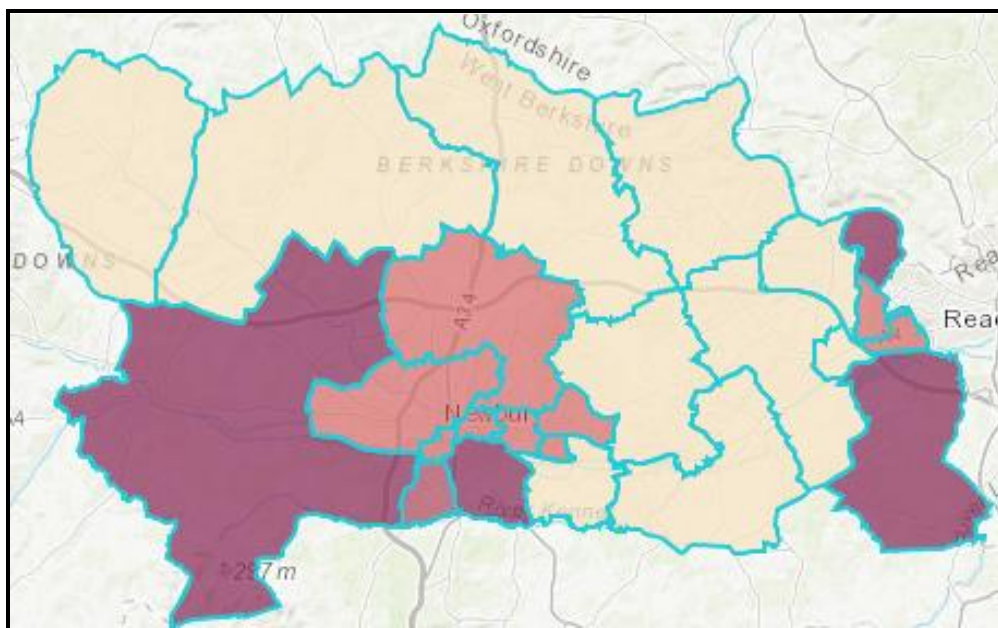


Figure 4.1 – Map showing population by ward (darker colours show more residents)

| | West Berkshire (numbers) | West Berkshire (%) | South East (%) | Great Britain (%) |
|--|--------------------------|--------------------|----------------|-------------------|
| Economically active | 86,300 | 84.8 | 81.1 | 78.7 |
| In employment | 84,000 | 82.5 | 77.7 | 74.8 |
| Working in Information and Communication | 14,000 | 14.3 | 5.7 | 4.3 |
| Unemployed | 2,800 | 3.2 | 4.1 | 4.9 |

Table 4.1 – Employment (April 2020 to March 2021), [nomis](#)

- 4.1.4 The high percentage working in Information and Communication are perhaps better placed to work from home, with Vodafone’s UK headquarters based in Newbury. Therefore, together with a rising population age, and homes spread widely across the district, commercial bus operation is difficult.
- 4.1.5 With retail, employment and education focussed predominantly in the urban areas, and larger rural settlements, bus services tend to radiate from either Newbury or Reading.
- 4.1.6 High levels of personal wealth, coupled with high levels of car ownership and car use overall exacerbate the difficulties in sustaining local bus services, particularly in rural areas. Notwithstanding the District’s general prosperity, there are a number of small pockets of deprivation. [Census](#) data highlights that whilst only 12% of households in West Berkshire have no access to a car, compared to the national average of 26%, this rises in some parts of Newbury / Thatcham to more than 30%.

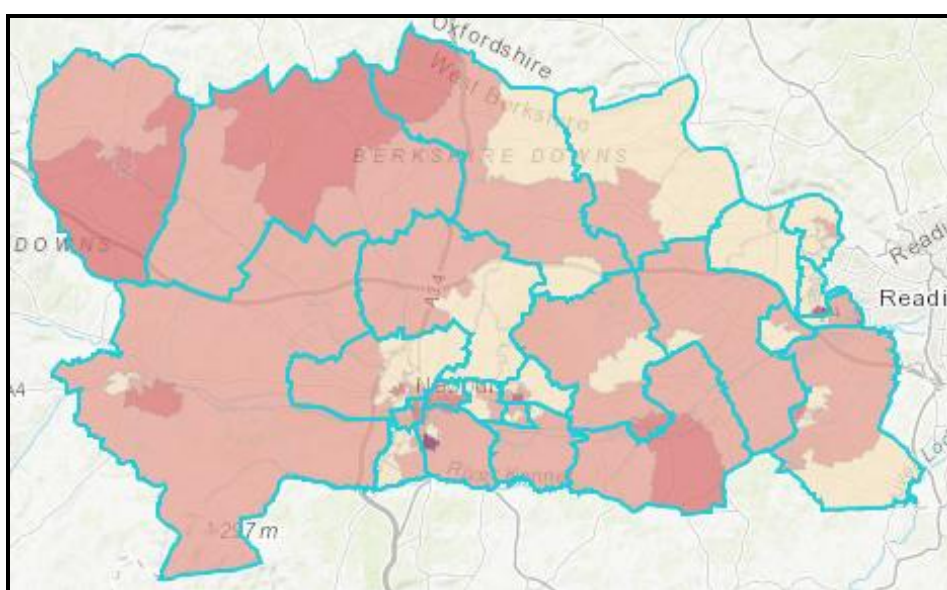


Figure 4.2 – Map showing deprivation (darker colours show more deprivation)

- 4.1.7 Positive retail and residential planning have contributed towards Newbury, the administrative and main retail town in the district, remaining relatively robust in recent years. The Park Way retail and residential development opened towards the end of 2011 in the town centre, although anchor stores John Lewis and Debenhams have recently closed. Similarly the Market Street ‘urban village’ development to the south of the Town Centre is well under way. When completed, it will add 232 residential homes, and 10,200 square feet of new commercial space. [Newbury Vision](#) highlight recent and proposed developments in Newbury, and a [Newbury Town Centre Masterplan](#) has also been commissioned and consulted on.

4.2 ***Air Quality and Climate Change***

- 4.2.1 There are two AQMAs in West Berkshire. Both are due to road traffic and exceed the Annual Mean NO₂ objective. Newbury AQMA also exceeds the one-hour NO₂ objective:

- A339/A343 (“Burger King”) Roundabout and the adjoining Greenham Road in Newbury
- A4 (Chapel Street) in Thatcham

4.2.2 West Berkshire's 2020 [Air Quality Annual Status Report](#) recognises key elements in the LTP that can contribute towards improving air quality in the district by making the bus more attractive and reducing car usage. These are more frequent and reliable bus services with modern low or zero emission buses. In July 2019, the Council unanimously declared a climate emergency and sought to reach a net carbon position by 2030. In particular, the Council acknowledged the importance of sustainable transport.

4.3 **Bus services**

4.3.1 Bus services in West Berkshire are currently operated by a number of companies:

- Go-Ahead (Swindon's Bus Company, Thames Travel, Tourist Coaches)
- Horseman Coaches
- Reading Buses (Newbury & District, Reading Buses)
- Stagecoach (Hampshire, Swindon)

In addition to those services run under an Operator's Licence, another group of services are provided using Section 22 Community Bus Permits. As these provide vital links in the district's transport network, they are also included within the BSIP:

- Carebus
- Going Forward
- Ramsbury Community Transport
- West Berkshire Council

4.3.2 National Express also had a short section of one of their long-distance routes registered through West Berkshire. This is not included as it has not operated since the pandemic began, and we are unaware of any plans to reinstate this.

4.3.3 An overview of each of these services is included in Tables 4.2 and 4.3 below. Frequency of services is shown in Figure 4.3.

| Operator | Service | | Journeys | Patronage | Mileage |
|---------------|-------------|-----------------------|--------------|-----------|---------|
| RB | Jet Black 1 | Newbury-Reading | 412 | | |
| SH | 2 | Baughurst-Basingstoke | n/a | n/a | n/a |
| RB | Lime 2/a | Reading-Mortimer | 402 | | |
| N&D | 3c | Thatcham-Hungerford | 10 | | |
| RB | 15 | Reading-Calcot | 281 | | |
| RB | 16 | Reading-Purley | 592 | | |
| RB | 26 | Reading-Calcot | 965 | | |
| RB | 33 | Reading-Tilehurst | 771 | | |
| SH | The Link | Newbury-Basingstoke | 144 | | |
| Totals | 9 | | 3,587 | | |

Key: Operator: N&D = Newbury & District, RB = Reading Buses, SH = Stagecoach in Hampshire. **Journeys** = per week. **Patronage** = June 2019 (within West Berkshire only). **Mileage** = October 2020. **SH 2** = only one stop within West Berkshire.

Table 4.2 – Bus services operated without any direct subsidy

| Operator | Service | | Funded by | Journeys | Pax | Mileage |
|----------|---------|------------------|-----------|----------|-----|---------|
| N&D | 1a | Newbury-Thatcham | DfT | 132 | | |
| N&D | 1c | Newbury-Thatcham | DfT | 135 | | |

| Operator | Service | Funded by | Journeys | Pax | Mileage | |
|---------------|-------------|--------------------------------|--------------|--------------|---------|-------|
| N&D | 2 | Newbury-Pigeons Farm | WBC | 162 | 5,408 | |
| N&D | 3 | Newbury-Hungerford | WBC | 72 | 2,736 | |
| N&D | 4 | Newbury-Lambourn | WBC | 106 | 4,269 | |
| WBC* | 5,5a | Newbury-Brightwalton | WBC | 20 | 308 | |
| WBC* | 5c | Newbury-Beedon | WBC | 10 | 216 | |
| N&D | 6,6a | Newbury-The Ilsleys | WBC | 84 | 2,993 | |
| SH | 7,7a | Newbury-Andover/Burghclere | HCC | 68 | | |
| N&D | 8 | Newbury-Greenham | WBC | 123 | 2,158 | |
| N&D | 9 | Newbury-Racecourse | DWH, WBC | 148 | 842 | |
| SBC / TC | 20,X20, X22 | Marlborough-Hungerford/Newbury | WCC | 86 | | |
| WBC* | 41 | Newbury-Theale | WBC | 29 | 716 | |
| WBC* | 44 | Thatcham-Calcot | WBC | 26 | 542 | |
| SS | 46,X46 | Hungerford-Swindon | SC, WCC | 50 | n/a | 659 |
| WBC* | 47 | Lambourn-Swindon | OCC, SC, WBC | 54 | 444 | 605 |
| CB* | 75 | Theale-Newbury | S22 | 2 | | |
| N&D | 103 | Newbury-Greenham BP | BD, GCT | 130 | | |
| GF* | 133 | Goring-Wallingford | S22 | 8 | | |
| GF* | 142 | Goring-Reading | S22 | 4 | | |
| TT | 143 | Goring-Reading | PC, WBC | 61 | 1,747 | 1,799 |
| HC | 154 | Stratfield Saye-Reading | BD, PC, WOK | 2 | 4 | n/a |
| WBC* | H1 | Hungerford Circular | PC | 9 | 145 | |
| RCT* | Flyer | Aldbourn/Ramsbury-Hungerford | S22 | 4 | | |
| Totals | 24 | | 10 | 1,525 | | |

Key: Operator. CB* = Carebus Volunteer Group, GF* = Going Forward CIC, HC = Horseman Coaches, N&D = Newbury & District, RCT* = Ramsbury Community Transport, SBC = Swindon's Bus Company, SH = Stagecoach in Hampshire, SS = Stagecoach in Swindon, TC = Tourist Coaches, TT = Thames Travel, WBC* = West Berkshire Council, * = section 22 operation.

Funded by. BD = Basingstoke & Deane BC; DfT = Bus Recovery Funding, then by WBC; DWH = David Wilson Homes; GCT = Greenham Common Trust; HCC = Hampshire County Council; PC = various Town and Parish Councils; S22 = Not-for-profit, funded by grants and donations; SC = Swindon Borough Council; WBC = West Berkshire Council, WCC = Wiltshire County Council, WOK = Wokingham Borough Council.

Journeys = per week. **Patronage** = June 2019 (within West Berkshire only). **Mileage** = October 2020 (West Berkshire only).

Table 4.3 – Bus services funded to operate

4.3.4 At September 2021, services operated without any direct subsidy (with the exception of temporary grants to offset the effects of the pandemic) made up around 27% of the bus routes, 70% on the bus journeys each week, and ~~XX~~% of the mileage.

4.3.5 In addition to the services shown in Tables 4.2 and 4.3, there are a few registered commercial local school services. The main services are Reading Buses 85 to 87 to Little Heath School, and 88 to 90 to Theale Green School; and Thames Travel BB3 between Reading and Langtree School.

- 4.3.6 Vodafone also has buses for the use of its employees, provided by Reading Buses, but which are not open to the general public.
- 4.3.7 All Reading Buses services operate from early morning to late evening, and seven days each week, with service 26 operating 24-hours. These, together with Stagecoach's The Link from Newbury to Basingstoke, form the commercial backbone in West Berkshire thanks to the more densely populated areas which they serve. The Jet Black 1 operates later than other (non-Reading Buses) services, but only throughout the evening between Theale and Reading. Patronage on Reading Buses' services had increased by almost 40% prior to the pandemic.
- 4.3.8 None of the Newbury and Thatcham services are commercial, despite the best efforts of Newbury & District to establish their 1a/1c service as such. This may be due to the relatively short distances involved (Thatcham is only 3 miles from Newbury), the cost of using the bus, and the frequencies of the services available.
- 4.3.9 With the exception of Reading Buses, all services operate, at best, Mondays to Saturdays between 7am and 7pm. Services in the Newbury / Thatcham area tend to operate hourly, with those extending into the North Wessex Downs being two-hourly at best, and largely timed around school movements. This can be seen on the Council's [online map](#), shown below.

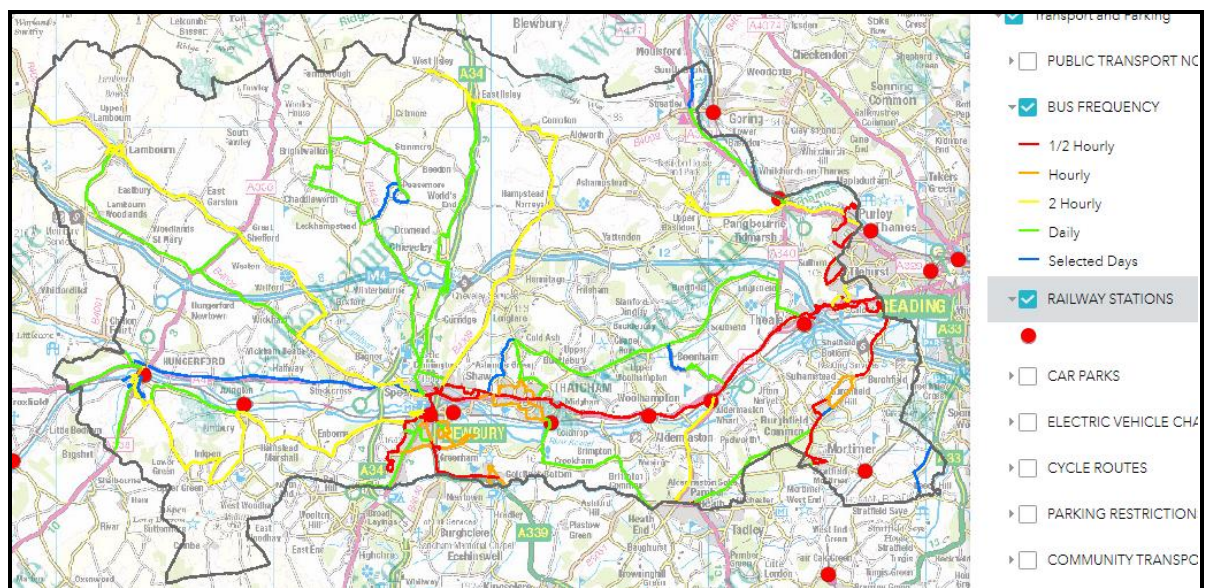


Figure 4.3 – Bus Frequency Map

- 4.3.10 Some West Berkshire villages no longer have any bus or rail service, following gradual decline over the last few decades. These villages include Aldworth, Ashampstead, Englefield, Fawley, Frilsham, Stanford Dingley, Tidmarsh, Winterbourne and Yattendon, all within the AONB; and Padworth, Sulhamstead and Upton Nervet in the East Kennet Valley. There is no bus service to Mortimer Station.
- 4.3.11 The 75 is the only demand responsive service in the district, operating on Fridays. West Berkshire Council have previously subsidised demand-responsive transport (DRT), being an early-adopter in 2000. However ambitions have outweighed results, and the services have ceased in the intervening years. We are keen to explore this type of solution further with advances in technology and higher expectations of instant solutions in recent years. We have appointed consultants to advise us on this, to inform future plans. Bids for the DfT's Rural Mobility Fund, for

DRT serving the lost links mentioned in the previous paragraph, were unsuccessful in 2020.

4.3.12 With limited resources, many bus services are inter-worked with the same vehicles, thus potentially building delays throughout the day. Services based in Newbury have been retimed from September 2021 to try and address this.

4.3.13 On schooldays most morning peak buses continue through Newbury to serve St Bartholomew’s and Park House secondary schools, and Newbury College two miles south of the centre. This does require a number of codes and footnotes in timetables which we strive to present as clearly as possible. This is difficult because each service operates a slightly different route to reduce congestion outside each of the educational establishments.

4.3.14 In recent years, and in particular since 2016, the Council has found that it has had to start operating a number of services itself using accessible minibuses, as the cost of provision from bus operators would have meant that these services were unaffordable. Whilst these (and the other section 22 operated services) are usually operated on limited timetables, the Council has recently restarted Saturday operation of service 47, and is awaiting delivery of a new 31-seat low-floor vehicle to improve accessibility further.

4.4 **Funding for bus services**

4.4.1 As can be seen from Table 4.3, services are financially supported from a variety of sources. Table 4.4 shows how much is required on top of bus fare revenue for services to operate in the district. In addition to the almost £2m invested in local bus services each year, section 22 operations are being operated on a not-for-profit basis, and much of their costs are covered by grants and other donations. A further £145,000 will be required to maintain operation of the Newbury to Thatcham services once the current DfT Recovery Grant funding ceases.

| Funding Source | | Estimated amount each year (£000s) |
|--|-----------------------------------|---|
| West Berkshire Council | Contracted bus services | £835 |
| | In-house section 22 operations | £350 |
| | Concessionary Fares reimbursement | £460 |
| Total West Berkshire Council | | £1,645 |
| West Berkshire Town & Parish Councils | | £10 |
| Developer contributions inc. Greenham Common Trust | | £210 |
| Neighbouring local authorities | | £50 |
| Total all subsidy | | £1,915 |

Table 4.4 – Financial contributions to bus services

4.4.2 As part of the Government’s [Better Deal for Bus Users](#), launched in September 2019, the Council were awarded £108,507 to improve current bus services, restore lost links, and support new bus services. The timing of this support coincided with the start of the pandemic, and it was not appropriate to start additional services when existing routes were struggling. Our proposed improvements are included within the BSIP, but focussed around marketing, recovery of services, additional weekend and evening services, and new links, although it was recognised at the time that the funding would be insufficient for most of these improvements.

4.5 **Roads and reliability**

- 4.5.1 The Council keeps a log of congestion hotspots in the district which have a disproportionate effect on bus services. It regularly holds internal Network Management meetings, and external Highways and Utility Co-ordination meetings to minimise disruption on the network, and resolve ongoing issues.
- 4.5.2 Some of these hotspots can be predictable, and particularly affect the peaks. Others can be intermittent, for example caused by inconsiderate parking or issues on the M4 motorway. The nature of the road network in West Berkshire can make it difficult to introduce solutions that promote reliable bus services without causing worse problems elsewhere.
- 4.5.3 The current hotspots have been identified as:
- Andover Road, Newbury
 - Atherton Road, Hungerford
 - Bartholomew Street, Newbury (between Pound Street and Market Street)
 - Bath Road, Calcot (M4 roundabout to Reading Borough boundary)
 - Bulpit Lane, Hungerford
 - Carters Rise, Calcot (between Kennet Valley School and Albury Gardens)
 - Glendale Avenue, Wash Common
 - High Street, Kintbury (approx. 50m approach to Kintbury Square)
 - Holt Road, Kintbury (between Harold Road and Newbury Street)
 - Inkpen Road, Kintbury (approach to High Street)
 - Kiln Road, Newbury
 - London Road, Newbury (whole stretch of road)
 - Newbury Street, Kintbury (west of the surgery)
 - Priory Avenue, Hungerford (between Bulpit Lane and Priory Road)
 - Shaw Road, Newbury
 - Valley Road, Newbury

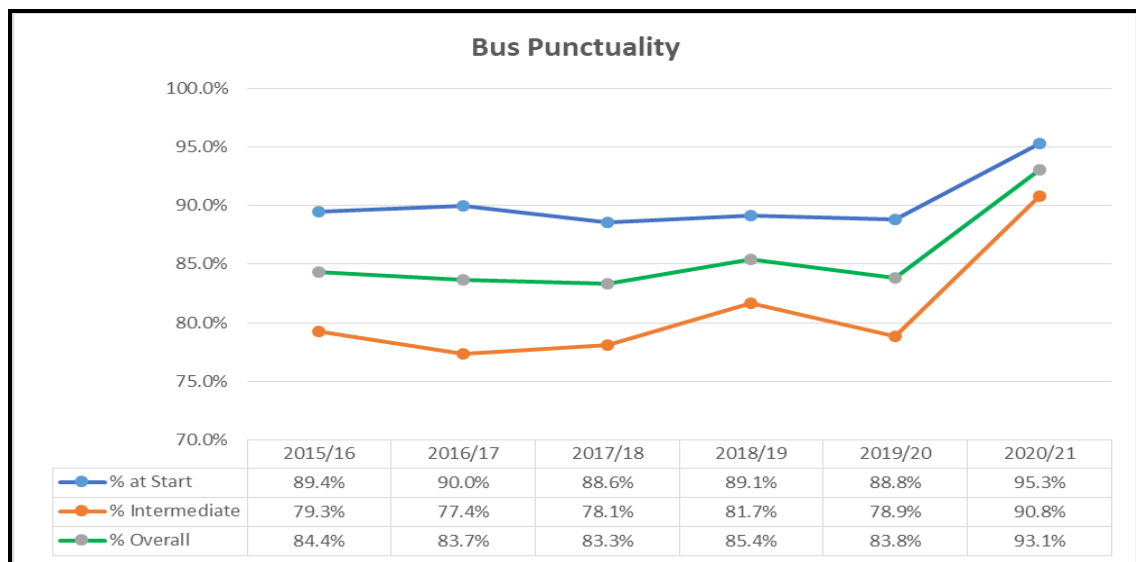


Figure 4.4 – Bus gate at Park Way bridge, Newbury © Google

4.5.4 Bus priority measures are limited in West Berkshire, and have historically been managed with bus gates, enabling more direct routes for bus services, and preventing through car traffic. The current bus gates are:

- Park Way bridge, Newbury, enforced by camera
- Two sump-busters in Calcot – Underwood Road to Carters Rise, and Pollards Way / The Chase
- Sainsbury’s Calcot, allowing buses to exit stop to gain access to Pincents Lane for IKEA
- Rising bollards between Urquhart Road and Braemore Close, Thatcham.

4.5.5 A key area of Transport Focus’s recent [‘getting passengers back on buses’](#) research was improving punctuality. The graph below shows punctuality in West Berkshire since 2015, which has been better than average when compared to other non-metropolitan areas in England over recent years. It has remained fairly consistent at around 83% to 84% until rising during the pandemic as a result of less traffic and fewer passengers.



Key: % shown are classed as ‘On time’, defined as between 1 minute early and 5 minutes 59 seconds late).

Figure 4.5 – Bus punctuality

4.6 **Bus infrastructure**

4.6.1 There are 1,043 bus stops in West Berkshire, shown on the Council’s [online map](#), below. We record the facilities at each stop (including whether they have a shelter, display case, Kassel kerb). Roadside information is maintained by the Council, or operators where they run commercial services. This includes providing information and temporary stops when affected by road works.

4.6.2 Bus shelters are owned and maintained by Parish and Town Councils, with limited scope for advertising due to the rural nature of the area. There can be a reluctance of some Parish Councils to take on ownership and liability of shelters. There is a notable lack of shelters in some parts of the district, for example in Burghfield and Mortimer, even at the most well used stops.

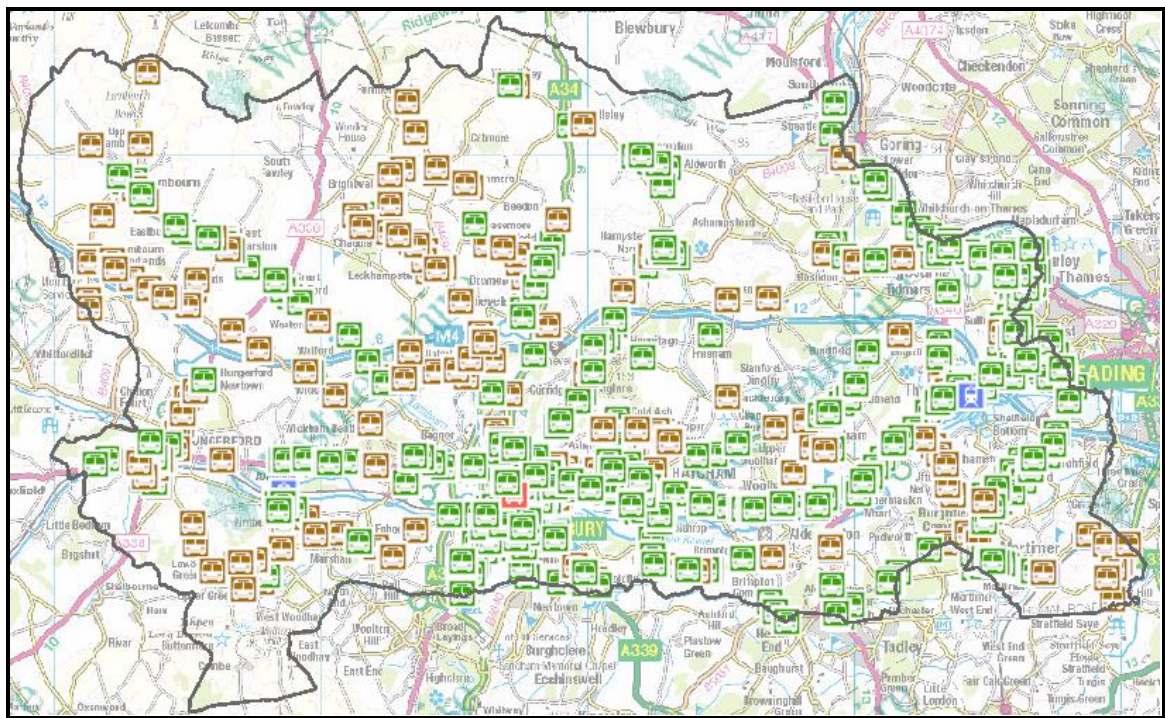


Figure 4.6 – Bus stop locations

- 4.6.3 The Council owns and maintains the Wharf Bus Station in Newbury, which opened in December 2018. This replaced the former facility in Market Street, to allow for redevelopment (see 4.1.7), and provides a more modern feel to the waiting environment.
- 4.7 **Car parking provision**
- 4.7.1 The Council is responsible for 2,737 spaces in 24 off-street car parks (in Newbury, Thatcham, Hungerford, Lambourn, Theale and Pangbourne), and 307 spaces in 11 on-street parking areas (in Newbury, Thatcham and Hungerford). It also manages 16 resident parking zones covering 98 roads. There is limited other paid-for parking with the main exception being the 550 space Parkway Shopping Centre car park in Newbury. Free parking is available at supermarkets in Newbury, Thatcham, Hungerford and Calcot, and other out-of-town retail areas including Newbury Retail Park and IKEA in Calcot. Parking charges vary to suit the purpose at each car park.
- 4.7.2 Charges in car parks in Newbury town centre are generally £1.50 an hour with incremental increases for longer periods. On-street parking is generally free for 30 minutes, then starts at £1 for an hour. Season tickets are offered at £350 per quarter. In Hungerford the hourly rate begins at 80p, while Thatcham residents are offered more free parking in certain places for shorter periods of one to two hours.
- 4.7.3 The Council's current net budget for parking and blue badges £1.7m, although with the change in behaviour since the pandemic commenced, it is currently forecast to be £1m more due to lost income for 2021/22. Parking charges, similar to bus fares, have remained at the same rates for a few years. Some short-term parking is available and cheaper than the bus, however generally it is priced more expensively than a return bus fare.

4.7.4 The Council is about to commence a thorough review of parking, and develop a Parking Strategy over the next few months. This review will consider the balance between the need for parking and the implications for developing bus travel in the district.

4.8 **Other transport**

4.8.1 There is no current evidence to identify how well bus services are used in comparison to other modes of transport in West Berkshire, however the 2011 [Census](#) does provide some information on travel to work. With the bus being used by only 4% of those working, there is scope to increase use.

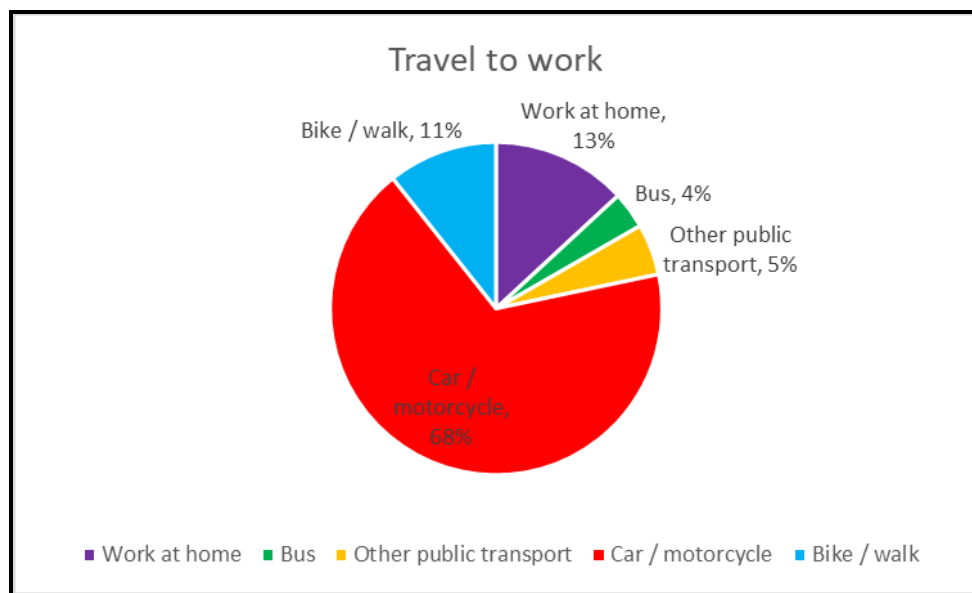


Figure 4.7 – Modal share

4.8.2 West Berkshire has 10 railway stations (shown in Figure 4.3), on three lines into Reading, all served by Great Western Railway. Most stations are on the Reading – Newbury – West Country line, with Pangbourne also linked to Oxford, and Mortimer to Basingstoke. Bus services operate near, but not directly to, most stations. Newbury Station is served directly by routes 4 and 6, but additional vehicles would be required to extend further services to the station.

4.8.3 Due to the difficulties in providing cost-effective transport within the rurality of West Berkshire, the Council has encouraged and supported community transport. The Council has been supporting fourteen groups, providing grant funding to them since its inception in 1988. All groups, with the exception of ReadiBus, are volunteer based and all operate a range of car schemes and/or minibus group travel. Transport has to be booked in advance. Every part of the district is covered by at least one scheme.

4.8.4 Taxis and private hire vehicles fulfil an important role as part of an integrated passenger transport network in West Berkshire, since they are able to provide services in situations where other transport services are not available, including a 24-hour door-to-door service.

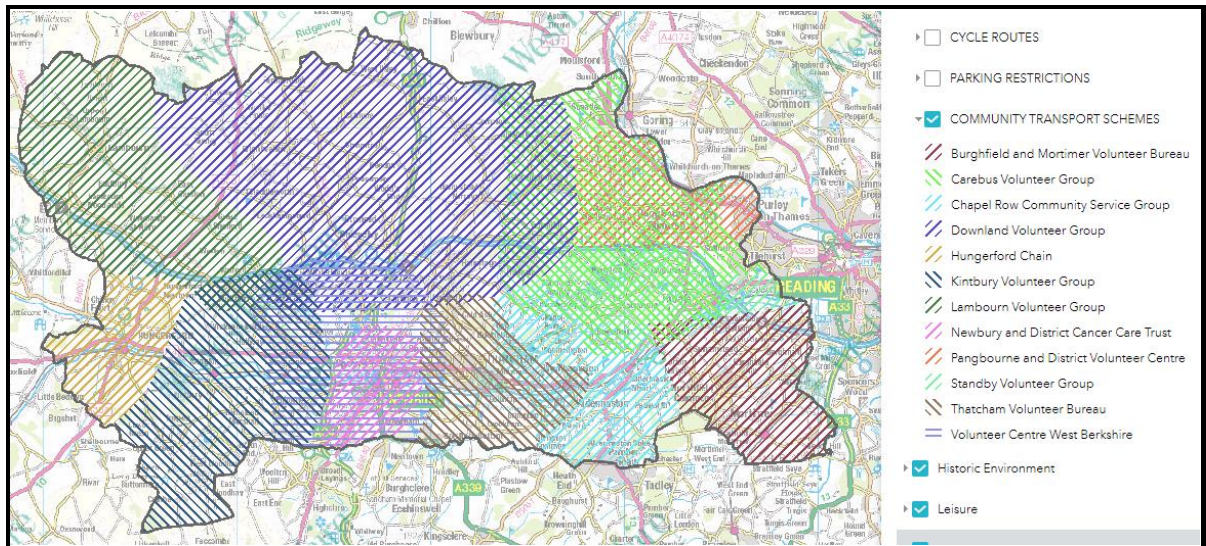


Figure 4.8 – Community transport provision

4.9 Fares

- 4.9.1 Most bus fares within West Berkshire are based on the traditional idea of fare stages at regular intervals along the route, with fares increasing dependent upon the number of fare stages passed through. Adult and child tickets are available, as well as singles, returns, day and period tickets. In the Eastern Area, Reading Buses use a zonal fare system, with a low-priced day ticket taking the place of return fares. The maximum age for child tickets can also vary between operators and is not easy to determine for the occasional user.
- 4.9.2 Within Newbury / Thatcham, fares are similar to those in the Eastern Area, although the maximum travel distance is lower. There is also a slight difference between the fares on commercial services and the supported network. Whilst day and period tickets are available, the multi-operator Connect ticket is expensive for travel in Newbury / Thatcham, as it covers most of West Berkshire. The multi-operator tickets are not valid on Stagecoach services.

| Area | | Maximum Distance | Adult Single | Adult Return | Child Single | Child Return |
|----------------------|------------|------------------|--------------|--------------|--------------|--------------|
| Newbury / Thatcham | Supported | 2½ miles | £2.00 | £3.50 | £1.40 | £2.00 |
| | Commercial | 3 miles | £2.50 | £4.00* | £1.50 | £2.50* |
| Eastern Area | | 4 miles | £2.00 | £4.00* | £1.50 | £2.70* |
| Rural West Berkshire | | 12 miles | £4.00 | £5.60^ | £2.80 | £3.90^ |

Key: * -Day ticket price, no return available. ^ -Day tickets are £6.00 Adult, £4.00 Child.

Table 4.5 – Bus fares

- 4.9.3 Whilst rural fares do offer good value for the distance travelled, there is inconsistency in fares for similar distances on different supported services.
- 4.9.4 The Council operates the statutory English National Concessionary Travel Scheme (ENCTS), and no longer offers any discretionary extras such as companions, extended hours, or other modes. It has almost 20,000 passes in circulation, of which approximately 5-6% are disabled cards. For those pass holders wishing to use services 1a/1c, 103, or Jet Black 1 between Newbury and Colthrop Turn before 9.30am, the bus companies offer a discounted ticket. This discount is not available elsewhere within West Berkshire.

4.9.5 For those wishing to use both bus and train, PlusBus tickets are available for onward bus travel from Newbury and Reading stations, covering the two urban areas of West Berkshire. Where travel is possible by bus between two places with rail stations, the bus is always the cheapest option. On average a single fare is 61% more expensive by rail, reducing to only 19% more for a return ticket at peak times. Off-peak, whilst a single bus fare is slightly cheaper than rail, a return trip is better value by rail.

4.9.6 Information on the methods of payment available for bus fares is not always clear on operators' websites, even though most now have the ability to pay with cash, contactless bank card, smartcard, app ticket, or pre-purchased period or multi-journey tickets.

4.10 **Vehicles**

4.10.1 Around 70 buses are required to deliver all the bus services in West Berkshire, including the cross boundary services each day, as well as an additional eight section 22 vehicles. The average age of the fleet, from information supplied by the Reading Buses, who account for 60 of the vehicles, is 7.9 years. [DfT Bus Statistics Table 0605](#) records a national average of 8.8 years for non-metropolitan areas of England.

4.10.2 Based on information from the Reading Buses fleet list (September 2021), 97% of the buses in use in West Berkshire are at least Euro V emission standards, with 84% being Euro VI or zero-emission (ZE). Reading Buses have been upgrading engines and in April 2021, only 88% were at least Euro V. Nine bio-methane (ultra-low carbon) and one ZE electric bus operate in Reading. Although we do not have specific information on all buses operated, it is believed to be a similar position with other operators.

| Emission Standard | Number | Percentage |
|--------------------------|---------------|-------------------|
| Zero Emission | 1 | 2% |
| Euro VI bio-methane | 6 | 10% |
| Euro VI | 43 | 72% |
| Euro V bio-methane | 3 | 5% |
| Euro V | 5 | 8% |
| Euro IV | 2 | 3% |
| Euro III or below | 0 | 0% |
| Total | 60 | 100% |

Table 4.6 – Reading Buses vehicle emissions

4.11 **Passengers**

4.11.1 The following graph shows the number of passengers boarding local bus services in West Berkshire between 2009/10 and 2019/20. The trend has been relatively positive, albeit with a drop in 2016/17 and 2017/18. This was largely due to a reduction in Council spending on supported bus services which considerably reduced the supported bus network between July and September 2016, together with removing all discretionary add-ons to ENCTS. Even with this drop the number of trips in 2019/20 was still almost 10% higher than in 2010/11, compared to a national drop of [12% \(or 16% outside London\)](#).

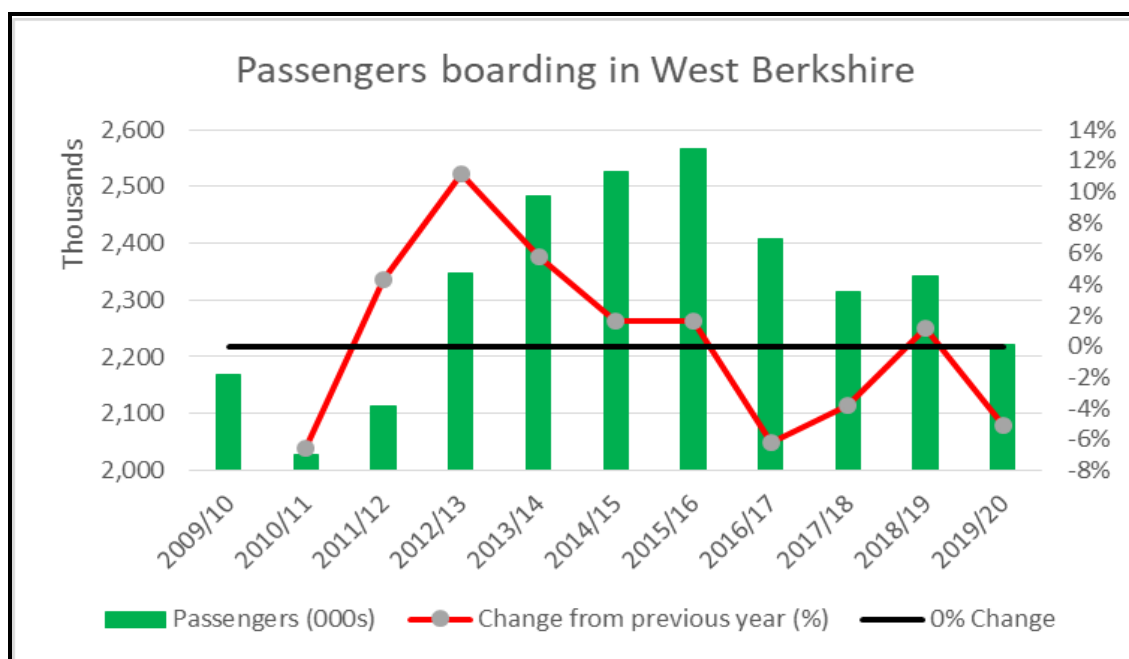


Figure 4.9 –Passengers boarding buses (compiled from Operator data) **Do we have separate Eastern Area data?**

4.11.2 2019/20 was affected by the start of the pandemic, however this is more prominent in 2020/21 when patronage dropped to 827,782, some 60% below the previous year (not shown in the graph).

4.11.3 Other reasons for changes in passenger numbers can be attributed positively to the Reading Buses services in the Eastern Area (strong customer focus, daily operation, higher frequencies, longer operating hours, reasonable fares, excellent publicity, fleet investment), or negatively to:

- Withdrawal of duplicated Newbury/Thatcham services when Reading Buses acquired Newbury & District.
- Congestion, causing unreliability to bus times. New developments around the town centre have particularly affected Newbury in recent years.
- The growth of on-line shopping and loss of some popular shops, rendering visits to town centres less necessary / appealing.
- The perceived low cost of driving a car, coupled with readily available parking in our town centres.
- Increases in the numbers of people working from home.

4.12 **Information**

4.12.1 The Council has a long history of producing quality information regarding public transport, and its [Travel Guide](#) is considered to be Outstanding by the renowned timetable expert [Barry Doe](#). Prior to the pandemic, printed copies were very popular. The current version (September 2021) is online only, but it is expected that printed versions will be available again from 2022. The Public Transport map, has not been printed for a number of years, but is also available [online](#). Travel Guides are usually made available in Council offices, libraries, West Berkshire Hospital (Patient Information Point), some Town and Parish Councils, and on board some buses.

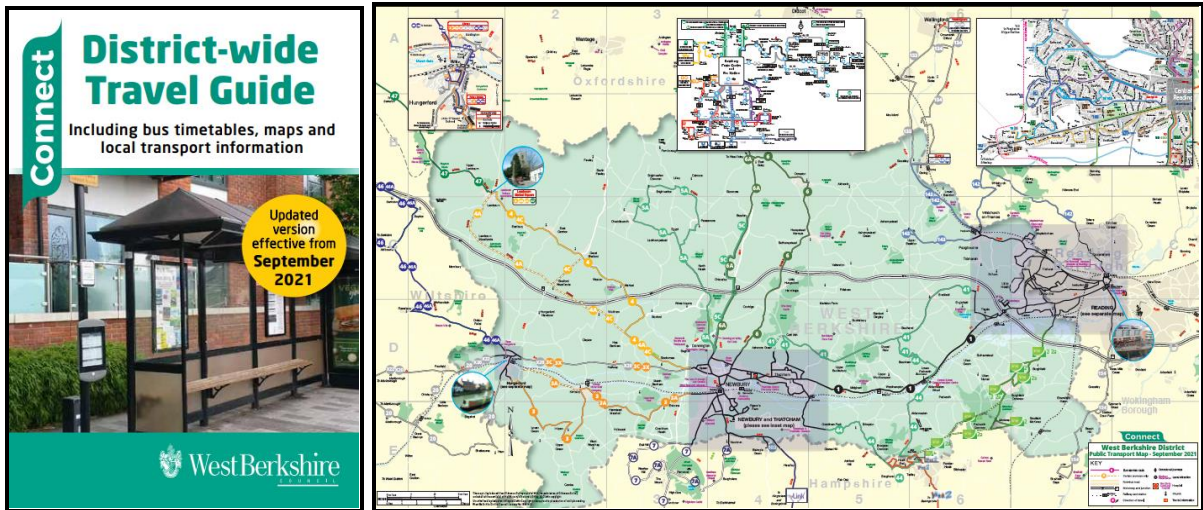


Figure 4.10 – District Wide Travel Guide / Public Transport Map – Both September 2021

4.12.2 All services are shown on National Traveline, and operators submit their data to the Bus Operator Data Service (BODS). It is not clear if section 22 operations, other than the Council, are currently included as there is no legal requirement for these. Next stop announcement systems are on all Newbury & District, Reading Buses, and Stagecoach buses. All bus companies use either Facebook or Twitter for live updates, the latter also used by the Council. Most also have a user-friendly app for passengers.

4.12.3 There are eleven Real Time Passenger Information (RTPI) screens in the district, ten of which were installed by the Council, but managed by Reading Buses. The eleventh, provided by Papercast in Park Way, is a long-standing trial installation, and still managed by the Council. They are at the following locations:

- Calcot: Beansheaf Stores, Charrington Road (x1), Swanholm Gardens (x1), Sainsbury's (x1)
- Newbury: Park Way (x2), The Wharf Bus Station (x1)
- Thatcham: Broadway (x2)
- Theale: The Crown (x1)
- Tilehurst: Overdown Road / Tring Road (x1)
- West Berkshire Hospital (x1)

4.13 **Barriers to improvement**

4.13.1 The pandemic continues to have an adverse impact on passenger numbers. By mid-September 2021, patronage and revenue on the Newbury contracted network were around 30% below the same period two years previously. Some of the factors preventing use include:

- Initial government messages to avoid public transport and continuing anxiety amongst some ENCTS passholders
- A wide acceptance amongst employers that employees can continue to work from home
- The rise in internet shopping
- Closure of shops and restaurants – in Newbury anchor stores Debenhams and John Lewis have both closed for good

- Frequency of existing services
- No bus services in many rural villages
- Bus fares perceived to be high

4.14 **Bus use survey**

4.14.1 In August 2021, the Council conducted a [survey](#) to identify current satisfaction with a range of issues, as well as gain insight into what people would like in order to use bus services, or use them more often. 764 submissions were received, of which 712 were validated as full responses. This was an excellent response, far exceeding those from previous consultations on cuts to bus services in 2015 (414) and 2016 (399). All data shown is based on the responses, but more work is required to analyse some of this in detail, for example how removing those with free travel affects the data.

4.14.2 A third of respondents use the bus at least weekly, although 24% never use them, with 45% of users travelling at least as often, or more so than before the pandemic, although this is not borne out by operator data. Two thirds of users catch the bus in the morning, dropping to 40% in the afternoons. A further 36% travel at differing times. The bus is most used for shopping (71%), appointments (54%), seeing friends (49%) and days out (39%). The relatively low figures for work (21%) and education (9%) are likely caused by changing working habits during the pandemic, and the very low response rate amongst under 18s (1.5%).

4.14.3 One question asked why people do not use the bus, or do not use it more regularly, the highest results were:

- 68% - buses are not frequent enough / do not run when I need them
- 60% - easier / more convenient by car
- 48% - buses do not go (directly) where they want to go
- 43% - quicker by car
- 25% - journeys take too long by bus

4.14.4 Two questions asked what would encourage more use, and any suggestions for improvements. Unsurprisingly, the same issues were common to both. The most popular call for a new route was between Lambourn and Hungerford, which stopped in 2016.

| Issue identified | Encourage More Use | Suggested Improvements |
|-------------------------------|--------------------|------------------------|
| More frequent services | 47% | - |
| More regular service | - | 32% |
| Being on a bus route | 18% | - |
| More destinations | 16% | 22% |
| Cheaper services | 11% | 5% |
| Later / evening buses | 8% | 8% |
| Know the times of buses | 7% | 4% |
| Better bus / rail connections | - | 4% |
| Weekend services | 4% | 4% |
| Pandemic over | 4% | - |
| More direct routes | 4% | 4% |

Table 4.7 – What would encourage more use or be a useful improvement?

- 4.14.5 A surprising number of current users wanted buses to rail stations for onward travel (61%), with favoured stations being Newbury (56%), Hungerford (22%), Thatcham (21%), Theale (16%), and Mortimer (11%).
- 4.14.6 On the subject of a day ticket valid on all buses, 62% thought this would be a good idea. Although most did not give an opinion on the cost of such a ticket, 17% did not want to pay more than £4, with a further 14% willing to pay up to £7, and 3% believing it should cost even more.
- 4.14.7 A further question, aimed specifically at current bus users, asked about satisfaction with a range of factors. The net satisfaction ranged from 72% positive for drivers' customer care skills, to 18% negative for current bus timetables, although this was the only factor that had a negative net satisfaction.

| Attribute of Current Bus Services | Net Satisfaction |
|--|------------------|
| Drivers' customer care skills | 72.2 |
| Cleanliness of the buses | 65.9 |
| Comfort on the buses | 60.1 |
| Time keeping / reliability of the buses | 58.3 |
| Time on bus to complete journey | 53.0 |
| In journey information (e.g. next stop announcements) | 44.2 |
| Choice of ways to buy ticket | 43.7 |
| Facilities at your usual bus stops | 34.1 |
| Provision of bus information (printed / online / at stop / apps) | 32.9 |
| Choice of ticket types available | 32.8 |
| Environmental friendliness of the buses (fuel type) | 31.3 |
| Cost of bus fare | 24.7 |
| Current bus routes | 21.8 |
| Response to road closures / works | 20.6 |
| Current bus timetables (times / days of operation / frequency) | -18.0 |

Note: Net satisfaction is the difference between those that were satisfied or very satisfied, and those that were dissatisfied or very dissatisfied.

Table 4.8 – Net satisfaction of bus users

- 4.14.8 From this, it is clear that the current times of buses, including how often they run, is the biggest issue. This is not unexpected due to the rural nature of the district and its low population densities, especially outside of the towns.
- 4.14.9 One of the misgivings we have with the survey results, is that we had a poor response rate from younger people. Those aged up to 24 only accounted for 4.1% of the responses, and those aged 25 to 34, a further 5.4%. In contrast, those aged 66 and over made up over 43% of the responses. A couple of positives though, is that two-thirds of respondents would recommend bus use, and 20% would like to join a user group focussing on bus travel.

5. **Headline targets**

5.1 **How and why? *Need further discussions with operators***

- 5.1.1 Between the Council and the bus operators, a lot of information is available regarding bus services. This can be from a variety of sources, including:

- Ticket machines – record how many people use the services, what they pay, where they get on
- Apps / websites – can record how many visits to specific pages
- Surveys – can obtain information on satisfaction, changes people would like to see

5.1.2 The BSIP must set targets for journey times, service reliability, passenger levels, and customer satisfaction. Targets will be set for 2025 and 2030, and progress against these targets will be reported every six months. Some of these targets will be for the whole of West Berkshire, whilst others will relate to more specific localities or times. As this is the first year of identifying many of the targets, those set for 2030 are provisional, and may be amended in future years as initiatives are implemented. All targets are shown in section 8.

5.2 ***Journey time and reliability***

5.2.1 Whilst data is available to measure journey times and the reliability of specific services, this is not something that has been regularly monitored within West Berkshire. The exception is the supported bus network emanating from Newbury which recorded punctuality by service since the contract started in 2016. It is not therefore possible for us to determine journey time targets at this stage, but these will be developed during the next year. We have set an overall target for reliability (bus punctuality), and by next year we will break this down to provide a separate target for the Eastern Area. **Can we agree any JT targets with operators based on MPH?**

5.2.2 Figure 4.5 shows current bus punctuality, based on the average of buses departing on time and being on time at intermediate stops, and is already reported to the Department for Transport (DfT) each year. This has been fairly consistent for a number of years (excluding the increased reliability during the pandemic), but we will strive to improve this in the longer term. This reliability has also been consistently above the [national average](#), and that for non-metropolitan areas for more than a decade.

5.2.3 Over the next year, we will identify those services that perform below average and seek to address the problems that are causing this. It may be that resolving issues on specific journeys, such as at peak times, or possibly those just after 9.30am when ENCTS pass holders begin travelling, could improve overall reliability of services. Next year's BSIP will therefore identify more specific targets in this area than we are currently able to provide.

5.2.4 We are already aware that it is often factors outside the control of the bus operator or the Council that impact on reliability and journey times, such as emergency roadworks, or accidents, particularly events on the M4, which can rapidly lead to gridlock on West Berkshire roads. As part of ongoing monitoring, we will seek information on the most likely reasons for any abnormal delays.

5.2.5 Although our recent survey showed a net satisfaction of 58% with reliability, and 53% with time on the bus, improvements can be made. These include:

- Additional buses / drivers to allow for congestion
- Increase off-bus ticket sales

- Increased use of non-cash purchasing on board (e.g. tap and go, contactless bank cards, smartcards, apps, multi-journey tickets)
- Bus priority at congestion hotspots
- Improved safety at accident black spots
- Better management of road works
- More direct services

5.3 **Passenger growth and customer satisfaction**

5.3.1 Due to the impact of the pandemic, it is considered pragmatic to respond to the challenge of recovering passenger numbers in the early years, before seeking to deliver growth over the longer term. The first two years (2022 to 2024) will therefore focus on delivering interventions that are likely to stabilise and recover patronage, especially with central government pandemic support expected to end in March 2022. This will not prevent us looking at improvements to the bus network during this time.

5.3.2 From 2025, patronage projections will account for further growth beyond the 2019/20 level. Separate targets will be set for the Eastern Area as this is where most growth has been in recent years. We will seek to balance new services and improved frequencies with changing consumer habits, such as online shopping and working from home.

5.3.3 The Council takes part in the National Highways & Transport Network (NHT) survey every two years (in the odd years). A questionnaire is sent out to approximately 3,500 households within the district, from which around 20-30% are returned. There is no distinction between bus, and non-bus, users. It is not clear how the Council scored for all measures in recent surveys. Data for the 2021 survey is still being analysed. Our target for satisfaction with local bus services for 2025 is 62% and 64% for 2030. This continues the slow build achieved since 2015, whilst being ambitious in an area where many do not consider using buses due to where they live or work.

| Satisfaction | 2015 | 2017 | 2019 |
|----------------------------|-----------|---------------|-----------|
| Public Transport (overall) | 56% (60%) | 57% (unknown) | 60% (61%) |
| Local Bus Services | 59% (61%) | Unknown | 60% (60%) |

Key: Shows West Berkshire score (with the National Average in brackets)

Table 5.1 – NHT satisfaction score

5.3.4 Over the next 12 months, we will establish a measure of satisfaction that can be obtained through our own Council consultations. This will allow better subdivision of a number of factors, and help us increase the net satisfaction of those attributes highlighted in Table 4.8. We will also look at the measures identified in the [Transport Focus bus survey](#) to see if they are relevant questions for West Berkshire.

5.4 **Other targets**

5.4.1 Environmental improvements are important in West Berkshire, and we have therefore set targets for engine emissions for buses used in the district. Whilst we recognise that zero emissions is the ideal, we have to consider the economics too,

and therefore our targets are designed around improving engine emissions in the interim.

- 5.4.2 The common theme from the recent survey was that buses should be more frequent. We will set targets of **XX%** of population being within 300 metres of a bus stop (or 500m in the rural areas) for different frequency bus services. **Need confirmation that ICT can measure this easily.**

6. Delivery

6.1 What we are hoping to achieve

- 6.1.1 If we are serious in our attempts to make bus travel a more attractive option in West Berkshire, in particular for those that do not currently use it, there are a number of initiatives that we would strive to implement. This section includes our aspirations, although we recognise that some will need to be given more priority than others, and that will be highlighted in our funding bid. Most of these will require external funding to make them a reality, and to allow them to become embedded, however they have been included in the hope that this funding will be forthcoming. Where aspirations refer to bus operations, this excludes those run under section 22 permits unless otherwise stated. Delivery priorities and scheme costs are shown in the associated funding document.

6.2 Service frequency

- 6.2.1 Tables 4.7 and 4.8 clearly highlight that this is the most important factor we need to address to improve satisfaction amongst existing users, as the only area identified with a negative net satisfaction in the recent survey. Figure 4.3 shows the current bus frequencies. The Eastern Area already benefits from services operating to higher frequencies, with early morning, evening and Sunday services, so many of the proposed changes are based elsewhere in West Berkshire.
- 6.2.2 Our plans in this area are to increase frequencies on the services in the table below by 2025. We would also introduce journeys later than 7pm, and introduce Sunday services outside of the Reading Buses commercial network.

| Current frequency | Proposed frequency | Services |
|-----------------------|---------------------|---|
| Every 12 minutes | Every 10 minutes | 26 (peak) |
| Every 15 minutes | Every 10/12 minutes | 26 (off-peak) |
| Every 20 minutes | Every 15 minutes | 16 |
| Every 30 minutes | Every 20 minutes | Jet Black 1, Lime 2/a |
| Every hour | Every 30 minutes | 1a, 1c, 2, 8, 9, 15 (off-peak), 103, The Link |
| Every 2 hours | Every hour | 3, 4, 6, 143 (Pangbourne to Reading) |
| Daily / Less frequent | Every 2 hours | 5c, 6a, 41, 44 |
| Daily / Less frequent | Demand-responsive | 5, 5a |

Table 6.1 – Ideal frequencies

- 6.2.3 Specific changes we would introduce include:

- **The Link:** An increased frequency is supported by both the operator, and championed by the Transport for South East Inner Orbital Study. As well as a

half-hourly frequency, we would like to see later evening journeys and a Sunday service.

- **Lime 2:** Increased frequency, especially during the evening peak period, with a possible Sunday service for Mortimer.
- **Jet Black 1:** Increased late evening journeys (particularly between Newbury and Thatcham) are supported by the operator, and would benefit the night time economy. Initial enhancements would be to Friday and Saturday evenings.
- **Pangbourne-Reading:** An improved frequency between Reading and Pangbourne, but this would be dependent upon a bus turning circle being provided in Pangbourne. This could either be an enhancement of service 143, or an extension of service 16 from Purley.
- **Newbury contracted network (2, 3, 4, 6, 8, 9):** Because of limited resource availability, these services are inter-worked by five buses, restricting frequencies and making departure times less convenient for passengers on some services. We would also seek to run later journeys, at least on Fridays and Saturdays.
- **Reading services:** Restoration of recently reduced frequencies.
- **103:** This is currently a Monday to Friday service, financially supported by Greenham Common Trust. A Saturday service would be useful, and would also allow for a review of this route and others in south Newbury. There are several attractors at Greenham Park, including the Base café and Arts Centre, the Peace Garden (established by the Greenham Peace Women), and access to Greenham Common, now a designated public parkland.
- **Sunday services:** We would like to introduce a Sunday service, at least within the Newbury / Thatcham area.

6.3 **New services**

6.3.1 Whilst improving frequencies and times / days of operation will be of benefit where bus services exist, it will do nothing for the areas where they do not. The rural nature of much of West Berkshire, and the relatively small rural settlements have led to many areas losing their bus links over time. In addition, there are definite benefits in linking key areas with fast, direct buses, especially along the north-south corridor where no direct rail links exist.

6.3.2 Areas where we see the need for new services include:

- **Newbury to Harwell / Didcot:** A feasibility study has been commissioned jointly by West Berkshire and Oxfordshire County Councils. The proposed service has the support of Laura Farris, MP for Newbury; Harwell Campus; the Thames Valley LEP; Newbury College; local bus operators; and both Councils. The current public transport option from Newbury to Harwell (14 miles and 20 minutes by car) involves two trains (Newbury to Reading, Reading to Didcot), and then a bus to Harwell, a journey of at least 90 minutes. Harwell is a 'nearby' innovation centre of science and technology of national importance. Harwell is well connected to Oxford, Wantage and Didcot, and the link to Newbury could be achieved by extending one of these services, thus improving accessibility to a number of work bases in south Oxfordshire for West Berkshire residents.
[Update when Harwell study completed.](#)

- **Vodafone staff buses:** There has been a long-standing desire from the public for these services to be included within the local bus network. With the pandemic changing working patterns, and Vodafone looking to maximise the value of its services, this is an ideal time to pursue this. The only service currently running is between Newbury and their headquarters. A new housing development adjacent to this would benefit from these buses being available filling reverse flows in the business movements.
- **Mortimer Station:** The station is a little way from the village, and only has a small car park, leading people to park on the rural approach roads. A peak-time shuttle from Mortimer, Beech Hill and other nearby settlements would improve this situation. The station is also included in our DRT plans.
- **Thatcham Station:** This station is similarly remote from most Thatcham residents. A minibus service linking the station to north Thatcham is seen as a high priority.
- **Rural areas:** Within the more rural areas of the district, where no services have operated for a number of years, we are investigating DRT options. This includes a Lambourn to Hungerford option, which was popular in our survey.

6.4 *Demand responsive services*

6.4.1 We have commissioned a study into demand responsive transport (DRT) within West Berkshire. This will give us a more accurate understanding of the resources required, including the technology available, and the level of service that we should be providing. The first two areas listed below were the subject of unsuccessful recent bids to the Rural Mobility Fund.

6.4.2 The areas we are looking at include:

- **A. North East:** This includes the villages of Aldworth, Ashampstead, Bradfield, Bucklebury, Englefield, Frilsham, Hampstead Norreys, Stanford Dingley, Tidmarsh, Woolhampton and Yattendon. Many of these villages have no bus service.
- **B. South East:** This includes the villages of Aldermaston, Beech Hill, Padworth, Stratfield Mortimer and Sulhampstead. Current bus services in this area (where they exist) are not suitable for many journey purposes.
- **C. North West:** Conversion of existing services 5 and 5a to villages including Brightwalton, Chaddleworth, Leckhampstead and Peasemore would allow for wider coverage, to include Farnborough, Fawley, and Winterbourne which currently have no bus service, as well as provide more journey options than currently exist. Ideally, a Saturday service can also be added.
- **D. North East / Oxfordshire border:** serving those North East villages north of the M4 motorway (Aldworth, Ashampstead, Hampstead Norreys, Lower Basildon, Streatley, Tidmarsh, Upper Basildon and Yattendon), this service would be most beneficial if a turning circle is provided in Pangbourne. The existing 143 could then focus its resource on the main Pangbourne to Reading corridor, with DRT used to link in with this, and increase the journey opportunities.
- **E. East:** Operating between Lambourn and Hungerford, this includes the villages of Eastbury, East Garston, Great Shefford, Hungerford Newtown,

Lambourn Woodlands, Shefford Woodlands, Wickham, Weston and Woodlands St Mary, replacing a service that last operated in 2016.

6.5 **Bus priority**

6.5.1 The road network in West Berkshire does not lend itself easily to the installation of bus lanes, and therefore the focus to date has been on bus gates in different forms to give clear advantages to buses over car use. In Newbury, for example, there are limited north-south routes for local traffic. Northbrook Street through the shopping centre is pedestrianised for most of the day; Park Way has a bridge over the Kennet & Avon Canal which is restricted to local buses, taxis and bicycles; leaving only the A339 for general traffic. Any delays along this route can quickly spread to nearby roads, and block the A4 in both directions towards Thatcham and Speen.

6.5.2 Paragraph 4.5.3 shows the currently identified congestion hotspots throughout the district, and some of these have been on the list for a long time, with no obvious solution. Additional funding would allow us to examine solutions in more detail at these points, as well as their implementation. Most solutions are likely to be small scale highways works rather than specific bus priority.

6.5.3 Areas of bus priority that we wish to pursue include:

- **Pangbourne:** There has been a long-held ambition to increase bus services between Pangbourne and Reading, as for many the station is too far away for them to give up their car. Unfortunately, there is no obvious place to turn a bus within Pangbourne, as the buildings are close to the road; the residential roads have limited off-street parking; and the low railway bridge on Station Road prevents double deck vehicles accessing the station. One possible solution is to create a bus turning circle through Station Road car park, although a feasibility study will need to be undertaken, including the impacts of any lost parking spaces. This would allow for an increased frequency on service 143, or an extension of service 16 from Purley, and give a greater business case to DRT solution D in paragraph 6.4.2.
- **A4 Bath Road:** The commercial Jet Black 1 can experience delays along the A4 from the Reading boundary to the M4 junction 12 roundabout. There is not considered to be the physical road space for bus lanes throughout, however we require a feasibility study to examine this in more detail, as well as other measures such as traffic light priority.
- **Robin Hood Roundabout:** Similarly, towards the other end of the Jet Black 1 route in Newbury, traffic can become blocked on the A4 London Road and the B4009 Shaw Road, also affecting services 1a and 1c between Newbury and Thatcham. Again a feasibility study is required to examine options which can promote the bus further but don't have an adverse effect on the A339, as that would just lead to more congestion in the centre of Newbury.
- **Atherton Road, Hungerford:** This road is used as part of a one-way loop for buses to access the terminal point in Church Street. The roads here are typically narrow and residential, with an overgrowth of hedges. Although double yellow lines have been installed, the road needs reshaping, with an alteration to the carriageway edge / hedgerow for buses to continue to use this road without difficulty.

6.6 ***Bus rapid transit***

- 6.6.1 Any such network would be more relevant to the Eastern Area, characterised already by high frequency commercial bus services, dense population levels, and the proximity to Reading. This will be considered along the A4 in Calcot, together with an alternative of using the existing service 26 route (which already includes bus gates). This would be considered essential if any plans are developed for a Park and Ride site in the vicinity of the M4, junction 12.

6.7 ***Integration with other modes***

- 6.7.1 Paragraph 6.3.2 mentions the need for dedicated new services to Mortimer and Thatcham stations. Theale Station is also a short distance from the main population centre and may benefit from a shuttle service, linking the population centres and Arlington Business Park to the station.
- 6.7.2 Paragraph 4.8.2 highlights that additional vehicles added to the network (which will also improve bus frequencies) will enable more services to call directly at the station. Operators will review existing services, but there is agreement to highlight more clearly the nearest bus stops, and the walking link between them and the station. A new RTPI screen is at Newbury Station, and it will also give information on services stopping nearby, as well as those directly outside.
- 6.7.3 We have commenced discussions with Great Western Railway (GWR) about better signposting and the possibility of adding some bus services to the rail network as “bus branch lines”.
- 6.7.4 Given the frequency of bus services in much of West Berkshire, linking bus journeys to train timetables is difficult, especially taking account of occasional disruption on the rail network. The majority of bus services emanating from Newbury are focussed on school movements, which need to be catered for, as these students represent a very high proportion of all passenger journeys in the area.
- 6.7.5 There are currently no long-distance coach services stopping in West Berkshire, however two of the six departure bays in the Wharf Bus Station are dedicated for coach use, allowing integration with bus services. We will encourage National Express to resume services that provide links to the South Coast, Oxford and Birmingham. [Need to check with NX](#)
- 6.7.6 Bicycle racks are available adjacent to the Wharf Bus Station for those wishing to travel further afield. We have no current plans to allow bicycles to be carried on buses, however we will keep this option under review.
- 6.7.7 As mentioned in paragraph 4.8.3, community transport is an important part of the passenger transport network in West Berkshire, and we will continue to support the groups and highlight their services to those who may struggle to use local buses.

6.8 ***Simplify services***

- 6.8.1 Many urban areas of Newbury are only served by the infrequent rural routes that pass through them. The buses interwork between these services to get maximum operating efficiency with minimum resources. This is not ideal as frequencies are lower than where dedicated urban services exist. Examples of this include service 3

in West Fields, service 4 in Speen, and service 6 in Donnington. Ideally, additional resource will allow us to have more dedicated urban services, as well as slightly improving journey times on the longer-distance routes.

- 6.8.2 Route numbers throughout the district are mostly distinct, with the exception of route number 2. There are three services with this number in West Berkshire: Newbury & District 2 Newbury to Wash Common and Pigeons Farm; Stagecoach 2 Baughurst to Basingstoke; and Reading Buses Lime 2/2a Reading to Burghfield and Mortimer. The different areas these serve, together with the names and branding of the latter, ensure that there is no confusion to the public.
- 6.8.3 Service numbers within Newbury were reviewed 20 years ago to give them a higher prominence in the town, with numbers from 1 upwards, rather than 104, 113, 146 etc. From 2016, a number of route variations were given separate letters (e.g. 4, 4a, 4b, 4c), to make it easier for users to identify that particular roads or villages are not served by all journeys. Additional resource should enable us to remove some of these variations.

6.9 ***Socially necessary services***

- 6.9.1 Despite most local bus services only operating due to subsidy, the Council now only has one tendered contract (Newbury services), and financially supports a second route (143), although it does operate a number of other services using section 22 permits.
- 6.9.2 The Newbury contract began in 2016 following a reduction in funds available for bus services, and required four vehicles to be interworked to cover five distinct services. Developer funding has allowed a further bus (and service) to be added to this, allowing more recovery time on longer-distance journeys. This contract has recently been extended to run until the end of August 2024. The contract allows for additional buses to be added at an agreed price, and therefore we are able to implement improvements quickly with additional funding in place.
- 6.9.3 Quarterly meetings (less frequently during the pandemic) take place between the Council and the operator, Newbury & District, which are also attended by Reading Buses staff. This gives us the opportunity to discuss issues relating to most bus services in the district, contracted and commercial, to ensure that they are still effective.
- 6.9.4 In the first month or so of the pandemic, we were aware that commercial services 1a and 1c were starting to suffer, and that it would be unlikely that they could recover quickly to a commercial level without severely reducing the frequency. As the pandemic has continued, it is now clear that commercial operation is unlikely for at least two to three years, and therefore ongoing funding is required to maintain operation in the interim.
- 6.9.5 The contract for the 143 is due to end in 2022, so this would be the ideal time to review operations.
- 6.9.6 By their nature, these services are not commercial. Table 4.4 highlights that almost £2m of non-direct bus fare revenue is invested each year to keep these services going. Whilst improvements that increase passenger levels may reduce the ongoing cost required, it is not expected that many of these services could ever become

truly commercial. It is vital, therefore, that ongoing funding is provided, and any improvements made as part of the National Bus Strategy are funded for long enough to allow for commercial operation, or for the business case to be fully established for continued funding.

6.10 ***Superbus network***

6.10.1 A Superbus network provides higher frequency, lower fare services. Similar to bus rapid transit, we have no current plans for this as we need to improve services overall first. Any scheme would be most likely to work best in the Eastern Area where services already operate at higher frequencies and for most of the day. We would therefore support any bid made by Reading Borough Council subject to funding.

6.11 ***Lower and simplified fares***

6.11.1 Operators of commercial services feel that their fares already offer good value for money, and so they are reluctant to look at reducing them. Fare reductions may also impact on the services' commercial viability. However, the Council will look at reducing fares on its supported bus services in a way that could attract new, and more frequent use.

6.11.2 Operators are, however, keen to introduce fare capping, most likely by introducing tap-on, tap-off technology once all operators have compatible ticketing technology, which we would like to see introduced within the next two years. This will also include the Council's own section 22 operations. It is important that the software behind tap-on, tap-off is able to apportion revenue fairly between operators, which we understand is being looked into by the DfT as it will impact cross-boundary services.

6.11.3 We have commissioned a review of fares outside of the Eastern Area, to examine moving towards a simple, easily understood zonal fare structure rather than the current tapering fare charts.

6.11.4 We will standardise reduced price tickets between commercial and contracted operations, including the age limits such tickets relate to (i.e. young people). We support calls for regional and national uniformity of such tickets. Subject to further discussions with the Department for Work and Pensions (DWP), we will also seek to introduce a job seekers ticket for those looking for work.

6.11.5 We also commit to allowing people to continue to pay for bus fares by cash, whilst supporting alternative payment methods. We recognise that for some people, removing this option will be a barrier to using the bus.

6.12 ***Integrated ticketing between operators and different transport modes***

6.12.1 Operators are in agreement that day and period passes and multi-journey tickets should be available for all bus travel. As such, the Council will expand use of its Connect tickets (for Newbury-centred services), and also work with operators to implement joint ticketing in the Eastern Area, for example between Reading Buses service 16 and Thames Travel service 143.

6.12.2 Within Newbury / Thatcham, there is currently no all-operator day ticket other than the Connect Day which covers most of West Berkshire. The Council will therefore

introduce a Connect Day Urban ticket which is more compatible with fares in the area. We will also investigate the introduction of family tickets for one day's bus travel.

6.12.3 We will continue to support the PlusBus scheme. We will support developments that allow the purchase of tickets on buses that can then be used on the rail network, rather than the necessity to purchase a through ticket in advance so that it has time to be delivered to the user, or the need to purchase a separate bus ticket for the outward journey.

6.13 ***Vehicles and infrastructure***

6.13.1 We will expect that all buses have working next stop audio-visual announcements, Wi-Fi and USB charging facilities, with the latter facilities expected as standard by younger people. Reading Buses's successful Thames Valley Berkshire Local Enterprise Partnership's (LEP) '[Completing the Connection](#)' bid has helped, and we would wish to support similar bids for other operators.

6.13.2 Vehicles will all provide level boarding. We have asked operators to provide information on where it can be difficult for buses to access stops, so that we can implement measures to assist (e.g. bus stop clearways, parking restrictions). Busier stops have Kassel Kerbs, and more rural stops will have hard standing to provide a safe place to board or alight from the bus.

6.13.3 We will support the introduction of additional bus shelters. The recent customer survey responses included requests for shelters in Burghfield, Lambourn and Mortimer, and one nearer the shops in Pangbourne. Ownership and maintenance of shelters resides with the respective Town or Parish Councils, and all of these Parish Councils have been supportive. It can be difficult to persuade some areas to take on this responsibility, however we will work with these to encourage investment. We are aware of some bus shelters available offering green roofs (roof gardens) which may prove more popular with both residents and Town and Parish Councils.

6.13.4 An increase in bus frequencies will require replanning of services using The Wharf Bus Station in Newbury. We will also consider whether enhancements can be made to improve passenger facilities, and how to accommodate any additional stops required in the vicinity, particularly for non-terminating services, perhaps by realigning existing roads.

6.14 ***Passenger safety***

6.14.1 We will expect that all buses have working CCTV to record images in the event of an incident on board. CCTV also covers the Wharf Bus Station in Newbury.

6.14.2 We have received requests for improved lighting at some bus stops where early morning and evening services stop, and we will look at what can be done at these locations. We will investigate solar panels / battery storage that can be installed in more remote areas as a cost-effective solution.

6.15 ***Buses for tourists***

6.15.1 West Berkshire is notable for its large Areas of Outstanding Natural Beauty, and many of its towns and villages are tourist attractions in their own right. Hungerford is known for its antiques; Lambourn as a centre for racehorse training and home to

several famous jockeys; and Pangbourne as a picturesque village on the River Thames, and home to author Kenneth Grahame. There are a number of other attractions too, including:

- Falkland Islands Memorial Chapel at Pangbourne College
- Ridgeway and Thames Path National Trails along the northern boundary of West Berkshire
- Kennet and Avon Canal and River Kennet running the length of the district just south of the A4
- Basildon House (National Trust) and Beale Park Wildlife Centre in Lower Basildon

6.15.2 In addition there are numerous footpaths, Newbury Racecourse, and many fairs and festivals. We will produce information to promote bus access where possible, and work with attractors to seek discounted travel for visitors, including places both outside West Berkshire but accessible by a bus originating in the district.

6.16 ***Decarbonisation and zero emissions***

6.16.1 The major bus groups Stagecoach and Go Ahead have their own plans to decarbonise their buses, with both aiming to have zero emission UK bus fleets by 2035. In addition, the Council's [Environment Strategy](#) seeks to make the district carbon neutral by 2030.

6.16.2 We will support bus companies to replace their older and most polluting vehicles with zero emissions ones, and support any further bids to the DfT's Zero Emission Bus Regional Areas (ZEBRA), or alternative, schemes. We will also support non-ZE upgrades, and have set targets for this. We are particularly keen to support buses that pass through either of the district's AQMAs, although the benefits here are only likely to ensue if car drivers then switch to these buses. A key part of vehicle upgrades is likely to involve retrofitting improved engines to existing buses.

6.16.3 We are particularly keen to work with our neighbouring Berkshire authorities in relation to the introduction of ZE buses and associated infrastructure, which may take the form of a County Deal. [Check Chris Maddox, RBC wording.](#)

6.16.4 We are also keen to explore whether the Council can fund or facilitate carbon-neutral refuelling stations, whether that is electricity, hydrogen, or other alternatives, although this is likely to be a longer-term initiative.

6.16.5 When we next tender for our Newbury-based bus contract in 2024, we will include options for zero emission and less polluting vehicles than the current fleet.

6.17 ***Passenger charter***

6.17.1 We are committed to working with our operators to produce a passenger charter. Whilst they each have their own charters, we are looking to produce a short, simple, and easily understood Charter that simplifies the message to West Berkshire bus users. This is likely to consist of a list of service standards that could reasonably be expected, and the redress a passenger can expect when these standards are not met. This will be developed over the next year.

6.17.2 We are aware that the DfT and Transport Focus are seeking the development of a national passenger charter, and will encourage our operators to adopt this when it comes to fruition for consistency across the country.

6.17.3 We will promote the passenger charter in our publicity, including on the Council and operator websites.

6.18 **Network identity**

6.18.1 Bus services within West Berkshire tend to operate in clusters – the west of the district into Swindon and Wiltshire, centrally from Newbury, and in the Eastern Area. Rather than seek to introduce a “West Berkshire” branded network, we will give the local identity through the Council’s publicity, ticketing, and passenger charter. The Council has been using *Connect* branding for a number of years. It is included on all of our publicity including the Travel Guide and roadside timetable displays; it is the name of our multi-operator tickets; and it is displayed prominently on the Council’s section 22-operated vehicles. We will consider whether it is time to refresh the Connect branding.

6.18.2 Network identities are different in each part of the district:

- **West:** These services are tendered by Wiltshire and Swindon Councils (other than service 47, operated under the Connect name) and are in the operator’s livery. As these services have very little mileage in West Berkshire, we would not seek to impose any conditions on their operations.
- **Central / Newbury:** Other than the two Stagecoach services from the south, buses here have had a variety of liveries over the years dependent upon the operator at the time. Within the last couple of years, this position has stabilised with the purchase of Newbury & District by Reading Buses, and all vehicles are now in the distinctive, and smart, Newbury & District livery, which also helps vehicles to appear new – a definite bonus for bus travel.
- **Eastern Area / Reading:** For many years now, Reading Buses have been using a standard livery layout, but in different colours for different services. This approach obviously works as passenger numbers have been growing in recent years against the national trend.

6.19 **Information**

6.19.1 Information in West Berkshire is reasonably good with the District-wide Travel Guide, at stop information, operators own information, apps and some RTPI. This is OK if you know where to find it, and we would like to improve this.

- **Travel Guide:** We will resume printing and distribution of this in 2022 following a hiatus since 2018 for a variety of factors, since which it has been online only. There has not been a total void, as a separate leaflet was produced for some of this period covering Newbury services as these were the only ones that changed in any significant way.
- **Public Transport Map:** This has not been printed for a number of years, but we will consider whether a printed version is valuable for existing and potential users.

- **Bus stop displays:** Although many stops already have timetable cases displaying current departure times, we will increase this to cover all stops where passengers are likely to board. We will also add QR codes to each display to allow users to link directly to real time information on their bus.
- **RTPI:** We will install more RTPI screens at key stops so that those without access to a smartphone can still see when the next bus will arrive. This will include additional stops in Newbury and Thatcham, as well as Burghfield, Compton, Hungerford, Lambourn, Mortimer and Pangbourne.
- **BODS:** All of our operators are now providing data to BODS, which is used to populate journey planners including Traveline. The Council will ensure this information is provided for all section 22 operations. In future, this information will include not only timetables, but fare information, vehicle locations, and details of punctuality
- **Websites / Apps / Social Media:** All major operators have their own websites and apps and make use of social media. The Council will review its own website to include links to these where this will add more information than is available directly from the Council.
- **On bus:** All vehicles will have working audio-visual next stop announcements.
- **Individual service timetables:** Although these are not often produced on their own, within the Travel Guide we will add more information to each bus service to highlight the relevant community transport options for those unable to use conventional buses.
- **Information of interest:** As noted in section 6.15, buses could be used to reach many leisure facilities, and we will provide information that will help boost this type of travel.
- **Passenger charter:** We will publish a passenger charter within our Travel Guide and on our website explaining what customers can expect, and what redress they have when these standards are not met.

6.19.2 One thing that has not happened in any consistent way in West Berkshire is marketing of bus services and their benefits. We commit to changing this philosophy so that we actually make people aware of what is available and encourage use. We will seek to be ambitious with this marketing using a variety of different initiatives and techniques. This will range from press releases to reduced price (or even free) travel for specific events or to target different users.

6.20 *Community transport*

6.20.1 We have highlighted that community transport provides an important link in the transport provision in West Berkshire (4.8.3) and we will continue to support and promote this for those unable to use conventional buses.

6.20.2 We are working with Volunteer Centre West Berkshire to establish additional Dial-a-Ride facilities in the Newbury / Hospital / Thatcham area within the next few months.

6.21 *Car clubs*

6.21.1 Once we receive the results of the DRT study, it will be clearer which schemes are most likely to be viable. If this will result in areas of West Berkshire remaining

without public transport, we will seek to expand the current [car club](#) to provide additional options. The car club currently provides 24-hour access to hire cars in Newbury.

6.22 **Parking**

6.22.1 For a rural area, there must be a trade-off between affordable, accessible parking and the cost of bus services. This is especially important when town centres are seeing reduced footfall from more home working and shops closing down as internet shopping becomes more the norm. Over the next year, we will develop and publish a Parking Strategy that will consider these factors, including proposals in the Newbury Town Centre Masterplan to reduce the number of central Newbury parking spaces.

7. **Reporting**

7.1 We will report on the targets set within the BSIP at least every six months, and this information will be published, on the Council's dedicated webpage: <https://info.westberks.gov.uk/enhancedpartnership>.

8. **Overview Table**

8.1 The following table summarises the key outputs of the BSIP, and how these meet the requirements set out in the [National Bus Strategy](#). This gives an overview of the commitments which the Council and bus operators will work towards to improve local bus services.

| | |
|---|---|
| Name of authority or authorities: | West Berkshire Council |
| Franchising or Enhanced Partnership (or both): | Enhanced Partnership |
| Date of publication: | October 2021 |
| Date of next annual update: | October 2022 |
| URL of published report: | https://info.westberks.gov.uk/enhancedpartnership |

| Targets | 2018/19 | 2019/20 | Target for 2024/25 | Target for 2029/30 | Description of how each will be measured (max 50 words) |
|---------------------|--------------|--------------|-------------------------------------|-------------------------------------|---|
| Journey time | Not recorded | Not recorded | To be developed over next 12 months | To be developed over next 24 months | We will examine services where reliability is lower, and then look at variance on individual journey times. The measure used is likely to be variance from scheduled journey but be targeted at specific services rather than the network as a whole. Use mph targets |

| Targets | 2018/19 | 2019/20 | Target for 2024/25 | Target for 2029/30 | Description of how each will be measured (max 50 words) |
|---------------------------------------|---------------|---------------|------------------------------------|-------------------------------------|--|
| Reliability | | | | | This measures journeys departing from their first stop, and across the whole route using standard methodology (on time is 1 minute early to 5 minutes 59 seconds late). Information will be obtained directly from operators or from BODS. |
| Start | 89.1% | 88.8% | 90% | 92% | |
| Overall | 85.4% | 83.8% | 85% | 87% | |
| Passenger numbers | | | | | From Passenger counts submitted by the operators from information drawn from their ticket machines. |
| Eastern Area | Not available | Not available | Tbc | Tbc | |
| Whole of WBC | 2,342,715 | 2,222,530 | 2,300,000 | 2,500,000 | |
| Average passenger satisfaction | | | | | This will be measured using NHT KBI06 Local Bus Services satisfaction. We will also develop our own measure which can be obtained annually, and separate bus users from non-users. |
| NHT survey | 60% | n/a | 62% | 64% | |
| Council survey | No survey | No survey | Tbc | Tbc | |
| Other measures | | | | | |
| Vehicle Emissions | Not recorded | Not recorded | All vehicles to be at least Euro V | All vehicles to be at least Euro VI | Information on vehicles used will be provided by operators. |
| Access to frequent bus service | Not recorded | Not recorded | Tbc | Tbc | Subject to ICT input |

| Delivery - Does your BSIP detail policies to: | Yes/No | Explanation (max 50 words) |
|---|--------|--|
| Make improvements to bus services and planning | | |
| <i>More frequent and reliable services</i> | | |
| Review service frequency | Yes | Working with bus operators, we have identified routes that would attract more passengers if frequencies were enhanced. This includes the addition of evening, and Sunday services and some new and reinstated links in the network. These would all require additional funding to implement. |

| Delivery - Does your BSIP detail policies to: | Yes/No | Explanation (max 50 words) |
|--|---------------|---|
| Increase bus priority measures | Yes | Working with bus operators, we have identified sites where bus priority would reduce delays to bus services. We have also identified that a bus turning circle in Pangbourne would allow for improved frequency to be one service, however further feasibility is required to identify a suitable location for this. |
| Increase demand responsive services | Yes | Many rural parts of the district currently have no, or a very minimal bus service. We believe these areas would be best served by DRT. We have commissioned a feasibility study to provide further information, but additional funding will be required to implement any of these schemes. |
| Consideration of bus rapid transport networks | Yes | Such networks may be applicable in the Eastern Area of the district. If so, we would work with Reading Buses and Reading Borough Council to achieve such ambitions for the commercial bus services here. |
| <i>Improvements to planning / integration with other modes</i> | | |
| Integrate services with other transport modes | Yes | We have identified areas where bus services could be provided to rail stations. If additional resources are put in, it will also be possible for more services to serve Newbury rail station. We are discussing options with GWR to add some services to the rail network as “bus branch lines”. |
| Simplify services | Yes | With additional resource, we would be able to improve the urban bus network around Newbury, so that longer-distance rural services could operate more directly to their ultimate destinations. |
| Review socially necessary services | Yes | The Council-contracted Newbury services are reviewed regularly with monthly information provided on patronage and reliability, allowing for minor adjustments to timetables. The Newbury to Thatcham services are no longer commercially-viable which, with available funding, will provide an opportunity to review integration with other services. |
| Invest in Superbus networks | Yes | Such networks may be applicable in the Eastern Area of the district. If so, we would work with Reading Buses and Reading Borough Council to achieve such ambitions for the commercial bus services here. |

| Delivery - Does your BSIP detail policies to: | Yes/No | Explanation (max 50 words) |
|---|--------|---|
| <i>Improvements to fares and ticketing</i> | | |
| Lower fares | Yes | <p>Whilst operators believe their fares to already be good value, the Council has commissioned a review into whether lower fares and a simplified fare structure would be beneficial on the supported network covering most of the district.</p> <p>Operators are keen on fare-capping, which should be multi-operator. The Council is also looking at standardising age-based reduced fares between the supported network and commercial operations.</p> |
| Simplify fares | Yes | <p>We are also committed to retaining cash as a payment method for those who rely on this.</p> |
| Integrate ticketing between operators and different transport modes | Yes | <p>We are committed to expanding the multi-operator Connect tickets to all Newbury-based operations, and seeking similar arrangements in the Eastern Area. As part of this we will introduce a Newbury/Thatcham day ticket, and also investigate family tickets. We support PlusBus and work with GWR to make this more accessible.</p> |
| Make improvements to bus passenger experience | | |
| <i>Higher spec buses</i> | | |
| Invest in improved bus specifications | Yes | <p>All buses will offer level boarding in urban areas, and more rural stops will benefit from hard standing. Vehicles will have working audio-visual announcements, Wi-Fi, and USB charging facilities as standard.</p> |
| Invest in accessible and inclusive bus services | Yes | <p>Additional bus shelters will be installed in rural locations. Further RTP1 screens will also be added at key stops, together with QR codes on all roadside displays to identify how far away the next bus is.</p> |
| Protect personal safety of bus passengers | Yes | <p>Available funding would be used to ensure all bus services have working CCTV. Lighting will be improved at bus stops, and we will investigate solar panels, in particular for more remote rural areas.</p> |
| Improve buses for tourists | Yes | <p>We will promote access to the countryside and towns and villages in West Berkshire by bus. This includes access to:</p> <ul style="list-style-type: none"> • Footpaths including the National Trails (a major strength of West Berkshire – its vast area of Outstanding Natural Beauty) • Tourist attractions • Special events • Days out in general |

| Delivery - Does your BSIP detail policies to: | Yes/No | Explanation (max 50 words) |
|--|---------------|---|
| Invest in decarbonisation | Yes | We will support any bids for ZEBRA (or similar) funding, and the use of zero-emission, zero-carbon buses, although funding will be required for both infrastructure and the additional costs of the vehicles themselves. We will assess future bus tenders taking account of using these vehicles. |
| <i>Improvements to passenger engagement</i> | | |
| Passenger charter | Yes | We are committed to producing a simple, readily understood and short passenger charter that encompasses all bus services. This will consist of service standards that could reasonably be expected, and the redress available when these standards are not met. |
| Strengthen network identity | Yes | The brands used to identify bus services and networks are considered strong in West Berkshire, and there are no plans to change these. The West Berkshire brand is <i>Connect</i> which is used in the names of multi-operator tickets, on Council section 22 vehicles and in publicity / information. |
| Improve bus information | Yes | The Council's Travel Guide is already 'Outstanding', and we will recommence printing of this. We will also improve many other aspects of our information, including QR codes and RTPi for those waiting for buses. More importantly, with additional funding, we will market and promote what is available. |
| Other | | |
| Other | | |
| Community Transport | Yes | We will continue to support and promote community transport as an alternative for those who are unable to use conventional bus services. |
| Parking | Yes | We will develop and publish a Parking Strategy for West Berkshire that will take account of changing consumer habits, the environment, and the desire to encourage more use of public transport. |

Glossary

| | |
|-----------------|--|
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| BODS | Bus Operator Data Service |
| BSIP | Bus Service Improvement Plan |
| DfT | Department for Transport |
| DRT | Demand Responsive Transport |
| DWP | Department for Work and Pensions |
| ENCTS | English National Concessionary Travel Scheme |
| EP | Enhanced Partnership |
| GWR | Great Western Railway |
| LEP | Local Enterprise Partnership |
| LTP | West Berkshire Local Transport Plan 2011-2026 |
| NHT | National Highways & Transport Network |
| NO ₂ | Nitrogen dioxide |
| nomis | Official Labour Market statistics |
| ONS | Office for National Statistics |
| QR | Quick Response matrix barcode |
| RTPI | Real Time Passenger Information |
| Section 22 | The Transport Act 1985 allows not-for-profit organisations to operate without the need for a full public service vehicle operator's licence. They are not subject to many of the normal licensing or legislative requirements. |
| ZE | Zero emission |
| ZEBRA | Zero Emission Bus Regional Areas |

Appendices

*

Other relevant documentation

*

Agenda Item 2.

APPENDIX C

Contractors Performance in Delivering 2020/21 Winter Service

Contract Performance Indicator – KPI 2.8 - the percentage of gritting routes (Primary Treatment Network) completed within the specified time (within 3 hours).

| Month | Number of Routes Treated (Precautionary treatment only) | Number of Routes Completed within 3 hours | Percentage of routes completed within 3 hours |
|---------------|---|---|---|
| November 2020 | 45 | 45 | 100% |
| December 2020 | 99 | 99 | 100% |
| January 2021 | 108 | 107 | 99.1% |
| February 2021 | 81 | 81 | 100% |
| March 2021 | 63 | 63 | 100% |
| April 2021 | 27 | 27 | 100% |
| Totals | 423 | 422 | 99.85% |

Note: Winter season extended from 5 April to 18 April 2021.

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Summary of Winter Operations: 2 November 2020 to 4 April 2021

Precautionary Treatment Runs

| Month | Precautionary Salting Runs on Primary Treatment Network | Precautionary Salting Runs on Secondary Treatment Network | Precautionary Salting Runs on the Contingency Treatment Network |
|---------------|---|---|---|
| November 2020 | 45 | 0 | 0 |
| December 2020 | 99 | 0 | 0 |
| January 2021 | 108 | 0 | 0 |
| February 2021 | 81 | 0 | 0 |
| March 2021 | 63 | 0 | 0 |
| April 2021 | 27 | 0 | 0 |
| Totals | 423 | 0 | 0 |

| | |
|-------------------------------|-----|
| Number of snow clearance days | 20* |
|-------------------------------|-----|

* The figure shown relates to the number of days the Snow Clearance Network was treated on the forecast of snow.

Note: Winter season extended from 5 April to 18 April 2021.

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Winter Service Plan 2021-22

Committee considering report: Individual Executive Member Decision

Date ID to be signed: 14 October 2021

Portfolio Member: Councillor Richard Somner

Forward Plan Ref: ID4144

1. Purpose of the Report

1.1 To seek approval of the 2021/22 Highway Winter Service Plan.

2. Recommendation

2.1 That the Executive Portfolio Member for Transport and Countryside approves the 2021/22 Highway Winter Service Plan.

3. Implications

3.1 **Financial:** The cost of providing the Winter Service, including the maintenance of West Berkshire Council owned salt bins (30 no.) and undertaking up to 50 primary precautionary treatments on 511.8km of carriageway, is included in the 2021/22 revenue budget. (There is no budget provision for treatment of the secondary network, snow clearance network or footway networks).

3.2 **Policy:** To comply with best practice and the statutory duty to maintain the public highway in a safe condition, the Environment Department reviews and produces a Highway Winter Service Plan annually to set out its operational proposals for Members to consider.

3.3 **Personnel:** None arising from this report.

3.4 **Legal:** Following a House of Lords ruling, the Council has had a statutory duty from 10 October 2003 to ensure, so far as reasonably practicable that the safe passage along a highway is not endangered by snow or ice.

The Winter Service is to be procured through the Highways, Bridges and Street Lighting Term Maintenance Contract 2016.

3.5 **Risk Management:** None arising from this report.

3.6 **Property:** None arising from this report.

- 3.7 **Other:** A Stage 1 Equality Impact Assessment has been prepared.

4. Consultation Responses

Members:

Leader of Council: Councillor Lynne Doherty

Overview & Scrutiny Management Commission Chairman: Councillor Alan Law

Ward Members: All Ward Members.

Opposition Spokesperson: Councillor Tony Vickers

Local Stakeholders: All Town and Parish Councils

Officers Consulted: Jon Winstanley, Ian Wigginton, Sarah Clark, Carolyn Richardson

Trade Union: Not applicable.

5. Other options considered

- 5.1 None.

6. Introduction/Background

- 6.1 Government guidance for highway management recommends the provision of an annually reviewed operational plan for winter service. A summary of the 2020/21 winter season and the 2021/22 Highway Winter Service Plan is provided below.

Summary of the 2020/21 Winter Season

- 6.2 October 2020 saw temperatures that were seasonally average. However, it was a wet month with a number of locations having around 150-200% of their average rainfall. Storm Alex brought strong winds and heavy rainfall at the beginning of the month. There were no major winter weather events across the district.
- 6.3 November 2020 was generally milder than average, with temperatures around 1.5°C above normal. Rainfall through the month was average. Across the UK as a whole, it was the sixth warmest November on record. The month started mild and wet, before it turned drier and colder.
- 6.4 December 2020 was a relatively mild and wet month. Temperatures were around 0.5°C above average, with approximately 130% of expected rainfall. The start of the month was cold and unsettled, with some heavy rainfall. Several frosts were recorded. It turned milder through the middle of the month, with further spells of rain. Storm Bella brought very strong winds on 26th of the month.
- 6.5 January 2021 was a colder than average month with precipitation near normal. The average temperature was around 1.3°C below normal. Across the UK as a whole, it was the coldest January since that of 2010. The start of the month brought cold

weather with wintry showers and overnight frosts. It turned milder for a short time around the middle of the month. The second half of the month was unsettled and overall cold, bringing spells of rain, strong winds and wintry showers. Storm Christoph brought heavy rain, strong winds and briefly milder temperatures on 19th and 20th of the month.

- 6.6 February 2021 was slightly milder than average. The average temperature was close to 0.5°C above normal with precipitation near normal. The opening days of the month were rather unsettled but on the mild side. However, a change in the large-scale pattern brought bitterly cold easterly winds from around the 7th. Snow showers and longer periods of snow brought accumulations across the district, with some drifting snow too, as winds strengthened. Temperatures remained below zero by day, with some sharp to severe frosts overnight. Mid-month the cold weather moved away and it became more unsettled.
- 6.7 March 2021 was drier than normal, with temperatures close to average. The month started settled with some mild nights before it turned colder with some frosty nights. It became more unsettled through the middle part of the month and very windy for a time. The final third of the month brought mixed conditions, but overall it remained mild. Towards the end of the month it became very warm with daytime temperatures reaching 20.0°C.
- 6.8 April was a cold and very dry month. Mean temperatures were about 2.5°C below normal. Overnight air frosts were common, and in the first half of the month road temperatures also fell below zero more often than normal. With plenty of sunshine through the day the second half of the month saw road temperatures above zero. Overall, there were few noteworthy weather events in the month, but a few locations did see snow on the morning of the 12th.
- 6.9 During the season the Primary Treatment network was treated on 47 occasions and the Snow Clearance Network twice. As a result approximately 2,490 tonnes of salt was used in total through the season. With this in mind the salt stock held at Chieveley Depot will be 1,500 tonnes for the coming season. This stockpile will be replenished throughout the winter season to maintain sufficient supply in accordance with the Winter Service Plan. However, should the need arise the Council have access to 1,000 tonnes of additional salt which is stored off site by the Council's Term Contractor (Volker Highways Ltd).
- 6.10 Details of Volker Highways Ltd performance and the number of treatments undertaken during the 2020/21 winter season are provided in Appendix C and D. Of the 423 routes treated during the winter period, 422 were completed within the specified 3 hour period.
- 6.11 For the 2020/21 winter period, the Highway Winter Service Plan and associated treatment routes were published on the Council's website and incorporated into the Council's online mapping facilities.
- 6.12 The "Safer Driving" leaflet was revised and copies were distributed to relevant stakeholders. It was also made available on the Council's website.

Highway Winter Service Plan 2021/22 – Treatment Networks

Primary Treatment Network

- 6.13 The Primary treatment Network, which represents 40 % of the highway network, and will be treated when hoar frost and/or ice is forecast, includes all “A” and “B” classified roads and some strategically important “C” class and unclassified roads. No routes have been added or removed from this network for the coming season. Details of these routes are given in Appendix A of the Highway Winter Service Plan 2020/21.

Secondary Treatment Network

- 6.14 The Secondary Treatment Network, which represents 20% of the highway network and will be treated when hoar frost and/or ice have been experienced for an unbroken period of 72 hours or greater (ie, sub-zero road surface temperatures are continuously experienced through the period for 3 days and nights). No routes have been added or removed from this network for the coming season. Details of these routes are given in Appendix B of the Highway Winter Service Plan 2020/21.

Snow Clearance Treatment Network

- 6.15 The Snow Clearance Treatment Network, accounts for 49% of the highway network ensures, that as far as is reasonably practicable all bus routes and access routes to schools and doctors surgeries will be cleared of snow as a priority. No routes have been added or removed from this network for the coming season. Details of these routes are given in Appendix H of the Highway Winter Service Plan 2020/21.
- 6.16 Footways will be cleared of snow using cross-service resources as they become available. The Footway Snow Clearance Network includes major town and village centres as well as footways to NHS hospitals and surgeries, schools and other key public buildings owned by the Council. Details of these routes are given in Appendix I of the Highway Winter Service Plan 2020/21.

Contingency Treatment Network

- 6.17 The Contingency Treatment Network which covers 46.8% of the highway network, will be treated when hoar frost and/or ice or snow are forecast but only when there is a national shortage of salt or limited salt suppliers and/or there has been a Government directive to limit salt use. No routes have been added or removed from this network for the coming season. Details of these routes are given in Appendix C of the Highway Winter Service Plan 2020/21.

Salt Bins

- 6.18 Currently there are 465 salt bins on the network serving Council Offices and public buildings with daily access and the road network. Of these 30 are owned and maintained by the Council (WBC) and 435 are owned and maintained by the Town or Parish Council.

Operations

- 6.19 The Winter Service period for 2021/22 will operate from Monday 1 November 2021 to Sunday 3 April 2022, although this period may be extended if weather conditions dictate.
- 6.20 Precautionary salting, snow clearance, salt bin provision and the response to adverse weather will be carried out in accordance with the policy and guidance as detailed within the Council's Highway Winter Service Plan 2021/22.
- 6.21 All decisions and actions will be made/instructed by the Council's Winter Service Duty Officer using forecast information as supplied by the Council's contracted forecaster and local roadside weather stations.
- 6.22 Operationally, the delivery of the Highway Winter Service will be provided by the Council's Highway Maintenance Term Contractor, Volker Highways Ltd.
- 6.23 A copy of the 2021/22 Highway Winter Service Plan will be issued to all Members and all Town/Parish Councils as part of the consultation process. It will also be available on the Council's website.
- 6.24 Salt stocks to be maintained above the minimum requirement of 500 tonnes throughout the winter season. At the start of the winter season a total of 2,250 tonnes of salt will be available for the Council's use (1,250 tonnes at Chieveley Depot and 1,000 tonnes off site).

Communications

- 6.25 A copy of the Highway Winter Service Plan 2021/22 is provided in Appendix G.
- 6.26 Following approval of this report, the "Safer Driving" leaflet will be revised to reflect any changes in the Primary Treatment Network and any other recommendations within the report. The leaflet will also be made available on the Council's website.
- 6.27 Following approval of this report, an electronic copy of the Highway Winter Service Plan 2021/22 will be distributed to all Members and Parish/Town Councils.
- 6.28 The Highway Winter Service Plan 2021/22 and associated treatment routes will be published on the Council's website to allow users to make an informed decision whether to make a journey.
- 6.29 A map and list showing salt bin locations and ownership will also be published on the Council's website.

7. Supporting Information

- 7.1 In preparing this report, reference was made to the following supporting information/documentation:

The Overview and Scrutiny Management Commission's review of the 2010/11 winter season.

UK Roads Group publication "Lessons Learned from Severe Weather, February 2009.

Well-managed Highway Infrastructure – A Code of Practice, October 2016.

The resilience of England's Transport Systems in Winter – Interim report, July 2010.

8. Options for Consideration

8.1 None.

9. Proposals

9.1 It is proposed that the Highway Winter Service Plan 2021/22 is approved.

10. Conclusion

10.1 That the Executive Portfolio Member for Transport and Countryside approves the 2021/22 Highway Winter Service Plan.

Background Papers:

Subject to Call-In:

Yes: No:

The item is due to be referred to Council for final approval
Delays in implementation could have serious financial implications for the Council
Delays in implementation could compromise the Council's position
Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months
Item is Urgent Key Decision
Report is to note only

Wards affected:

All Wards, Town and Parish Councils

Strategic Priorities Supported:

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

- PC1: Ensure our vulnerable children and adults achieve better outcomes**
- PC2: Support everyone to reach their full potential**
- OFB1: Support businesses to start, develop and thrive in West Berkshire**
- GP1: Develop local infrastructure to support and grow the local economy**
- GP2: Maintain a green district**
- SIT1: Ensure sustainable services through innovation and partnerships**

Officer details:

Name: Andrew Reynolds
Job Title: Asset Manager
Tel No: 01635 519076 (Ext: 2076)
E-mail Address: andrew.reynolds@westberks.gov.uk

11. Executive Summary

- 11.1 Following a House of Lords ruling, the Council has had a statutory duty from 10 October 2003 to ensure, so far as reasonably practicable that the safe passage along a highway is not endangered by snow or ice.

12. Conclusion

- 12.1 That the Executive Portfolio Member for Transport and Countryside approves the 2021/22 Highway Winter Service Plan.

13. Appendices

- 13.1 Appendix A – Data Protection Impact Assessment
- 13.2 Appendix B – Equalities Impact Assessment
- 13.3 Appendix C – Contractors Performance in delivering the 2020/21 Winter Service
- 13.4 Appendix D – Summary of Winter Operations 2020/21
- 13.5 Appendix E – Changes to the Primary, Secondary, Snow Clearance and Contingency Network 2021/22
- 13.6 Appendix F – Salt Bins to be removed from the Network 2021/22
- 13.7 Appendix G – List of departures from the Code of Practice for Maintenance Management
- 13.8 Appendix H – Highway Winter Service Plan 2021/22
- 13.9 Appendix I – Summary of Consultation Responses

Corporate Board's recommendation (if applicable):

N/A

Appendix A

Data Protection Impact Assessment – Stage One

The General Data Protection Regulations require a Data Protection Impact Assessment (DPIA) for certain projects that have a significant impact on the rights of data subjects.

Should you require additional guidance in completing this assessment, please refer to the Information Management Officer via dp@westberks.gov.uk

| | |
|--------------------------|-------------------------------------|
| Directorate: | Place |
| Service: | Environment Department |
| Team: | Asset Management Team |
| Lead Officer: | Andrew Reynolds |
| Title of Project/System: | Highway Winter Service Plan 2021/22 |
| Date of Assessment: | 9 September 2021 |

Do you need to do a Data Protection Impact Assessment (DPIA)?

| | Yes | No |
|---|--------------------------|-------------------------------------|
| <p>Will you be processing SENSITIVE or “special category” personal data?</p> <p>Note – sensitive personal data is described as “data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, or trade union membership, and the processing of genetic data, biometric data for the purpose of uniquely identifying a natural person, data concerning health or data concerning a natural person’s sex life or sexual orientation”</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will you be processing data on a large scale?</p> <p>Note – Large scale might apply to the number of individuals affected OR the volume of data you are processing OR both</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will your project or system have a “social media” dimension?</p> <p>Note – will it have an interactive element which allows users to communicate directly with one another?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will any decisions be automated?</p> <p>Note – does your system or process involve circumstances where an individual’s input is “scored” or assessed without intervention/review/checking by a human being? Will there be any “profiling” of data subjects?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will your project/system involve CCTV or monitoring of an area accessible to the public?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will you be using the data you collect to match or cross-reference against another existing set of data?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Will you be using any novel, or technologically advanced systems or processes?</p> <p>Note – this could include biometrics, “internet of things” connectivity or anything that is currently not widely utilised</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If you answer “Yes” to any of the above, you will probably need to complete [Data Protection Impact Assessment - Stage Two](#). If you are unsure, please consult with the Information Management Officer before proceeding.

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.

| | |
|---|---|
| What is the proposed decision that you are asking the Executive to make: | Approve Highway Winter Service Plan 2021/22 |
| Summary of relevant legislation: | Section 41 (1A) of the Highways Act 1980, which was modified on 31st October 2003, by Section 111 of the Railways and Transport Act 2003. |
| Does the proposed decision conflict with any of the Council's key strategy priorities? | No |
| Name of assessor: | Andrew Reynolds |
| Date of assessment: | 9 September 2021 |

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

| 1 What are the main aims, objectives and intended outcomes of the proposed decision and who is likely to benefit from it? | |
|--|---|
| Aims: | To comply with best practice and the statutory duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice (Section 41 (1A) of the Highways Act 1980, which was modified on 31st October 2003, by Section 111 of the Railways and Transport Act 2003. |
| Objectives: | The Council aims to provide as far as reasonably practicable safe travelling conditions on the treated network during the winter season. |
| Outcomes: | Safe travelling conditions on treated roads. |
| Benefits: | Reduce the number of road traffic collisions during the winter season. |

| <p>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.</p> <p>(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.)</p> | | |
|---|--|--|
| Group Affected | What might be the effect? | Information to support this |
| Age | Older residents may have difficulty using footways during the winter season due to frost, ice or snow. | Customer Services calls. Claim submissions. |
| Disability | As above. | Customer Services calls. Claim submissions. |
| Gender Reassignment | n/a | n/a |
| Marriage and Civil Partnership | n/a | n/a |
| Pregnancy and Maternity | n/a | n/a |
| Race | n/a | n/a |
| Religion or Belief | n/a | n/a |
| Sex | n/a | n/a |
| Sexual Orientation | n/a | n/a |
| <p>Further Comments relating to the item:</p> <p>The Winter Service Plan is sent out to consultation to all Members and Town/Parish Councils each year and the Plan and associated treatment routes are published on the Council's website to allow users to make an informed decision whether to make a journey. As a result of the above, no Stage 2 Audit is required.</p> | | |

| | |
|--|-----------|
| 3 Result | |
| Are there any aspects of the proposed decision, including how it is delivered or accessed, that could contribute to inequality? | No |
| Please provide an explanation for your answer: See above comment. | |
| Will the proposed decision have an adverse impact upon the lives of people, including employees and service users? | No |
| Please provide an explanation for your answer: See above comment. | |

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](#).

| 4 Identify next steps as appropriate: | |
|---------------------------------------|-----|
| Stage Two required | No |
| Owner of Stage Two assessment: | n/a |
| Timescale for Stage Two assessment: | n/a |

Name:



Date: 9 September 2021

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

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Changes to the Primary, Secondary, Snow Clearance and Contingency Networks for 2021/22

Primary Salting Route Additions in 2021/22

| Name | Start | End | Parish | Funding |
|------|-------|-----|--------|---------|
| None | | | | |

Primary Salting Route Deletions in 2021/22

| Name | Start | End | Parish | Funding |
|------|-------|-----|--------|---------|
| None | | | | |

Secondary Salting Route Additions in 2021/22

| Name | Start | End | Parish | Funding |
|------|-------|-----|--------|---------|
| None | | | | |

Secondary Salting Route Deletions in 2021/22

| Name | Start | End | Parish | Funding |
|------|-------|-----|--------|---------|
| None | | | | |

Snow Clearance Route Additions in 2021/22

| Name | Start | End | Parish | Funding |
|------|-------|-----|--------|---------|
| None | | | | WBC |

Snow Clearance Route Removals in 2021/22

| Name | Start | End | Parish | Funding |
|------|-------|-----|--------|---------|
| None | | | | |

Contingency Route Additions in 2021/22

| Name | Start | End | Parish | Funding |
|------|-------|-----|--------|---------|
| None | | | | |

APPENDIX E (cont'd)

Contingency Route Removals in 2021/22

| Name | Start | End | Parish | Funding |
|-------------|--------------|------------|---------------|----------------|
| None | | | | |

APPENDIX F

Salt Bins to be removed from the Network in 2021/22

| Parish/Town | Road | Location | No. |
|-------------|---------------|-------------------------------|-----|
| Hungerford | Chestnut Walk | Community Centre (now closed) | 1 |

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Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|--|----------------|---|--|
| 1 | Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority. | Yes | Plan to be approved by Individual Decision 14 October 2021. | |
| 2 | Authorities should consider, consult on and formally adopt local service standards for resilience of their winter service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period. | Yes | | |
| 3 | Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather. | Yes | | |
| 4 | Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement and sharing depots and salt stock, would prove effective and provide value for money approach to increasing winter service resilience. | Yes | Joint procurement with Berkshire Unitaries for sensor maintenance and forecasting services. | |

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|--|----------------|--|--|
| 5 | Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party. | Yes | See Item 1. | |
| 6 | Authorities should ensure effective communication of information for the public before and during normal and severe winter conditions. | Yes | Publication of 'Safer Driving this Winter on West Berkshire Roads' leaflet and Winter Service Plan and associated route plans via the website. | |
| 7 | Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders and seek to ensure improved service for the public. | Yes | All adjoining authorities and stakeholders informed of daily decisions via the forecaster provider message board. | |
| 8 | Authorities should formally approve, adopt and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code | Yes | See Item 1. | |
| 9 | Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code. | Yes | Route plans in place where appropriate. | The Council only salts specified sections of footway network during prolonged hazardous conditions and when snow is forecast. Remote cyclepaths are not treated. |

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|--|----------------|--|--|
| 10 | Authorities should prepare contingency Winter Service Plans for severe weather conditions, which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent Authorities. | Yes | The Council has a defined Contingency network which is detailed in the Winter Service Plan. Route plans are also in place. | |
| 11 | Authorities should explore the potential for mutual aid in salt supply and other aspects of winter service and should make contingency arrangements in advance. | Yes | Alternative salt supply arrangements in place with WBC's Term Maintenance Contractor. | |
| 12 | Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making. | Yes | West Berkshire Council makes use of information from roadside sensors and detailed site specific forecasts issued by forecaster provider in its decision making process. | |

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|---|----------------|--|--|
| 13 | Authority should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents. | Yes | KPI's in Term Maintenance Contract and Winter Service Plan. | |
| 14 | To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season. | Yes | All Duty Officers trained to City and Guilds Supervisor Standard. All Term Contractor WS operatives have City & Guilds 6157 accreditation (superseded by 6159). 4 no. West Berkshire Council staff accredited with City & Guilds Winter Service Supervisors qualification. | |
| 15 | Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events. | Yes | Ad hoc audits are undertaken to test Winter Service Plan during winter season. | |
| 16 | Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase. | Yes | Term Contractor / Compass Minerals re-stocking arrangements in place. | |

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|--|----------------|---|--|
| 17 | As a means of enhancing local salt storage capacity, Authority and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of season or provision of land. | Yes | The salt stock held at Chieveley Depot will be 1,250 tonnes for the coming season. However, should the need arise the Council have access to an additional 1,000 tonnes of salt held off site by the Council's Term Contractor (Volker Highways Ltd). | |
| 18 | Authority should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier. | Yes | Arrangements in place with Highway Term Contract for alternative salt supplies. | |

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|--|----------------|---|--|
| 19 | Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. Longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment facilities. | Yes | Arrangements in place with Compass Minerals to maintain a total salt stock of 2,250 tonnes. | |
| 20 | All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances. | Yes | The Winter Service Plan is reviewed annually. | |

Winter Service Plan 2021/22

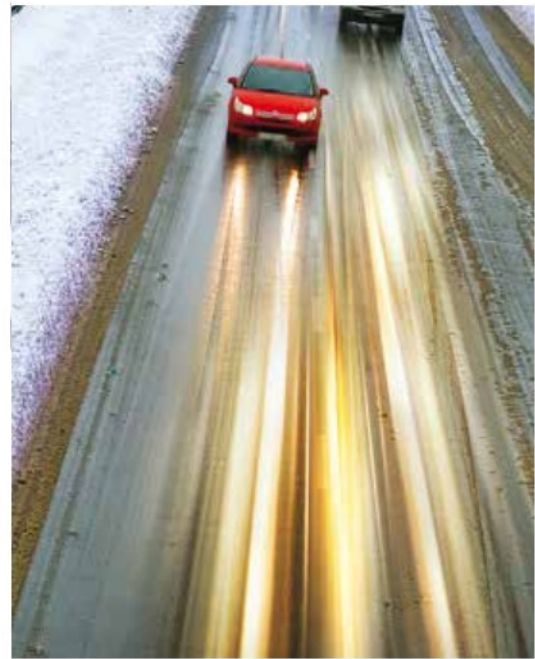
To be issued as a separate document

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Highway Winter Service Plan

2021 / 2022

Environment Department



West Berkshire
COUNCIL

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

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WBC/H&C/AR/0920

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1. INTRODUCTION

1.1 There are two elements of legislation that relate to the provision of a Winter Service in England and Wales:

- Section 41 (1A) of the Highways Act 1980, which was modified on 31st October 2003, by Section 111 of the Railways and Transport Act 2003. The first part of Section 41 now reads:

a) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2) and (3) below, to maintain the highway.

b) (1) In particular, a highway authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice."

This is not an absolute duty, given the qualification of "reasonable practicability" but it does effectively overturn previous legal precedence, albeit not with retrospective affect.

- Section 150 of the Highways Act 1980 still imposes a duty upon authorities to remove any obstruction of the highway resulting from "*accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause*".

In addition, the Traffic Management Act 2004 placed a network management duty on all local traffic authorities in England. It requires authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty, authorities should establish contingency plans for dealing promptly and effectively with unplanned events, such as unforeseen weather conditions, as far as is reasonably practicable.

The plan must also comply with the general duty imposed by Section 41 of the Highways Act 1980: to maintain those highways maintainable at public expense in a safe condition.

West Berkshire District Council therefore undertake to provide a winter maintenance service which, as far as reasonably practical, will permit safe movement of traffic and minimise delays and accidents directly attributable to adverse weather conditions.

- 1.2 The Winter Service Plan for 2021/2022 provides details of the policies, procedures and practices employed by West Berkshire Council, to ensure it meets the responsibilities for providing the Winter Service in West Berkshire.
- 1.3 The purpose of the Winter Service is to provide, as far as reasonably possible, the safe movement of all highway users on designated roads throughout the District whilst keeping delays and accidents brought about by adverse weather conditions to a minimum.
- 1.4 West Berkshire Council is the highway authority in West Berkshire. The Winter Service is delivered by the Council's Term Maintenance Contractor Volker Highways Ltd.
- 1.5 The M4 and A34 form part of the national Motorway and Trunk Road network and are the responsibility of the Department for Transport (DfT) through their agents National Highways. West Berkshire Council has no responsibility for the winter service activities on these roads.
- 1.6 The core Winter Service in West Berkshire shall be provided for a period of 22 weeks commencing Monday 1 November 2021 (Week 44) and finishing Sunday 3 April 2022 (Week 13). The service period shall be extended if sub-zero temperatures are forecast outside the core period.

2. WINTER SERVICE POLICY

- 2.1 West Berkshire Council aims to provide a service to reduce as far as possible the effects of hoar frost, ice and snow and other adverse weather conditions to provide travelling conditions as safe as reasonably practicable having regard to financial constraints and the road hierarchy detailed in Section 7 of this document.
- 2.2 Where reasonably practicable to do so, the Winter Service is delivered in accordance with the recommendations given within the Code of Practice for Highway Maintenance 'Well-Managed Highway Infrastructure' October 2016 and the recommendations given in 'The Resilience of Englands Transport Systems in Winter, Interim Report, July 2010.
- 2.3 The service cannot guarantee that the main routes will be kept open or free of ice or snow, and the provision of the service does not override driver's responsibility to drive safely and in accordance with the conditions. The Council has developed an information leaflet entitled "Safer Driving this Winter on West Berkshire Roads" which is available on the Council's website <http://www.westberks.gov.uk/>

2.4 POLICY FOR TREATMENT WHEN HOAR FROST AND/OR ICE IS FORECAST

| Roads |
|--|
| <p>The Road Primary Treatment Network (Appendix A) will receive precautionary treatment when hoar frost and/or ice is forecast.</p> <p>The Road Secondary Treatment Network (Appendix B) will receive precautionary treatment only when hoar frost and/or ice have been experienced for an unbroken period of 72 hours or greater (ie, sub-zero road surface temperatures are continuously experienced through the period for 3 days and nights).</p> <p>The Road Contingency Treatment Network (Appendix C) will be treated when hoar frost and/or ice or snow are forecast but only when there is a national shortage of salt and salt supplies become limited or directions are received from Central Government. This will supercede the primary and secondary treatment networks in these circumstances.</p> <p>Where the Council has been made aware of water being deposited on the highway as the direct result of an unforeseen incident (fire, road traffic accident etc), burst water main or water issuing from apparatus, salt shall be applied to reduce as far as possible the effects of hoar frost, ice and other severe winter weather conditions on the highway. Ice warning signs shall be erected where appropriate.</p> <p>Where the Council has been made aware of a spring, ice warning signs shall be erected on site.</p> |

| Paved Footways/Cycleways (adjacent to carriageways) |
|---|
| <p>The Paved Footway Treatment Network (Appendix D) will receive precautionary treatment only only when hoar frost and/or ice have been experienced for an unbroken period of 72 hours or greater (ie, sub-zero road surface temperatures are continuously experienced through the period for 3 days and nights).</p> <p>Paved cycleways that form part of the carriageway and are located on a Primary, Secondary or Contingency treatment network will be treated as part of these networks when instructed.</p> <p>Paved cycleways that form part of a footway (footways that are adjacent to carriageways) and are located on the Paved Footway Treatment Network will be treated as part of this network when instructed.</p> |

Paved Footpaths/Cyclepaths (remote from carriageways)

With the exception of subways and some identified link footpaths in town centres, no paved footpaths/cyclepaths that are remote from a carriageway will receive precautionary treatment on the forecast of hoar frost and/or ice due to the impracticability and financial implications of doing so. **The treatment of pedestrian ramps to subways will be prioritised, when resources become available.**

Footbridges

Only footbridges identified on the Footbridge Treatment Network (Appendix S) will receive precautionary treatment ***only when hoar frost and/or ice have been experienced for an unbroken period of 72 hours or greater (ie, sub-zero road surface temperatures are continuously experienced through the period for 3 days and nights).***

Council Offices and Public Buildings with Daily Access

West Berkshire Council will provide and maintain salt bins at Council Offices and some public buildings with daily access (Appendix F).

Public Car Parks

Roof areas and the exposed parking area at Level 2 of the Kennet Centre and the roof areas at Northbrook multi-storey car parks in Newbury, will be subject to a risk assessment by the Car Parks service to determine what action, if any, is required. Open air surface car parks are not treated unless snow conditions are forecast.

Motorways and Trunk Roads

The treatment of the M4 motorway and the A34 trunk road is the responsibility of National Highways.

Railway Level Crossings

Level crossings will ***not*** receive precautionary treatment as salt acts as an electrolyte and short circuits the signal system. When an instruction to treat the highway network is issued, Network Rail will be contacted by email so they may arrange appropriate treatment using their own contractors.

All gritting vehicles will carry a notice issued by Network Rail giving instructions not to salt (Appendix P).

Treatment Times

Primary Treatment Network - Unless a variation has been agreed by the Council, the treatment time will be 3 hours from the instructed start time to the completion of the treatment for each route.

Secondary Treatment Network – No specified treatment time.

Snow Clearance Network – No specified treatment time.

In addition, the Contractor will be given at least 1 hour to mobilise the fleet.

2.5 POLICY FOR TREATMENT WHEN SNOW IS FORECAST

Roads

The Road Snow Clearance Network (Appendix H) will receive treatment of salt/grit (as appropriate) to help prevent the laying of snow/formation of ice and will be ploughed when conditions allow.

Paved Footways/Cycleways (adjacent to carriageways)

The Paved Footway Snow Clearance Network (Appendix I) will receive treatment of salt or grit to help prevent the formation of ice and to facilitate the removal of snow.

Paved cycleways that form part of the carriageway and are located on the Road Snow Clearance Network will be treated as part of this network when instructed.

Paved cycleways that form part of a footway (footways that are adjacent to carriageways) and are located on the Paved Footway Snow Clearance Network will be treated as part of this network when instructed, by Transport and Countryside staff/contractors as resources become available.

Paved Footpaths/Cyclepaths (remote from carriageway)

With the exception of subways and some identified linked footpaths in town centres, no paved footpaths/cyclepaths that are remote from a carriageway will receive treatment to facilitate the removal of snow due to the impracticability and financial implications of doing so. **The treatment/clearance of snow from pedestrian ramps to subways will be prioritised, when resources become available.**

Footbridges

Footbridges identified on the Footbridge Treatment Network (Appendix S) will receive treatment for the removal of snow. **Treatment/clearance of snow from footbridges will be prioritised, when resources become available.**

Council Offices and Public Buildings with Daily Access

The roads leading to Council Offices and some public buildings with daily access will be treated with salt or grit as part of the Road Snow Clearance Network (Appendix H).

Public Car Parks and Newbury Bus Station

The roads leading to public surface and multi-storey car parks (Appendix E) will be treated with salt or grit as part of Road Snow Clearance Network.

Surface public car parks and Newbury Bus station will be treated along with roads where width restrictions prevent mechanical spreading, by Transport and Countryside staff/contractors as resources become available.

Roof areas and the exposed parking area at Level 2 of the Kennet Centre and the roof areas at Northbrook multi-storey car parks in Newbury will be subject to a risk assessment by the parking staff to determine what action, if any, is required.

2.6 OTHER POLICIES

Salt Bins

Salt Bins are provided by West Berkshire Council to serve Council offices and public buildings with daily access (Appendix F) and Town and Parish Councils as a means of self-help to enable communities to treat targeted areas of the public highway (Appendix G). ***Salt bins are not provided for treating private property.***

West Berkshire Council and the Parish/Town Councils are responsible for the maintenance and refilling of their respective bins.

Motorways and Trunk Roads

The treatment of the M4 motorway and the A34 trunk road is the responsibility of National Highways.

Railway Level Crossings

Level crossings will not be cleared of snow. Network Rail will be contacted by email so they may arrange appropriate treatment using their own contractors.

All gritting vehicles will carry a notice issued by Network Rail giving instructions not to salt (Appendix P).

Cross Boundary Treatment

By agreement, no cross boundary salting and snow clearance will take place between West Berkshire Council and adjoining Counties/Unitary Authorities or vice versa.

3. WEST BERKSHIRE COUNCIL/CONTRACTOR RELATIONSHIP

- 3.1 The Winter Service is provided by the Council's Highway Term Contractor Volker Highways Ltd in accordance with the requirements of the Term Maintenance Contract for "Highways, Bridges and Street Lighting 2016".
- 3.2 The following table indicates how the principal winter service responsibilities are divided between the Council and Volker Highways Ltd.

| | |
|---|---|
| Preparation of Winter Service Policy and Plan | West Berkshire Council |
| Road hierarchy priorities | West Berkshire Council |
| Salt purchase | Volker Highways Ltd |
| Routeing (salting and snow clearance) | Volker Highways Ltd - with guidance from the Council |
| Winter Service Vehicles (plant including gritters, snowploughs and snowblowers) | Volker Highways Ltd |
| Decision making | West Berkshire Council |
| Day-to-Day operations | Volker Highways Ltd - under the instruction and guidance of the Council |
| Manning levels | Volker Highways Ltd |
| Performance monitoring | West Berkshire Council / Volker Highways Ltd |
| Opening of Emergency Operations Centre and Emergency Planning Room | West Berkshire Council |
| Approval to commence operations in extreme snow conditions | West Berkshire Council |

4 STAFFING AND MANAGEMENT (WEST BERKSHIRE COUNCIL)

- 4.1 The day to day overseeing and management of the Winter Service will be the responsibility of the Winter Service Manager. This role is normally performed by the Principal Engineer (Highway Maintenance and Street Lighting) or in his absence the Asset Manager Manager.
- 4.2 The Council will operate a 24/7 Winter Service Duty Officer rota that covers the described Winter Service period. The Winter Service Manager shall issue a copy of the rota to the Council's Emergency Planning team, the Customer Services Team and the Contractor. The roster is detailed in Appendix K.
- 4.3 When on duty, each Winter Service Duty Officer will be available 24 hours a day and will be contactable on the dedicated Winter Service mobile telephone.
- 4.4 During office hours (08:30 to 17:00 Monday to Thursday, 08:30 to 16:30 Friday) all Winter Service enquiries from members of the public will be directed to the Customer Services team on 01635 551111.
- 4.5 For Emergency Enquiries outside of office hours, enquiries will be directed to West Berkshire Council's Emergency service on 01635 42161.

Winter Service Duty Officer's home/private telephone numbers along with the Winter Service Mobile telephone number shall not be released to members of the public.

- 4.6 Prior to the commencement of the Winter Service, each Winter Service Duty Officer will be provided with an information pack, which includes details of all appropriate telephone contacts, together with any additional information that may be appropriate.

5. STAFFING AND MANAGEMENT (HIGHWAYS TERM CONTRACTOR)

- 5.1 The Contractor shall provide all necessary plant, labour and materials to deliver the Winter Service in compliance with the requirements of the “Highways, Bridges and Street Lighting Term Maintenance Contract 2016”.

6. DECISION MAKING

- 6.1 Decision making is the responsibility of West Berkshire Council's on-call Winter Service Duty Officer.
- 6.2 When on duty, the Winter Service Duty Officer will make decisions regarding Winter Service action in accordance with this Plan. The Winter Service Manager will be available to give advice to the Winter Service Duty Officer if required.
- 6.3 The Winter Service Duty Officer is responsible for liaising directly with the forecast service provider's duty forecaster. Using the forecast data provided, the Winter Service Duty Officer will make his decision regarding treatment and will disseminate his decision along with any relevant supporting information first to Volker Highways Ltd and then to the following stakeholders:

| | |
|---|--|
| West Berkshire Council | |
| | |
| | |
| | |
| | |
| | |
| | |
| Volker Highways Ltd | |
| | |
| | |
| | |
| Veolia Waste Management | |
| | |
| Hampshire County Council | |
| Vaisala / MeteoGroup (forecaste provider) | |
| Oxfordshire County Council | |
| | |
| Royal Berkshire Fire & Rescue Service | |
| Wiltshire Council | |
| National Highways (Area 3) | |
| | |
| Ambulance Service | |
| | |
| | |
| Heart Radio | |
| Radio Berkshire | |
| Network Rail | |

- 6.4 Further information concerning weather forecasts and decision making is provided in Sections 12 to 14. Call out guidelines are provided in Appendix L. The Winter Service Manager will also be available to give advice to the Winter Service Duty Officer when required.

Timing of Actions

- 6.5 Treatment during 'rush hours' should be avoided whenever possible. For the purposes of this plan, rush hour shall be taken as 07:30 – 09:30 in the morning and 16:30 – 18:30 in the afternoon/evening.
- 6.6 The Winter Service Duty Officer's decision will be recorded on the West Berkshire Council Winter Service Daily Action Report as detailed in Appendix M. This form is filed electronically by the Winter Service Duty Officer.
- 6.7 Requests to salt will be assessed by the Winter Service Duty Officer and his/her decision will be recorded on the West Berkshire Council Winter Service Request for Salting Form as detailed in Appendix O.
- 6.8 The Winter Service Duty Officer will communicate any decision with the Council's Highway Term Maintenance Contractor via telephone or email.
- 6.9 Appropriate training will be provided for all Winter Service Duty Officers particularly with regard to technological improvements in forecasting techniques and the ice prediction system.

7. TREATMENTS

7.1 TREATMENT WHEN HOAR FROST AND/OR ICE IS FORECAST

Roads

- 7.1.1 ***The Road Primary Treatment Network (Appendix A) will receive precautionary treatment when hoar frost and/or ice is forecast.***
- 7.1.2 The total length of the Road Primary Treatment Network is 511.8.km which represents 40% of the highway network (excluding motorways and trunk roads) and comprises all A and B classified roads and some strategically important C and U roads.
- 7.1.3 The Road Primary Treatment Network is broken down into 9 individual treatment routes. Each route has been optimised so that it takes no longer than 3 hours to treat.
- 7.1.4 ***The Road Secondary Treatment Network (Appendix B) will receive precautionary treatment when hoar frost and/or ice have been experienced for an unbroken period of 72 hours or greater (ie, sub-zero road surface temperatures are continuously experienced through the period for 3 days and nights).***
- 7.1.5 The total length of the Road Secondary Treatment Network is 264.0km which represents 20% of the highway network (excluding motorways and trunk roads) and comprises locally important C and U roads.
- 7.1.6 The Road Secondary Treatment Network is broken down into 11 individual treatment routes. There is no specified treatment time for these routes.
- 7.1.7 Sections of road having proprietary 'porous' type surfacings will receive twice the normal rate of spread of salt. These sections of road are detailed in Appendix J.
- 7.1.8 ***The Road Contingency Treatment Network (Appendix C) will be treated when hoar frost and/or ice or snow are forecast but only when there is a national shortage of salt/limited salt supplies and/or a Government directive.***
- 7.1.9 The Road Contingency Treatment Network has been designed in accordance with the governing guidance as detailed in Section 18 and provides a minimum essential service to the public, including strategic routes, access to key facilities and other transport needs. The network is approximately 592 Km in length and represents 46.8% of the total road network, ie, it is considerably less than the combined primary and secondary networks.

Paved Footways/Cycleways (adjacent to carriageways)

- 7.1.10 ***The Paved Footway Treatment Network (Appendix D) will receive precautionary treatment only when hoar frost and/or ice have been experienced for an unbroken period of 72 hours or greater (ie, sub-zero road surface temperatures are continuously experienced through the period for 3 days and nights).***
- 7.1.11 The network comprises primary walking routes (town centres including routes to main transport hubs, Council Offices, Council owned surface car parks and some public buildings with daily access) and footways adjacent to primary and secondary schools and doctors surgeries.
- 7.1.12 Paved cycleways that form part of the carriageway and are located on a Primary, Secondary, Snow Clearance and Contingency Networks will be treated as part of these networks when instructed.

7.1.13 Paved cycleways that form part of a footway (footways that are adjacent to carriageways) and are located on the Paved Footway Treatment Network will be treated as part of this network when instructed.

Paved Footpaths/Cyclepaths (remote from carriageways)

7.1.14 With the exception of subways and some identified link footpaths in town centres, no paved footpaths/cyclepaths that are remote from a carriageway will receive precautionary treatment on the forecast of hoar frost and/or ice due to the impracticability and financial implications of doing so. **The treatment of pedestrian ramps to subways will be prioritised, when resources become available.**

Footbridges

7.1.15 Footbridges identified on the Footbridge Treatment Network (Appendix S) will receive precautionary treatment ***only when hoar frost and/or ice have been experienced for an unbroken period of 72 hours or greater (ie, sub-zero road surface temperatures are continuously experienced through the period for 3 days and nights).***

Council Offices and Public Buildings with Daily Access

7.1.16 The roads leading to Council Offices and some public buildings with daily access will be treated as part of the Road Primary Precautionary Treatment Network.

Public Car Parks

7.1.17 When ice conditions occur on the roof areas and the exposed landing area at Level 2 of the Kennet Centre, and the roof areas at Northbrook multi-storey car parks in Newbury, a risk assessment will be undertaken by the parking staff to determine what action, if any, needs to be taken. Depending on the severity of the conditions some or all of the following actions may be carried out by parking staff:

- (a) Erection of prominent warning signs at the approach points to the exposed areas;
- (b) Sprinkling ice melting granules across the icy surface (these granules release a heat generating chemical when crushed by a passing vehicle). It is not possible to use traditional rock salt in multi-storey car parks as it has a marked deteriorating effect on the waterproof membrane of the roof areas leading to water ingress and a corrosive effect on the steel reinforcement within the structure;
- (c) Closure of the areas completely by use of tapes and cones.

7.1.18 On those occasions when the areas are closed they will be periodically checked during the day and if the ice has melted they will be re-opened for use. The intermediate indoor parking levels of the two multi-storey car parks will not be treated as they are unaffected by icy weather.

7.1.19 Open air surface car parks are not treated unless snow conditions are forecast.

7.2 TREATMENT WHEN SNOW IS FORECAST

Roads

7.2.1 In the event of snow being forecast, the Road Snow Clearance Network (Appendix H) will first receive a treatment of salt/grit (as appropriate) and will then be followed by ploughing/snow clearance if required.

The Snow Clearance Network is broken down into 9 individual treatment routes. There is no specified treatment time for these routes.

Paved Footways/Cycleways (adjacent to carriageways)

- 7.2.2 The Paved Footway Snow Clearance Network (Appendix I) will receive treatment to help prevent the formation of ice and to facilitate the removal of snow.
- 7.2.3 The network comprises primary walking routes (town centres including routes to main transport hubs, Council Offices, Council owned surface car parks and some public buildings with daily access) and footways adjacent to primary and secondary schools and doctors surgeries. Treatment will be managed by the Council's Highway Term Maintenance Contractor and carried out by Transport and Countryside staff/contractors as resources become available.
- 7.2.4 Paved cycleways that form part of the carriageway and are located on the Snow Clearance network will be treated as part of this network when instructed.
- 7.2.5 Paved cycleways that form part of a footway (footways that are adjacent to carriageways) and are located on the Paved Footway Snow Clearance Network will be treated as part of this network when instructed.

Remote Paved Footpaths/Cyclepaths (remote from carriageways)

- 7.2.6 As detailed in the Council's 'Safer Driving this Winter on West Berkshire Roads' leaflet, the Council does not promote the use of bicycles during periods of hazardous winter weather. With the exception of subways and some identified link footpaths in town centres, remote paved footpath/cyclepaths are not treated when snow conditions are forecast due to the impracticability and financial implications of doing so. **The treatment/clearance of snow from pedestrian ramps to subways will be prioritised, when resources become available.**

Footbridges

- 7.2.7 Footbridges identified on the Footbridge Treatment Network (Appendix S) will receive treatment for the removal of snow. **Treatment/clearance of snow from footbridges will be prioritised, when resources become available.**

Council Offices and Public Buildings with Daily Access

- 7.2.7 The roads leading to Council Offices and some public buildings with daily public access (Appendix F) will be treated as part of the Road Snow Clearance Network.

Public Surface and Multi-Storey Car Parks, and Newbury Bus Station

- 7.2.8 The roads leading to public surface and multi-storey car parks (Appendix E) will be treated as part of Road Snow Clearance Network (Appendix H). Surface public car parks and Newbury Bus Station will also be treated along with roads where width restrictions prevent mechanical spreading by hand using Transport and Countryside staff/contractors as resources become available.
- 7.2.9 In the case of multi-storey car parks, when snow conditions occur on the roof areas and the exposed parking area at Level 2 of the Kennet Centre, and the roof areas at Northbrook multi-storey car parks in Newbury, a risk assessment will be undertaken by the parking staff to determine what action, if any, needs to be taken. Depending on the severity of the conditions some or all of the following actions will be carried out by parking staff:

- (a) Erection of prominent warning signs at the approach points to the exposed areas;
- (b) Sprinkling ice melting granules across the snow surface (these granules release a heat generating chemical when crushed by a passing vehicle). It is not possible to use traditional rock salt in multi-storey car parks as it has a marked deteriorating effect on the waterproof membrane of the roof areas leading to water ingress and a corrosive effect on the steel reinforcement within the structure;
- (c) Closure of the areas completely by use of tapes and cones.

7.2.10 On those occasions when the exposed parking areas are closed they will be periodically checked during the day and if the snow has melted they will be re-opened for use. The intermediate indoor parking levels of the two multi-storey car parks will not be treated as they are unaffected by winter weather.

8 SALT BINS

General

- 8.1 Salt Bins are provided by West Berkshire Council at Council offices and public buildings with daily access and by Town and Parish Councils as a means of self-help to enable communities to treat targeted areas of the public highway. West Berkshire Council and the Parish/Town Councils are responsible for the maintenance and refilling of their respective bins. **Salt bins are not provided for treating private property.**
- 8.2 30 salt bins are owned and maintained by West Berkshire Council (Appendix F) and 435 are owned and maintained by the Parish/Town Council (Appendix G). Unless alternative arrangements are put in place by Town or Parish Councils, salt bins sited on the public highway are expected to remain on the highway on a permanent basis.

Council Owned Salt Bins

- 8.3 Salt bins owned and maintained by West Berkshire Council (Appendix F) are clearly marked with the following information:

This Bin has been provided by West Berkshire Council
**for residents to use to treat local roads and
footways with salt or grit.**

**The Salt or grit must not be used on private
property.**

If this salt bin needs refilling please contact West
Berkshire Council's **Customer Services** on **01635
551111**

Requests to Remove, Move or Add a Salt Bin to the Network

- 8.4 When requested by a Town or Parish Council, the Council can arrange for a salt bin to removed, moved or added to the network on behalf of the Town or Parish Council. The cost for these services are as followed and will be reviewed annually.

Removal of a salt bin: £210.07 + VAT (includes salt removal, taking up and disposal of the bin and a general tidy up of the verge/footway).

Moving a salt bin to a new location: £174.53 + VAT (includes salt removal, taking up and resiting the salt bin, refilling and a general tidy up of the verge/footway).

Providing a new salt bin (170 litres): £289.15 + VAT (includes purchase, delivery, first fill of salt/grit and the issue of a license).

- 8.5 Where more than one bin is requested, a discount will be offered to reflect any savings that can be made on supply and delivery.
- 8.6 Any request to remove, move or have a new salt installed must come in writing from the Town or Parish Council Clerk. When the request is to have an existing salt bin moved or for a new salt bin, the suitability of site will be assessed taking into account the following:
- the bin must not cause a nuisance or obstruction (interfere with sight lines etc)

- there must be sufficient space for the bin and safe access for the purposes of refilling
- 8.7 If approved, a licence will be issued to the Town or Parish Council. The salt bin will be clearly labelled to inform the public that the salt bin is owned and maintained by the Town or Parish Council.
- 8.8 Should a Town or Parish Council wish to purchase salt bins directly from an independent supplier, a formal request should be made by following the above procedure. If approved, the Town or Parish Council will be responsible for making the necessary arrangements with their suppliers for payment and delivery and the filling of the salt bin.
- 8.9 Salt bins owned by Town and Parish Councils will be clearly marked with the following information on stickers provided by The Council:

This Bin has been provided by the Town/Parish Council ***for residents to use to treat local roads and footways with salt or grit.***

The Salt or grit must not be used on private property.

If this salt bin needs refilling please contact the local Town/Parish Council

- 8.10 West Berkshire Council will be responsible for maintaining an electronic inventory of salt bins across the district and reserves the right to remove any salt bin from the highway network.

Refilling

- 8.11 With the exception of the salt bins owned by West Berkshire Council (Appendix F) requests to refill a salt bin should be directed to the appropriate Town or Parish Council.
- 8.12 The Council can provide a refilling service when requested by a Town or Parish Council. The cost of a refill is £111.07+ VAT and will be reviewed annually.

Advertising

- 8.12 Should a Town or Parish Council wish to use new bins for advertising, such adverts may require planning permission. The Town or Parish Council should be directed to the Council’s website/Planning service.

9. OPERATIONAL INFORMATION

Response Time

- 9.1 Throughout the Winter Service season the Contractor will commence and complete treatment within 3 hours (Primary Treatment Network only) from the start time as specified by the Winter Service Duty Officer.

Salt and Stocks

- 9.2 At temperatures below minus 10°C, salt no longer acts as an efficient de-icer, however, in Britain, with rare exceptions, the temperature during periods of icing or snowfall is usually above minus 3°C making salt the most commonly used chemical in the UK.
- 9.3 Rock salt complying with BS 3247 shall be supplied by the Council's Term Maintenance Contractor. The salt shall be either stored in a purpose-built barn or in the open if covered by a proprietary sheeting system. Current salt stocks are summarised below.

| Depot | Stock Capacity | Pre-Winter Stock | Minimum Stock Level |
|-----------|----------------|------------------|---------------------|
| Chieveley | 2250 tonnes | 2250 tonnes | 500 tonnes |

- 9.4 Salt stocks will be in place by 30 September each year and maintained in accordance with the requirements of the Term Contract for Highways, Bridges and Street Lighting 2016.
- 9.5 Salt chemical composition is to be established by the Contractor through testing in accordance with BS 3247 (Part 1).
- 9.6 The rates of spread shown below will be used for the listed forecast conditions. For other forecast conditions, the Winter Service Duty Officer will liaise with the Duty Forecaster and the Term Contractor in finalising a rate of spread.

- 9.7 The Council reserves the right to use a salt/grit mix as circumstances dictate, particularly during snow conditions.

| | Weather Condition | Spread Rate (g/m ²) | Comments |
|--|---|---------------------------------|--|
| Precautionary Treatment when hoar frost and/or ice is are forecast | Forecast of hoar frost | 8 - 10 | 6mm salt |
| | Forecast of hoar frost on stone mastic asphalt type surfaces. | 20 | 6mm salt |
| | Forecast of Ice | 10 - 40 | 6mm salt |
| Treatment prior to and after snowfall. | Prior to snowfall | 20 | 6mm salt |
| | Prior to snowfall on porous type surfaces during and after snowfall during snowfall | 40 | 6mm salt |
| | After snowfall | 10 | Every 25mm of snow |
| Compacted Snow | Hard compacted snow and ice at air temperatures down to - 5°c | 20 | 50/50 salt/single sized abrasive aggregate not exceeding 6 mm or 5 mm sharp sand |
| | Hard compacted snow and ice at air temperatures below - 5°c | 10 | Single sized abrasive aggregate not exceeding 6 mm or 5 mm sharp sand |
| Contingency Network | Salt shortage/rationing | 10 | 6mm salt |

Snow Clearance

- 9.8 When snow conditions are forecast with a high degree of confidence, the Winter Service Duty Officer will instruct the Term Contractor to prepare the vehicles for snow clearance and fit ploughs.
- 9.9 The Winter Service Duty Officer will liaise with the Council's Civil Contingency Manager and if appropriate, the Civil Contingency Manager will arrange for the Council's Emergency Operations Centre (EOC) to be opened and manned until conditions abate. Once opened, all incoming calls relating to winter service operations will be directed to the EOC.
- 9.10 The Winter Service Duty Officer may instruct the Term Contractor to patrol the Road Snow Clearance Network to monitor the weather / level of snowfall / snow clearance operation and will liaise with the Duty Forecaster to obtain accurate forecast information. The Winter Service Duty Officer will instruct the Highway Term Contractor to treat (precautionary treatment and snow clearance) the Road Snow Clearance Network as appropriate using the forecast information provided.
- 9.11 The Winter Service Duty Officer will ensure that all appropriate records of activities and actions taken by Highways in managing the snow clearance operation are electronically stored. Records will also include the activities and actions of the Planning and Countryside service and the Term Contractor. These records are essential in dealing with claims and making bids for additional funding for winter damage repairs.

- 9.12 Following the thaw, the Snow Clearance Treatment Networks will be inspected for damage. Details of any damage along with repair estimates will be passed to the Highway Manager.

Wet Spots

- 9.13 Where the Council has been made aware of water being deposited on the highway, the Winter Service Duty Officer will inform the Street Works team if a utility company is involved and arrange for the site to be treated with salt and arrange for ice warning signs to be erected. A record of the wet spot will be recorded in the 'Wet Spot' register along with the actions taken.

Possible causes of wet spots may include the following:

- direct result of an unforeseen incident (fire, road traffic accident etc)
- burst water main
- water issuing from apparatus
- spring

Records

- 9.14 The Winter Service Manager will hold the following details:

- Road Primary Treatment Network
- Road Secondary Treatment Network
- Contingency Treatment Network
- Footway/Cycleway Treatment Network
- Snow Clearance Network
- Footway/Cycleway Snow Clearance Network
- Route plans where applicable
- Database of salt bin locations
- Roads having 'porous' surface courses
- Wet Spot Register

10. PLANT, VEHICLES AND OPERATORS

10.1 A schedule of plant and vehicles owned by the Contractor is listed below:

| | | |
|------------|-------|--|
| Chieveley: | 2 no | Econ purpose built 9 m ³ gritters |
| | 7 no | Econ purpose built 6 m ³ gritters |
| | 1 no | Econ 3.5 tonne transit pickup with 1.2 m ³ gritter (weight restricted routes) |
| | 10 no | Snowploughs |
| | 1 no | JCB tele handler loading shovel |
| | 2 no | JCB tele handler loading shovel (owned by Sub-Contractor) |
| | 3 no | 7.5 tonne tipper lorries for hand spreading |
| | 5 no | 3.5 tonne tipper lorries for hand spreading |
| | 1 no | Tractor with Snow Blower attachment (owned by Sub-Contractor) |

10.2 Details of the treatment routes, information from Network Rail and any other relevant documentation will be kept in each vehicle.

10.3 To ensure effective and even salt distribution and the correct rate of spread, the spreading equipment will be calibrated annually and the controls marked accordingly for spreads of 10g/m² for normal pre-salting and 20g/m² and 40g/m² for more severe conditions by the Contractor.

10.4 All gritters are fitted with a GPS vehicle tracking system and the following vehicle tracking information is recorded:

- (i) Speed
- (ii) Width of spread
- (iii) Spreading rate
- (iv) Start and finish time
- (v) Lengths of gritting and free-running

Operator Training

10.5 All gritter drivers must hold a current City & Guild 6159 with the following units:

- (1) 080 Winter Service Operations Health & Safety
- (2) 013 Prepare and operate winter service vehicles over 7500kg LGV
- (3) 313 Plough angle blade / Vee blade.

11. OPERATIONAL COMMUNICATIONS

- 11.1 All winter service vehicles are in contact with the Contractor's depot via 'hands free' mobile phones in order that instructions can be passed and current information relayed back from the vehicles.
- 11.2 The Term Contractor is required to provide the Council with a list of the telephone numbers that are to be used prior to the commencement of winter service operations not later than 11 October 2021.
- 11.3 The Term Contractor is required to provide the Council with a copy of the Contractor's Winter Service Daily Action Report by 9:30 am the next working day (refer to Appendix N). This records details of each vehicle, driver, route number, start time, finish time, rate of spread and any other remarks.

12. WEATHER FORECASTS

12.1 During the winter period, West Berkshire Council will use the 'RoadMaster' forecasting service provided by Meteogroup, from their UK Headquarters in Victoria, London. The information received each day includes the following:

- (i) detailed 36-hour forecast
- (ii) morning, afternoon and evening update forecasts
- (iii) site specific temperature graphs (obtained from the "A4 Halfway" primary weather forecasting station within West Berkshire)
- (iv) early morning summary and preliminary forecast
- (v) 2 - 10 day forecast

12.2 The 36-hour forecast is received at 05:00, 11:00 and 17:00 hours each morning/afternoon. The main features of this forecast are as follows:

(i) Readiness Colour

This is based on the traffic light system of colours; green, amber or red. The definitions are:

Green No hazard expected.

Amber RST's below zero but road dry
RST between 0 and +1 °C (inclusive)
RST > +1 °C and < +2 °C with low confidence Red
RST's below zero with a hazard.

Red RST's below zero with a hazard.

(ii) Hazards

This section includes the hazards causing the red or amber readiness colours as well as other weather hazards such as heavy rain, high winds or fog, which could accompany a green readiness colour. A qualifying time will be given for all hazards.

(iii) Minimum Temperatures

Minimum air and road temperatures for urban and rural areas are provided.

(iv) Confidence Statements

This consists of high, moderate or low confidence for each of the hazards described above, together with a qualifying statement. For example: low confidence regarding extent of showers this evening but high regarding road temperatures falling below zero.

(v) 36 hour Weather Summary

This is a general summary of the forecast for the period from midday to midday. An example of a typical forecast is shown on the following page.

12.3 At 17:00 hours each evening, a forecast update is issued by MeteoGroup and can be viewed by the Winter Service Duty Officer at home on a portable laptop computer. ***If further information is required, the Winter Service Duty Officer can make use of the 24 hour consultancy service provided by MeteoGroup.***

Example of 36 Hour Forecast Summary.

📅 Wednesday, 2020-11-04 11:00 [Go to latest issue](#)

🔥 Minimum RST past 18 hours: -0.3°C at 06:50 on A4 Halfway [View morning summary](#)

👤 Forecaster: Chris Fischer

Short term forecast

The day will be dry and fine, with plenty of sunshine.

Remaining dry this evening, and turning chilly under clear skies. Overnight, mist and fog patches may form, persisting through till morning.

Mist and fog patches may linger through tomorrow morning in some areas. Once cleared, the rest of the morning and the afternoon will be dry and sunny, but rather cool.

Road conditions:

A chilly night, with RSTs falling away under fairly clear skies, dropping to marginal levels in the coldest spots. Fog formation may cause some RSTs to recover during the second half of the night.

2 to 5 day forecast

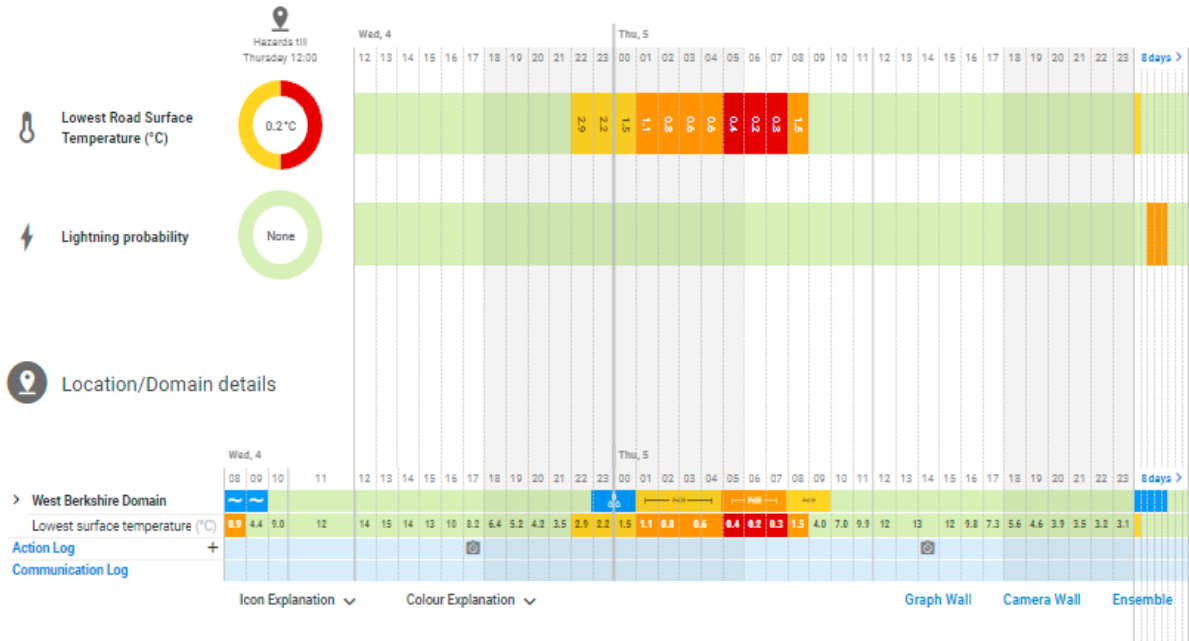
High pressure will dominate bringing calm and settled conditions. Friday, will be dry with sunny spells once overnight mist and fog patches clear. Saturday will be fine with sunny spells for a time once early fog clears, although cloud will thicken from the south later. Sunday will be foggy at first with rain falling during the morning, before clearing later in the afternoon.

6 to 10 day forecast

Low pressure is likely to bring some wetter and windier weather into early next week. Tuesday and Wednesday are expected to be dry. A warm southerly wind will be associated with this weather pattern so temperatures will likely be a bit above average and overnight frost is unlikely through midweek. Another low pressure system will approach from the south by the end of the week bringing the risk of more rain.

⚠️ Hazard Summary

🟢 No Hazards for Rain resulting in Ice, Snowfall, Black Ice, Hoar Frost



13. THERMAL MAPPING AND ICE PREDICTION

West Berkshire Roads

- 13.1 Vaisala Ltd has undertaken thermal mapping across Berkshire, a technique for measuring and analysing the thermal characteristics of road surfaces. It is normally carried out under three different weather conditions, one of which is the extreme condition or night when skies are clear and winds light. The other weather conditions are known as intermediate and damped. Under extreme conditions, the maximum variation in road surface temperature is produced, this, together with the coldest absolute temperatures, leads to potentially hazardous road conditions. Under such conditions it is most important to be able to accurately predict road surface temperatures.
- 13.2 The information yielded from thermal mapping is used in conjunction with site specific forecasts to predict accurately the minimum temperature of road surfaces across the road network. This allows accurate decisions to be made not only about whether to salt or not but whether to salt only those roads that require treatment.
- 13.3 Thermal mapping has been used to produce data, which allows the pre-salting routes to be analysed objectively and to ensure the optimum location of road surface and atmospheric condition sensors. Ten sensor sites have been installed on the network locations shown on the following page.
- 13.4 Annual calibration checks on sensors are undertaken by the equipment supplier(s).
- 13.5 Every hour, information from these sensors is fed automatically into the Central Processing Unit at Vaisala's offices in Birmingham. The parameters recorded are, air temperature, humidity, precipitation, wind speed and direction, road surface condition (wet or dry) and depth temperature. Forecasts are produced by MeteoGroup UK based on this information. These forecasts when used in conjunction with the thermal mapping data forms one of the most sophisticated ice prediction systems in the UK.
- 13.6 West Berkshire Council acts as lead authority on behalf of the other Berkshire Unitary Authorities in respect of the co-ordination and procurement of contracts with Vaisala and MeteoGroup UK Ltd.
- 13.7 All six Berkshire Unitary Authorities have access to the ice detection equipment described above.

14. MEDIA COMMUNICATIONS

- 14.1 The Winter Service Duty Officer will notify the relevant organisations via the Message Board on the Metegroup's Winter Service web portal when a decision to treat has been made confirming what actions have been taken.
- 14.2 During periods of prolonged adverse weather and snowfall, the Winter Service Duty Officer shall liaise with the Council's Public Relations team who will provide relevant information to all interested organisations.
- 14.3 Prior to the onset of winter, details of the Council's Winter Service Plan will be published in the local press and made available through the Council's web site: www.westberks.gov.uk
- 14.4 A leaflet called 'Safer Driving This Winter on West Berkshire Roads' will be produced which shows the primary salting network and provides winter driving tips. This leaflet is available from Council offices and libraries as well as being displayed on the Council's web page (www.westberks.gov.uk)

15. PERFORMANCE MONITORING AND AUDIT

- 15.1 The Winter Service provided by West Berkshire Council is carried out by the Council’s Highway Term Maintenance Contractor Volker Highways.
- 15.2 Performance of the Contractor in relation to response and treatment times shall be monitored to ensure satisfactory service delivery and contract compliance in accordance with the following Contractual requirements.

| | Performance Criteria | Frequency |
|----|---|---|
| 1. | Winter Service Operations: Start Time Finish Time | Weekly by Winter Service Manager |
| 2. | Winter Service Audit | At times agreed by the Winter Service Manager |

- 15.3 The Contractor’s performance will be reported annually as part of the Highway Winter Service Plan approval process.
- 15.4 Throughout the Winter Service season and where reasonably practicable to do so, the Winter Service Manager will arrange for ad hoc audits to take place. The audit will consist of West Berkshire Council staff following a gritter on an actual salting run to record and verify the following:
 - (i) Time vehicle left depot.
 - (ii) Vehicle following agreed route.
 - (iii) Vehicle travelling at appropriate speed whilst salting.
 - (iv) Ensure vehicle driver stops to check spreading equipment is working correctly.
 - (v) Check that salt is being spread.
 - (vi) Time vehicle arrives back in depot.
- 15.5 Following an audit, a formal meeting will be held with the Contractor to discuss their performance, results and any urgent actions required to achieve the contract standards.

16. OTHER SEVERE / ADVERSE WEATHER

16.1 Please refer to the Council Severe Weather Plan.

17. BUDGETS

17.1 West Berkshire Council's 2021/2022 budget for winter service allows for the following:

- (i) Maintenance, repair and calibration of communication and ice prediction equipment.
- (ii) Fixed costs of standby arrangements.
- (iii) 50 precautionary salting runs on the Road Primary Treatment Network.
- (iv) Weather forecasts and ice prediction service.
- (v) Provision and maintenance of salt bins.

17.2 It should be noted that whilst snow clearing operations will be undertaken in accordance with the Winter Service Plan and as instructed by the Winter Service Manager, there is no specific budget for this work. However, a report will be prepared and submitted to the appropriate committees as soon as possible after snow clearing has been completed in order for any budgetary pressures and adjustments to be discussed and agreed.

18. REFERENCES

| Document | Publisher | First Published Date |
|--|------------------------|-----------------------------|
| Well-Managed Highway Infrastructure, Code of Practice for Highway Maintenance Management, October 2016 | The Stationery Office | October 2016 |
| Lessons Learned from the Severe Weather February 2009 | UK Roads Liaison Group | July 2009 |
| The Quarmby Report: The Resilience of England's Transport Systems in Winter, Interim Report, July 2010 | HMSO | July 2010 |

19. CIRCULATION LIST & CONTACTS

19.1 Adjacent Authorities

| Council | Address | Director, General Manager or Head of Service | Winter Service Manager/Contact |
|----------------------------|--|---|---------------------------------------|
| Hampshire County Council | Environment Department The Castle Winchester Hampshire SO23 8UD Tel: 01962 841841 | | |
| Oxfordshire County Council | Oxfordshire County Council Environment and Economy Speedwell House Speedwell Street Oxford OX1 1NE Tel: 01865 815700 | | |
| Wiltshire Council | Environment Services County Hall Bythesea Road Trowbridge Wiltshire BA14 8JD Tel: 01225 713000 | | |

19.1 Adjacent Authorities (cont'd)

| Council | Address | Director, General Manager or Head of Service | Winter Service Manager/Contact |
|----------------------------|---|--|--------------------------------|
| Reading Borough Council | 4 th Floor, 2/4 Darwin Close, Reading RG2 0RB Tel: 01189 390900 | | |
| Wokingham District Council | Shute End PO Box 153 Wokingham Berkshire RG40 1WL Tel: 01189 746000 | | |
| West Berkshire Council | Council Offices Market Street Newbury RG14 5LD Tel: 01635 551111 | | |

19.2 Highways England

| | | |
|---------------------------|---|--|
| National Highway's Agents | Enterprise Mouchel Jays Close Viables Business Park Basingstoke Hampshire RG22 4BS | |
|---------------------------|---|--|

19.3 Emergency Services

| Emergency Service | Address | Contacts |
|---------------------------|---|----------|
| Thames Valley Police | Colwell Drive Abingdon OX14 1AU | |
| South Central Ambulance | 44 Finchampstead Road Wokingham Berkshire RG40 2NN | |
| Berkshire Fire and Rescue | 103 Dee Road Reading RG30 4FS | |

19.4 Media

| | | |
|-------------------------------------|---|--|
| BBC Radio Berkshire | Peppard Road Caversham Park Reading Berkshire RG4 8TZ | |
| Heart (Berkshire & North Hampshire) | The Filberts The Chase Calcot Reading, RG31 7RB | |

19.5 Travel Organisations

| | | |
|-----------------------|--|--|
| RAC | Public Affairs Dept. 1 Forest Road Feltham TW13 7RR | |
| The AA Motoring Trust | 16 th Floor Fanum House Basingview Basingstoke Hampshire RG21 4EA | |
| Network Rail | Floor 3 Sussex House 6 The Forbury Reading Berkshire RG1 3EJ | |

20. LIST OF APPENDICES

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Road Primary Treatment Network

APPENDIX A

ROUTE 1

| Route No. | Parish | Road | From | To | Comments |
|-----------|----------|---|---------------------------|---------------------------|----------------------|
| 1 | Lambourn | B4001 Wantage Road | District Boundary | Oxford Street | |
| 1 | Lambourn | Unnamed Road | District Boundary | B4001 | Road to Trabbs Farm |
| 1 | Lambourn | Sheepdrove Road | Drove Farm | Oxford Street | |
| 1 | Lambourn | Oxford Street & Market Place | Mill Lane | Newbury Street | |
| 1 | Lambourn | Mill Lane | Newbury Road | Oxford Street | |
| 1 | Lambourn | Parsonage Lane | Market Place | Big Lane | |
| 1 | Lambourn | Big Lane & Broadway | Parsonage Lane | Oxford Street | |
| 1 | Lambourn | B4000 Upper Lambourn Road | Big Lane | District Boundary | |
| 1 | Lambourn | High Street & Link to Lambourn Valley Way, Upper Lambourn | B4000 Upper Lambourn Road | B4000 Upper Lambourn Road | Loop through village |
| 1 | Lambourn | Maddle Road | High Street | End of highway | |
| 1 | Lambourn | Malt Shovel Lane & link to Footpath 21 | B4000 | Drain Hill | |
| 1 | Lambourn | Drain Hill | End of highway | B4000 Upper Lambourn Road | |
| 1 | Lambourn | Folly Road | B4000 Upper Lambourn Road | | |

Road Primary Treatment Network

APPENDIX A (cont'd)

ROUTE 1 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|---|-----------------------|-----------------------|----------------------|---------------------|
| 1 | Lambourn | Baydon Road | Parsonage Lane | Ermin Street | |
| 1 | Lambourn | Crowle Road | High Street | Baydon Road | |
| 1 | Lambourn | High Street, Lambourn | Market Place | Crowle Road | |
| 1 | Lambourn | B4000 | Crowle Road | Ermin Street | via Hungerford Hill |
| 1 | Lambourn | Newbury Street | High Street, Lambourn | Mill Lane | |
| 1 | Lambourn, East Garston & Great Shefford | Newbury Road | Mill Lane | A338 Great Shefford | |
| 1 | Lambourn | Bockhampton Road | Newbury Road | Station Road | |
| 1 | Lambourn | Station Road | Newbury Street | Edwards Hill | |
| 1 | Lambourn | Edwards Hill | Station Road | High St, Lambourn | |
| 1 | Lambourn, East Garston & Great Shefford | Baydon Road | District Boundary | A338 | via Ermin Street |
| 1 | Lambourn | B4001 | Ermin Street | District Boundary | |
| 1 | Lambourn, Great Shefford, Welford & Boxford | Newbury Road | A338 Great Shefford | Oxford Road, Newbury | via Boxford |

ROUTE 1 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|---|-------|----------------|----------------|----------|
| 1 | Lambourn, Great Shefford, Welford & Boxford | B4000 | A338 | A4 | |
| 1 | Great Shefford | A338 | M4 Junction 14 | Great Shefford | |

ROUTE 2

| Route No. | Parish | Road | From | To | Comments |
|-----------|-------------------------------|----------------------------|-------------------------|-----------------------|-----------------------------|
| 2 | Hungerford | A338 | M4 Junction 14 | A4 Bath Road | |
| 2 | Hungerford | A4 | District Boundary | A338 Eddington Hill | via Charnham Street |
| 2 | Hungerford | B4192 | A4 Charnham Street | District Boundary | |
| 2 | Hungerford | A338 | A4 Charnham Street | District Boundary | via High Street, Hungerford |
| 2 | Kintbury & Welford | A4 | A338 Eddington Hill | Hoe Benham Lane | |
| 2 | Speen | A4 | Hoe Benham Lane | B4494 Roundabout | |
| 2 | Hungerford | Park Street, Hungerford | A338 High Street | Inkpen Road | |
| 2 | Hungerford, Inkpen & Kintbury | Inkpen Road | Park Street, Hungerford | Weavers Lane | |
| 2 | Hungerford & Kintbury | Hungerford Lane | Park Street, Hungerford | High Street, Kintbury | |
| 2 | Inkpen | Weavers Lane & Folly Road | Craven Road | Post Office Road | |
| 2 | Inkpen & Combe | Unnamed Road & Church Lane | Weavers Lane | District Boundary | via Combe |
| 2 | Kintbury | Kintbury Road | Folly Road | Pebble Hill | |
| 2 | Kintbury | Blandy's Hill | Kintbury Road | Inkpen Road | |
| 2 | Kintbury | Inkpen Road | Blandy's Hill | High Street, Kintbury | |

ROUTE 2 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|---------------------------------------|-----------------------|--------------------------------|------------------------------|-----------------|
| 2 | Kintbury | High Street, Kintbury | Hungerford Lane | Inkpen Road | |
| 2 | Kintbury | Station Road | Inkpen Road | A4 | |
| 2 | Kintbury | Newbury Street | Station Road | Burtons Hill | |
| 2 | Kintbury | Holt Road | Burtons Hill | Old Hat | |
| 2 | Kintbury & Hampstead Marshall | Unnamed Road | Old Hat | Park Lane, Hamstead Marshall | via Barr's Farm |
| 2 | Hampstead Marshall, Enborne & Newbury | Enborne Road | Park Lane (Hampstead Marshall) | Bartholomew Street | |

ROUTE 3

| Route No. | Parish | Road | From | To | Comments |
|-----------|---|------------------------------------|------------------------------|---------------------------|----------------------------------|
| 3 | Newbury | A4 Western Avenue | B4494 Roundabout | Robinhood Roundabout | |
| 3 | Newbury, Shaw & Chieveley | A339 | Robin Hood Roundabout | A34 | |
| 3 | Fawley, Chaddleworth & Great Shefford | A338 Wantage Road | Newbury Road, Great Shefford | District Boundary | |
| 3 | Chaddleworth | Buckham Hill | A338 Wantage Road | Botmoor Way | |
| 3 | Chaddleworth, Welford & Boxford | Hangmanstone Lane | Botmoor Way | Rood Hill | via Boxford Village |
| 3 | Leckhampstead & Boxford | Unnamed Road | Hangmanstone Lane | B4494 Wantage Road | via Rowbury Farm |
| 3 | Newbury, Shaw, Chieveley, Winterbourne, Leckhampstead, Brightwalton & Farnborough | B4494 | District Boundary | A4 Old College Roundabout | via Donnington |
| 3 | Farnborough, West Ilsley & East Ilsley | Copperage Road & Fiddlers Lane | B4494 Wantage Road | Abingdon Road | |
| 3 | East Ilsley | East Ilsley Southbound Slip to A34 | Broad Street | A34 | via south section of High Street |
| 3 | Chieveley & Winterbourne | School Road | High Street, Chieveley | B4494 Wantage Road | |

ROUTE 4

| Route No. | Parish | Road | From | To | Comments |
|-----------|---|---|---------------------------|-------------------------------|------------------------|
| 4 | Newbury | Shaw Road | Robin Hood Roundabout | Love Lane | |
| 4 | Shaw, Cold Ash & Chieveley | B4009 Long Lane | Love Lane | Red Shute Hill | |
| 4 | East Ilsley | Abingdon Road, East Ilsley (off slip A34) | A34 | Fiddlers Lane | |
| 4 | East Ilsley | Broad Street & High Street, East Ilsley | Fiddlers Lane | Fiddlers Lane | One way system |
| 4 | East Ilsley & Compton | Cow Lane | Broad Street, East Ilsley | Cheseridge Road | |
| 4 | Compton | Ilsley Road | Cheseridge Road | Churn Road | |
| 4 | Compton | High Street, Compton | Churn Road | Horn Street | |
| 4 | Compton | School Road | Horn Street | Shephards Hill | |
| 4 | Compton & Aldworth | Aldworth Road (Compton) | Shepherds Hill | B4009 Haw Lane/Four Points | |
| 4 | Compton & Hampstead Norreys | Newbury Road | Ilsley Road | B4009 Newbury Hill, H.Norreys | |
| 4 | Compton | Water Street | Newbury Road | B4009 Church Street | |
| 4 | Hermitage, Aldworth & Hampstead Norreys | B4009 | Yattendon Road, Hermitage | Four Points | via Hampstead Norreys |
| 4 | Bucklebury & Hermitage | Marlston Road | B4009, Hermitage | Pease Hill | via Bucklebury Village |

ROUTE 4 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|--|----------------------|-------------------------------|-----------------------------|--------------------|
| 4 | Bucklebury | Unnamed Road | Pease Hill | Chapel Row, Blade Bone PH | via Hillfoot |
| 4 | Bucklebury & Beenham | Beenham Hatch Lane | The Avenue | A4 | via Beenham Stocks |
| 4 | Beenham, Newbury, Thatcham, Midgham, Woolhampton | A4 | Robin Hood Roundabout | A340 Aldermaston Roundabout | |
| 4 | Woolhampton | Cods Hill | Chapel Row | A4 | Via Hatch Lane |
| 4 | Woolhampton | Woolhampton Hill | A4 | Cods Hill | |
| 4 | Newbury | A339 | Robin Hood Roundabout | A343 Greenham Roundabout | |
| 4 | Shaw & Chieveley | Oxford Road, Newbury | B4494 Wantage Road Roundabout | A34 Chieveley Services | |
| 4 | Chieveley | Curridge Road | Oxford Road | B4009 | Via Curridge |
| 4 | Chieveley & Beedon | Oxford Road | Graces Lane | A34 Northbound Slips | |
| 4 | Chieveley | Graces Lane | Oxford Road | School Lane | |

ROUTE 4 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|-----------|----------------------------|-------------|-------------|----------|
| 4 | Chieveley | High Street & Downend Lane | School Road | Oxford Road | |
| 4 | Chieveley | East Lane | High Street | Oxford Road | |

ROUTE 5

| Route No. | Parish | Road | From | To | Comments |
|-----------|---------------------|-----------------------------|-----------------------------|------------------------------|------------------|
| 5 | Greenham | A339 | A339 Swan Roundabout | District Boundary | |
| 5 | Newbury & Thatcham | Kiln Road & Turnpike Road | B4009 Shaw Road | A4 | Speed Cushions |
| 5 | Newbury | Fir Tree Lane | Turnpike Road | A4 | |
| 5 | Newbury | Hambridge Road & Kings Road | A4 | A339 | |
| 5 | Newbury | Racecourse View Road | Hambridge Road (Roundabout) | Racecourse Road (Roundabout) | |
| 5 | Thatcham & Cold Ash | Tull Way | A4 | Northfield Road | |
| 5 | Thatcham | Unnamed Road & Floral Way | Cold Ash Road | A4 | |
| 5 | Thatcham | Lower Way | A4 | The Moors | |
| 5 | Thatcham | The Moors | Lower Way | A4 | |
| 5 | Thatcham | The Broadway & Station Road | The Moors | A4 | |
| 5 | Thatcham | The High Street, Thatcham | The Broadway | A4 | |
| 5 | Thatcham | Station Road | The Moors | Pipers Way | |
| 5 | Thatcham | Pipers Way | Station Road | A4 | |
| 5 | Thatcham | Unnamed Road | Pipers Way | Thornford Road | via Cookham Hill |

ROUTE 5 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|------------------------|---------------------------|--------------------------------|------------------------------|---------------------------|
| 5 | Thatcham & Greenham | Burys Bank Road | Greenham Road | Unnamed Road (Crookham Hill) | |
| 5 | Greenham | Pinchington Lane | Greenham Road | A339 | |
| 5 | Greenham | Thornford Road | Unnamed Road (Crookham Common) | A339 | |
| 5 | Greenham | Hyde Lane | A339 | District Boundary | |
| 5 | Thatcham & Brimpton | Crookham Common Road | Thornford Road | Brimpton Road | |
| 5 | Brimpton | Brimpton Lane | Brimpton Road | B3051 | via Brimpton Village |
| 5 | Brimpton & Midgham | Brimpton Road | A4 | Brimpton Village | |
| 5 | Brimpton | Brimpton Road | B3051 | District Boundary | |
| 5 | Brimpton & Wasing | B3051 | District Boundary | A340 Calleva Roundabout | |
| 5 | Aldermaston | A340 Aldermaston Road | A340 Calleva Roundabout | District Boundary (Tadley) | Including Tadley Triangle |
| 5 | Aldermaston & Padworth | A340 | A340 Calleva Roundabout | To Aldermaston Village | |
| 5 | Brimpton | Unnamed Road | Brimpton Village | Back Lane | |
| 5 | Aldermaston & Wasing | Wasing Lane / Wasing Road | Brimpton Lane | A340 Aldermaston Village | |
| 5 | Aldermaston | Church Road | A340 Aldermaston Village | Spring Lane | |

ROUTE 5 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|------------------------|------------------------------|--------------------------|-----------------------------|-----------------------|
| 5 | Aldermaston | Red Lane | Spring Lane | Reading Road | |
| 5 | Aldermaston | Reading Road | A340 Tadley Triangle | Welshmans Road | |
| 5 | Greenham | Unnamed Road | A339 | District Boundary | road to Bishops Green |
| 5 | Aldermaston | Welshmans Road | Reading Road | District Boundary | |
| 5 | Aldermaston & Padworth | Reading Road & Padworth Road | Welshman's Road | Rectory Road | |
| 5 | Newbury | A343 Andover Road | A343 St Johns Roundabout | District Boundary | |
| 5 | Newbury | Newtown Road | A343 St Johns Roundabout | Monks Lane | |
| 5 | Newbury | Monks Lane | A343 Andover Road | A339 | |
| 5 | Newbury | A343 St Johns Road | A343 St Johns Roundabout | A339 | |
| 5 | Newbury | A339 | A343 Greenham Roundabout | Monks Lane | |
| 5 | Greenham | A339 | Monks Lane | District Boundary (Swan PH) | |

ROUTE 6

| Route No. | Parish | Road | From | To | Comments |
|-----------|---------------------------------|----------------------------------|---------------------------|---------------------------|----------------------|
| 6 | Thatcham | Northfield Road | A4 | Heath Lane | |
| 6 | Cold Ash | Cold Ash Road & Cold Ash Hill | Northfield Road | Fishers Lane | via Cold Ash Village |
| 6 | Cold Ash | Hermitage Road | Fishers Lane | B4009 Long Lane, Curridge | via Red Shute Hill |
| 6 | Thatcham | Harts Hill Road | A4 | Broad Lane, Bucklebury | |
| 6 | Cold Ash, Thatcham & Bucklebury | The Ridge & Burdens Heath | Cold Ash Hill | Harts Hill Road | |
| 6 | Bucklebury | Broad Lane | Harts Hill Road | Hungerford Lane, Southend | via Upper Bucklebury |
| 6 | Bradfield | Southend Road | Hungerford Lane | Bradfield Village/College | |
| 6 | Bradfield | Union Road | South End Road | Common Hill | |
| 6 | Bradfield & Englefield | Common Hill | Bradfield Village/College | A340 | |
| 6 | Englefield, Theale & Tidmarsh | A340 | A4 Theale Roundabout | Tidmarsh Lane | |
| 6 | Holybrook & Tilehurst | A4 | M4 Junction 12 | District Boundary | |
| 6 | Tilehurst | Pincent's Kiln (Sainsburys Loop) | A4 | A4 | |
| 6 | Holybrook | Dorking Way | A4 | Charrington Road | |
| 6 | Holybrook | Charrington Road | A4 | A4 | |

ROUTE 6 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|-----------|--|---------------------------|-------------------------|----------|
| 6 | Holybrook | Pollards Way & The Chase | Charrington Road | Mill Lane | |
| 6 | Holybrook | Mill Lane & Carters Rise | A4 | Underwood Road | |
| 6 | Holybrook | Underwood Road | District Boundary | District Boundary | |
| 6 | Tilehurst | Old Bath Road & Langley Hill | A4 | District Boundary | |
| 6 | Tilehurst | City Road | District Boundary | Little Heath Road | |
| 6 | Tilehurst | Bitterne Avenue, Goldcrest Way (part), Partridge Drive & Curlew Drive (part) | City Road | City Road | |
| 6 | Tilehurst | Little Heath Road | City Road | District Boundary | |
| 6 | Tilehurst | Hildens Drive | City Road | District Boundary | |
| 6 | Tilehurst | Warborough Avenue | Little Heath Road | Hildens Drive | |
| 6 | Theale | The Green, Church Street & High Street, Theale | A4/A340 Theale Roundabout | A4 Arlington Roundabout | |
| 6 | Theale | Waterside Drive & Brunel Road | A4 | Station Road, Theale | |

Road Primary Treatment Network

APPENDIX A (cont'd)

ROUTE 6 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|------------------|---------------|--------------------------|-------------|---------------------|-----------------|
| 6 | Theale | Theale Bypass Slip Roads | A4 | Station Road Theale | |

Road Primary Treatment Network

APPENDIX A (cont'd)

ROUTE 7

| Route No. | Parish | Road | From | To | Comments |
|-----------|----------------------------------|--|-----------------------------|-------------------|--------------------|
| 7 | Tilehurst | Dark Lane | Overdown Road | Long Lane | |
| 7 | Tilehurst | Overdown Road | District Boundary | District Boundary | Speed Cushions |
| 7 | Tilehurst & Purley on Thames | Long Lane | A329 | Dark Lane | |
| 7 | Tilehurst & Purley on Thames | Knowsley Road | Long Lane | A329 | Speed Cushions |
| 7 | Purley on Thames & Pangbourne | A329 | District Boundary | A340, Pangbourne | |
| 7 | Purley on Thames | Purley Lane, Purley Village, New Hill, Colyton Way, Winteringham Way, Chestnut Drive & Brading Way | A329 | A329 | |
| 7 | Tidmarsh & Pangbourne | A340 Tidmarsh Road | Tidmarsh Lane | A329 | via The Street |
| 7 | Pangbourne | B471 Whitchurch Road | A329 Pangbourne High Street | District Boundary | |
| 7 | Pangbourne, Streatley & Basildon | A329 | A340 Tidmarsh Road | District Boundary | via Streatley |
| 7 | Basildon & Pangbourne | Pangbourne Road & Aldworth Road | Pangbourne Hill | Bethesda Street | Via Upper Basildon |
| 7 | Basildon | Bethesda Street & Park Wall Lane | Aldworth Road | A329 Reading Road | |
| 7 | Streatley | A417 Wantage Road | A329 Streatley | District Boundary | |

ROUTE 7 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|----------------------------------|------------------------|---------------------------|---------------------------|--|
| 7 | Streatley | High Street, Streatley | A329 | District Boundary | |
| 7 | Bradfield & Englefield | Chalk Pit Farm Road | Bradfield Village | A340 Tidmarsh Road | |
| 7 | Bradfield & Ashampstead | Ashampstead Road | Bradfield Village | Palmers Hill, Ashampstead | via Pyt House |
| 7 | Aldworth & Ashampstead | Unnamed Road | Palmers Hill, Ashampstead | B4009 Four Points | |
| 7 | Aldworth & Streatley | B4009 | Four Points | A329 Streatley | via Streatley Hill |
| 7 | Pangbourne, Basildon & Bradfield | Unnamed Road | A340 Pangbourne Village | Ashampstead Road/Common | via Pangbourne Hill, Upper Bowden Farm |
| 7 | Ashampstead & Yattendon | Yattendon Lane | Ashampstead Road/Common | Yattendon Village | |
| 7 | Yattendon & Hermitage | Everington Lane | B4009 Hermitage | Yattendon Village | |
| 7 | Hermitage | B4009, Hermitage | Yattendon Road | Priors Court Road | |
| 7 | Chieveley | Priors Court Road | Graces Lane | B4009, Hermitage | |

ROUTE 8

| Route No. | Parish | Road | From | To | Comments |
|-----------|---------------------------------------|------------------------------|------------------------|-------------------------------|----------|
| 8 | Padworth, Ufton Nervet & Sulhampstead | Reading Road & Padworth Road | Rectory Road | Goring Lane Roundabout | |
| 8 | Burghfield & Sulhampstead | Reading Road, Burghfield | Goring Lane Roundabout | Theale Road | |
| 8 | Burghfield | Burghfield Road | Theale Road | District Boundary | |
| 8 | Burghfield & Wokefield | James Lane | Goring Lane | Hermits Hill | |
| 8 | Stratfield Mortimer | Unnamed Road | Padworth Road | St Catherine's Hill, Mortimer | |
| 8 | Wokefield | Goring Lane | Goring Lane Roundabout | District Boundary | |
| 8 | Stratfield Mortimer & Wokefield | Reading Road | Goring Lane Roundabout | Victoria Road, Mortimer | |
| 8 | Stratfield Mortimer | Victoria Road | St Catherine's Hill | Hammonds Heath | |
| 8 | Stratfield Mortimer | West End Road | St Catherine's Hill | Victoria Road | |
| 8 | Stratfield Mortimer | Stephens Road | Victoria Road | West End Road | |
| 8 | Stratfield Mortimer & Wokefield | The Street | Hammonds Heath | Cross Lane | |
| 8 | Wokefield | Cross Lane | The Street | Bloomfield Hatch Lane | |
| 8 | Beech Hill | Bloomfield Hatch Lane | Cross Lane | District Boundary | |
| 8 | Stratfield Mortimer | Station Road | The Street | The Forehead | |
| 8 | Stratfield Mortimer & Beech Hill | The Forehead | Station Road | Trove's Lane | |

ROUTE 8 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|--|---|-----------------------------------|----------------------|-------------------|
| 8 | Beech Hill | Beech Hill Road | Trowe's Lane | District Boundary | |
| 8 | Aldermaston & Padworth | A340 | Wasing Lane | A4 | |
| 8 | Sulhamstead, Ufton Nervet, Padworth & Theale | A4 | A340 Aldermaston Roundabout | M4 Junction 12 | via Theale Bypass |
| 8 | Theale | Theale Bypass Slip roads | A4 | Station Road, Theale | |
| 8 | Burghfield | Clayhill Road | School Lane, Burghfield | Sulhamstead Road | |
| 8 | Burghfield | School Lane & Recreation Road | Clayhill Road | Reading Road | |
| 8 | Burghfield | Unnamed Road | Fox & Hounds PH, Sheffield Bottom | Burghfield Road | |
| 8 | Burghfield | Amners Farm Road & Pingewood Road South | Burghfield Road | District Boundary | |
| 8 | Burghfield & Wokefield | Burnthouse Lane | Fullers Lane | Pingewood Road South | |
| 8 | Wokefield | Fullers Lane | Burnthouse Lane | District Boundary | |
| 8 | Padworth | Padworth Lane | A4 | School Road | |
| 8 | Padworth | Rectory Road & Triangle | School Lane | Reading Road | |

Road Primary Treatment Network

APPENDIX A (cont'd)

ROUTE 9

| Route No. | Parish | Road | From | To | Comments |
|-----------|---------|-------------------------------------|--------------------|-----------------------|---------------------------|
| 9 | Newbury | Buckingham Road | Enborne Road | A343 Andover Road | |
| 9 | Newbury | Fifth Road | Buckingham Road | Valley Road | |
| 9 | Newbury | Valley Road & Elizabeth Avenue | Fifth Road | Essex Street | |
| 9 | Newbury | Essex Street | A343 Andover Road | Elizabeth Avenue | |
| 9 | Newbury | Link Road & Station Road | A343 St Johns Road | A339 | |
| 9 | Newbury | Oxford Street | A4 | The Broadway | |
| 9 | Newbury | London Road | The Broadway | Robin Hood Roundabout | |
| 9 | Newbury | Northbrook Street & Bridge Street | London Road | Mansion House Street | |
| 9 | Newbury | Mansion House Street & Market Place | Bridge Street | Bear Lane | Includes the Market Place |
| 9 | Newbury | Bear Lane | Market Place | A339 | |
| 9 | Newbury | Cheap Street | Bear Lane | A339 | |
| 9 | Newbury | Market Street | Cheap Street | Bartholomew Street | Including Bus Station |

ROUTE 9 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|---------------------|---------------------------------|----------------------|-----------------------------------|----------------------|
| 9 | Newbury | Bartholomew Street | Mansion House Street | A343 St Johns Roundabout | |
| 9 | Newbury | Mill Lane & Boundary Road North | A339 | Kings Road | |
| 9 | Newbury | Bone Lane | Mill Lane | Hambridge Road | |
| 9 | Newbury | Wharf Road & Park Way | Bear Lane | London Road | Over Park Way Bridge |
| 9 | Greenham | Greenham Road | A339 | Burys Bank Road | via Pyle Hill |
| 9 | Shaw-Cum-Donnington | Love Lane | B4494 Oxford Road | B4009 Long Lane | |
| 9 | Tilehurst | Royal Avenue & Curtis Road | A4 | Old Bath Road | |
| 9 | Theale & Burghfield | Station Road, Theale Road | High Street | Fox & Hounds PH, Sheffield Bottom | |
| 9 | Sulhamstead | Bottom Lane | Sulhamstead Road | Jaques's Lane | |
| 9 | Sulhamstead | Sulhamstead Road | A4 | Glebe Farm, Ufton Nervet | Via Sulhamstead Hill |
| 9 | Ufton Nervet | Un-named Road & Camp Road | Ufton Nervet Village | Padworth Road | |
| 9 | Burghfield | Theale Road & Hose Hill | Sheffield Bottom | Burghfield Village | via Hose Hill |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 1

| Route No. | Parish | Road | From | To | Comments |
|-----------|------------------------------|--|---------------------------|------------------------------------|---------------------------|
| 1 | Chaddleworth | Sheephouse Way | Hangmanstone Lane | Main Street | |
| 1 | Chaddleworth & Brightwalton | Spray Lane | Main Street | Unnamed Road to Brightwalton Green | |
| 1 | Brightwalton | Common Lane | Spray Lane | B4494 Wantage Road | |
| 1 | Chaddleworth & Leckhampstead | Unnamed Road from Chaddleworth | Main Street, Chaddleworth | Shop Lane | via Leckhampstead Thicket |
| 1 | Leckhampstead | Shop Lane & Unnamed Road | B4494 Egypt | B4494 Hillgreen Lane Junction | |
| 1 | Fawley | Dogkennel Lane, Wellhill Road & Unnamed road from Fawley | A338 | A338 | via Fawley & South Fawley |
| 1 | Chaddleworth | Unnamed Road | A338 | Woolley Farm Crossroads | |
| 1 | Chaddleworth & Brightwalton | Unnamed Road | B4494 Wantage Road | Woolley Farm Crossroads | |
| 1 | Chaddleworth | Unnamed Road | Woolley Farm Crossroads | A338 | via Manor Farm |
| 1 | Chaddleworth | Unnamed Road | Woolley Farm Crossroads | Common Lane | via Long Plantation |
| 1 | Brightwalton | Honesty Bottom | Common Lane | Long Lane | |
| 1 | Brightwalton | Holt Lane, Brightwalton | Spray Lane | B4494 Wantage Road | |
| 1 | Chaddleworth | Main Street, Upper End & Norris Field, Chaddleworth | Sheephouse Way | Sheephouse Way | |
| 1 | Brightwalton | Long Lane, Brightwalton | Common Lane | B4494 | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 2

| Route No. | Parish | Road | From | To | Comments |
|-----------|-------------------|---|--------------------------|-------------------------|-------------------------------|
| 2 | Welford | Welford Road | B4000 Baydon Road | Rood Hill, Welford | |
| 2 | Welford | Hoe Benham Lane | A4 | B4000 Ermin Street | |
| 2 | Lambourn | Unnamed Road (Ramsbury Rd) | Ermin Street | District Boundary | via Membury Industrial Estate |
| 2 | Lambourn | Unnamed Road | Unnnamed Road to Membury | B4001 | via Leigh Farm |
| 2 | East Garston | Goodings Lane | B4000 | Hill Side, East Garston | |
| 2 | East Garston | Front Street, Back Street, Rogers Lane & Humphreys Lane | Hill Side, East Garston | Hill Side, East Garston | East Garston Village |
| 2 | Hungerford | Leverton Lane & Upper Eddington Lane | District Boundary | A338 | |
| 2 | Hungerford | Oxford Street, Eddington | A338 | A4 | |
| 2 | Hungerford | Charnham Park | A4 Bath Road | B4192 | |
| 2 | Welford & Boxford | High Street, Boxford | B4000 Ermin Street | Rood Hill, Boxford | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 3

| Route No. | Parish | Road | From | To | Comments |
|-----------|------------|---|--|-----------------------------------|------------------------------|
| 3 | Hungerford | Church Street | A338 | Church Way | |
| 3 | Hungerford | Church Way | Church Street | Atherton Road | |
| 3 | Hungerford | Atherton Road | Church Way | A338 High Street | |
| 3 | Hungerford | Homefield Way (part) & Sanden Close | Church Way | Church Way | |
| 3 | Hungerford | Inkpen Road | A338 | Priory Road | via Sanham Green |
| 3 | Hungerford | Station Road | Park Street | End of highway | |
| 3 | Hungerford | Fairfiew Road & Priory Avenue | Park Street | Priory Road | |
| 3 | Hungerford | Smitham Bridge Road | Church Way | Marsh Lane | |
| 3 | Hungerford | Bullpit Lane | Priory Avenue | Priory Road | |
| 3 | Hungerford | Priory Road & Inkpen Road (part) | A338 High Street | Inkpen Road | |
| 3 | Inkpen | Unnamed Road from Spray Road to Upper Green | Unnamed Road from Bell Lane to Lower Green | Post Office Road | |
| 3 | Kintbury | Unnamed Road | Old Hat | Holtwood Road | |
| 3 | Inkpen | Spray Road, Inkpen | District Boundary | Craven Road & Unnamed Road | via Lower Green, Inkpen |
| 3 | Inkpen | Unnamed Road | Rooknest Lane | Unnamed road opposite Kirby House | via Trapshill, Rookery Copse |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 3 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|-------------------------|--|-----------------------------------|------------------------------|------------------|
| 3 | West Woodhay | Unnamed Road to West Woodhay | Unnamed road opposite Kirby House | Unnamed Road from Gore End | via West Woodhay |
| 3 | West Woodhay | Unnamed Road | Unnamed Road from West Woodhay | Watery Lane | |
| 3 | West Woodhay | Watery Lane | Unnamed Road, Old Hat | Unnamed Road to West Woodhay | |
| 3 | Kintbury | Forbury Lane | Watery Lane, Old Hat | Pebble Hill | |
| 3 | Kintbury & West Woodhay | Pebble Hill | Rooknest Lane | Unnamed Road to West Woodhay | |
| 3 | Kintbury | Layland's Green & Burton's Hill, Kintbury | Inkpen Road | Newbury Street | |
| 3 | Kintbury | Craven Way | Burton's Hill | Holt Road | |
| 3 | Kintbury | Lawrence Mead, Kennet Road & Gainsborough Avenue | Inkpen Road | Burton's Hill | |
| 3 | Kintbury & Inkpen | Rooknest Lane & Pebble Hill (part) | Kintbury Road | Post Office Road | |
| 3 | Inkpen | Post Office Road | Kintbury Road | Upper Green | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 4

| Route No. | Parish | Road | From | To | Comments |
|-----------|---------------------------------|------------------------------|------------------------------------|------------------------------|-----------------------|
| 4 | Peasemore | Sheepleaze Lane | B4494 Wantage Road, Lilley | Field Road | |
| 4 | Peasemore | Field Road | Sheepleaze Lane | Princes Lane | |
| 4 | Peasemore & Beedon | Old Street | Mud Lane | Northfields | |
| 4 | Chieveley | Northfields | Old Street | Downend Lane | |
| 4 | Leckhampstead | Unnamed Road | Mud Lane | B4494 Wantage Road | via Hillgreen |
| 4 | West Ilsley | Bury Lane, West Ilsley | West Ilsley Village | District Boundary | |
| 4 | West Ilsley & Catmore | Catmore Road | West Ilsley Village | B4494 Wantage Road, Lilley | via Catmore |
| 4 | Peasemore, Beedon & East Ilsley | Ball Pit Road & Hailey Lane | Field Road, Peasemore | Fiddlers Lane | |
| 4 | Beedon | Stanmore Road | Ball Pit Road | Oxford Road, Beedon | |
| 4 | Peasemore | Peasemore Hill | B4494 Wantage Road | Hillgreen Lane | |
| 4 | Peasemore | Hillgreen Lane | Mud Lane | Field Road, Peasemore | |
| 4 | Peasemore | Field Road | Prince's Lane | Mud Lane | |
| 4 | East Ilsley | Church Hill, East Ilsley | Broad Street | High Street | |
| 4 | Chieveley | Northfields | Unnamed Road, Woods Folly | Downend Lane | |
| 4 | Boxford & Winterbourne | Winterbourne Road | Hangmans Stone Lane | B4494 Wantage Road | |
| 4 | Winterbourne | Unnamed Road | B4494 Wantage Road | Unnamed Road to Winterbourne | via Winterbourne Holt |
| 4 | Winterbourne | Unnamed Road to Winterbourne | Unnamed Road via Winterbourne Holt | Winterbourne Road | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 5

| Route No. | Parish | Road | From | To | Comments |
|-----------|----------------------|--|--------------------|--------------------------|----------------|
| 5 | Chieveley | Arlington Lane | Oxford Road | B4494 Wantage Road | |
| 5 | Thatcham | Ilkley Way | The Moors | The Moors | |
| 5 | Thatcham | Braemore Close & Urquhart Road | Ilkley Way | Station Road | |
| 5 | Thatcham | Stoney Lane | A4 | Station Road | Speed Cushions |
| 5 | Thatcham | Sagecroft Road | Northfield Road | Park Lane | |
| 5 | Thatcham | Park Lane | Heath Lane | A4 | |
| 5 | Thatcham | Park Avenue | Park Lane | A4 | |
| 5 | Hermitage & Cold Ash | Slanting Hill | Marlston Road | Hermitage Road, Cold Ash | |
| 5 | Cold Ash | Ashmore Green Road | Cold Ash Hill | Tull Way, Thatcham | |
| 5 | Cold Ash & Newbury | Stoney Lane | Ashmore Green Road | Turnpike Road | |
| 5 | Cold Ash | Collaroy Road | The Ridge | Cold Ash Hill | |
| 5 | Cold Ash & Newbury | Waller Drive | Turnpike Road | Stoney Lane | |
| 5 | Thatcham | Bowling Green Road, Gordon Road & Henwick Lane | Tull Way | A4 | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 5 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|-----------------------|--|--------------------------------------|----------------------------------|---------------------|
| 5 | Thatcham | Westfield Road | Henwick Lane | Northfield Road | |
| 5 | Thatcham | Pound Lane | A4 | Lower Way | |
| 5 | Thatcham | Church Gate | Lower Way | The Broadway | |
| 5 | Thatcham | Wheelers Green Way, Betteridge Road & Agricola Way | Station Road | Pipers Way | |
| 5 | Thatcham | Falmouth Way | A4 | Pipers Way | |
| 5 | Frilsham | Unnamed Road | Everington Lane | Hatchets Lane | |
| 5 | Bucklebury & Frilsham | Brocks Lane | Hatchets Lane | Marlston Road, Ford | |
| 5 | Frilsham | Hatchets Lane | Unnamed Road, Frilsham Manor Farm | Unnamed Road, Frilsham Common | via Beechfield |
| 5 | Frilsham | Unnamed Road | Hatchets Lane | Brocks Lane | via Hawkridge House |
| 5 | Frilsham & Hermitage | Wellhouse Lane | Brocks Lane | Marlston Road | |
| 5 | Frilsham | Chapel Lane Yattendon & Unnamed Road | Everington Lane | Hatchets Lane | |
| 5 | Bucklebury | Unnamed Road | Brocks Lane | Bucklebury Village Church | via New Barn Farm |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 6

| Route No. | Parish | Road | From | To | Comments |
|-----------|---------------------|--|----------------|------------------------------|--------------------|
| 6 | Enborne | Unnamed Road | Craven Arms PH | Vanners Lane | |
| 6 | Speen | Chapel Road & Rookwood, Stockcross | B4000 | B4000 | |
| 6 | Speen | Church Road, Stockcross | B4000 | A4 | Including Triangle |
| 6 | Speen | Unnamed Road | A4 | Milkhouse Road, Marsh Benham | via Benham Stud |
| 6 | Speen | Sutton Road & Coxeter Road | Grove Road | Brummell Road | |
| 6 | Speen | Brummell Road | Grove Road | A4 | |
| 6 | Newbury | Chaucer Crescent & Burchell Road | Brummell Road | Brummell Road | |
| 6 | Newbury | Castle Grove, Almond Avenue, Dolman Road, Rowan Drive & Maple Crescent | B4494 | A4 | |
| 6 | Newbury | Old Bath Road & Speen Lane | Oxford Street | A4 | |
| 6 | Newbury | Chestnut Crescent (part) & Hawthorn Road | London Road | A4 | |
| 6 | Shaw-cum-Donnington | Church Road | Shaw Road | Love Lane | |
| 6 | Newbury | Walton Way & Pike Street | Kiln Road | Newport Road | |
| 6 | Newbury | Newport Road & Doveton Way | A4 | A4 | |
| 6 | Newbury | Avonway | Turnpike Road | Gaywood Drive | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 6 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|--------------------|--|-------------------|------------------------------|------------------|
| 6 | Newbury | Gaywood Drive | Avonway | Fir Tree Lane | |
| 6 | Greenham | Racecourse Road | Greenham Road | New Road | |
| 6 | Greenham | Westwood Road | New Road | Greenham Road, Pyle Hill | |
| 6 | Newbury | Nightingales and Greenlands Road | Greenham Road | Greenham Road, Pyle Hill | |
| 6 | Greenham | New Road, Greenham | Burys Bank Road | Greyberry Copse Road | |
| 6 | Greenham | Greyberry Copse Road & Pigeons Farm Road | New Road | New Road | |
| 6 | Newbury | Friars Road (part) & Priory Road | Newtown Road | Newtown Road | |
| 6 | Newbury | Conifer Crest | A343 Andover Road | Normay Rise | |
| 6 | Enborne | Wheatlands Lane | Enborne Street | Church Lane | |
| 6 | Enborne | Enborne Street | Wheatlands Lane | Unnamed Road, Red Hill | |
| 6 | Hampstead Marshall | Watery Lane | Enborne Street | Unnamed Road to West Woodhay | |
| 6 | Enborne | Unnamed Road | Unnamed Road | Craven Arms PH | via Redhill Wood |
| 6 | Enborne | Unnamed Road (Biggs Hill Lane) | Enbourne Street | District Boundary | via Bourne Farm |
| 6 | Enborne | Washwater | A343 Andover Road | District Boundary | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 6 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|----------------------------|---|------------------|-------------------|----------|
| 6 | Enborne | Andover Drove, Washwater | Washwater | Bell Hill | |
| 6 | Speen & Hampstead Marshall | Park Lane & Milkhouse Road | Holtwood Road | A4 Gravel Hill | |
| 6 | Newbury | Essex Street | Elizabeth Avenue | Wheatlands Lane | |
| 6 | Newbury | Villiers Way, Glendale Ave, Normay Rise & Meyrick Drive | Enborne Street | Enborne Street | Loop |
| 6 | Newbury | Chandos Road & Wendon Road | Newtown Road | A343 Andover Road | |
| 6 | Newbury | Strawberry Hill | Old Bath Road | West Street | |
| 6 | Newbury | West Street | Strawberry Hill | Northcroft Lane | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 7

| Route No. | Parish | Road | From | To | Comments |
|-----------|------------------------------|----------------------------------|----------------------------------|------------------------------------|--------------------|
| 7 | Bucklebury | Hatch Lane | Chapel Row, Blade Bone PH | Kiff Green | |
| 7 | Woolhampton | Unnamed Road | Kiff Green | Woolhampton Hill | |
| 7 | Woolhampton | Woolhampton Hill | Unnamed Road | A4 | |
| 7 | Stanford Dingley | Unnamed Road to Stanford Dingley | Yattendon Lane | Back Lane | via Mazelands Farm |
| 7 | Stanford Dingley & Bradfield | Scratchface Lane | Yattendon Lane | Back Lane | via Round Copse |
| 7 | Stanford Dingley & Bradfield | Back Lane | Unnamed Road to Stanford Dingley | Ashampstead Road | |
| 7 | Stanford Dingley & Bradfield | Unnamed Road & Cock Lane | Back Lane | South End Road | |
| 7 | Bradfield | Mariners Lane | South End Road | Back Lane | |
| 7 | Bradfield | Bishops Road | Mariners Lane | Cock Lane | |
| 7 | Bradfield & Englefield | Admoor Lane & Lambdens Hill | South End Road | A4 | |
| 7 | Beenham | Stoneyfield, Beenham Stocks | Back Lane | Back Lane | |
| 7 | Aldermaston & Woolhampton | Frouds Lane | A4 | A340 Basingstoke Road, Aldermaston | |
| 7 | Bucklebury | Unnamed Road | Woolhampton Hill | A4 | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 7 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|------------------------|--|------------------------|---------------|----------|
| 7 | Bucklebury | Carbinswood Lane | Broad Lane, Bucklebury | Hatch Lane | |
| 7 | Woolhampton & Brimpton | Station Road, Woolhampton | A4 | Wasing Lane | |
| 7 | Brimpton | Back Lane | Wasing Lane | Brimpton Lane | |
| 7 | Aldermaston | Unnamed Road from Paices Hill to B3051 | Paices Hill | B3051 | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 8

| Route No. | Parish | Road | From | To | Comments |
|-----------|-------------------------------|--|-----------------------------------|--------------------------------------|---------------------|
| 8 | Compton | Cheap Street, Hockham Road & Horn Street | High Street, Compton | High Street, Compton | |
| 8 | Compton | Manor Crescent | Unnamed Road | High Street, Compton | |
| 8 | Compton | Burrell Road | Manor Crescent | School Road | |
| 8 | Compton | Shepherds Mount | Burrell Road | Burrell Road | |
| 8 | Compton | Coombe Road & Unnamed Road | Unnamed Road to Hampstead Norreys | Aldworth Road | |
| 8 | Hampstead Norreys & Yattendon | Unnamed Road | B4009 Forge Hill | Everington Lane | via Everington Farm |
| 8 | Yattendon | Unnamed Road (Manstone Lane) | Unnamed Road to Hampstead Norreys | Yattendon Village | via Manstone Farm |
| 8 | Aldworth | Unnamed Road & Bell Lane, Aldworth Village | B4009 | B4009 | |
| 8 | Aldworth & Ashampstead | Reading Road, Ashampstead | B4009 | Unnamed Road near Hartridge Cottages | |
| 8 | Ashampstead | Unnamed Road near Hartridge Cottages & Noakes Hill | Reading Road | Holly Lane | |
| 8 | Ashampstead | Dog Lane, Ashampstead | B4009 Haw Lane | Noakes Hill | |
| 8 | Ashampstead | Holly Lane, Palmers Hill Ashampstead | Noakes Hill | Long Bottom Road | |
| 8 | Basildon | Long Bottom Lane | Palmers Hill | Ashampstead Road | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 8 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|------------|---|------------------|--------------------|-------------------|
| 8 | Basildon | Unnamed Road, Kiln Corner, Upper Basildon | Ashampstead Road | Aldworth Road | |
| 8 | Basildon | Aldworth Road | Unnamed Road | Bethesda Street | |
| 8 | Pangbourne | Gardeners Lane | Unnamed Road | Dark Lane | via Fullers Copse |
| 8 | Tidmarsh | Tidmarsh Lane | Dark Lane | A340 Tidmarsh Road | |
| 8 | Pangbourne | Bere Court Road | Dark Lane | Pangbourne Hill | |
| 8 | Basildon | Ashampstead Road | Kiln Corner | Aldworth Road | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 9

| Route No. | Parish | Road | From | To | Comments |
|-----------|---------------------------------|---------------------------------|-----------------------------------|-------------------------|------------------------|
| 9 | Beech Hill | Trowe's Lane | Beech Hill Road | District Boundary | |
| 9 | Sulhamstead | Jacques Lane | Fox & Hounds PH, Sheffield Bottom | Folly Lane | |
| 9 | Sulhamstead & Burghfield | Folly Lane & Short Heath Lane | Jacques Lane | Island Farm Road | |
| 9 | Sulhamstead | Hollybush Lane | Reading Road | Shortheath Lane | |
| 9 | Burghfield | Hawksworth Road | Reading Road | Clayhill Road | |
| 9 | Sulhamstead | Bannister Road | Hollybush Lane | Abbots Road | |
| 9 | Stratfield Mortimer | Windmill Road | Victoria Road | Hammonds Heath | |
| 9 | Stratfield Mortimer & Wokefield | Hammonds Heath & Brewery Common | Victoria Road | Goring Lane | |
| 9 | Wokefield | Holybush Lane | Goring Lane | Reading Road | |
| 9 | Burghfield & Sulhamstead | Abbots Road | Holybush Lane | School Lane | |
| 9 | Sulhamstead | Ash Lane | Clayhill Road | Unnamed Road | via Sulhamstead Abbots |
| 9 | Sulhamstead | Whites Hill & Kingston Lane | Shortheath Lane | Sulhamstead Hill | |
| 9 | Sulhamstead | Unnamed Road | Folly Lane | Jaques's Lane | via Sulhamstead Abbots |
| 9 | Burghfield | Folly Lane | Jaques's Lane | Theale Road/Trash Green | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 9 (cont'd)

| Route No. | Parish | Road | From | To | Comments |
|-----------|----------------------------|---------------------------------|-----------------------|-------------------|--------------------|
| 9 | Sulhamstead & Ufton Nervet | Unnamed Road & Island Farm Road | Church Lane | Padworth Road | |
| 9 | Sulhamstead | Jaques's Lane | Sulhamstead Road | Folly Lane | |
| 9 | Burghfield & Sulhamstead | Sulhamstead Road | Jaques's Lane | Clayhill Road | |
| 9 | Burghfield | Berrys Lane & Kirtons Farm Road | Burghfield Road | District Boundary | |
| 9 | Beech Hill | Cross Lane | Bloomfield Hatch Lane | Unnamed Road | |
| 9 | Beech Hill | Unnamed Road | Unnamed Road | Beech Hill Road | via Crosslane Farm |
| 9 | Stratfield Mortimer | St Catherine's Hill | Unnamed Road | West End Road | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 10

| Route No. | Parish | Road | From | To | Comments |
|-----------|-------------------------|---|---------------------------|-----------------------|-------------------|
| 10 | Theale | Englefield Road | A340 | Church Street, Theale | |
| 10 | Theale | Deadmans Lane | Englefield Road | Church Street, Theale | |
| 10 | Tilehurst | Garston Crescent & Oliver Drive | Royal Avenue | Royal Avenue | |
| 10 | Pangbourne | Bourne Road | A329 Reading Road | A329 Reading Road | |
| 10 | Pangbourne | Horseshoe Road | A329 Reading Road | A329 Reading Road | |
| 10 | Pangbourne | Woodview Road & Kennedy Drive | Horseshoe Road | A329 Reading Road | |
| 10 | Tilehurst | Fairford Road | Dark Lane | Fullbrook Crescent | |
| 10 | Tilehurst | Fullbrook Crescent | Fairford Road | Fairford Road | |
| 10 | Tilehurst | Skilton Road & Bradwell Road | Fairford Road | Fullbrook Crescent | |
| 10 | Tilehurst | Coltswold Way and Wandhope Way | Skilton Road | Fairford Road | |
| 10 | Sulhamstead & Tilehurst | Sulham Hill | A340 The Street, Tidmarsh | Little Heath Road | via Sulham |
| 10 | Tilehurst | Long Lane | Dark Lane | Sulham Hill | via Vicarage Wood |
| 10 | Tilehurst | Foxcombe Drive | Hilden's Drive | Hilden's Drive | |
| 10 | Tilehurst | Clements Mead, Trelawney Drive, Lamorna Crescent (part) & Prince William Drive (part) | Little Heath Road | Lower Elmstone Drive | |
| 10 | Tilehurst | Barton Road | City Road | City Road | |
| 10 | Tilehurst | Goldcrest Way (part) | Partridge Drive | End of highway | |

ROAD SECONDARY TREATMENT NETWORK

ROUTE 11

| Route No. | Parish | Road | From | To | Comments |
|-----------|--------------|--|------------------------------------|----------------------|----------|
| 11 | Newbury | Bartlemy Road | Valley Road | A343 Andover Road | |
| 11 | Newbury | Wharf Street | Park Way | Market Place | |
| 11 | Newbury | Craven Road | Bartholemew Street | Green Lane | |
| 11 | Newbury | St Georges Avenue | Green Lane | Rockingham Road | |
| 11 | Newbury | Rockingham Road | Craven Road | Pound Street | |
| 11 | Newbury | Kingsbridge Road | Enbourne Road | Fifth Road | |
| 11 | Newbury | Henshaw Crescent | Valley Road | Valley Road | |
| 11 | Newbury | Garford Crescent | Valley Road | Valley Road | |
| 11 | Newbury | Old Newtown Road & Malvern Court | A343 Andover Road | Newtown Road | |
| 11 | Newbury | Paddock Road | Old Newtown Road | Meadow Road | |
| 11 | Newbury | Meadow Road | Paddock Road | Wendan Road | |
| 11 | Newbury | Porchester Road | Newtown Road | End of highway | |
| 11 | Newbury | Chesterfield Road | Porchester Road | A343 St Johns Road | |
| 11 | Newbury | Boundary Road | Racecourse Road | B3421 Hambridge Road | |
| 11 | Hungerford | Parsonage Lane & Croft Road | Smitham Bridge Road | Church Street | |
| 11 | Pangbourne | Green Lane | Bere Court Road | A340 Tidmarsh Road | |
| 11 | Basildon | Gardeners Lane | Unnamed Road via Lower Bowden Farm | Pangbourne Road | |
| 11 | Compton | Newbury Lane, Compton | Illesley Road | Manor Crescent | |
| 11 | Ufton Nervet | Unnamed Road & Church Lane, Ufton Nervet | A4 | Camp Road | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 1

| Route No. | Parish | Road | From | To | Description |
|-----------|----------|------------------------------|---------------------------|---------------------------|----------------------|
| 1 | Lambourn | B4001 Wantage Road | District Boundary | Oxford Street | |
| 1 | Lambourn | Unnamed Road | District Boundary | B4001 | Road to Trabbs Farm |
| 1 | Lambourn | Sheepdrove Road | Drove Farm | Oxford Street | |
| 1 | Lambourn | Oxford Street & Market Place | Mill Lane | Newbury Street | |
| 1 | Lambourn | Mill Lane | Newbury Road | Oxford Street | |
| 1 | Lambourn | Parsonage Lane | Market Place | Big Lane | |
| 1 | Lambourn | Big Lane & Broadway | Parsonage Lane | Oxford Street | |
| 1 | Lambourn | B4000 Upper Lambourn Road | Big Lane | District Boundary | |
| 1 | Lambourn | High Street, Upper Lambourn | B4000 Upper Lambourn Road | B4000 Upper Lambourn Road | Loop through village |
| 1 | Lambourn | Maddle Road | High Street | End of highway | |
| 1 | Lambourn | Malt Shovel Lane | B4000 | Drain Hill | |
| 1 | Lambourn | Drain Hill | End of highway | B4000 Upper Lambourn Road | |
| 1 | Lambourn | Folly Road | B4000 Upper Lambourn Road | | |
| 1 | Lambourn | Baydon Road | Parsonage Lane | Ermin Street | |
| 1 | Lambourn | Crowle Road | High Street | Baydon Road | |
| 1 | Lambourn | High Street, Lambourn | Market Place | Crowle Road | |
| 1 | Lambourn | B4000 | Crowle Road | Ermin Street | via Hungerford Hill |
| 1 | Lambourn | Newbury Street | High Street, Lambourn | Mill Lane | |
| 1 | Lambourn | Newbury Road | Mill Lane | A338 Great Shefford | |
| 1 | Lambourn | Bockhampton Road | Newbury Road | Station Road | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 1 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|--|--------------------------|---------------------|--------------------|-------------------------------|
| 1 | Lambourn | Edwards Hill | Station Road | High St, Lambourn | |
| 1 | Lambourn | Close End | Edwards Hill | End of highway | |
| 1 | Lambourn | Greenways | Edwards Hill | End of highway | |
| 1 | Lambourn | Baydon Road | District Boundary | A338 | via Ermin Street |
| 1 | Lambourn | Unnamed Road to Ramsbury | Ermin Street | District Boundary | via Membury Industrial Estate |
| 1 | Lambourn | B4001 | B4000 Ermin Street | District Boundary | |
| 1 | Great Shefford, Welford, Boxford & Speen | Newbury Road | A338 Great Shefford | Oxford Road | via Boxford |
| 1 | Kintbury | High Street, Boxford | Rood Hill | B4000 Ermin Street | |
| 1 | Boxford | Station Road | A4 | Grove Road | |
| 1 | Shaw-Cum-Donnington | Love Lane | B4494 Oxford Road | B4009 Long Lane | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 2

| Route No. | Parish | Road | From | To | Description |
|-----------|---------------------------------|-----------------|-----------------------|-----------------------|-----------------------------|
| 2 | Hungerford | A338 | Ermin Street | A4 Bath Road | |
| 2 | Hungerford | Charnham Park | A4 Bath Road | B4192 | |
| 2 | Hungerford | A4 | District Boundary | A338 | |
| 2 | Hungerford | B4192 | A4 Charnham Street | District Boundary | |
| 2 | Hungerford | A338 | A4 Charnham Street | District Boundary | via High Street, Hungerford |
| 2 | Kintbury | A4 | A338 Eddington Hill | Hoe Benham Lane | |
| 2 | Speen & Newbury | A4 | Hoe Benham Lane | Robin Hood Roundabout | |
| 2 | Kintbury | Hoe Benham Lane | A4 | B4000 Baydon Road | |
| 2 | Shaw-Cum-Donnington & Chieveley | A339 | Robin Hood Roundabout | A34 | |
| 2 | Great Shefford, Welford & Speen | B4000 | A338 | A4 | |
| 2 | Great Shefford | A338 | B4000 | Great Shefford | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 3

| Route No. | Parish | Road | From | To | Description |
|-----------|-------------------------------|----------------------------------|------------------|-----------------------|------------------|
| 3 | Hungerford | Church Street | A338 | Church Way | |
| 3 | Hungerford | Church Way | Church Street | Atherton Road | |
| 3 | Hungerford | Atherton Road | Church Way | A338 High Street | |
| 3 | Hungerford | Priory Road & Inkpen Road (part) | A338 High Street | Inkpen Road | via John O Gaunt |
| 3 | Hungerford | Park Street | A338 High Street | Inkpen Road | |
| 3 | Hungerford | Station Road | Park Street | End of highway | |
| 3 | Hungerford | Fairview Road & Priory Avenue | Park Street | Priory Road | |
| 3 | Hungerford, Inkpen & Kintbury | Inkpen Road | Park Street | Weavers Lane | |
| 3 | Hungerford & Kintbury | Hungerford Lane | Park Street | High Street, Kintbury | |
| 3 | Inkpen | Weavers Lane & Folly Road | Craven Road | Post Office Road | |
| 3 | Inkpen & Coombe | Unnamed Road & Church Lane | Weavers Lane | District boundary | via Combe |
| 3 | Inkpen | Unnamed Road | Unnamed Road | Post Office Road | via Wergs Barn |
| 3 | Inkpen | Post Office Road | Bell Lane | Folly Road | |
| 3 | Kintbury | Kintbury Road | Folly Road | Blandy's Hill | |
| 3 | Kintbury | Pebble Hill | Blandy's Hill | Rooknest Lane | |
| 3 | Kintbury & Inkpen | Rooknest Lane | Pebble Hill | Post Office Road | |
| 3 | Kintbury | Blandy's Hill | Kintbury Road | Inkpen Road | |
| 3 | Kintbury | Inkpen Road | Blandy's Hill | High Street, Kintbury | |
| 3 | Kintbury | High Street, Kintbury | Hungerford Lane | Inkpen Road | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 3 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|---------------------------------------|---|--------------------------|--------------------|-------------|
| 3 | Kintbury | Station Road | Inkpen Road | A4 | |
| 3 | Kintbury | Newbury Street | Station Road | Burtens Hill | |
| 3 | Kintbury | Holt Road | Burtens Hill | Old Hat | |
| 3 | Kintbury | Unnamed Road | Old Hat | Holtwood Road | |
| 3 | Hampstead Marshall & Speen | Park Lane/Milkhouse Road | Holtwood Road | A4 | |
| 3 | Hampstead Marshall, Enborne & Newbury | Enborne Road | Park Lane | Bartholomew Street | |
| 3 | Enborne | Church Lane | Enborne Road | Vanners Lane | |
| 3 | Enborne | Unnamed Road | Craven Arms PH | Vanners Lane | |
| 3 | Newbury | Buckingham Road | Enborne Road | A343 Andover Road | |
| 3 | Newbury | Fifth Road | Buckingham Road | Valley Road | |
| 3 | Newbury | Kingsbridge Road | Enborne Road | Fifth Road | |
| 3 | Newbury | Valley Road & Elizabeth Avenue | Fifth Road | Essex Street | |
| 3 | Newbury | Bartlemy Road | Valley Road | A343 Andover Road | |
| 3 | Newbury | Essex Street | A343 Andover Road | Wheatlands Lane | |
| 3 | Newbury | Villiers Way, Glendale Ave, Normay Rise & Meyrick Drive | Enborne Street | Enborne Street | Loop |
| 3 | Newbury | A343 Andover Road | A343 St Johns Roundabout | District Boundary | |
| 3 | Newbury | Newtown Road | A343 St Johns Roundabout | Monks Lane | |
| 3 | Newbury | Monks Lane | A343 Andover Road | A339 | |
| 3 | Newbury | Chandos Road & Wendon Road | Newtown Road | A343 Andover Road | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 3 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|---------------------------------|-----------------------------|--------------------------|-----------------------------|-------------|
| 3 | Newbury | A343 St Johns Road | A343 St Johns Roundabout | A339 | |
| 3 | Newbury | Link Road & Station Road | A343 St Johns Road | A339 | |
| 3 | Newbury | A339 | A343 Greenham Roundabout | Monks Lane | |
| 3 | Greenham | A339 | Monks Lane | District Boundary (Swan PH) | |
| 3 | Newbury | Hambridge Road & Kings Road | A4 | A339 | |
| 3 | Newbury | Shaw Road | Robin Hood Roundabout | Love Lane | |
| 3 | Shaw-Cum-Donnington & Chieveley | B4009 Long Lane | Love Lane | Priors Court Road | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 4

| Route No. | Parish | Road | From | To | Description |
|-----------|--|---------------------------------|-------------------------------|------------------------------------|---|
| 4 | Great Shefford & Chaddleworth | A338 Wantage Road | Church Street, Great Shefford | District Boundary | |
| 4 | Chaddleworth | Buckham Hill | A338 Wantage Road | Botmoor Way | |
| 4 | Boxford, Welford & Chaddleworth | Hangmanstone Lane | Botmoor Way | Boxford | |
| 4 | Chaddleworth | Sheephouse Way | Hangmanstone Lane | Main Street | |
| 4 | Brightwalton | Spray Lane | Main Street | Unnamed Road to Brightwalton Green | |
| 4 | Brightwalton | Common Lane | Spray Lane | B4494 Wantage Road | |
| 4 | Brightwalton | Long Lane | Common Lane | B4494 Wantage Road | |
| 4 | Leckhampstead | Unnamed Road & Shop Lane (part) | Main Street | B4494 Wantage Road | via Leckhampstead Thicket |
| 4 | Boxford & Leckhampstead | Unnamed Road | Hangmanstone Lane | B4494 Wantage Road | via Rowbury Farm |
| 4 | Farnborough, Brightwalton, Leckhampstead, Winterbourne, Chieveley, Shaw-Cum-Donnington & Newbury | B4494 | District Boundary | Oxford Road | |
| 4 | Winterbourne | Unnamed Road | B4494 Wantage Road | Winterbourne Road | |
| 4 | Winterbourne & Boxford | Winterbourne Road | Unnamed Road | Rood Hill | |
| 4 | Farnborough, East Ilsley & West Ilsley | Copperage Road & Fidlers Lane | B4494 Wantage Road | Abingdon Road | |
| 4 | East Ilsley | East Ilsley Village | Fidlers Lane | A34 southbound slip | via High Street, Broad Street & Church Hill |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 4 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|--------------------|--------------------------------------|----------------------------|----------------------|---------------|
| 4 | Peasemore | Sheep Leaze Lane | B4494 Wantage Road, Lilley | Field Road | |
| 4 | Peasemore | Field Road | Sheepleaze Lane | Princes Lane | |
| 4 | Peasemore | Princes Lane | Field Road | Mud Lane | |
| 4 | Peasemore | Mud Lane | Princes Lane | Old Street | |
| 4 | Beedon | Old Street | Mud Lane | Oxford Road | |
| 4 | Leckhampstead | Hill Green Lane | Mud Lane | B4494 Wantage Road | via Hillgreen |
| 4 | Chieveley & Beedon | Oxford Road | Graces Lane | A34 northbound slips | |
| 4 | Chieveley | Graces Lane | Oxford Road | School Lane | |
| 4 | Chieveley | High Street Chieveley & Downend Lane | School Road | Oxford Road | |
| 4 | Chieveley | School Road | High Street, Chieveley | B4494 Wantage Road | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 5

| Route No. | Parish | Road | From | To | Description |
|-----------|---|----------------------|---------------------------|---------------------------------------|------------------------|
| 5 | East Ilsley | Abingdon Road | A34 | Fidlers Lane | |
| 5 | East Ilsley & Compton | Cow Lane | Broad Street, East Ilsley | Cheseridge Road | |
| 5 | Compton | Ilsley Road | Cheseridge Road | Churn Road | |
| 5 | Compton | High Street, Compton | Churn Road | Horn Street | |
| 5 | Compton | School Road | Horn Street | Shephards Hill | |
| 5 | Compton & Aldworth | Aldworth Road | Shephards Hill | B4009 Haw Lane | |
| 5 | Compton & Hampstead Norreys | Newbury Road | Ilsley Road | B4009 Newbury Hill, Hampstead Norreys | |
| 5 | Hampstead Norreys | Water Street | Newbury Road | B4009 Church Street | |
| 5 | Hermitage, Hampstead Norreys & Aldworth | B4009 | Yattendon Road, Hermitage | Four Points | via Hampstead Norreys |
| 5 | Hermitage & Bucklebury | Marlston Road | B4009, Hermitage | Pease Hill | via Bucklebury Village |
| 5 | Bucklebury | Unnamed Road | Pease Hill | Chapel Row, Blade Bone PH | via Hillfoot |
| 5 | Bucklebury | Hatch Lane | Chapel Row, Blade Bone PH | Kiff Green | |
| 5 | Woolhampton | Unnamed Road | Kiff Green | Woolhampton Hill | |
| 5 | Woolhampton | Woolhampton Hill | Unnamed Road | A4 | |
| 5 | Beenham | Unnamed Road | Southend Road | A4 | via Beenham Stocks |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 5 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|---|----------------------|-------------------------------|-----------------------------|-------------|
| 5 | Newbury, Thatcham, Midgham, Woolhampton & Beenham | A4 | Robin Hood Roundabout | A340 Aldermaston Roundabout | |
| 5 | Newbury | A339 | Robin Hood Roundabout | A343 Greenham Roundabout | |
| 5 | Speen & Chieveley | Oxford Road, Newbury | B4494 Wantage Road Roundabout | A34 | |
| 5 | Chieveley | Arlington Lane | Oxford Road | B4494 Wantage Road | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 6

| Route No. | Parish | Road | From | To | Description |
|-----------|----------|-------------------------------------|----------------------|--------------------------|-------------------------------|
| 6 | Newbury | Oxford Street | A4 | Northbrook Street | |
| 6 | Newbury | London Road | The Broadway | Robin Hood Roundabout | |
| 6 | Newbury | Strawberry Hill | Old Bath Road | West Street | |
| 6 | Newbury | West Street | Strawberry Hill | Northcroft Lane | |
| 6 | Newbury | Pembroke Road | West Street | Northcroft Lane | to be salted by C&E resources |
| 6 | Newbury | Northcroft Lane | West Street | To Leisure Centre | |
| 6 | Newbury | Northbrook Street & Bridge Street | London Road | Mansion House Street | |
| 6 | Newbury | Mansion House Street & Market Place | Bridge Street | Bear Lane | |
| 6 | Newbury | Bear Lane | Market Place | A339 | |
| 6 | Newbury | Cheap Street | Bear Lane | A339 | |
| 6 | Newbury | Market Street | Cheap Street | Bartholomew Street | |
| 6 | Newbury | Bartholomew Street | Mansion House Street | A343 St Johns Roundabout | |
| 6 | Newbury | Park Way & Wharf Road | London Road | Bear Lane | |
| 6 | Newbury | Wharf Street | Park Way | Market Place | Rising Bollards |
| 6 | Newbury | Mill Lane & Boundary Road North | A339 | Kings Road | |
| 6 | Newbury | Bone Lane | Mill Lane | Hambridge Road | |
| 6 | Newbury | Kiln Road & Turnpike Road | B4009 Shaw Road | A4 | Speed Cushions |
| 6 | Newbury | Fir Tree Lane | Turnpike Road | A4 | |
| 6 | Thatcham | Tull Way | A4 | Northfield Road | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 6 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|---------------------|--------------------------------------|----------------------|------------------------------|----------------------|
| 6 | Thatcham | Unnamed Road & Floral Way | Cold Ash Road | A4 | |
| 6 | Thatcham | Lower Way | A4 | The Moors | |
| 6 | Thatcham | The Moors | Lower Way | A4 | |
| 6 | Thatcham | Ilkley Way | The Moors | The Moors | |
| 6 | Thatcham | Braemore Close & Urquhart Road | Ilkley Way | Station Road | |
| 6 | Thatcham | The Broadway & Station Road | The Moors | A4 | |
| 6 | Thatcham | Station Road | The Moors | Pipers Way | |
| 6 | Thatcham | Stoney Lane | A4 | Station Road | Speed Cushions |
| 6 | Thatcham | Pipers Way | Station Road | A4 | |
| 6 | Thatcham | Unnamed Road | Pipers Way | Thornford Road | via Cookham Hill |
| 6 | Thatcham & Greenham | Burys Bank Road | Greenham Road | Unnamed Road (Crookham Hill) | |
| 6 | Greenham & Newbury | Greenham Road | A339 | Burys Bank Road | via Pyle Hill |
| 6 | Greenham & Newbury | Pinchington Lane | Greenham Road | A339 | |
| 6 | Greenham & Thatcham | Thornford Road | Crookham Common Road | A339 | |
| 6 | Greenham | A339 | A339 Swan Roundabout | District Boundary | |
| 6 | Greenham | Hyde Lane | A339 | District Boundary | |
| 6 | Thatcham & Brimpton | Unnamed Road through Crookham Common | Thornford Road | Brimpton Road | |
| 6 | Brimpton | Brimpton Lane | Brimpton Road | B3051 | via Brimpton Village |
| 6 | Brimpton | Brimpton Road | B3051 | District Boundary | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 6 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|--------------------------------|-----------------------|--------------------------|----------------------------|---------------------------|
| 6 | Brimpton | Brimpton Road | A4 | Brimpton Village | |
| 6 | Brimpton, Wasing & Aldermaston | B3051 | District Boundary | A340 Calleva Roundabout | |
| 6 | Aldermaston | Un-named Road | B3051 | A340 Paices Hill | |
| 6 | Aldermaston | A340 Aldermaston Road | A340 Calleva Roundabout | District Boundary (Tadley) | Including Tadley Triangle |
| 6 | Aldermaston | Reading Road | A340 Tadley Triangle | Welshmans Road | |
| 6 | Aldermaston | Welshmans Road | Reading Road | District Boundary | |
| 6 | Aldermaston & Padworth | A340 Paices Hill | A340 Calleva Roundabout | A4 | via Aldermaston Village |
| 6 | Brimpton | Unnamed Road | Brimpton Village | Back Lane | |
| 6 | Aldermaston & Wasing | Wasing Lane | Back Lane | A340 Aldermaston Village | |
| 6 | Aldermaston | Church Road | A340 Aldermaston Village | Spring Lane | |
| 6 | Aldermaston | Red Lane | Spring Lane | Reading Road | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 7

| Route No. | Parish | Road | From | To | Description |
|-----------|------------------------|----------------------------------|----------------------|---------------------------|----------------------|
| 7 | Thatcham | Northfield Road | A4 | Heath Lane | |
| 7 | Thatcham & Cold Ash | Cold Ash Road/Cold Ash Hill | Northfield Road | Fishers Lane | via Cold Ash Village |
| 7 | Cold Ash | Hermitage Road | Fishers Lane | B4009 Long Lane, Curridge | via Red Shute Hill |
| 7 | Thatcham | Sagecroft Road | Northfield Road | Park Lane | |
| 7 | Thatcham | Park Lane | Sagecroft Road | Park Avenue | |
| 7 | Thatcham | Park Avenue | Park Lane | A4 | |
| 7 | Thatcham | Harts Hill Road | A4 | Broad Lane, Bucklebury | |
| 7 | Thatcham | The Ridge, Burdens Heath | Cold Ash Hill | Harts Hill Road | |
| 7 | Bucklebury | Broad Lane | Harts Hill Road | Hungerford Lane, Southend | via Upper Bucklebury |
| 7 | Bradfield | Southend Road | Hungerford Lane | Bradfield Village | |
| 7 | Bradfield | Union Road | Southend Road | Common Hill | |
| 7 | Bradfield & Englefield | Common Hill | Bradfield Village | A340 | |
| 7 | Englefield & Tidmarsh | A340 | A4 Theale Roundabout | Tidmarsh Lane | |
| 7 | Englefield | The Street, Englefield | A340 | End of highway | |
| 7 | Theale | Englefield Road | A340 | Church Street, Theale | |
| 7 | Theale | Deadmans Lane | Englefield Road | Church Street, Theale | |
| 7 | Tilehurst | A4 | M4 Junction 12 | District Boundary | |
| 7 | Tilehurst | Pincent's Kiln (Sainsburys Loop) | A4 | A4 | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 7 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|-----------|---------------------------------|-------------------|-------------------|-------------|
| 7 | Holybrook | Charrington Road | A4 | A4 | |
| 7 | Holybrook | Pollards Way & The Chase | Charrington Road | Mill Lane | |
| 7 | Holybrook | Mill Lane & Carters Rise | A4 | Underwood Road | |
| 7 | Holybrook | Calcot Place Drive | Carters Rise | Carters Rise | |
| 7 | Holybrook | Underwood Road | District Boundary | District Boundary | |
| 7 | Tilehurst | Royal Avenue & Garston Crescent | A4 | Old Bath Road | |
| 7 | Tilehurst | Old Bath Road & Langley Hill | A4 | District Boundary | |
| 7 | Tilehurst | City Road | District Boundary | Little Heath Road | |
| 7 | Tilehurst | Little Heath Road | City Road | District Boundary | |
| 7 | Tilehurst | Warborough Avenue | Little Heath Road | Hildens Drive | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 8

| Route No. | Parish | Road | From | To | Description |
|-----------|----------------------------------|--|-----------------------------|---------------------------|--------------------|
| 8 | Tilehurst | Dark Lane | Overdown Road | Long Lane | |
| 8 | Tilehurst | Overdown Road | District Boundary | District Boundary | Speed Cushions |
| 8 | Tilehurst & Purley on Thames | Long Lane | A329 | Sulham Hill | |
| 8 | Tilehurst & Purely on Thames | Knowsley Road | Long Lane | A329 | Speed Cushions |
| 8 | Purley on Thames & Panbourne | A329 | District Boundary | A340, Pangbourne | |
| 8 | Purley on Thames & Panbourne | Purley Lane, Purley Village & New Hill | A329 | A329 | |
| 8 | Tidmarsh & Panbourne | A340 Tidmarsh Road | Tidmarsh Lane | A329 | via The Street |
| 8 | Pangbourne | B471 Whitchurch Road | A329 Pangbourne High Street | District Boundary | |
| 8 | Pangbourne, Streatley & Basildon | A329 | A340 Tidmarsh Road | District Boundary | via Streatley |
| 8 | Streatley | A417 Wantage Road | A329 Streatley | District Boundary | |
| 8 | Streatley | High Street, Streatley | A329 | District Boundary | |
| 8 | Bradfield & Englefield | Chalk Pit Farm Road | Bradfield Village | A340 Tidmarsh Road | |
| 8 | Bradfield | Ashampstead Road | Bradfield Village | Palmers Hill, Ashampstead | via Pyt House |
| 8 | Ashampstead & Aldworth | Unnamed Road | Palmers Hill, Ashampstead | B4009 Four Points | |
| 8 | Aldworth & Streatley | B4009 | Four Points | A329 Streatley | via Streatley Hill |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 8 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|-------------------------|----------------------------------|-------------------------------|-------------------------|--|
| 8 | Pangbourne & Bradfield | Unnamed Road | A340 Pangbourne Village | Ashampstead Road/Common | via Pangbourne Hill, Upper Bowden Farm |
| 8 | Pangbourne & Basildon | Pangbourne Road & Aldworth Road | Pangbourne Hill | Bethesda Street | via Upper Basildon |
| 8 | Basildon | Bethesda Street & Park Wall Lane | Aldworth Road | A329 | |
| 8 | Basildon | Ashampstead Road/Unnamed Road | Aldworth Road, Upper Basildon | Ashampstead Road/Common | via Captain Gorse |
| 8 | Ashampstead & Yattendon | Yattendon Lane | Ashampstead Road/Common | Yattendon Village | |
| 8 | Hermitage & Yattendon | Everington Lane | B4009 Hermitage | Yattendon Village | |
| 8 | Hermitage | B4009, Hermitage | Yattendon Road | Priors Court Road | |
| 8 | Chieveley | Priors Court Road | Graces Lane | B4009, Hermitage | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 9

| Route No. | Parish | Road | From | To | Description |
|-----------|--|--|-----------------------------|------------------------------------|--------------------------|
| 9 | Padworth, Ufton Nerve & Burghfield | Reading Road & Padworth Road | Red Lane | Goring Lane Roundabout, Burghfield | |
| 9 | Burghfield | Reading Road, Burghfield | Goring Lane Roundabout | Theale Road | |
| 9 | Burghfield | Burghfield Road | Theale Road | District Boundary | |
| 9 | Stratfield Mortimer | Unnamed Road | Padworth Road | St Catherine's Hill, Mortimer | |
| 9 | Wokefield | Goring Lane | Goring Lane Roundabout | District Boundary | |
| 9 | Stratfield Mortimer | Unnamed Road | Goring Lane Roundabout | St Catherine's Hill, Mortimer | |
| 9 | Stratfield Mortimer | Victoria Road | St Catherine's Hill | Hammonds Heath | |
| 9 | Stratfield Mortimer | West End Road | St Catherine's Hill | Victoria Road | |
| 9 | Stratfield Mortimer | Stephens Road | West End Road | Victoria Road | |
| 9 | Stratfield Mortimer | Unnamed Road | Hammonds Heath | Bloomfield Hatch Lane | via The Street, Mortimer |
| 9 | Wokefield | Bloomfield Hatch Lane | Unnamed Road | District Boundary | |
| 9 | Stratfield Mortimer | Station Road | The Street | The Forehead | |
| 9 | Stratfield Mortimer & Beech Hill | The Forehead | Station Road | Trowe's Lane | |
| 9 | Beech Hill | Beech Hill Road | Trowe's Lane | District Boundary | |
| 9 | Beech Hill | Trowe's Lane | Beech Hill Road | District Boundary | |
| 9 | Beech Hill | Cross Lane | Bloomfield Hatch Lane | Beech Hill Road | |
| 9 | Theale, Englefield, Ufton Nerve & Padworth | A4 | A340 Aldermaston Roundabout | M4 Junction 12 | via Theale Bypass |
| 9 | Theale | The Green, Church Street & High Street, Theale | A4/A340 Theale Roundabout | A4 Arlington Roundabout | |

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 9 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|------------------------|-------------------------------|-----------------------------------|-----------------------------------|----------------------|
| 9 | Theale & Burghfield | Station Road, Theale Road | High Street | Fox & Hounds PH, Sheffield Bottom | |
| 9 | Burghfield | Unnamed Road | Fox & Hounds PH, Sheffield Bottom | Burghfield Road | |
| 9 | Theale | Waterside Drive & Brunel Road | A4 | Station Road, Theale | |
| 9 | Theale | Theale Bypass Slip roads | A4 | Station Road, Theale | |
| 9 | Sulhamstead | Jacques Lane | Fox & Hounds PH, Sheffield Bottom | Folly Lane | |
| 9 | Sulhamstead | Folly Lane & Short Heath Lane | Jacques Lane | Island Farm Road | |
| 9 | Sulhamstead | Sulhamstead Road | A4 | Shortheath Lane | via Sulhamstead Hill |
| 9 | Sulhamstead | Hollybush Lane | Reading Road | Shortheath Lane | |
| 9 | Burghfield | Hawksworth Road | Reading Road | Clayhill Road | |
| 9 | Burghfield | Clayhill Road | School Lane, Burghfield | Sulhamstead Road | |
| 9 | Burghfield | School Lane & Recreation Road | Clayhill Road | Reading Road | |
| 9 | Burghfield | Bannister Road, Jordans Lane | Hollybush Lane | School Lane, Burghfield | |
| 9 | Burghfield | Sulhamstead Road | Clayhill Road | Reading Road | |
| 9 | Burghfield | James Lane | Goring Lane | Hermits Hill | |
| 9 | Burghfield & Wokefield | Burnthouse Lane | Fullers Lane | Pingewood Road South | |
| 9 | Wokefield | Fullers Lane | Burnthouse Lane | District Boundary | |
| 9 | Padworth | Padworth Lane | A4 | School Road | |
| 9 | Padworth | Rectory Road & Triangle | School Lane | Reading Road | |

PAVED FOOTWAY TREATMENT NETWORK

| Parish/Town | Road | From | To |
|-------------------|----------------------|--------------------|----------------------|
| Aldermaston | Wasing Lane | Dolphin Close | School Entrance |
| Basildon | Beckfords | Aldworth Rd | School Entrance |
| Beedon | Westons | Stanmore Rd | School Entrance |
| Beenham | Back Lane | Stoneyfield | Church Lane |
| Bradfield | Cock Lane | Ash Grove | School Entrance |
| Brightwalton | Common Lane | Dunmore Meadow | Unnamed Road |
| Brimpton | Brimpton Lane | Wasing Road | School Entrance |
| Bucklebury | Berrys Rd | Broad Lane | School Entrance |
| Bucklebury | Broad Lane | Donnington Close | Doctors Surgery |
| Burghfield | Chervil Way | Reading Rd | Doc Surgery Car Park |
| Burghfield | Clay Hill Rd | Woodlands Ave | The Close |
| Burghfield | Hollybush Lane | Blands Close | Abbots Road |
| Burghfield | Jordans Lane | School Lane | Abbots Rd |
| Burghfield | School Lane (Both) | Jordans Lane | Recreation Ground |
| Burghfield | Theale Rd | School Rd | End of Layby |
| Chaddleworth | School Hill | Main Street | School Entrance |
| Chieveley | Curridge Rd | Chapel Lane | Unnamed Road |
| Chieveley | East Lane | High St | Doctors Surgery |
| Chieveley | School Rd | Heathfields | School Entrance |
| Cold Ash | Cold Ash Hill | The Ridge | School Entrance |
| Cold Ash | The Ridge | St GabrielsConvent | School Entrance |
| Cold Ash | Hermitage Road | The Ridge | Ackland Hall |
| Compton | School Road | Burrell Rd | School Entrance |
| Compton | Hampstead Norreys Rd | Recreation Centre | Downs School Access |
| Compton | High St | Compton Manor | Doctors Surgery |
| East Ilsley | Church Hill | Church Side | Broad Street |
| Enborne | Unnamed Road | Church Lane | 50m East |
| Englefield | Englefield Rd | Partridge Gdns | School Entrance |
| Gt Shefford | Blakeney's Field | Wantage Rd | School Entrance |
| Hampstead Norreys | Newbury Hill | B4001 | The Cuttings |
| Hermitage | Hampstead Nys Rd | Colyer Close | Orchard Close |
| Holybrook | Carters Rise | Footpath | School Entrance |

PAVED FOOTWAY TREATMENT NETWORK (cont'd)

| Parish/Town | Road | From | To |
|-------------|----------------------|---------------------|----------------------|
| Holybrook | Footpath | Underwood Rd | Carters Rise |
| Hungerford | A338 High Street | Atherton Road | A4 Charnham Street |
| Hungerford | Croft Rd | Church St | Doctors Surgery |
| Hungerford | Fairview Rd | South View | Clarks Gardens |
| Hungerford | Park St/Station Rd | A338 High St | Station |
| Hungerford | Priory Road | Combe View | School Access |
| Inkpen | Folly Rd | Unnamed Road | Robins Hill |
| Kintbury | Gainsborough Ave | Kennet Rd | Burtens Hill |
| Kintbury | Newbury St | Barn Close | Unnamed Rd behind DR |
| Lambourn | B4001 High St | Newbury St | Edwards Hill |
| Lambourn | B4001 Oxford St | Newbury St | The Broadway |
| Lambourn | Bockhampton Rd | Beales Farm Rd | Outside Surgery |
| Lambourn | Greenways | Footpath | School Entrance |
| Mortimer | The Street | Gordon Palmer Close | Church Farm Barns |
| Mortimer | Victoria Rd | Stephens Rd | Footpath to Croft |
| Mortimer | Victoria Rd/West End | School Frontage | Car Park Entrance |
| Newbury | Bartholomew St | Bridge St | Pound St |
| Newbury | Bridge St | Northbrook St | Mansion House St |
| Newbury | Cheap St | Market Place | Station |
| Newbury | Mansion House St | Bridge St | Market Place |
| Newbury | Market Place | Mansion House St | Cheap St |
| Newbury | Northbrook St | Oxford St | Bridge St |
| Newbury | Station Rd | Bartholomew St | A339 Greenham Rd |
| Newbury | Link Footpath | Catherine Road | Station Road |
| Newbury | A339 Kings Rd Subway | Bear Lane | Kings Road |
| Newbury | A339 Kings Rd Subway | Subway Centre | Bear Lane |
| Newbury | A343 Andover Rd | Dormer Close | Warren Rd |
| Newbury | B3421 Hambridge Rd | Kings Rd | Bone Lane |
| Newbury | B3421 Kings Rd | A339 Greenham Rd | Hambridge Rd |
| Newbury | Bear Lane | Cheap St | A339 Winchcombe Rd |
| Newbury | Buckingham Rd | A343 Andover Rd | Enborne Rd |
| Newbury | Church Rd | Love Lane | St Marys Church |
| Newbury | Digby Rd | Digby Rd | School Entrance |

PAVED FOOTWAY TREATMENT NETWORK (cont'd)

| Parish/Town | Road | From | To |
|-------------|---------------------|------------------|-----------------------|
| Newbury | Enborne Rd | Enborne Place | Thomas Askew House |
| Newbury | Fir Tree Lane | Gaywood Drive | The Firs |
| Newbury | Footway | Park Way | Faraday Rd Car Park |
| Newbury | Garford Cres | Valley Rd | School Entrance |
| Newbury | Henshaw Cres | Valley Rd | School Entrance |
| Newbury | London Rd | Oxford St | Park Way |
| Newbury | Maple Cres | Outside No 16 | Outside No 34 |
| Newbury | Market St | Cheap St | Bartholomew St |
| Newbury | Monks Lane | Sutherlands | Entrance to Surgery |
| Newbury | Newport Rd | A4 London Rd | School Entrance |
| Newbury | Northcroft Lane | Pembroke Rd | Northcroft Leisure |
| Newbury | Old Newtown Rd | Newtown Rd | School Entrance |
| Newbury | Oxford St | London Rd | Oxford Rd |
| Newbury | Park Lane | Victoria Park | Robin Hood Roundabout |
| Newbury | Park St | Northbrook St | Park Way |
| Newbury | Park Way | Wharf St | London Rd |
| Newbury | Pelican Lane | Oxford St | London Rd |
| Newbury | Pembroke Rd | Northcroft Rd | West St |
| Newbury | Robin Hood Subways | Hutton Close | London Rd |
| Newbury | Rookes Way | A4 Bath Rd | Hospital Entrance |
| Newbury | St Johns Rbt Subway | A338 Greenham Rd | Greenham Rd |
| Newbury | St Johns Rbt Subway | Centre of Subway | Greenham Rd |
| Newbury | St Johns Rd | Chesterfield Rd | Catherine Rd |
| Newbury | St Marys Rd | London Rd | Victoria Gardens |
| Newbury | Strawberry/West St | Oxford St | Northcroft Lane |
| Newbury | The Nightingales | Greenham Rd | School Entrance |
| Newbury | Wharf Rd | Bear Lane | Park Way |
| Newbury | Wharf St | Wharf Rd | Market Place |
| Newbury | A339 Greenham Rd | Bear Lane | St Johns Rd |
| Newbury | A339 Greenham Rd | St Johns Rd | Bear Lane |
| Pangbourne | A329 High St | A329 Station Rd | The Square |
| Pangbourne | A329 Reading Rd | A329 The Square | Horseshoe Rd |
| Pangbourne | A329 Station Rd | Station Approach | A329 High St |

PAVED FOOTWAY TREATMENT NETWORK (cont'd)

| Parish/Town | Road | From | To |
|-------------|--------------------|-------------------|----------------------|
| Pangbourne | A329 The Square | A329 High St | A329 Reading Rd |
| Pangbourne | B471 Whitchurch Rd | A329 The Square | Doctors Surgery |
| Pangbourne | Reading Rd | Dunluce Gdns | Briars Close |
| Pangbourne | Station Approach | A329 Station Rd | Station |
| Purley | Long Lane | Orchard Close | School Entrance |
| Purley | Purley Lane | Letgable | School Entrance |
| Shaw | Love Lane | Yew Gate | School Entrance |
| Stockcross | Chapel Rd | Ermin St | School Entrance |
| Streatley | The Coombe | Streatley Hill | School Entrance |
| Thatcham | A4 London Rd | Outside No. 23 | School Entrance |
| Thatcham | Brownsfield Rd | Car Parks | High St |
| Thatcham | Derwent Rd | Lower Way | School Entrance |
| Thatcham | Footpath | Waitrose Car Park | Broadway |
| Thatcham | Herons Way | Lower Way | School Entrance |
| Thatcham | High St | A4 Bath Rd | The Broadway |
| Thatcham | Park Ave | Park Lane | School Entrance |
| Thatcham | Sagecroft Rd | Shakespeare Rd | Northway |
| Thatcham | Spurcroft Rd | The Moors | School Entrance |
| Thatcham | Stoney Lane | Hartmead Road | Station Road |
| Thatcham | The Broadway | A4 Bath Rd | Church Gate |
| Thatcham | Wheelers Green Way | Station Rd | Quarrington Close |
| Theale | Brunel Rd | Station Car Park | Station Rd |
| Theale | Church St | Deadmans Lane | Lambfields |
| Theale | Church St | Lambfields | Service Rd |
| Theale | Englefield Rd | High St | North St |
| Theale | High St | Station Rd | Roundabout |
| Theale | Station Rd | Station Steps | High St |
| Tilehurst | Barton Rd | City Rd | School Entrance |
| Tilehurst | City Rd | Hildens Drive | District Boundary |
| Tilehurst | Cotswold Way | School Entrance | Skilton Road |
| Tilehurst | Downsway | School Entrance | Cotswold Way |
| Tilehurst | Little Heath Rd | Warborough Ave | Access to "Boxgrove" |
| Tilehurst | Long Lane | White Lodge Close | Barbaras Meadow |

PAVED FOOTWAY TREATMENT NETWORK (cont'd)

| Parish/Town | Road | From | To |
|-------------|---------------------|------------------|------------------|
| Tilehurst | Royal Ave/Curtis Rd | Garston Cres | Royal Ave Loop |
| Tilehurst | Sage Rd | Knowsley Rd | School Entrance |
| Tilehurst | Warbreck Drive | Knowsley Rd | School Entrance |
| Tilehurst | Wittenham Ave | Warborough Ave | School Entrance |
| Wickham | Welford Rd | Baydon Rd | School Entrance |
| Woolhampton | Woolhampton Hill | Outside School | St Peters Church |
| Yattendon | Yattendon Lane | Maltbarn Cottage | School Entrance |

PUBLIC SURFACE AND MULTI-STOREY CAR PARKS

Roads leading to the following public surface and multi-storey car parks will be treated when snowfall is forecast.

| PARISH/TOWN | LOCATION | COMMENTS |
|-------------|---------------------------|--|
| Hungerford | Church Street | |
| Hungerford | Station Approach | |
| Newbury | Eight Bells | |
| Newbury | Pelican Lane | |
| Newbury | Wharf | |
| Newbury | Bear Lane | |
| Newbury | Central | Car parks serving Newbury Library, Coach Park and Retail Units |
| Newbury | West Street | |
| Newbury | Northcroft Lane | |
| Newbury | Northbrook Multi Storey | Access roads only |
| Newbury | Market Street | |
| Newbury | Northcroft Lane West | |
| Newbury | Football Club | |
| Newbury | Goldwell Park | |
| Newbury | Northcroft Leisure Centre | |
| Pangbourne | Station Road | |
| Pangbourne | River Meadow | |
| Thatcham | Thatcham Station | |
| Thatcham | Kingsland Centre | |
| Theale | Theale High Street (East) | Main car park |
| Theale | Theale High Street (West) | At the rear of No 10 & 12 High Street |

SALT BINS AT COUNCIL OFFICES AND PUBLIC BUILDINGS WITH DAILY ACCESS

These bins are owned and maintained by West Berkshire Council

| PARISH/TOWN | ROAD | LOCATION | No. |
|-------------|-----------------------|------------------------------------|-----|
| Burghfield | School Lane | Library | 1 |
| Calcot | Highview Road Calcot | Highview Day Centre | 1 |
| Calcot | Turnhams Green | Council Office | 1 |
| Compton | Burrell Road | Village Hall | 1 |
| Hungerford | Church Street | Library | 1 |
| Hungerford | Ramsbury Drive | Hungerford Day Centre | 1 |
| Kintbury | 10 High Street | Notrees | 1 |
| Lambourn | High Street | Library | 1 |
| Mortimer | 27 Victoria Road | Library | 1 |
| Mortimer | Windmill Road | Windmill Court | 1 |
| Newbury | 50 Andover Road | York House | 1 |
| Newbury | Hutton Close | Shaw Day Centre | 1 |
| Newbury | Hutton Close | Willows Edge | 1 |
| Newbury | Love Lane, Donnington | Castlecroft Day Centre | 1 |
| Newbury | Market Place | Town Hall | 1 |
| Newbury | Market Street | Council Office | 1 |
| Newbury | Newtown Road | Newbury Phoenix Day Centre | 1 |
| Newbury | Pembroke Road | Shopmobility | 1 |
| Newbury | The Wharf | Library | 1 |
| Newbury | West Street House | Council Office | 1 |
| Newbury | Wharf Street | Car Park at the back of the Museum | 1 |
| Newbury | Waterside Centre | Waterside Centre | 1 |
| Newbury | Shaw House | Shaw House (main building) | 1 |
| Pangbourne | Reading Road | Library | 1 |
| Thatcham | Bath Road | Library | 1 |
| Thatcham | Bath Road | Health Centre | 1 |
| Thatcham | Brownsfield Road | Walnut Close Day Centre | 1 |
| Thatcham | Brownsfield Road | Walnut Close Residential Home | 1 |
| Theale | Church Street | Library | 1 |
| Wash Common | Glendale Avenue | Library | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|-------------|----------------------------------|--|-----|
| Aldermaston | Paices Hill | Back of footway outside the Parish Hall | 1 |
| Aldermaston | Church Road | Back of footway adjacent to Manor House | 1 |
| Aldermaston | Swan Drive / Kingfisher Close | Public Highway | 1 |
| Aldermaston | Spring Lane | To the east of "Deerswood" | 1 |
| Aldermaston | Soke Road | Adjacent to Alpine Lodge | 1 |
| Aldworth | The Glebe | Public Highway | 1 |
| Aldworth | Bell Lane | By Recreation Ground | 1 |
| Ashampstead | Noakes Hill | Opposite "Noakes Hill" Cottage on other side of road | 1 |
| Ashampstead | Palmers Hill | At right corner of opening into field between "Stubbles" and "Leyfield" cottages | 1 |
| Ashampstead | Pykes Hill | Near the top of the hill on the sharp bend. | 1 |
| Basildon | Kiln Ride | Adjacent access to "Kiln Cottage" | 1 |
| Basildon | Hook End Lane | Junction of A329 | 1 |
| Basildon | Hook End Lane | Junction with Aldworth Road | 1 |
| Basildon | Blandys Lane | Junction with Bethesda Street | 1 |
| Basildon | Kiln Hill | Public Highway | 1 |
| Basildon | Darby Lane | Junction with Aldworth Road (near Red Lion PH) | 1 |
| Basildon | Emery Acres | Junction of Aldworth Road | 1 |
| Basildon | Mead Lane | Grass verge (opposite road to "The Ridge") | 1 |
| Beech Hill | Wood Lane | Grass verge (outside "Coppers") | 1 |
| Beech Hill | Trowes Lane | Grass verge (outside Old Elm Tree PH) | 1 |
| Beedon | Mount Pleasant | At top of hill on verge opposite Nos.17 and 18 | 1 |
| Beedon | Stanmore Road | Between South Stanmore Farm & Halfpenny Catch Lane | 1 |
| Beedon | Westons | Junction with Stanmore Road | 1 |
| Beenham | The Strouds | Outside property No.1 | 1 |
| Beenham | Un-named Road to St Marys Church | Public Highway | 1 |
| Beenham | Church View | Grass verge (opposite No.13) | 1 |
| Beenham | Stoneyfield | Grass verge (adjacent to Footpath 5) | 1 |
| Beenham | Stoneyfield / Back Lane | Grass verge (outside No.59) | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned - cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|--------------|-------------------|---|-----|
| Beenham | Station Road | Junction of Mallards Way | 1 |
| Beenham | Cods Hill | Approx. 50m North of Golf Course entrance | 1 |
| Beenham | Lambdens Hill | Near Lambdens Hill Cottages | 1 |
| Beenham | Bourne Lane | At junction of PROW | 1 |
| Bradfield | Bishops Road | Junction with Mariners Lane | 1 |
| Bradfield | Bishops Road | Junction with Rotten Row Hill | 1 |
| Bradfield | Cock Lane | From South End Rd. 200m past Heath Rd. on right hand side | 1 |
| Bradfield | Hungerford Lane | Grass verge (Opposite Woodpecker Cottage) | 1 |
| Bradfield | Rotten Row | Junction with Mariners Lane | 1 |
| Bradfield | Rotten Row | Entrance to Bradfield Hall | 1 |
| Brightwalton | Holt Lane | Grass verge (junction with B4494) / Top of Pudding Lane | 2 |
| Brightwalton | Sparrowbill | Grass verge (junction with B4494) | 1 |
| Brightwalton | Common Lane | Opposite "Keepers Cottage" | 1 |
| Brightwalton | Holt Lane | Approx. 600m from Pudding Lane | 1 |
| Brimpton | Brimpton Lane | Grass verge (by Able Bridge Cottages) | 1 |
| Brimpton | Brimpton Lane | Grass verge (by footpath) | 1 |
| Brimpton | Brimpton Road | Grass verge (junction with Crookham Common Rd) | 1 |
| Brimpton | Brimpton Road | Grass verge (opposite Three Horseshoes PH) | 1 |
| Brimpton | Hyde End Lane | Adjacent to "Oak Cottage" | 1 |
| Bucklebury | Pease Hill | Public Highway | 1 |
| Bucklebury | Briff Lane | Junction with Sadgrove Lane | 1 |
| Bucklebury | Paradise Way | Public Highway | 1 |
| Bucklebury | Berrys Road | Public Highway | 1 |
| Bucklebury | Byles Green | Public Highway | 1 |
| Bucklebury | Briff Lane | On verge opposite Greenacres | 1 |
| Bucklebury | Sadgrove Lane | On verge opposite Paxton House | 1 |
| Bucklebury | The Slade | Just above the houses in The Slade | 1 |
| Burghfield | Granby End | Public Highway | 1 |
| Burghfield | Pineridge Road | Public Highway | 1 |
| Burghfield | Hunters Hill | Public Highway | 1 |
| Burghfield | Southwood Gardens | Public Highway | 1 |
| Burghfield | Woodlands Avenue | Public Highway | 1 |
| Burghfield | Pinchcut | Grass verge (opposite No.9) | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned - cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|-------------------|---------------------|---|-----|
| Burghfield | Auclum Close | Outside The Laurels | 1 |
| Burghfield | Theale Swing Bridge | Grass verge on south side of bridge (near the electric box) | 1 |
| Burghfield Common | Alder Glade | Junction with Blue Bell Drive | 1 |
| Burghfield Common | Ash Lane | Burghfield side of ford | 1 |
| Burghfield Common | Barn Owl Way | Opposite No.12 | 1 |
| Burghfield Common | Coltsfoot Close | On verge opposite No.1 | 1 |
| Burghfield Common | Hawksworth Road | Opposite No.15 | 1 |
| Burghfield Common | Horseshoe Crescent | Public Highway | 1 |
| Burghfield Common | Hunters Hill | Adjacent access to garages | 1 |
| Burghfield Common | Lambden Way | On verge opposite Barn Owl Close | 1 |
| Burghfield Common | Omers Rise | Junction with Clay Hill Road | 1 |
| Burghfield Common | Pine Ridge Road | By sign on verge next to garage block | 1 |
| Burghfield Common | Tarragon Way | Outside No.36 Tarragon Way | 1 |
| Burghfield Common | Theale Road | Junction with Bennett's Hill | 1 |
| Burghfield Common | Valley Road | At the bottom by Stable Close | 1 |
| Chaddleworth | Mount Lane | Next to footpath sign | 1 |
| Chaddleworth | Norris Field | Junction with Spray Lane | 1 |
| Chaddleworth | Norris Field Hill | On uphill side of road name sign | 1 |
| Chaddleworth | School Hill | Near school entrance (by Street name plate) | 1 |
| Chaddleworth | School Hill | Opposite Purley Farm House (near 30mph sign) | 1 |
| Chaddleworth | Tower Hill | Junction with Upper End | 1 |
| Chaddleworth | Woolley Cross Road | Woolley Farm | 1 |
| Chieveley | Curridge Road | Public Highway | 1 |
| Chieveley | East Lane | Public Highway outside Doctor's Surgery) | 1 |
| Chieveley | Crabtree Lane | Public Highway | 1 |
| Chieveley | Church Lane | Junction with High Street (Black Bin) | 1 |
| Cold Ash | Collaroy Road | Near junction with Gladstone Lane | 1 |
| Cold Ash | Bucklebury Alley | Grass verge (in front of Foxview) | 1 |
| Cold Ash | Wanseey Gardens | Public Highway | 1 |
| Cold Ash | Lambert Drive | Public Highway | 1 |
| Cold Ash | Hatch Gate Close | Grass verge (outside No.20) | 1 |
| Cold Ash | Fishers Lane | Grass verge (opposite Green Hills) | 1 |
| Cold Ash | Huntingdon Gardens | Public Highway | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|--------------|----------------------|--|-----|
| Cold Ash | Marston Drive | Grass verge (next to lamp column) | 1 |
| Cold Ash | Ashmore Green Road | On verge near entrance to Cleardene Farm | 1 |
| Cold Ash | Ashmore Green Road | Opposite Entrance to Thirtover | 1 |
| Cold Ash | Ashmore Green Road | Adjacent to telephone box at Village Green | 1 |
| Cold Ash | Bucklebury Alley | Junction Drove Lane and end of metalled road | 1 |
| Cold Ash | Bucklebury Alley | In passing place 30m from end of metalled road | 1 |
| Cold Ash | Collaroy Road | Junction with The Ridge | 1 |
| Cold Ash | Fishers Lane | 200m from Hermitage Road opposite "Woodbine" | 1 |
| Cold Ash | Gladstone Lane | Opposite Castle public house | 1 |
| Cold Ash | Hazels Paddock | Opposite No.4 | 1 |
| Cold Ash | Southend | On verge next to parish sign adjacent No. 75 | 1 |
| Cold Ash | Stoney Lane | Junction with Ashmore Green Road | 1 |
| Compton | Newbury Lane | Public Highway | 1 |
| Compton | Shepherds Mount | Outside No.28 | 1 |
| Compton | Whitewalls Close | 25m North of Hockham Road | 1 |
| East Garston | Humphreys Lane | Near Garages | 1 |
| East Garston | School Lane | Outside the Old Vicarage | 1 |
| East Garston | School Lane | Entrance to Lorne Hill Farm | 1 |
| East Garston | Newbury Road | Junction with Humpherey's Lane | 1 |
| East Garston | Newbury Road | Junction with Front Street | 1 |
| East Garston | Lower Ploughly | Un-named Road from Old Haywood Bottom to Ploughly - Grass verge (by road sign) | 1 |
| East Garston | The Waldrons | Public Highway (to the rear of No.3) | 1 |
| East Garston | Burfords | Grass verge (by telegraph pole outside No.12) | 1 |
| East Garston | Downlands | Grass verge (by telegraph pole opposite No.3) | 1 |
| East Garston | Rogers Lane | Grass verge (junction with Newbury Road) | 1 |
| Englefield | North Street Village | Near Parish notice board | 1 |
| Englefield | North Street Village | South end of village (near footpath sign) | 1 |
| Frilsham | Hatchets Lane | Junction with Beechfield (by bus stop) | 1 |
| Frilsham | Coach Road Hill | At the bottom of the hill | 1 |
| Frilsham | Dragon Hill | Near the top outside of Hill Cottage | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|----------------|------------------------|---|-----|
| Frilsham | Hatchets Lane | At the bottom of Rectory Hill | 1 |
| Frilsham | Hawkridge Hill | Near to Hawkridge House | 1 |
| Great Shefford | The Close | On verge next to the first street light on right hand side | 1 |
| Great Shefford | Fetti Place | Grass verge | 1 |
| Great Shefford | Shefford Woodlands | Grass verge | 1 |
| Greenham | New Road | Junction with Mandarin Drive | 1 |
| Greenham | New Road | South of Chester Close (north of bridleway) | 1 |
| Greenham | Dalby Crescent | Outside No.6 | 1 |
| Greenham | New Road | Opposite St Marys Church (by footpath sign) | 1 |
| Greenham | Capability Way | Grass verge (opposite No.18) | 1 |
| Greenham | Woodhouse Gardens | Back of footway | 1 |
| Greenham | Ascot Close | Junction with Westwood Road | 1 |
| Greenham | Dalby Crescent (north) | Outside No.35 | 1 |
| Greenham | Dalby Crescent (south) | Junction with Westwood Road | 1 |
| Greenham | Epsom Crescent | On Green by Car Park | 1 |
| Greenham | Greyberry Copse | (1) 15m northeast of No.24, southeast side (2) Westside of Pigeons Farm Junction | 2 |
| Greenham | Heads Hill | Halfway up the hill between Thornford Road and houses. | 1 |
| Greenham | Lamtarra Close | Junction with Mandarin Drive | 1 |
| Greenham | Lamtarra Close | In turning head adjacent No.22 | 1 |
| Greenham | Pigeons Farm Road | At bottom of one way system | 1 |
| Greenham | Pigeons Farm Road | At bottom of hill near junction with Greyberry Copse | 1 |
| Greenham | Westwood Road | Junction with Epsom Crescent | 1 |
| Greenham | Westwood Road | Junction with Aintree Close | 1 |
| Greenham | Westwood Road | Junction with Lingfield Road | 1 |
| Greenham | Young Crescent | Grass verge opposite No.2 | 1 |
| Greenham | Deadmans Lane | Footpath opposite No.28 | 1 |
| Greenham | Priory Place | Opposite "Bannatyne" | 1 |
| Greenham | Laurel Gardens | Outside No.35 | 1 |
| Greenham | Sandleford Lane | Opposite No.55 | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|-------------------|-------------------------------|---|-----|
| Greenham | Montague Drive | Footpath next to No.26 | 1 |
| Hampstead Norreys | Forge Hill | East of "T" junction on Hampstead Norreys to Yattendon Road | 1 |
| Hermitage | Slanting Hill / Marlston Road | On verge (next to nameplate) | 1 |
| Hermitage | Curridge Road | Grass verge (entrance to Arlington Grange) | 1 |
| Hermitage | Slanting Hill | Opposite Heathwaite | 1 |
| Holybrook | Bayford Drive | Opposite junction with Carters Rise | 1 |
| Holybrook | Calbourne Drive | Opposite No.8 (by sub-station) | 1 |
| Holybrook | Holybrook Centre | At entrance to centre | 1 |
| Hungerford | Sarum Way | Public Highway | 1 |
| Hungerford | Croft Road | Public Highway | 1 |
| Hungerford | Cherry Grove | Public Highway | 1 |
| Hungerford | Cottrell Close | Grass verge (opposite No.30) | 1 |
| Hungerford | Hungerford Newtown | Footway near Church (opposite Tally Ho PH) | 1 |
| Hungerford | Penny Farthing Close | Grass verge (junction with North Standen Road) | 1 |
| Hungerford | Oak Hill (Froxfield) | Grass verge (approach to railway bridge) | 1 |
| Hungerford | Clarks Gardens | Public Highway (outside No.12) | 1 |
| Hungerford | Lancaster Square | Grass verge (Side of No.33) | 1 |
| Hungerford | Atherton Road | Opposite junction to Prospect Road | 1 |
| Hungerford | Bourne Vale | Opposite No.30 | 1 |
| Hungerford | Chantry Mead | Junction with Chiltern Way | 1 |
| Hungerford | Chilton Way | Opposite junction with Westbrook Close | 1 |
| Hungerford | Chilton Way | Outside No.72 | 1 |
| Hungerford | Church Way | Junction with Moores Place | 1 |
| Hungerford | Church Way | Junction with Chilton Way | 1 |
| Hungerford | Fairview Road | Junction with Northview | 1 |
| Hungerford | Hillside Road | Adjacent to No.37 Priory Road | 1 |
| Hungerford | Homefield Way | Junction with Bourne Vale | 1 |
| Hungerford | Kennet Court | Junction with Oxford Street | 1 |
| Hungerford | Prospect Road | Junction with Honeyfields | 1 |
| Hungerford | Ramsbury Drive | On verge near lamp post No.1 | 1 |
| Hungerford | Ramsbury Drive | Near street light No.4 on bend near car park | 1 |
| Hungerford | Shalbourne Close | Junction with Smitham Bridge Road | 1 |
| Hungerford | Tarrant's Hill | Junction with Morley Place | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|---------------|-------------------|--|-----|
| Hungerford | York Road | Side of No.15 | 1 |
| Inkpen | Spray Road | Near West Court | 1 |
| Inkpen | Bracken Copse | Adjacent to No.1 (near entrance to footpath 26) | 1 |
| Kintbury | Church Hill | Grass verge (near telegraph pole) | 1 |
| Kintbury | Church Hill | Grass verge (opposite turning for Orpenham Farm) | 1 |
| Kintbury | Church Hill | Grass verge (junction of Un-named road to A4) | 1 |
| Kintbury | Back Lane | Off Kintbury Road on first bend | 1 |
| Kintbury | Church Street | End of steps in Mill Bank | 1 |
| Kintbury | Templeton Lane | Junction with Hungerford Road | 1 |
| Lambourn | Millfield | Grass verge (adjacent to No.11) | 1 |
| Lambourn | Child Street | Adjacent to No.62 (at rear of footway) | 1 |
| Lambourn | Stork House Drive | Grass verge (near top of hill) | 1 |
| Lambourn | Rockfel Road | Footway (opposite No.46) | 1 |
| Lambourn | Woodbury | Grass verge (junction with Newbury Road) | 1 |
| Lambourn | Derby Close | Grass verge (junction with Baydon Road) | 1 |
| Lambourn | Close End | Junction with Edwards Hill | 1 |
| Lambourn | Eastbury Lane | Junction with B4000 | 1 |
| Lambourn | Greenways | Outside Lambourn primary school and next to fork to Upshire Farm | 2 |
| Lambourn | Honey Hill | Junction with Walkers Lane | 1 |
| Lambourn | Kingsdown Road | Junction with Maddle Road at Kingsdown stables | 1 |
| Lambourn | Market Place | Adjacent to Church wall | 1 |
| Lambourn | Northfields | Junction with Wantage Road | 1 |
| Lambourn | Sheepdrove | Near television mast | 1 |
| Lambourn | The Park | Adjacent No.16 | 1 |
| Lambourn | Uplands Lane | Halfway up the hill on the sharp lefthand bend | 1 |
| Lambourn | Upper Lambourn | Outside Weathercock House | 1 |
| Lambourn | Woodbury | Junction with Newbury Road | 1 |
| Leckhampstead | Egypt Hill Corner | Grass verge | 1 |
| Midgham | School Hill | Grass verge junction with Windmill Lane | 1 |
| Midgham | Midgham Green | Opposite access to Midgham Croft (east verge) | 1 |
| Midgham | Midgham Hill | Approximately 50m north of Coach and Horses public house | 1 |
| Midgham | School Hill | Junction with Birds Lane | 1 |
| Newbury | Bruan Road | Outside No.7 | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|-------------|------------------|--|-----|
| Newbury | Cheriton Close | Public Highway | 1 |
| Newbury | Conifer Crest | Junction of Normay Rise | 1 |
| Newbury | Courtlands Road | Junction of Greenlands Road | 1 |
| Newbury | Croft Road | Public Highway | 1 |
| Newbury | Curling Way | Junction of Gaywood Drive with Rosemoor Gardens | 2 |
| Newbury | Enborne Place | Adjacent to No.17A | 1 |
| Newbury | Falkland Drive | Public Highway | 1 |
| Newbury | Falkland Garth | Junction of Essex Street | 1 |
| Newbury | Gaskell Mews | Public Highway | 1 |
| Newbury | Glendale Avenue | Outside No.2 | 1 |
| Newbury | Goldwell Drive | Outside No.11 | 1 |
| Newbury | Gorselands | Public Highway | 1 |
| Newbury | Pear Tree Lane | Junction with Kiln Road | 1 |
| Newbury | Kingsland Grange | Public Highway | 1 |
| Newbury | Leys Gardens | Public Highway | 1 |
| Newbury | Lipscombe Close | Public Highway | 1 |
| Newbury | Ludlow Close | Outside No.14 | 1 |
| Newbury | Meadow Road | Junction of Paddock Road | 1 |
| Newbury | Monica Gardens | Next to Shaw Cemetery | 1 |
| Newbury | Monkswood Close | Public Highway | 1 |
| Newbury | Newport Road | Outside No.66 | 1 |
| Newbury | Northwood Drive | Junction of Kiln Road | 1 |
| Newbury | Overbecks | Junction with Gaywood Drive | 1 |
| Newbury | Pond Close | Junction of Elizabeth Avenue / Turning circle at the end of the road | 2 |
| Newbury | Rockingham Road | Near junction of St Michaels Road | 1 |
| Newbury | Sidestrand Road | Public Highway (x2) | 2 |
| Newbury | St Leger Court | Grass verge (near sign) | 1 |
| Newbury | Stanley Road | Footway (adjacent to wall of 46 Queens Road) | 1 |
| Newbury | Sunley Close | Outside No.5 | 1 |
| Newbury | The Glade | Public Highway | 1 |
| Newbury | Mallards Court | Public Highway | 1 |
| Newbury | West Mills | Near swing bridge | 1 |
| Newbury | Westlands Road | Public Highway | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|-------------|------------------------------|---|-----|
| Newbury | Westmead Drive | Junction of Paddock Road | 1 |
| Newbury | Woodside | Public Highway | 1 |
| Newbury | Apple Tree Close | Public Highway | 1 |
| Newbury | Austin Gardens | Do not place against wall of No.1 | 1 |
| Newbury | Badgers Ridge | Outside No.2 | 1 |
| Newbury | Bunkers Hill | Side of No.7 | 1 |
| Newbury | Craven Road | Side of Garages to the rear of "Wentworth Lodge", Craven Road | 1 |
| Newbury | Cheviot Close | Junction Glendale Avenue | 1 |
| Newbury | Conifer Crest | Junction with A343 Andover Road | 1 |
| Newbury | Conifer Crest | On verge near No.21 | 1 |
| Newbury | Dysons Close | Junction with Russell Road | 1 |
| Newbury | Falkland Garth | Junction with Essex Street | 1 |
| Newbury | Ferrier Grove | Near junction with The Nightingales | 1 |
| Newbury | Fieldridge | Junction with Stoney Lane | 1 |
| Newbury | Friars Road | Junction with Newtown Road | 1 |
| Newbury | Gaywood Drive | Junction with Turnpike Road | 1 |
| Newbury | Harrington Close | Adjacent to No.25 | 1 |
| Newbury | Montgomery Road | Junction with Bartlemy Road | 1 |
| Newbury | Porter End | Junction with Westwood Road | 1 |
| Newbury | Smallridge Road | Junction with Andover Road | 1 |
| Newbury | Three Acre Road | Junction with Roebuts Close | 1 |
| Newbury | Gaywood Drive | Outside Dorothy Court | 1 |
| Newbury | Alleyway from Wharf Road | Corn Exchange | 1 |
| Newbury | Christie Heights | Near to Junction with The Nightingales | 1 |
| Newbury | Holbourne Close | Junction with Glendale Avenue | 1 |
| Newbury | The Nightingales | Junction of Christie Heights | 2 |
| Padworth | Padworth Close | Grass verge | 1 |
| Padworth | Fallows Road | Grass verge (junction with A340) | 1 |
| Pangbourne | Thames Avenue | Junction with B471 (by streetname plate) | 1 |
| Pangbourne | Cedar Drive | Back of footway | 1 |
| Pangbourne | Green Lane / Courtlands Hill | Grass verge | 1 |
| Pangbourne | St James Close | Grass verge | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|---------------------|-------------------|--|-----|
| Pangbourne | Chilton Walk | Grass verge by footway link | 1 |
| Pangbourne | Berecourt Road | Junction with Pangbourne Hill | 1 |
| Pangbourne | Hartslock Court | Outside Nos.27 to 33 | 1 |
| Pangbourne | St James Close | (1) Outside No.8 (2) Outside village hall | 2 |
| Pangbourne | Stokes View | Junction with Pangbourne Hill | 1 |
| Peasemore | Palmer Close | Junction with Field Road | 1 |
| Peasemore | Field Road | Opposite Hillgreen Lane | 1 |
| Peasemore | Field Road | Junction of Princes Lane | 1 |
| Peasemore | Beedon Common | Junction with Peasemore Road | 1 |
| Purley-on-Thames | Nursery Gardens | Junction with A329 | 1 |
| Purley-on-Thames | Purley Village | Junction with Lister Close / Farm Close | 1 |
| Purley-on-Thames | Apple Close | Junction with Orchard Close | 1 |
| Purley-on-Thames | Clarendon Rise | Junction with Long Lane | 1 |
| Purley-on-Thames | Hazel Road | Grass verge (opposite No.40) | 1 |
| Purley-on-Thames | Menpes Road | Grass verge (opposite No.23) | 1 |
| Purley On Thames | Allison Gardens | Junction with Westridge Avenue | 1 |
| Purley On Thames | Beech Road | (1) Pangbourne end junction with A328 (2) Reading end at the top of right hand bend | 2 |
| Purley On Thames | Glebe Road | Adjacent to No.38 Purley Rise | 1 |
| Purley On Thames | Goodliffe Gardens | On paving slab adjacent streetlight No.5 | 1 |
| Purley On Thames | Goodliffe Gardens | Near No.25 | 1 |
| Purley On Thames | Hazel Road | Junction with Hucklebury Close | 1 |
| Purley On Thames | Hucklebury Close | Junction with Hazel Road | 1 |
| Purley On Thames | Menpes Road | On Westward Fields estate | 1 |
| Purley On Thames | Roebuck Rise | Near junction with A329 | 1 |
| Purley On Thames | Sherwood Rise | Opposite junction with Belleisle | 1 |
| Purley On Thames | Skerritt Way | Junction with Hazel Road | 1 |
| Purley On Thames | The Hydes | On Westward Fields estate near garages not outside No.15! | 1 |
| Purley On Thames | Theobald Drive | Junction with Oxford Road | 1 |
| Purley On Thames | Westbury Lane | Junction with Glebe Road | 1 |
| Shaw-cum-Donnington | Shop Lane | Junction with Oxford Road (north side) | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|---------------------|---------------------------------------|---|-----|
| Shaw-cum-Donnington | Love Lane | Junction with Northern Avenue | 1 |
| Shaw-cum-Donnington | Kingsley Close | Grass verge where road splits | 1 |
| Shaw-cum-Donnington | Lampacres | Grass verge | 1 |
| Shaw-cum-Donnington | Church Lane | Grass verge (near overflow car park) | 1 |
| Shaw-cum-Donnington | Northern Avenue | Grass verge (outside No.5) | 1 |
| Shaw-cum-Donnington | Owen Road | On verge to side of footpath not outside No.7 | 1 |
| Speen | Church Lane | Verge adjacent to Sextons Cottage | 1 |
| Speen | Caunter Road | Entrance to "the Pines" | 1 |
| Speen | Speen Lane | Cul-de-Sac | 1 |
| Speen | Un-named Road to Bagnor | Public Highway | 1 |
| Speen | Rookwood | Junction with Snake Lane | 1 |
| Stanford Dingley | Jennetts Hill | Public Highway | 1 |
| Stanford Dingley | Clay Hill | Public Highway | 1 |
| Stanford Dingley | Casey Court | Junction with Jennetts Hill | 1 |
| Stanford Dingley | Jennetts Hill | At bottom of the hill | 1 |
| Streatley | Rectory Road | Junction with A417 Wantage Road | 1 |
| Streatley | Rectory Road | Half way along Rectory Road | 1 |
| Streatley | The Coombe | Top of cul-de-sac | 1 |
| Streatley | The Coombe | Junction with the Bull Meadow | 1 |
| Streatley | Lewendon Wood - (Stichens Green Road) | Entrance to Golf Course (200m South of junction with B4009) | 1 |
| Streatley | Southridge Pightie | Grass verge (near Pightie Cottages) | 1 |
| Streatley | Southridge Pightie | Grass verge (near Southridge Farm) | 1 |
| Streatley | Bennets Wood | Junction of Lewington Hill and Bennets Wood Road | 1 |
| Streatley | Bennets Wood | Half way up hill | 1 |
| Streatley | Bull Meadow | Junction with Hill Gardens | 1 |
| Streatley | Rectory Road | Junction with A417 | 1 |
| Streatley | The Coombe | Adjacent entrance to Hillview | 1 |
| Streatley | High Street | Near "Snowdrop Cottage", Streatley Meadows | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|-------------|--------------------|--|-----|
| Sulhamstead | Hollybush Lane | Omers Gully (by railings) | 1 |
| Sulhamstead | Three Firs Way | Public Highway (outside No.17) | 1 |
| Thatcham | Link Way | Public Highway | 1 |
| Thatcham | Robertsfield | Public Highway | 1 |
| Thatcham | Yarrow Close | Public Highway | 1 |
| Thatcham | Ashbourne Way | Grass verge (near school) | 1 |
| Thatcham | Masefield Road | Grass verge | 1 |
| Thatcham | Lawrences Way | Grass verge (by lamp column) | 1 |
| Thatcham | Withybed Way | Grass verge | 1 |
| Thatcham | Snowdrop Copse | Grass verge (junction with Broadmeadow End) | 1 |
| Thatcham | Mallow Gardens | Back of footway (adjacent to No.29) | 1 |
| Thatcham | Cowslip Crescent | Grass verge | 1 |
| Thatcham | Mersey Way | Back of footway (junction with Bowling Green Road) | 1 |
| Thatcham | Skillman Drive | Back of footway | 1 |
| Thatcham | Bluebell Way | Back of footway (side of No.17) | 1 |
| Thatcham | Bluebell Way | On roundabout junction with Foxglove Way | 1 |
| Tidmarsh | Tidmarsh Lane | On bend against brick wall | 1 |
| Tilehurst | Fairford Road | On verge (junction with Fullbrook Crescent) | 1 |
| Tilehurst | The Sadlers | Public Highway | 1 |
| Tilehurst | Meadowside | Public Highway | 1 |
| Tilehurst | Hillview Close | Public Highway | 1 |
| Tilehurst | Curlew Drive | Opposite No.62 (near garages) | 1 |
| Tilehurst | Cornwall Close | Grass verge (end of Devonshire Gardens) | 1 |
| Tilehurst | Clanfield Crescent | Grass verge (junction with Cotswold Way) | 1 |
| Tilehurst | Wanhope Way | Grass verge (junction with Cotswold Way) | 1 |
| Tilehurst | Swinbrook Close | Grass verge (junction with Fairford Road) | 1 |
| Tilehurst | Yew Tree Rise | Opposite No.91 | 1 |
| Tilehurst | Bay Tree Rise | Grass verge (Opposite No.30) | 1 |
| Tilehurst | Bradwell Road | Outside of No.6 | 1 |
| Tilehurst | Broom Close | Adjacent No.11 | 1 |
| Tilehurst | Condor Close | Junction to car park opposite No.30 | 1 |
| Tilehurst | Dell Road | At brow of hill | 1 |
| Tilehurst | Dell Road | At junction with footpath to Overdown Road | 1 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|-------------|----------------------|--|-----|
| Tilehurst | Devonshire Gardens | Side of No.17 | 1 |
| Tilehurst | Fairway Avenue | Outside Nos.58 and 59 | 1 |
| Tilehurst | Fairway Avenue | Adjacent to No.113 | 1 |
| Tilehurst | Fulbrook Crescent | Junction of Oregon Ave with Redwood Way | 1 |
| Tilehurst | Kirkfell Close | On verge outside No.27 | 1 |
| Tilehurst | Lamorna Crescent | Junction with Trelawney Drive | 1 |
| Tilehurst | Magpie Way | Between Nos.16 to 18 | 1 |
| Tilehurst | Meadowside | Off Clement Mead | 1 |
| Tilehurst | Prince William Drive | Junction with Lamorna Crescent | 1 |
| Tilehurst | Redwood Way | Junction with Oregon Avenue | 1 |
| Tilehurst | Robin Way | Outside No.2 and No.23 | 2 |
| Tilehurst | Sheraton Drive | Junction with Clements Mead | 1 |
| Tilehurst | Shipton Close | Junction with Dell Road | 1 |
| Tilehurst | Shipton Close | At top of steep hill | 1 |
| Tilehurst | Starlings Drive | Junction with Partridge Drive | 1 |
| Tilehurst | The Knoll | Opposite side of No.2a | 1 |
| Tilehurst | Royal Avenue | Between Empress Way & Sovereign Way | 1 |
| Tilehurst | Avington Close | Next to Lamp Column No.3 | 1 |
| Tilehurst | Home Croft | Outside the "Cornwell Centre" | 1 |
| Tilehurst | Goldcrest Way | Public Highway | 1 |
| Tilehurst | Withy Close | Bottom of Withy Close | 1 |
| Tilehurst | Fairford Road | Grass verge (Junction with Tring Road) | 1 |
| Tilehurst | Tring Road | Grass verge (Junction with Overdown Road) | 1 |
| Tilehurst | Ullswater Drive | Opposite No.16 | 1 |
| Tilehurst | Vicarage Wood Way | Next to electrical sub-station | 1 |
| Tilehurst | Warley Rise | Opposite No.39 | 1 |
| Tilehurst | Westwood Row | Junction with Southerndene Close | 1 |
| Tilehurst | Yew Tree Rise | On the triangle at the Langley Hill junction | 1 |
| Tilehurst | Birkhall Close | Junction with Empress Way | 1 |
| Tilehurst | Aston Avenue | Junction with Childrey Way | 1 |
| Tilehurst | Barbrook Close | Junction with Ullswater Drive | 1 |
| Tilehurst | Bowfell Close | Public Highway | 1 |
| Welford | Church Hill | Grass verge near the bend | 2 |

SALT BINS ON THE PUBLIC HIGHWAY (Parish / Town Council Owned – cont'd)

These bins are owned and maintained by the Town and Parish Councils

| Parish/Town | Road | Location | No. |
|-------------|------------------|--|-----|
| Welford | Welford Road | Grass verge entrance to Village Hall | 1 |
| Welford | Mant Close | Grass verge on the bend | 2 |
| Welford | The Row | Top of steep hill (near field entrance past first cottage) | 1 |
| West Ilsley | The Maltings | Public Highway | 1 |
| Wokefield | Lockram Lane | Grass verge (opposite "April Cottage") | 1 |
| Woolhampton | Victor Place | Back of footway (by lamp column) | 1 |
| Woolhampton | Orchard Close | Junction with Woolhampton Hill (by telegraph pole) | 1 |
| Woolhampton | Rowlands Copse | Grass verge outside No.6 | 1 |
| Woolhampton | Railside | Grass verge at entrance | 1 |
| Woolhampton | Carbinswood Lane | At bend | 1 |
| Woolhampton | Cods Hill | Outside "Hill House" | 1 |
| Woolhampton | Woolhampton Hill | In lay-by opposite Driftwood | 1 |
| Yattendon | Burnt Hill | Grass verge (outside "Redwood") | 1 |
| Yattendon | Burnt Hill | Junction with Yattendon Lane | 1 |
| Yattendon | Scratchface Lane | Grass verge (top of slope down to Yattendon Road) | 1 |

ROAD SNOW CLEARANCE NETWORK

ROUTE 1

| Route No. | Parish | Road | From | To | Description |
|-----------|---|------------------------------|---------------------------|---------------------------|----------------------|
| 1 | Lambourn | B4001 Wantage Road | District Boundary | Oxford Street | |
| 1 | Lambourn | Unnamed Road | District Boundary | B4001 | Road to Trabbs Farm |
| 1 | Lambourn | Sheepdrove Road | Drove Farm | Oxford Street | |
| 1 | Lambourn | Oxford Street & Market Place | Mill Lane | Newbury Street | |
| 1 | Lambourn | Mill Lane | Newbury Road | Oxford Street | |
| 1 | Lambourn | Parsonage Lane | Market Place | Big Lane | |
| 1 | Lambourn | Big Lane & Broadway | Parsonage Lane | Oxford Street | |
| 1 | Lambourn | B4000 Upper Lambourn Road | Big Lane | District Boundary | |
| 1 | Lambourn | High Street, Upper Lambourn | B4000 Upper Lambourn Road | B4000 Upper Lambourn Road | Loop through village |
| 1 | Lambourn | Maddle Road | High Street | End of highway | |
| 1 | Lambourn | Malt Shovel Lane | B4000 | Drain Hill | |
| 1 | Lambourn | Drain Hill | End of highway | B4000 Upper Lambourn Road | |
| 1 | Lambourn | Folly Road | B4000 Upper Lambourn Road | | |
| 1 | Lambourn | Baydon Road | Parsonage Lane | Ermin Street | |
| 1 | Lambourn | Crowle Road | High Street | Baydon Road | |
| 1 | Lambourn | High Street, Lambourn | Market Place | Crowle Road | |
| 1 | Lambourn | B4000 | Crowle Road | Ermin Street | via Hungerford Hill |
| 1 | Lambourn | Newbury Street | High Street, Lambourn | Mill Lane | |
| 1 | Lambourn, East Garston & Great Shefford | Newbury Road | Mill Lane | A338 Great Shefford | |
| 1 | Lambourn | Bockhampton Road | Newbury Road | Station Road | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 1 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|---|--------------------------|---------------------|--------------------|-------------------------------|
| 1 | Lambourn | Edwards Hill | Station Road | High St, Lambourn | |
| 1 | Lambourn | Close End | Edwards Hill | End of highway | |
| 1 | Lambourn | Greenways | Edwards Hill | End of highway | |
| 1 | Lambourn, East Garston & Great Shefford | Baydon Road | District Boundary | A338 | via Ermin Street |
| 1 | Lambourn | Unnamed Road to Ramsbury | Ermin Street | District Boundary | via Membury Industrial Estate |
| 1 | Lambourn | B4001 | B4000 Ermin Street | District Boundary | |
| 1 | Lambourn, Great Shefford, Welford & Boxford | Newbury Road | A338 Great Shefford | Oxford Road | via Boxford |
| 1 | Kintbury | High Street, Boxford | Rood Hill | B4000 Ermin Street | |
| 1 | Speen | Station Road | A4 | Grove Road | |
| 1 | Shaw-cum-Donnington | Love Lane | B4494 Oxford Road | B4009 Long Lane | |
| 1 | Newbury | Brummel Road | A4 Western Avenue | Grove Road | |
| 1 | Hungerford | A338 | Ermin Street | A4 Bath Road | |
| 1 | Hungerford | Charnham Park | A4 Bath Road | B4192 | |
| 1 | Hungerford | B4192 | A4 Charnham Street | District Boundary | |
| 1 | Welford | Hoe Benham Lane | A4 | B4000 Baydon Road | |
| 1 | Lambourn, Great Shefford, Welford & Boxford | B4000 | A338 | A4 | |
| 1 | Stockcross | Chapel Road / Rookwood | B4000 | B4000 | |
| 1 | Great Shefford | A338 | B4000 | Great Shefford | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 2

| Route No. | Parish | Road | From | To | Description |
|-----------|-------------------------------|----------------------------------|---------------------|----------------------|-----------------------------|
| 2 | Hungerford | Church Street | A338 | Church Way | |
| 2 | Hungerford | Church Way | Church Street | Atherton Road | |
| 2 | Hungerford | Atherton Road | Church Way | A338 High Street | |
| 2 | Hungerford | Priory Road & Inkpen Road (part) | A338 High Street | Inkpen Road | via John O Gaunt |
| 2 | Hungerford | Station Road | Park Street | End of highway | |
| 2 | Hungerford | Fairfiew Road & Priory Avenue | Park Street | Priory Road | |
| 2 | Hungerford, Inkpen & Kintbury | Inkpen Road | Park Street | Weavers Lane | |
| 2 | Hungerford | A4 | District Boundary | A338 | |
| 2 | Hungerford | A338 | A4 Charnham Street | District Boundary | via High Street, Hungerford |
| 2 | Kintbury & Welford | A4 | A338 Eddington Hill | Hoe Benham Lane | |
| 2 | Speen & Newbury | A4 | Hoe Benham Lane | A34/Bath Rd Rbt East | |
| 2 | Inkpen | Weavers Lane & Folly Road | Craven Road | Post Office Road | |
| 2 | Inkpen & Combe | Unnamed Road & Church Lane | Weavers Lane | District boundary | via Combe |
| 2 | Inkpen | Unnamed Road | Unnamed Road | Post Office Road | via Wergs Barn |
| 2 | Inkpen | Post Office Road | Bell Lane | Folly Road | |
| 2 | West Woodhay | Pebble Hill | Rooksnest Lane | The Green | |
| 2 | West Woodhay | The Green | Pebble Hill | UNR to West Woodhay | |
| 2 | West Woodhay | UNR to West Woodhay | The Green | Rooksnest Lane | |
| 2 | West Woodhay | Rooksnest Lane | UNR to West Woodhay | Trapps Hill | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 2 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-------------------|---------------------------------------|--------------------------------|-------------------|-----------------------|-------------------|
| 2 | West Woodhay | Trapps Hill | Rooksnest Lane | UNR to Rooksnest Lane | |
| 2 | Kintbury | Kintbury Road | Folly Road | Blandy's Hill | |
| 2 | Kintbury | Pebble Hill | Blandy's Hill | Rooknest Lane | |
| 2 | Kintbury | Rooknest Lane | Pebble Hill | Post Office Road | |
| 2 | Kintbury | Blandy's Hill | Kintbury Road | Inkpen Road | |
| 2 | Kintbury | Inkpen Road | Blandy's Hill | High Street, Kintbury | |
| A343 Andover Road | A343 Andover Road | A343 Andover Road | A343 Andover Road | A343 Andover Road | A343 Andover Road |
| 2 | Kintbury | Newbury Street | Station Road | Burtens Hill | |
| 2 | Kintbury | Holt Road | Burtens Hill | Old Hat | |
| 2 | Kintbury & Hampstead Marshall | Unnamed Road | Old Hat | Holtwood Road | |
| 2 | Hampstead Marshall & Speen | Park Lane/Milkhouse Road | Holtwood Road | A4 | |
| 2 | Hampstead Marshall, Enborne & Newbury | Enborne Road | Park Lane | Bartholomew Street | |
| 2 | Enborne | Church Lane | Enborne Road | Vanners Lane | |
| 2 | Enborne | Unnamed Road | Craven Arms PH | Vanners Lane | |
| 2 | Newbury | Buckingham Road | Enborne Road | A343 Andover Road | |
| 2 | Newbury | Fifth Road | Buckingham Road | Valley Road | |
| 2 | Newbury | Kingsbridge Road | Enborne Road | Fifth Road | |
| 2 | Newbury | Valley Road & Elizabeth Avenue | Fifth Road | Essex Street | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 2 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|----------------------------|---|-----------------------------|------------------------------|-------------|
| 2 | Newbury | Bartlemy Road | Valley Road | A343 Andover Road | |
| 2 | Newbury | Essex Street | A343 Andover Road | Wheatlands Lane | |
| 2 | Newbury | Villiers Way, Glendale Ave, Normay Rise & Meyrick Drive | Enborne Street | Enborne Street | Loop |
| 2 | Newbury | A343 Andover Road | A343 St Johns Roundabout | District Boundary | |
| 2 | Newbury | Newtown Road | A343 St Johns Roundabout | Monks Lane | |
| 2 | Newbury | Monks Lane | A343 Andover Road | A339 | |
| 2 | Newbury | Chandos Road & Wendon Road | Newtown Road | A343 Andover Road | |
| 2 | Newbury | A343 St Johns Road | A343 St Johns Roundabout | A339 | |
| 2 | Newbury | Link Road & Station Road | A343 St Johns Road | A339 | |
| 2 | Newbury | A339 | A343 Greenham Roundabout | Monks Lane | |
| 2 | Greenham | A339 | Monks Lane | District Boundary (Swan PH) | |
| 2 | Newbury | Racecourse View Road | Hambridge Road (Roundabout) | Racecourse Road (Roundabout) | |
| 2 | Newbury | Shaw Road | Robin Hood Roundabout | Love Lane | |
| 2 | Shaw, Cold Ash & Chieveley | B4009 Long Lane | Love Lane | Priors Court Road | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 3

| Route No. | Parish | Road | From | To | Description |
|-----------|--|---------------------------------|-------------------------------|---------------------|---|
| 3 | Great Shefford & Chaddleworth | A338 Wantage Road | Church Street, Great Shefford | District Boundary | |
| 3 | Chaddleworth | Buckham Hill | A338 Wantage Road | Botmoor Way | |
| 3 | Boxford, Welford & Chaddleworth | Hangmanstone Lane | Botmoor Way | Boxford | |
| 3 | Chaddleworth | Sheephouse Way | Hangmanstone Lane | Main Street | |
| 3 | Brightwalton | Spray Lane | Thicket | Spray Lane | |
| 3 | Brightwalton | Common Lane | Spray Lane | B4494 Wantage Road | |
| 3 | Brightwalton | Long Lane | Common Lane | B4494 Wantage Road | |
| 3 | Leckhampstead | Unnamed Road & Shop Lane (part) | Main Street | B4494 Wantage Road | via Leckhampstead Thicket |
| 3 | Boxford & Leckhampstead | Unnamed Road | Hangmanstone Lane | B4494 Wantage Road | via Rowbury Farm |
| 3 | Farnborough, Brightwalton, Leckhampstead, Winterbourne, Chieveley, Shaw-Cum-Donnington & Newbury | B4494 | District Boundary | Oxford Road | |
| 3 | Winterbourne | Unnamed Road | B4494 Wantage Road | Winterbourne Road | |
| 3 | Winterbourne & Boxford | Winterbourne Road | Unnamed Road | Rood Hill | |
| 3 | Farnborough, East Ilsley & West Ilsley | Copperage Road & Fidlers Lane | B4494 Wantage Road | Abingdon Road | |
| 3 | East Ilsley | East Ilsley Village | Fiddlers Lane | A34 southbound slip | via High Street, Broad Street & Church Hill |
| 3 | Peasemore | Sheep Leaze Lane | B4494 Wantage Road, Lilley | Field Road | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 3 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|--------------------|--------------------------------------|------------------------|----------------------|-----------------------|
| 3 | Brightwalton | Long Lane | Common Lane | Manor Farm | |
| 3 | Leckhampstead | Hill Green Road | Unnamed Road | Field Farm | |
| 3 | Peasemore | Unnamed Road | Prince's Lane | Mud Lane | |
| 3 | Peasemore | Sheep Leaze Lane | Field Road | Hailey Lane | |
| 3 | Peasemore & Beedon | Hailey Lane & Stanmore Road | Sheep Leaze Lane | Oxford Road | |
| 3 | East Ilsley | Ball Pit Road | Hailey Lane | Fidlers Lane | |
| 3 | Winterbourne | Unnamed Road | Winterbourne Road | Unnamed Road | Towards Pit King Farm |
| 3 | Winterbourne | Unnamed Road | B4494 Wantage Road | Unnamed Road | Towards Winterbourne |
| 3 | Beedon | Old Street | Mud Lane | Oxford Road | |
| 3 | Leckhampstead | Hill Green Lane | Mud Lane | B4494 Wantage Road | via Hillgreen |
| 3 | Chieveley & Beedon | Oxford Road | Graces Lane | A34 northbound slips | |
| 3 | Chieveley | Graces Lane | Oxford Road | School Lane | |
| 3 | Chieveley | High Street Chieveley & Downend Lane | School Road | Oxford Road | |
| 3 | Chieveley | School Road | High Street, Chieveley | B4494 Wantage Road | |
| 3 | Chieveley | East Lane | High Street | Oxford Street | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 4

| Route No. | Parish | Road | From | To | Description |
|-----------|---|----------------------|---|---------------------------------------|----------------------------|
| 4 | East Ilsley | Abingdon Road | A34 | Fidlers Lane | |
| 4 | East Ilsley & Compton | Cow Lane | Broad Street, East Ilsley | Cheseridge Road | |
| 4 | Compton | Ilsley Road | Cheseridge Road | Churn Road | |
| 4 | Compton | High Street, Compton | Churn Road | Horn Street | |
| 4 | Compton | School Road | Horn Street | Shephards Hill | |
| 4 | Compton & Aldworth | Aldworth Road | Shephards Hill | B4009 Haw Lane | |
| 4 | Compton & Hampstead Norreys | Newbury Road | Ilsley Road | B4009 Newbury Hill, Hampstead Norreys | |
| 4 | Hampstead Norreys | Water Street | Newbury Road | B4009 Church Street | |
| 4 | Compton | Coombe Road | Aldworth Road | Unnamed Road | Including Fork in the Road |
| 4 | Hampstead Norreys & Yattendon | Unnamed Road | B4009 Forge Hill | Unnamed Road | Opposite Everington Farm |
| 4 | Yattendon | Unnamed Road | Unnamed Road (Opposite Everington Farm) | Chapel Lane | |
| 4 | Hermitage, Aldworth & Hampstead Norreys | B4009 | Yattendon Road, Hermitage | Four Points | via Hampstead Norreys |
| 4 | Bucklebury & Hermitage | Marlston Road | B4009, Hermitage | Pease Hill | via Bucklebury Village |
| 4 | Bucklebury | Unnamed Road | Pease Hill | Chapel Row, Blade Bone PH | via Hillfoot |
| 4 | Bucklebury & Beenham | Hatch Lane | Chapel Row, Blade Bone PH | Kiff Green | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 4 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|---|----------------------|-------------------------------|-----------------------------|--------------------------|
| 4 | Frilsham | Unnamed Road | Chapel Lane | Hatchets Lane | |
| 4 | Frilsham | Hatchets Lane | Unnamed Road | Unnamed Road | Near Frilsham Manor Farm |
| 4 | Frilsham | Wellhouse Lane | Unnamed Road | Marlston Road | |
| 4 | Beenham & Woolhampton | Cods Hill | A4 Bath Road | Woolhampton Hill | |
| 4 | Woolhampton | Unnamed Road | Kiff Green | Woolhampton Hill | |
| 4 | Woolhampton | Woolhampton Hill | Unnamed Road | A4 | |
| 4 | Beenham | Unnamed Road | Southend Road | A4 | via Beenham Stocks |
| 4 | Newbury, Thatcham, Midgham, Woolhampton & Beenham | A4 | Robin Hood Roundabout | A340 Aldermaston Roundabout | |
| 4 | Newbury | A339 | Robin Hood Roundabout | A343 Greenham Roundabout | |
| 4 | Speen & Chieveley | Oxford Road, Newbury | B4494 Wantage Road Roundabout | A34 | |
| 4 | Chieveley | Arlington Lane | Oxford Road | B4494 Wantage Road | |
| 4 | Chieveley | Curridge Road | B4009 Hermitage | Oxford Road | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 5

| Route No. | Parish | Road | From | To | Description |
|-----------|---------------------------|---------------------------------|-----------------------|-----------------------|------------------|
| 5 | Speen & Newbury | A4 | A34/Bath Rd Rbt East | Robin Hood Roundabout | |
| 5 | Newbury, Shaw & Chieveley | A339 | Robin Hood Roundabout | A34 | |
| 5 | Newbury | Mill Lane & Boundary Road North | A339 | Kings Road | |
| 5 | Newbury | Bone Lane | Mill Lane | Hambridge Road | |
| 5 | Newbury | Hambridge Road & Kings Road | A4 | A339 | |
| 5 | Newbury | Kiln Road & Turnpike Road | B4009 Shaw Road | A4 | Speed Cushions |
| 5 | Newbury | Fir Tree Lane | Turnpike Road | A4 | |
| 5 | Newbury | Avonway | Turnpike Road | Gaywood Drive | |
| 5 | Newbury | Gaywood Drive | Avonway | Fir Tree Lane | |
| 5 | Newbury | Waller Drive | Stoney Lane | Turnpike Road | |
| 5 | Thatcham | Tull Way | A4 | Northfield Road | |
| 5 | Thatcham | Unnamed Road & Floral Way | Cold Ash Road | A4 | |
| 5 | Thatcham | Lower Way | A4 | The Moors | |
| 5 | Thatcham | The Moors | Lower Way | A4 | |
| 5 | Thatcham | Ilkley Way | The Moors | The Moors | |
| 5 | Thatcham | Braemore Close & Urquhart Road | Ilkley Way | Station Road | |
| 5 | Thatcham | The Broadway & Station Road | The Moors | A4 | |
| 5 | Thatcham | Station Road | The Moors | Pipers Way | |
| 5 | Thatcham | Stoney Lane | A4 | Station Road | Speed Cushions |
| 5 | Thatcham | Pipers Way | Station Road | A4 | |
| 5 | Thatcham | Unnamed Road | Pipers Way | Thornford Road | via Cookham Hill |

ROAD SNOW CLEARANCE NETWORK

ROUTE 5 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|---------------------|---|-------------------------|------------------------------|---------------------------|
| 5 | Thatcham & Greenham | Burys Bank Road | Greenham Road | Unnamed Road (Crookham Hill) | |
| 5 | Thatcham | Henwick Lane / Gordon Road & Bowling Green Road | A4 Bath Road | Tull Way | |
| 5 | Thatcham | Westfield Road | Henwick Lane | Northfield Road | |
| 5 | Greenham & Newbury | Greenham Road | A339 | Burys Bank Road | via Pyle Hill |
| 5 | Greenham & Newbury | Pinchington Lane | Greenham Road | A339 | |
| 5 | Greenham | Nightingales & Greenlands Road | Greenham Road | Greenham Road | |
| 5 | Greenham | Racecourse Road | Greenham Road | New Road | |
| 5 | Greenham | New Road | Racecourse Road | Westwood Road | |
| 5 | Greenham | Westwood Road | New Road | Greenham Road | |
| 5 | Greenham | Thornford Road | Crookham Common Road | A339 | |
| 5 | Greenham | New Road | Burys Bank Road | Greyberry Copse Road | |
| 5 | Greenham | A339 | Monks Lane | District Boundary (Swan PH) | |
| 5 | Greenham | Hyde Lane | A339 | District Boundary | |
| 5 | Thatcham & Brimpton | Unnamed Road through Crookham Common | Thornford Road | Brimpton Road | |
| 5 | Brimpton | Brimpton Lane | Brimpton Road | B3051 | via Brimpton Village |
| 5 | Brimpton & Midgham | Brimpton Road | B3051 | District Boundary | |
| 5 | Brimpton | Brimpton Road | A4 | Brimpton Village | |
| 5 | Brimpton & Wasing | B3051 | District Boundary | A340 Calleva Roundabout | |
| 5 | Aldermaston | Un-named Road | B3051 | A340 Paices Hill | |
| 5 | Aldermaston | A340 Aldermaston Road | A340 Calleva Roundabout | District Boundary (Tadley) | Including Tadley Triangle |

ROAD SNOW CLEARANCE NETWORK

ROUTE 5 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|------------------------|--------------------|--------------------------|--------------------------|-------------------------|
| 5 | Aldermaston | Reading Road | A340 Tadley Triangle | Welshmans Road | |
| 5 | Aldermaston | Welshmans Road | Reading Road | District Boundary | |
| 5 | Aldermaston & Padworth | A340 Paices Hill | A340 Calleva Roundabout | A4 | via Aldermaston Village |
| 5 | Brimpton | Unnamed Road | Brimpton Village | Back Lane | |
| 5 | Aldermaston & Wasing | Wasing Lane | Back Lane | A340 Aldermaston Village | |
| 5 | Aldermaston | Church Road | A340 Aldermaston Village | Spring Lane | |
| 5 | Aldermaston | Red Lane | Spring Lane | Reading Road | |
| 5 | Cold Ash | Ashmore Green Road | Tull Way | Cold Ash Hill | |
| 5 | Cold Ash | Stoney Lane | Turnpike Road | Ashmore Green Road | |
| 5 | Greenham | Westwood Road | New Road | Greenham Road | |
| 5 | Greenham | Thornford Road | Crookham Common Road | A339 | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 6

| Route No. | Parish | Road | From | To | Description |
|-----------|---------------------------------------|-----------------------------|----------------------|---------------------------|----------------------|
| 6 | Thatcham | Northfield Road | A4 | Heath Lane | |
| 6 | Cold Ash | Cold Ash Road/Cold Ash Hill | Northfield Road | Fishers Lane | via Cold Ash Village |
| 6 | Cold Ash | Hermitage Road | Fishers Lane | B4009 Long Lane, Curridge | via Red Shute Hill |
| 6 | Thatcham | Sagecroft Road | Northfield Road | Park Lane | |
| 6 | Thatcham | Park Lane | Sagecroft Road | Park Avenue | |
| 6 | Thatcham | Park Avenue | Park Lane | A4 | |
| 6 | Thatcham | Harts Hill Road | A4 | Broad Lane, Bucklebury | |
| 6 | Cold Ash, Thatcham & Bucklebury | The Ridge, Burdens Heath | Cold Ash Hill | Harts Hill Road | |
| 6 | Bucklebury | Broad Lane | Harts Hill Road | Hungerford Lane, Southend | via Upper Bucklebury |
| 6 | Bradfield | Southend Road | Hungerford Lane | Bradfield Village | |
| 6 | Bradfield | Union Road | Southend Road | Common Hill | |
| 6 | Bradfield | Hungerford Lane | South End Road | Cock Lane | |
| 6 | Bradfield | Cock Lane | Hungerford Hill | Back lane | |
| 6 | Stanford Dingley | Burnt Hill Road | Back lane | Yattendon Lane | |
| 6 | Bradfield | Mariners Lane | Southend Road | Bishops Road | |
| 6 | Bradfield | Bishops Road | Mariners Lane | Cock Lane | |
| 6 | Bradfield | Cock Lane | Bishops Road | Hungerford Lane | |
| 6 | Bradfield & Englefield | Common Hill | Bradfield Village | A340 | |
| 6 | Englefield & Tidmarsh | A340 | A4 Theale Roundabout | Tidmarsh Lane | |
| 6 | Englefield | The Street, Englefield | A340 | End of highway | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 6 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|-----------|----------------------------------|-------------------|-----------------------|-------------|
| 6 | Theale | Englefield Road | A340 | Church Street, Theale | |
| 6 | Theale | Deadmans Lane | Englefield Road | Church Street, Theale | |
| 6 | Tilehurst | A4 | M4 Junction 12 | District Boundary | |
| 6 | Tilehurst | Pincent's Kiln (Sainsburys Loop) | A4 | A4 | |
| 6 | Holybrook | Charrington Road | A4 | A4 | |
| 6 | Holybrook | Pollards Way & The Chase | Charrington Road | Mill Lane | |
| 6 | Holybrook | Mill Lane & Carters Rise | A4 | Underwood Road | |
| 6 | Holybrook | Calcot Place Drive | Carters Rise | Carters Rise | |
| 6 | Holybrook | Underwood Road | District Boundary | District Boundary | |
| 6 | Tilehurst | Old Bath Road & Langley Hill | A4 | District Boundary | |
| 6 | Tilehurst | City Road | District Boundary | Little Heath Road | |
| 6 | Tilehurst | Little Heath Road | City Road | District Boundary | |
| 6 | Tilehurst | Warborough Avenue | Little Heath Road | Hildens Drive | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 7

| Route No. | Parish | Road | From | To | Description |
|-----------|----------------------------------|--|-----------------------------|---------------------------|----------------|
| 7 | Tilehurst | Dark Lane | Overdown Road | Long Lane | |
| 7 | Tilehurst | Overdown Road | District Boundary | District Boundary | |
| 7 | Tilehurst & Purley on Thames | Long Lane | A329 | Sulham Hill | |
| 7 | Tilehurst & Purely on Thames | Knowsley Road | Long Lane | A329 | Speed Cushions |
| 7 | Purley on Thames & Panbourne | A329 | District Boundary | A340, Pangbourne | |
| 7 | Purley on Thames & Panbourne | Purley Lane, Purley Village & New Hill | A329 | A329 | |
| 7 | Tidmarsh & Panbourne | A340 Tidmarsh Road | Tidmarsh Lane | A329 | via The Street |
| 7 | Pangbourne | B471 Whitchurch Road | A329 Pangbourne High Street | District Boundary | |
| 7 | Pangbourne, Streatley & Basildon | A329 | A340 Tidmarsh Road | District Boundary | via Streatley |
| 7 | Streatley | A417 Wantage Road | A329 Streatley | District Boundary | |
| 7 | Streatley | High Street, Streatley | A329 | District Boundary | |
| 7 | Bradfield & Englefield | Chalk Pit Farm Road | Bradfield Village | A340 Tidmarsh Road | |
| 7 | Bradfield | Ashampstead Road | Bradfield Village | Palmers Hill, Ashampstead | via Pyt House |
| 7 | Ashampstead & Aldworth | Unnamed Road | Palmers Hill, Ashampstead | B4009 Four Points | |
| 7 | Ashampstead | Palmers Hill / Holly Lane & Dog Lane | Whitemoor Lane | B4009 Haw Lane | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 7 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|-------------------------|----------------------------------|-------------------------------|-------------------------|--|
| 7 | Aldworth & Streatley | B4009 | Four Points | A329 Streatley | via Streatley Hill |
| 7 | Pangbourne & Bradfield | Unnamed Road | A340 Pangbourne Village | Ashampstead Road/Common | via Pangbourne Hill, Upper Bowden Farm |
| 7 | Pangbourne & Basildon | Pangbourne Road & Aldworth Road | Pangbourne Hill | Bethesda Street | via Upper Basildon |
| 7 | Basildon | Bethesda Street & Park Wall Lane | Aldworth Road | A329 | |
| 7 | Basildon | Ashampstead Road/Unnamed Road | Aldworth Road, Upper Basildon | Ashampstead Road/Common | via Captain Gorse |
| 7 | Basildon | Unnamed Road | Ashampstead Road | Aldworth Road | |
| 7 | Basildon | Aldworth Road | Unnamed Road | Bethesda Street | |
| 7 | Basildon | Unnamed Road | Aldworth Road | Unnamed Road | |
| 7 | Tidmarsh | Tidmarsh Lane | A340 The Street | Dark Lane | |
| 7 | Pangbourne & Bradfield | Dark Lane | Tidmarsh Lane | Ashampstead Road | |
| 7 | Ashampstead & Yattendon | Yattendon Lane | Ashampstead Road/Common | Yattendon Village | |
| 7 | Ashampstead | Sucks Lane / Pyke's Hill | Yattendon Lane | Palmers Hill | |
| 7 | Hermitage & Yattendon | Everington Lane | B4009 Hermitage | Yattendon Village | |
| 7 | Hermitage | B4009, Hermitage | Yattendon Road | Priors Court Road | |
| 7 | Chieveley | Priors Court Road | Graces Lane | B4009, Hermitage | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 8

| Route No. | Parish | Road | From | To | Description |
|-----------|--|--|-----------------------------|------------------------------------|--------------------------|
| 8 | Padworth, Ufton Nerve & Burghfield | Reading Road & Padworth Road | Red Lane | Goring Lane Roundabout, Burghfield | |
| 8 | Burghfield | Reading Road, Burghfield | Goring Lane Roundabout | Theale Road | |
| 8 | Burghfield | Burghfield Road | Theale Road | District Boundary | |
| 8 | Stratfield Mortimer | Unnamed Road | Padworth Road | St Catherine's Hill, Mortimer | |
| 8 | Wokefield | Goring Lane | Goring Lane Roundabout | District Boundary | |
| 8 | Stratfield Mortimer | Unnamed Road | Goring Lane Roundabout | St Catherine's Hill, Mortimer | |
| 8 | Stratfield Mortimer | Victoria Road | St Catherine's Hill | Hammonds Heath | |
| 8 | Stratfield Mortimer | West End Road | St Catherine's Hill | Victoria Road | |
| 8 | Stratfield Mortimer | Stephens Road | West End Road | Victoria Road | |
| 8 | Stratfield Mortimer | Unnamed Road | Hammonds Heath | Bloomfield Hatch Lane | via The Street, Mortimer |
| 8 | Wokefield | Bloomfield Hatch Lane | Unnamed Road | District Boundary | |
| 8 | Stratfield Mortimer | Station Road | The Street | The Forehead | |
| 8 | Stratfield Mortimer & Beech Hill | The Forehead | Station Road | Trowe's Lane | |
| 8 | Beech Hill | Beech Hill Road | Trowe's Lane | District Boundary | |
| 8 | Beech Hill | Trowe's Lane | Beech Hill Road | District Boundary | |
| 8 | Beech Hill | Cross Lane | Bloomfield Hatch Lane | Beech Hill Road | |
| 8 | Theale, Englefield, Ufton Nerve & Padworth | A4 | A340 Aldermaston Roundabout | M4 Junction 12 | via Theale Bypass |
| 8 | Theale | The Green, Church Street & High Street, Theale | A4/A340 Theale Roundabout | A4 Arlington Roundabout | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 8 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|------------------------|-------------------------------|-----------------------------------|-----------------------------------|----------------------|
| 8 | Theale & Burghfield | Station Road, Theale Road | High Street | Fox & Hounds PH, Sheffield Bottom | |
| 8 | Burghfield | Unnamed Road | Fox & Hounds PH, Sheffield Bottom | Burghfield Road | |
| 8 | Theale | Waterside Drive & Brunel Road | A4 | Station Road, Theale | |
| 8 | Theale | Theale Bypass Slip roads | A4 | Station Road, Theale | |
| 8 | Sulhamstead | Folly Lane & Short Heath Lane | Jacques Lane | Island Farm Road | |
| 8 | Sulhamstead | Sulhamstead Road | A4 | Shortheath Lane | via Sulhamstead Hill |
| 8 | Sulhamstead | Hollybush Lane | Reading Road | Shortheath Lane | |
| 8 | Burghfield | Hawksworth Road | Reading Road | Clayhill Road | |
| 8 | Burghfield | Clayhill Road | School Lane, Burghfield | Sulhamstead Road | |
| 8 | Burghfield | School Lane & Recreation Road | Clayhill Road | Reading Road | |
| 8 | Burghfield | Bannister Road, Jordans Lane | Hollybush Lane | School Lane, Burghfield | |
| 8 | Burghfield | Sulhamstead Road | Clayhill Road | Reading Road | |
| 8 | Burghfield | James Lane | Goring Lane | Hermits Hill | |
| 8 | Burghfield & Wokefield | Burnthouse Lane | Fullers Lane | Pingewood Road South | |
| 8 | Wokefield | Fullers Lane | Burnthouse Lane | District Boundary | |
| 8 | Padworth | Padworth Lane | A4 | School Road | |
| 8 | Padworth | Rectory Road & Triangle | School Lane | Reading Road | |

ROAD SNOW CLEARANCE NETWORK

ROUTE 9

| Route No. | Parish | Road | From | To | Description |
|-----------|---------|-------------------------------------|----------------------|--------------------------|-----------------------------|
| 9 | Newbury | Oxford Street | A4 | Northbrook Street | |
| 9 | Newbury | London Road | The Broadway | Robin Hood roundabout | |
| 9 | Newbury | Strawberry Hill | Old Bath Road | West Street | |
| 9 | Newbury | West Street | Strawberry Hill | Northcroft lane | |
| 9 | Newbury | Pembroke Road | West Street | Northcroft lane | To be salt by C&E resources |
| 9 | Newbury | Northcroft lane | West Street | To Leisure Centre | |
| 9 | Newbury | Northbrook Street & Bridge Street | London Road | Mansion House Street | |
| 9 | Newbury | Mansion House Street & Market Place | Bridge Street | Bear Lane | |
| 9 | Newbury | Bear Lane | Market Place | A339 | |
| 9 | Newbury | Cheap Street | Bear Lane | A339 | |
| 9 | Newbury | Market Street | Cheap Street | Bartholomew Street | |
| 9 | Newbury | Bartholomew Street | Mansion House Street | A343 St Johns roundabout | |
| 9 | Newbury | Park Way & Wharf Road | London Road | Bear Lane | |
| 9 | Newbury | Wharf Street | Park way | Market place | Rising Bollards |
| 9 | Newbury | Buckingham Road | Enborne Road | A343 Andover Road | |
| 9 | Newbury | Fifth Road | Buckingham Road | Valley Road | |
| 9 | Newbury | Valley Road & Elizabeth Avenue | Fifth Road | Essex Street | |
| 9 | Newbury | Essex Street | A343 Andover Road | Elizabeth Avenue | |

ROAD SNOW CLEARANCE NETWORK

APPENDIX H (cont'd)

ROUTE 9 (cont'd)

| Route No. | Parish | Road | From | To | Description |
|-----------|------------------------|--|-----------------------------------|-----------------------------------|----------------------|
| 9 | Newbury | Link Road & Station road | A343 St Johns Road | A339 | |
| 9 | Greenham | Pigeons Farm Road & Greyberry Copse Road | New Road | New Road | |
| 9 | Hungerford | Park Street, Hungerford | A338 High Street | Inkpen Road | |
| 9 | Hungerford & Kintbury | Hungerford Lane | Park Street, Hungerford | Hingh Street, Kintburu | |
| 9 | Kintbury | High Street, Kintbury | Hungerford lane | Inkpen Road | |
| 9 | Kintbury | Station Road | Inkpen Road | A4 | |
| 9 | Tilehurst | Royal Avenue & Garston Crescent | A4 | Old Bath Road | |
| 9 | Tilehurst & Burghfield | Station Road, Theale Road | High Street | Fox & Hounds PH, Sheffield Bottom | |
| 9 | Sulhamstead | Jacques Lane | Fox & Hounds PH, Sheffield Bottom | Folly Lane | |
| 9 | Sulhamstead | Bottom lane | Sulhamstead Road | Jaques lane | |
| 9 | Sulhamstead | Sulhamstead Road | A4 | Glebe farm, Ufton Nervet | Via Sulhamstead hill |
| 9 | Ufton Nervet | Un-named Road & Camp Road | Ufton Nervet Village | Padworth Road | |
| 9 | Burghfield | Theale Road & Hose Hill | Sheffield Bottom | Burghfield Village | Via Hose Hill |

PAVED FOOTWAY SNOW CLEARANCE NETWORK

| Parish/Town | Road | From | To |
|-------------------|----------------------|--------------------|----------------------|
| Aldermaston | Wasing Lane | Dolphin Close | Hinds Head PH |
| Basildon | Beckfords | Aldworth Rd | School Entrance |
| Beedon | Westons | Stanmore Rd | School Entrance |
| Beenham | Back Lane | Stoneyfield | Church Lane |
| Bradfield | Cock Lane | Ash Grove | School Entrance |
| Brightwalton | Common Lane | Dunmore Meadow | Unnamed Road |
| Brimpton | Brimpton Lane | Wasing Road | School Entrance |
| Bucklebury | Berrys Rd | Broad Lane | School Entrance |
| Bucklebury | Broad Lane | Donnington Close | Doctors Surgery |
| Burghfield | Chervil Way | Reading Rd | Doc Surgery Car Park |
| Burghfield | Clay Hill Rd | Woodlands Ave | The Close |
| Burghfield | Hollybush Lane | Blands Close | Abbots Road |
| Burghfield | Jordans Lane | School Lane | Abbots Rd |
| Burghfield | School Lane (Both) | Jordans Lane | Recreation Ground |
| Burghfield | Theale Rd | School Rd | End of Layby |
| Chaddleworth | School Hill | Main Street | School Entrance |
| Chieveley | Curridge Rd | Chapel Lane | Unnamed Road |
| Chieveley | East Lane | High St | Doctors Surgery |
| Chieveley | School Rd | Heathfields | School Entrance |
| Cold Ash | Cold Ash Hill | The Ridge | School Entrance |
| Cold Ash | The Ridge | St GabrielsConvent | School Entrance |
| Cold Ash | Hermitage Road | The Ridge | Ackland Hall |
| Compton | School Road | Burrell Rd | School Entrance |
| Compton | Hampstead Norreys Rd | Recreation Centre | Downs School Access |
| Compton | High St | Compton Manor | Doctors Surgery |
| East Ilsley | Church Hill | Church Side | Broad Street |
| Enborne | Unnamed Road | Church Lane | 50m East |
| Englefield | Englefield Rd | Partridge Gdns | School Entrance |
| Gt Shefford | Blakeney's Field | Wantage Rd | School Entrance |
| Hampstead Norreys | Newbury Hill | B4001 | The Cuttings |
| Hermitage | Hampstead Nys Rd | Colyer Close | Orchard Close |
| Holybrook | Carters Rise | Footpath | School Entrance |

PAVED FOOTWAY SNOW CLEARANCE NETWORK (cont'd)

| | | | |
|------------|----------------------|---------------------|----------------------|
| Holybrook | Footpath | Underwood Rd | Carters Rise |
| Hungerford | A338 High Street | Atherton Road | A4 Charnham Street |
| Hungerford | Croft Rd | Church St | Doctors Surgery |
| Hungerford | Fairview Rd | South View | Clarks Gardens |
| Hungerford | Park St/Station Rd | A338 High St | Station |
| Hungerford | Priory Road | Combe View | School Access |
| Inkpen | Folly Rd | Unnamed Road | Robins Hill |
| Kintbury | Gainsborough Ave | Kennet Rd | Burtens Hill |
| Kintbury | Newbury St | Barn Close | Unnamed Rd behind DR |
| Lambourn | B4001 High St | Newbury St | Edwards Hill |
| Lambourn | B4001 Oxford St | Newbury St | The Broadway |
| Lambourn | Bockhampton Rd | Beales Farm Rd | Outside Surgery |
| Lambourn | Greenways | Footpath | School Entrance |
| Mortimer | The Street | Gordon Palmer Close | Church Farm Barns |
| Mortimer | Victoria Rd | Stephens Rd | Footpath to Croft |
| Mortimer | Victoria Rd/West End | School Frontage | Car Park Entrance |
| Newbury | Bartholomew St | Bridge St | Pound St |
| Newbury | Bridge St | Northbrook St | Mansion House St |
| Newbury | Cheap St | Market Place | Station |
| Newbury | Mansion House St | Bridge St | Market Place |
| Newbury | Market Place | Mansion House St | Cheap St |
| Newbury | Northbrook St | Oxford St | Bridge St |
| Newbury | Station Rd | Bartholomew St | A339 Greenham Rd |
| Newbury | Link Footpath | Catherine Road | Station Road |
| Newbury | A339 Kings Rd Subway | Bear Lane | Kings Road |
| Newbury | A339 Kings Rd Subway | Subway Centre | Bear Lane |
| Newbury | A343 Andover Rd | Dormer Close | Warren Rd |
| Newbury | B3421 Hambridge Rd | Kings Rd | Bone Lane |
| Newbury | B3421 Kings Rd | A339 Greenham Rd | Hambridge Rd |
| Newbury | Bear Lane | Cheap St | A339 Winchcombe Rd |
| Newbury | Buckingham Rd | A343 Andover Rd | Enborne Rd |
| Newbury | Church Rd | Love Lane | St Marys Church |
| Newbury | Digby Rd | Digby Rd | School Entrance |

PAVED FOOTWAY SNOW CLEARANCE NETWORK (cont'd)

| | | | |
|------------|---------------------|------------------|-----------------------|
| Newbury | Enborne Rd | Enborne Place | Thomas Askew House |
| Newbury | Fir Tree Lane | Gaywood Drive | The Firs |
| Newbury | Footway | Park Way | Faraday Rd Car Park |
| Newbury | Garford Cres | Valley Rd | School Entrance |
| Newbury | Henshaw Cres | Valley Rd | School Entrance |
| Newbury | London Rd | Oxford St | Park Way |
| Newbury | Maple Cres | Outside No 16 | Outside No 34 |
| Newbury | Market St | Cheap St | Bartholomew St |
| Newbury | Monks Lane | Sutherlands | Entrance to Surgery |
| Newbury | Newport Rd | A4 London Rd | School Entrance |
| Newbury | Northcroft Lane | Pembroke Rd | Northcroft Leisure |
| Newbury | Old Newtown Rd | Newtown Rd | School Entrance |
| Newbury | Oxford St | London Rd | Oxford Rd |
| Newbury | Park Lane | Victoria Park | Robin Hood Roundabout |
| Newbury | Park St | Northbrook St | Park Way |
| Newbury | Park Way | Wharf St | London Rd |
| Newbury | Pelican Lane | Oxford St | London Rd |
| Newbury | Pembroke Rd | Northcroft Rd | West St |
| Newbury | Robin Hood Subways | Hutton Close | London Rd |
| Newbury | Rookes Way | A4 Bath Rd | Hospital Entrance |
| Newbury | St Johns Rbt Subway | A338 Greenham Rd | Greenham Rd |
| Newbury | St Johns Rbt Subway | Centre of Subway | Greenham Rd |
| Newbury | St Johns Rd | Chesterfield Rd | Catherine Rd |
| Newbury | St Marys Rd | London Rd | Victoria Gardens |
| Newbury | Strawberry/West St | Oxford St | Northcroft Lane |
| Newbury | The Nightingales | Greenham Rd | School Entrance |
| Newbury | Wharf Rd | Bear Lane | Park Way |
| Newbury | Wharf St | Wharf Rd | Market Place |
| Newbury | A339 Greenham Rd | Bear Lane | St Johns Rd |
| Newbury | A339 Greenham Rd | St Johns Rd | Bear Lane |
| Pangbourne | A329 High St | A329 Station Rd | The Square |
| Pangbourne | A329 Reading Rd | A329 The Square | Horseshoe Rd |
| Pangbourne | A329 Station Rd | Station Approach | A329 High St |

PAVED FOOTWAY SNOW CLEARANCE NETWORK (cont'd)

| | | | |
|------------|---------------------|-------------------|----------------------|
| Pangbourne | A329 The Square | A329 High St | A329 Reading Rd |
| Pangbourne | B471 Whitchurch Rd | A329 The Square | Doctors Surgery |
| Pangbourne | Reading Rd | Dunluce Gdns | Briars Close |
| Pangbourne | Station Approach | A329 Station Rd | Station |
| Purley | Long Lane | Orchard Close | School Entrance |
| Purley | Purley Lane | Letgable | School Entrance |
| Shaw | Love Lane | Yew Gate | School Entrance |
| Stockcross | Chapel Rd | Ermin St | School Entrance |
| Streatley | The Coombe | Streatley Hill | School Entrance |
| Thatcham | A4 London Rd | Outside No. 23 | School Entrance |
| Thatcham | Brownsfield Rd | Car Parks | High St |
| Thatcham | Derwent Rd | Lower Way | School Entrance |
| Thatcham | Footpath | Waitrose Car Park | Broadway |
| Thatcham | Hérons Way | Lower Way | School Entrance |
| Thatcham | High St | A4 Bath Rd | The Broadway |
| Thatcham | Park Ave | Park Lane | School Entrance |
| Thatcham | Sagecroft Rd | Shakespeare Rd | Northway |
| Thatcham | Spurcroft Rd | The Moors | School Entrance |
| Thatcham | Stoney Lane | Hartmead Road | Station Road |
| Thatcham | The Broadway | A4 Bath Rd | Church Gate |
| Thatcham | Wheeler's Green Way | Station Rd | Quarrington Close |
| Theale | Brunel Rd | Station Car Park | Station Rd |
| Theale | Church St | Deadmans Lane | Englefield Road |
| Theale | Englefield Rd | High St | North St |
| Theale | High St | Station Rd | Roundabout |
| Theale | Station Rd | Station Steps | High St |
| Tilehurst | Barton Rd | City Rd | School Entrance |
| Tilehurst | City Rd | Hildens Drive | District Boundary |
| Tilehurst | Cotswold Way | School Entrance | Skilton Road |
| Tilehurst | Downsway | School Entrance | Cotswold Way |
| Tilehurst | Little Heath Rd | Warborough Ave | Access to "Boxgrove" |
| Tilehurst | Long Lane | White Lodge Close | Barbaras Meadow |

PAVED FOOTWAY SNOW CLEARANCE NETWORK (cont'd)

| | | | |
|-------------|---------------------|------------------|------------------|
| Tilehurst | Royal Ave/Curtis Rd | Garston Cres | Royal Ave Loop |
| Tilehurst | Sage Rd | Knowsley Rd | School Entrance |
| Tilehurst | Warbreck Drive | Knowsley Rd | School Entrance |
| Tilehurst | Wittenham Ave | Warborough Ave | School Entrance |
| Wickham | Welford Rd | Baydon Rd | School Entrance |
| Woolhampton | Woolhampton Hill | Outside School | St Peters Church |
| Yattendon | Yattendon Lane | Maltbarn Cottage | School Entrance |

ROADS WITH 'POROUS' SURFACINGS

| Route No. | Parish | Road | From | To |
|-----------|-------------------|--------------------------------|--------------------------------------|--|
| 1P | Lambourn | High Street (Upper Lambourn) | B4000 | Moorbridge Farm |
| 1P | Lambourn | Ermin Street | Baydon Road | District Boundary |
| 1P | Lambourn | B4001 | Un-named Road to Lyckweed Farm | District Boundary |
| 1P | Lambourn | B4000 (Ermin Street) | Stony Lane | Eastbury Shute |
| 1P | Great Shefford | B4000 (Ermin Street) | A338 | Fishers Farm |
| 1P | Boxford & Welford | Rood Hill | High Street | Moorbridge Farm |
| 1P | Speen | Grove Road | B4494 (Oxford Road) | Station Road |
| 1P | Boxford & Welford | B4000 (Ermin Street) | 350m West of Five Bells PH (Wickham) | Coombesbury Lane |
| 2P | Hungerford | A338 (Salisbury Road) | Beacon Farm | Kennedy Meadow Roundabout |
| 2P | Hungerford | A338 Wantage Road | A4 Bath Road | Upper Eddington |
| 2P | Speen | A4 (Bath Road) | Station Road | A34 Roundabout (South bound slip) |
| 2P | Hungerford | Inkpen Road | Inkpen Gate | 30m South of Inkpen Road (to Sanham Green) |
| 2P | Kintbury | Station Road | A4 | Kintbury level crossing |
| 2P | Kintbury | Inkpen Road (via Blandys Hill) | Bradley Close | Wergs Copse |
| 2P | Enborne | Enborne Road | The Craven Arms PH | A34 Bypass overbridge |
| 2P | Newbury | Enborne Road | Buckingham Road | Rockingham Road |
| 2P | Newbury | Newtown Road | Monks Lane | A343 St John's Roundabout |
| 2P | Newbury | A339 | St Johns Road | Monks Lane |
| 2P | Greenham | A339 | Monks Lane | "Swan" Roundabout (southbound only) |

ROADS WITH 'POROUS' SURFACINGS (cont'd)

| Route No. | Parish | Road | From | To |
|-----------|------------------------------|---------------------------------------|--|--|
| 3P | Great Shefford & Fawley | A338 (Wantage Road) | From property "Bomar" (Great Shefford) | District Boundary |
| 3P | Boxford | Un-named Road through Boxford village | Rood Hill | School Lane |
| 3P | Newbury, Shaw & Chieveley | B4494 (Oxford Road / Wantage Road) | A4 (Western Avenue) Roundabout | Un-named Road to Winterbourne village |
| 3P | Newbury | A339 | "Vodafone" Roundabout | Bear Lane (including roundabout gyratory). |
| 3P | Beedon | Beedon Hill | Stanmore Road | 500m South to Worlds End |
| 4P | Shaw-cum-Donnington | B4009 (Long Lane) | Un-named Road to Red Farm | Un-named Road to Craven Farm |
| 4P | Newbury | A4 (London Road) | Robin Hood Roundabout | Craven Dene |
| 4P | Newbury / Thatcham | A4 (Benham Hill) | Lower Way | Tull Way / Turnpike Road |
| 4P | Thatcham | A4 (Bath Road) | Northfield Road | Floral Way Roundabout |
| 4P | Midgham | A4 (Bath Road) | Gables Way Roundabout | 30mph signs West of Woolhampton |
| 4P | Woolhampton & Beenham | A4 (Bath Road) | 30mph signs East of Woolhampton | A340 Roundabout |
| 4P | Hermitage | Marlston Road | Grimsbury Wood | Wellhouse Lane |
| 4P | Hampstead Norreys | Water Street | B4009 (Newbury Hill) | Compton Road |
| 4P | Hampstead Norreys & Aldworth | B4009 (Haw Lane) | Four Points Crossroads | Dog Lane |
| 4P | Compton | Aldworth Road | Burrell Road | Coombe Road |
| 4P | Compton | High Street (Compton) | Churn Road | Cheap Street |
| 5P | Newbury | Hambridge Road | Boundary Road | Bone Lane |
| 5P | Thatcham | Crookham Hill | Thatcham level crossing | Burys Bank Road |

ROADS WITH 'POROUS' SURFACINGS (cont'd)

| Route No. | Parish | Road | From | To |
|-----------|-----------------------|---|----------------------------|---|
| 5P | Thatcham | The Moors | Station Road | Lower Way |
| 5P | Newbury | Kiln Road / Turnpike Road | B4009 (Shaw Hill) | Fir Tree Lane |
| 5P | Aldermaston | A340 (Paices Hill) | Calleva Roundabout | AWE access by Young's Industrial Estate |
| 5P | Aldermaston | Reading Road | A340 (The Falcon PH) | Winkworth Lane |
| 5P | Aldermaston | A340 (Paices Hill / The Street / Basingstoke Road) | 100m South of Church Road | Aldermaston Wharf |
| 5P | Aldermaston | Wasing Lane | A340 (The Street) | Forsters |
| 5P | Aldermaston | A340 Tadley Triangle (Southern leg to Rbt and outside Shell Garage) | Roundabout entrance to AWE | Reading Road |
| 6P | Thatcham | Heath Lane | Northfield Road | Cold Ash Hill |
| 6P | Thatcham | Tull Way | Conway Drive | Cold Ash Hill |
| 6P | Cold Ash | Cold Ash Hill | Hatchgate Close | The Ridge |
| 6P | Hermitage | Red Shute Hill | Slanting Hill | B4009 (Long Lane) |
| 6P | Bucklebury | Burdens Heath | Lawrences Lane | Fannys Lane |
| 6P | Bucklebury | Burdens Heath / Broad Lane | Harts Hill Road | Cemetery Road |
| 6P | Bucklebury | Bucklebury Common | Hatch Lane | Lower Common |
| 6P | Bradfield | Buscot Hill | Old Rectory Lodge | 150m South of Sherwood House |
| 6P | Bradfield | Common Hill | Crossroads (Bradfield) | The House on the hill |
| 6P | Pangbourne & Tidmarsh | A340 (The Street) | Pangbourne Hill | M4 Overbridge |
| 6P | Tilehurst | City Road | Park Lane | Barton Road |
| 6P | Holybrook | A4 Bath Road | M4 Junction12 | Royal Avenue |

ROADS WITH 'POROUS' SURFACINGS (cont'd)

| Route No. | Parish | Road | From | To |
|-----------|---|----------------------------------|-----------------------------------|---|
| 6P | Holybrook | A4 Bath Road | 50m East of Langley Hill | Reading Borough Boundary |
| 6P | Theale | A4 Bath Road (Theale By-Pass) | A340 Roundabout (Inc. Rbt) | Waterside Drive Roundabout (Inc. Rbt) |
| 7P | Chieveley | Priors Court Road | A34 Southbound Slip Road | Priors Court Farm |
| 7P | Hermitage | B4009 (Long Lane) | Priors Court Road | Marlston Road |
| 7P | Pangbourne & Basildon | Un-named Road Ashampstead Common | Gardeners Lane | Pangbourne Road |
| 7P | Purley-on-Thames | A329 (Purley Rise) | Glebe Road | Long Lane |
| 7P | Purley-on-Thames & Tilehurst | Long Lane | Knowsley Road | Dark Lane |
| 7P | Tilehurst | Dark Lane | Long Lane | Overdown Road |
| 8P | Englefield, Ufton Nervet & Sulhampstead | A4 (Bath Road) | Lambdens Hill | A340 Theale Roundabout |
| 8P | Theale | A4 | A340 (Theale Roundabout) | A4 Theale Bypass & Westbound slip from Theale |
| 8P | Burghfield | Un-named Road | Roundabout (near Fox & Hounds PH) | Reading Road |
| 8P | Burghfield | Hermits Hill / Reading Road | Church Lane | Hillside |
| 8P | Stratfield Mortimer | Victoria Road | St Catherine's Hill | West End Road |
| 8P | Stratfield Mortimer | Stephens Road | Victoria Road | West End Road |
| 8P | Stratfield Mortimer | The Street | Pitfield Lane | Station Road |
| 8P | Stratfield Mortimer | Station Road | The Street | Railway Station |
| 8P | Beech Hill | Bloomfield Hatch Lane | Cross Lane | District Boundary |
| 8P | Wokefield & Burghfield | Burnthouse Lane | Fullers Lane | Pingewood Road South |

ROADS WITH 'POROUS' SURFACINGS (cont'd)

| Route No. | Parish | Road | From | To |
|-----------|------------|---------------------------|---------------------|--------------------------------|
| 9P | Greenham | Greenham Road / Pyle Hill | Burys Bank Road | A339 |
| 9P | Newbury | Oxford Street | Northbrook Street | A4 (Western Avenue) Roundabout |
| 9P | Burghfield | Hose Hill | From Traffic Lights | Folly Lane |

WINTER SERVICE DUTY OFFICER ROSTER

| Week Commencing | Duty Officer |
|-------------------------|--------------|
| | |
| Monday 1 November 2021 | |
| Monday 8 November 2021 | |
| Monday 15 November 2021 | |
| Monday 22 November 2021 | |
| Monday 29 November 2021 | |
| | |
| Monday 6 December 2021 | |
| Monday 13 December 2021 | |
| Monday 20 December 2021 | |
| Monday 27 December 2021 | |
| | |
| Monday 3 January 2022 | |
| Monday 10 January 2022 | |
| Monday 17 January 2022 | |
| Monday 24 January 2022 | |
| Monday 31 January 2022 | |
| | |
| Monday 7 February 2022 | |
| Monday 14 February 2022 | |
| Monday 21 February 2022 | |
| Monday 28 February 2022 | |
| | |
| Monday 7 March 2022 | |
| Monday 14 March 2022 | |
| Monday 21 March 2022 | |
| Monday 28 March 2022 | |
| | |

| |
|--|
| RESPONSIBILITY |
| ACTING AS DUTY OFFICER FOR COUNCIL ROADS |
| LIAISON WITH WEATHER FORECASTER (METEO GROUP UK) |
| INFORMING OTHER COUNCILS, AGENTS AND MEDIA AS REQUIRED |

Duty Officer 24 hour mobile number:

| Duty Officer | Work Office Number | Work Mobile Number | Home Number |
|--------------|--------------------|--------------------|-------------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

WINTER SERVICE CALL OUT GUIDELINES

| FORECAST WEATHER | |
|-------------------------|--|
| A | R.S.T. above freezing (i) + 4° C or above (ii) above 0° C, below +4° C |
| B | R.S.T. at or below 0° C (i) 0° C to -3° C (ii) below -3° C |
| C | B (i) or B (ii) with rain beforehand |
| D | Hoar Frost / Ice |
| E | Freezing fog |
| F | Freezing rain |
| G | Snow (i) light falls up to 30 mm (ii) falls over 30 mm |

| FORECAST ROAD CONDITIONS | |
|---------------------------------|-------------------------------------|
| 1 | Road surface dry |
| 2 | Road surface wet but may dry |
| 3 | Road surface wet |
| 4 | Road surface dry but may become wet |

RECOMMENDED ACTION

- a) No Precautionary salting.
- b) Partial salt - wet patches, major structures, high ground etc.
- c) Inspections at a time to enable any necessary action to be taken before conditions become critical.
- d) Full pre-salt to be completed before onset of freezing conditions.
- e) Full pre-salt after rain has finished.
- f) Salting crews to remain in Depot awaiting instructions.
- g) Road conditions to be monitored by duty officer using ice prediction system.

| ROAD CONDITIONS | FORECAST | | | | | | | | | |
|------------------------|-----------------|---------------|-------------|--------------|----------|----------|----------|----------|-------------|--------------|
| | A (i) | A (ii) | B(i) | B(ii) | C | D | E | F | G(i) | G(ii) |
| 1 | a | a | a | b | | d | d | | d | d, f |
| 2 | a | g | c | b, c | e | d | d | | d | d, f |
| 3 | a | g | d | d | e | d | d | d, f | d | d, f |
| 4 | a | g | g | b | | d | d | | d | d, f |

DUTY OFFICER TO DETERMINE TIMING OF SALTING RUNS AND RATES OF SPREAD DEPENDING ON FORECAST DETAILS

THE ABOVE TABLE IS FOR GUIDANCE ONLY

DUTY FORECASTER SHOULD BE CONSULTED AS NECESSARY

WEST BERKSHIRE COUNCIL WINTER SERVICE DAILY ACTION REPORT

| DATE | | TIME OF DECISION | | TIME OF ACTION | |
|------|--|------------------|--|----------------|--|
|------|--|------------------|--|----------------|--|

1: HAZARDS

| HAZARDS | Y / N | Hours |
|---------------|-------|-------|
| Hoar Frost | | |
| Ice | | |
| Snow | | |
| Freezing Rain | | |

| LOCATION | MINIMUM FORECAST TEMPERATURE |
|----------|------------------------------|
| Min. RST | |

2: PROPOSED ACTION

| | ACTION Y/N | FULL PRESALT | |
|--------------------------------------|------------|----------------|--------------------------|
| | | Time of Action | Rate (g/m ²) |
| Road Primary Treatment Network | | | |
| Road Secondary Treatment Network | | | |
| Road Snow Clearance Network | | | |
| Road Contingency Treatment Network | | | |
| Paved Footway Snow Clearance Network | | | |

3: COMMENTS / ADDITIONAL INFORMATION

Name:.....

Date.....

CONTRACTOR'S WINTER SERVICE DAILY ACTION REPORT

| SUPERVISOR | DATE & TIME OF INSTRUCTION | | WBC DUTY OFFICER | | TYPE OF RUN | | SIGNATURE OF DRIVER confirming start & finish times | SIGNATURE OF SUPERVISOR |
|---|----------------------------|-------|---|-------------------------------|----------------------|---------------|---|----------------------------|
| | DATE & TIME OF ACTION | | | | | | | |
| OPERATIVES | VEHICLE REG | ROUTE | TIME TREATMENT STARTED | TIME TREATMENT FINISHED | ROS g/m ² | SALT USED (T) | | |
| | YJ66 VHW | 1 | | | | | | |
| | YJ66 VHY | 2 | | | | | | |
| | YJ66 VJA | 3 | | | | | | |
| | YD67 JKJ | 4 | | | | | | |
| | YD67 JKV | 5 | | | | | | |
| | YJ66 VHZ | 6 | | | | | | |
| | YJ66 VHX | 7 | | | | | | |
| | YJ66 VJC | 8 | | | | | | |
| | YJ19 OTG | 9 | | | | | | |
| TIME FIRST OUT: TIME LAST OUT: | | | COMMENTS/INSTRUCTIONS ETC. | | | | | |
| BREAKDOWNS | | | SALT: Salt on road/Gritter observed spreading LOCATION: ROUTE: TIME SUPERVISOR'S REMARKS (if any) | | | | | |

REQUEST FOR SALTING FORM

| | | | | | |
|-------------|--|---------------------|--|----------------|--|
| DATE | | TIME OF CALL | | OFFICER | |
|-------------|--|---------------------|--|----------------|--|

Nature of Request:

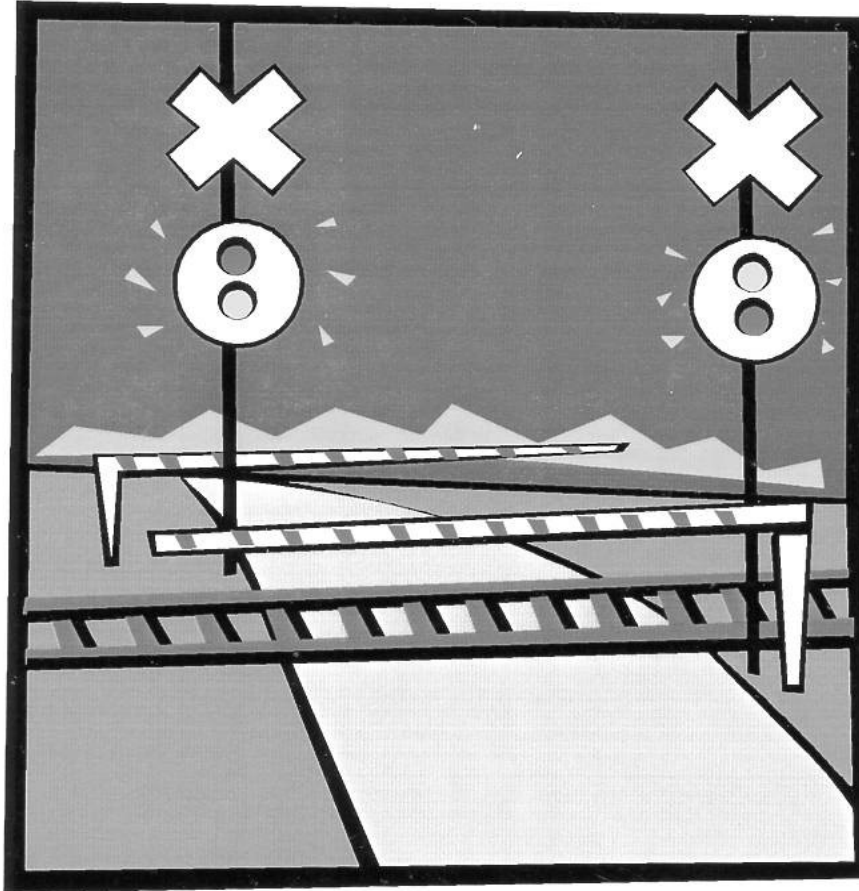
Requested by:

Salting Route:

Action:

| | |
|--|------------------------------------|
| Contractor: Volker Highways Ltd | Instruction Number: 21/22 - |
|--|------------------------------------|

SORTED IF NOT SALTED!



**HELP US TO KEEP RAILWAY LEVEL
CROSSINGS IN SAFE WORKING ORDER**

DO NOT GRIT OR SALT THEM

CLEARING SNOW AND ICE FROM PAVEMENTS AND PUBLIC SPACES

This guide is designed to help you to act in a neighbourly way by safely clearing snow and ice from pavements and public spaces.

Will I be held liable if someone falls on a path I have cleared?

There is no law preventing you from clearing snow and ice on the pavement outside your property, pathways to your property or public spaces.

It is very unlikely that you would face any legal liability, as long as you are careful, and use common sense to ensure that you do not make the pavement or pathway clearly more dangerous than before. People using areas affected by snow and ice also have responsibility to be careful themselves.

What can I do to help clear snow and ice from pavements and public spaces?

Practical advice from highway engineers is given below. This is not a comprehensive list.

- Start early: it is much easier to remove fresh, loose snow compared to compacted ice that has been compressed by people walking on it.
- **Do not use hot water.** This will melt the snow, but may replace it with black ice, increasing the risk of injury.
- Be a good neighbour: some people may be unable to clear snow and ice on paths leading to their property or indeed the footway fronting their property. Snowfall and cold weather pose particular difficulties for them gaining access to and from their property or walking to the shops.
- If shovelling snow, consider where you are going to put it, so that it does not block people's paths, or block drainage channels. This could shift the problem elsewhere.
- Make a pathway down the middle of the area to be cleared first, so you have a clear surface to walk on. Then you can shovel the snow from the centre to the sides.
- Spreading some salt on the area you have cleared will help to prevent any ice forming. Table salt or dishwasher salt will work, but avoid spreading on plants or grass as they may be damaged by it. A few grams (a tablespoon) for each square metre you clear should work. The salt found in salting bins will be needed for keeping roads clear.

Particular care and attention should be given to steps and steep gradients to ensure snow and ice is removed. You might need to apply additional salt to these areas.

- Use the sun to your advantage. Removing the top layer of snow will allow the sun to melt any ice beneath; however you will need to cover any ice with salt to stop it refreezing overnight.
- If there is no salt available, then a little sand or ash is a reasonable substitute. It will not have the same de-icing properties as salt but should offer grip under foot.

CLEARING SNOW AND ICE FROM PAVEMENTS AND PUBLIC SPACES (cont'd)

Where can I find out more information about what I can do in an emergency?

The Preparing for Emergencies web pages on GOV.UK contain useful information on how you can prepare for the impacts of all emergencies. The pages can be found at:

<https://www.gov.uk/government/publications/preparing-for-emergencies>

Why is the Government publishing this information?

During the severe winter in 2009/10, many people across the country worked very hard to keep our transport network open. This included many members of the public who cleared pavements and public spaces around their homes. Some people, however, were deterred from taking action to clear pavements and other public spaces because they feared that they might be sued.

An independent review of the transport sector's response to the severe weather of 2009/10 recommended that the Department for Transport should publish this note on good practice for members of the public in clearing snow and ice from footways and other public spaces. The Local Government Association published a report on behalf of Councils which reached the same conclusion. The Government is committed, as a key part of the Big Society agenda, to remove the barriers which may unnecessarily prevent people from helping themselves and those around them.

Recommendations

Code of Practice for Maintenance Management for Winter Service - 2009/2010

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|--|----------------|--|--|
| 1 | Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority. | Yes | Winter Service Plan reviewed in accordance with recommendations of the Overview and Scrutiny Management Commission (OSMC) and COP as amended December 2009. Plan to be approved by Individual Decision 11 November 2010. | |
| 2 | Authorities should consider, consult on and formally adopt local service standards for resilience of their winter service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period. | Yes | Revised Contingency Treatment Network. | |
| 3 | Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather. | Yes | Emerging Severe Weather Plan covering flooding, severe winter conditions, heatwaves and droughts. | |
| 4 | Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement and sharing depots and salt stock, would prove effective and provide value for money approach to increasing winter service resilience. | Yes | Joint procurement with Berkshire Unitaries for sensor maintenance and forecasting services. | |

Recommendations

Code of Practice for Maintenance Management for Winter Service - 2009/2010 (cont'd)

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|--|----------------|---|--|
| 5 | Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party. | Yes | Scrutiny by WBC's OSMC involving all interested internal and external parties. | |
| 6 | Authorities should ensure effective communication of information for the public before and during normal and severe winter conditions. | Yes | Publication of 'Safer Driving this Winter on West Berkshire Roads' leaflet and Winter Service Plan and associated route plans via the website. | |
| 7 | Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders and seek to ensure improved service for the public. | Yes | Comprehensive consultation was carried out by OSMC during their review and during the development of the 2011/12 Winter Service Plan. Consultees included internal stakeholders, Council and Parish/Town Council Members, transport providers, adjoining councils and emergency services. | |
| 8 | Authorities should formally approve, adopt and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code | Yes | Winter Service Plan reviewed in accordance with recommendations of the OSMC and COP as amended December 2009. All interested internal and external parties consulted as part of scrutiny and development and approval of Plan. | |

Recommendations

Code of Practice for Maintenance Management for Winter Service - 2009/2010 (cont'd)

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|--|----------------|--|---|
| 9 | Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code. | Yes | Route plans in place. | The Council only salts specified sections of footway network during prolonged hazardous conditions and when snow is forecast. |
| 10 | Authorities should prepare contingency Winter Service Plans for severe weather conditions, which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent Authorities. | Yes | <p>Comprehensive consultation was carried out by OSMC during their review and during the development of the 2011/12 Winter Service Plan. Consultees included internal stakeholders, Council and Parish/Town Council Members, transport providers, adjoining councils and emergency services.</p> <p>Thames Valley Police 'Salt Cell' working group to develop GIS plans for Thames Valley to assist authorities with cross boundary treatment.</p> | |
| 11 | Authorities should explore the potential for mutual aid in salt supply and other aspects of winter service and should make contingency arrangements in advance. | Yes | Alternative salt supply arrangements in place with WBC's Term Maintenance Contractor. | |

Recommendations

Code of Practice for Maintenance Management for Winter Service - 2009/2010 (cont'd)

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|---|----------------|---|--|
| 12 | Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making. | Yes | West Berkshire Council makes use of information from roadside sensors and detailed site specific forecasts issued by MeteoGroup UK in it's decision making process. | |
| 13 | Authority should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents. | Yes | PI's in Term Maintenance Contract and Winter Service Plan. | |
| 14 | To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season. | Yes | Formal training of WBC Staff undertaken with Vaisala 2009. All Duty Officers trained to City and Guilds Supervisor Standard. All Term Contractor WS operatives have City & Guilds 6157 accreditation (superseded by 6159). 2 staff are now accredited City & Guilds Winter Service Supervisors. | |
| 15 | Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events. | Yes | Ad hoc audits are undertaken to test Winter Service Plan during winter season. | |
| 16 | Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase. | Yes | Term Contractor/salt Union re-stocking arrangements in place. | |

Recommendations

Code of Practice for Maintenance Management for Winter Service - 2009/2010 (cont'd)

| Recommendation | Description | Adopted by WBC | Comments | Reason for not adopting recommendation |
|----------------|--|----------------|---|--|
| 17 | As a means of enhancing local salt storage capacity, Authority and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of season or provision of land. | Yes | WBC's salt stock for the coming season will be 2500t. Being a predominantly rural district, WBC's winter service requirements do not favourably align with those of the more urban UA's in Berkshire. | |
| 18 | Authority should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier. | Yes | Arrangements in place with Highway Term Contract for alternative salt supplies. | |
| 19 | Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. Longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment facilities. | Yes | Arrangements in place with salt union to maintain 2500t salt reserve. | |
| 20 | All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances. | Yes | The Winter Plan has been comprehensively consulted on and reviewed 2010/11. The next annual review will take place next summer in advance of the 2012/13 winter season. | |

Recommendations

The Resilience of England's Transport Systems in Winter - An Independent Review July 2010

| No. | Recommendation | Action by: | Comments |
|-----|---|------------|----------|
| 1. | <p>That for the forthcoming winter the need for a strategic reserve stock of salt for England's highway authorities be recognised, if the resilience to handle the risk of its being as severe as last winter is to be secured, and given the projected shortfall of UK production against the possible demand; and that the Highways Agency should be tasked, on behalf of the Secretary of State, to acquire by import, store and make available on terms to be agreed an initial reserve stock of some 0.25m tonnes</p> <p>of salt for 'last resort' use by local highway authorities and for itself; and that the DfT at the end of December should formally lead the consideration and review (using information and forecasts then available) of whether further additional reserve stocks should be secured for the remainder of the winter.</p> | DfT/HA | N/A |
| 2. | <p>A systematic year-round process of collecting data, monitoring salt stocks and movements and disseminating the findings should be put in place by DfT, to give advance warning of any issues affecting prospective salt supplies and availability, and to provide the basis for regular strategic overviews of the salt supply chain and any necessary decisions by them or other parties. This should be independent of any need for the operation of Salt Cell in 'allocation' mode.</p> | DfT | N/A |

Recommendations

The Resilience of England's Transport Systems in Winter - An Independent Review July 2010 (cont'd)

| No. | Recommendation | Action by: | Comments |
|-----|---|------------|---|
| 3. | The vulnerability and lack of resilience of the salt supply chain as currently configured should be recognised; that some targeted intervention needs to be designed which will substantially improve the resilience of the supply chain with minimal impact on the normal functioning of the salt market in the UK; and to note that the development and evaluation of proposals for this is a key part of the Review's stage two work, which will be presented in the Final Report in the autumn. | N/A | N/A |
| 4. | DfT should consult with the Scottish and Welsh authorities about the implications for Scotland and Wales of these short term recommendations for the salt supply chain. | DfT | N/A |
| 5. | Every local highway authority should have a robust winter service plan, and should regularly review the key elements of it, including network coverage, operational procedures and standards and appropriate salt stockholding to meet defined resilience standards, all in line with current best practice. | WBC | West Berkshire has a robust Plan in place that has been reviewed as a result of internal scrutiny and in line with the recommendations of the CoP as amended December 2009. |
| 6. | Consultation on treated networks should be broadly drawn to include business representatives, passenger and freight transport operators and local communities, as well as health and education service providers; and to help manage public expectations should be followed by clear and comprehensive communications of winter service plans, supported by good real-time communications through media and on-line when winter conditions arrive. | WBC | Appropriate stakeholders were consulted as part of the scrutiny review. The 2010/11 Plan has been developed in accordance with the scrutiny panel's recommendations. |

Recommendations

The Resilience of England's Transport Systems in Winter - An Independent Review July 2010 (cont'd)

| No. | Recommendation | Action by: | Comments |
|-----|---|------------|---|
| 7. | As many local highway authorities already do, authorities should collaborate with and support lower-tier authorities to help ensure that maximum practical winter support can be given in areas and communities beyond the treated networks, including possibly the treatment of key footways and pedestrianised areas. | WBC | Use of internal staff to treat town centre footways identified and included in revised 2010/11 Plan. Consultation ongoing regarding the use of farmers. |
| 8. | While recognising that research and technical information in this area is relatively fragmented and uncoordinated, and that available evidence needs to be presented more authoritatively, local highway authorities should be aware of the opportunities to improve salt utilisation through adopting lower spread rates and alternative treatment methods, both to reduce cost and to reduce demands on a potentially vulnerable salt supply chain. | LHA | Await further research. |
| 9. | Professional bodies and the Local Government Association should encourage the more widespread dissemination and adoption of best practice in the preparation and delivery of winter service plans. | LGA | N/A |

Recommendations

The Resilience of England's Transport Systems in Winter - An Independent Review July 2010 (cont'd)

| | | | |
|-----|---|-----|---|
| 10. | <p>While recognising that the resilience of salt supply is being addressed as a nationwide issue, local highway authorities can support this and should:</p> <ul style="list-style-type: none"> • all participate fully in the year-round systematic information collection and monitoring of salt stocks and movements which we are recommending should be adopted by DfT; • ensure their own planning of salt stocks and supply is sound and carried out in accordance with best practice, and supported by practical measures to improve salt utilisation; • put in place (or confirm where existing) mutual aid with neighbouring authorities to help address localised shortages. | DfT | 3500t of salt purchased to provide additional resilience. |
|-----|---|-----|---|

Recommendations

The Resilience of England's Transport Systems in Winter - An Independent Review July 2010 (cont'd)

| No. | Recommendation | Action by: | Comments |
|-----|---|------------|---|
| 11. | Local highway authorities should treat their winter service planning as an integral part of wider general resilience planning for civil contingencies, bringing to the development of winter service plans the benefits of processes and disciplines associated with resilience planning, together with the culture of constructive challenge and validation. | WBC | Winter Service Plan will form part of a larger emerging Adverse Weather Plan. |
| 12. | The Highways Agency should be commended for the research-based measures it has put in place to improve its salt utilisation. It should: <ul style="list-style-type: none"> • continue to research and monitor the efficiency of its practices and strive to improve the cost-effectiveness of its winter service operation; • share best practice, research and knowledge with other highway authorities. | HA | |
| 13. | There should be a comprehensive, authoritative review of technical standards and guidance relating to both the treatment and the spread rates of salt, based on research and evidence as necessary, leading to the production of practical guidance for practitioners as well as at a policy and planning level. This should be led by the UK Roads Liaison Group (see next recommendation). | UKRLG | |
| 14. | The valuable initiative and work of the National Winter Service Research Group should be brought under the wing of the UK Roads Liaison Group, who should take responsibility for and set the strategy for its work programme, including its contribution to the comprehensive review of technical standards and methods. | UKRLG | |

Recommendations

The Resilience of England's Transport Systems in Winter - An Independent Review July 2010 (cont'd)

| No. | Recommendation | Action by: | Comments |
|-----|--|-------------------|---|
| 15. | <p>The Department for Transport should develop, in collaboration with local government representatives and appropriate experts, a code setting out good practice for members of the public, including business owners, in clearing snow and ice from footways. This should:</p> <ul style="list-style-type: none"> • be produced by the end of October 2010 in time for the coming winter; • be short, along the lines of Westminster's advice to its residents; • set a standard which, if observed, should guard the public against negligence claims; • be made available to households by local authorities. | DfT | |
| 16. | <p>We note and commend the generally high quality and accuracy of short term (0–5 days) weather forecasting now available to support the operational decisions of highway authorities and their contractors, and recommend that the weather forecasters continue to develop their capabilities both for 15–30 day forecasting to meet the resource planning needs of highway authorities, and for longer term seasonal forecasting.</p> | Forecast Agencies | |
| 17. | <p>Given that the probability of next winter being severe continues to be relatively small but that severe winters are still possible despite the warming trend, we recommend that winter resilience planning – and the securing of greater resilience in the supply of salt – should continue on the basis of dealing with winters of a severity similar to that of 2009–2010.</p> | WBC | Salt stock 2500t. Alternative sources of salt available through Term Contractor (off site). Further sources being explored. |

FOOTBRIDGE TREATMENT NETWORK

| PARISH/TOWN | BRIDGE NAME | LOCATION |
|---------------------|------------------|--|
| Newbury | Monkey Bridge | Kennet and Avon Canal, at rear of properties 23-33 Russell Road, Newbury |
| Newbury | Northcroft River | Between Monkey Bridge and Northcroft Sports Centre |
| Shaw Cum Donnington | St Marys | River Lambourn, Footpath from Church Road, Shaw (Trinity School) – A339 Subway |
| Hungerford | Diamond Jubilee | Kennet and Avon Canal, adjacent to A338 road bridge (Bridge St/High St) |

Summary of Consultation Responses

APPENDIX I

| Ref Number | Name / Organisation | Date Received | Comments | Response Issued | Action |
|------------|------------------------------|---------------|---|-----------------|--|
| 1 | Andrew England (WBC Officer) | 07/01/2021 | Typing error (Page 132) of 2020/21 Winter Service Plan. Incorrect Parish. | 30/09/2021 | Noted. Amendment to be made to new plan. |
| 2 | Miles Roberts (WBC Officer) | 09/12/2020 | Consideration to the treatment of Northcroft Canal Footbridge, Newbury (also known as the Monkey Bridge). | See Item 11 | See Item 11. |
| 3 | Aldermaston PC | 16/07/2021 | Promote Frouds Lane to Primary Treatment Network. | 30/09/2021 | Frouds Lane – currently forms part of Secondary Route will remain so for the coming season. If being used as a diversion route Frouds Lane will receive treatment as part of the Primary Treatment Network. |
| 4 | Aldworth PC | 22/07/2021 | No comments following Parish Council meeting. | n/a | For Information Only. |
| 5 | Beenham PC | 12/07/2021 | No comments following Parish Council meeting. | n/a | For Information Only. |
| 6 | Councillor James Cole | 28/07/2021 | Consideration given to the treatment of roads leading to West Woodhay as part of the Primary Treatment Network. | 30/09/2021 | The classification of the roads suggested for inclusion has not changed. In addition, Hampshire County Council have confirmed that they do not treat any of the roads near West Woodhay that cross the boundary. |
| 7 | East Ilsley PC | 19/07/2021 | No comments following Parish Council meeting. | n/a | For Information Only. |

APPENDIX I (cont'd)

| | | | | | |
|----|--------------------------|------------|---|------------|--|
| 8 | Englefield PC | 29/06/2021 | No comments following Parish Council meeting. | n/a | For Information Only. |
| 9 | Greenham PC | 26/07/2021 | Consideration given to the treatment of the following roads, Dalby Crescent / Pigeons Farm Road / Epsom Crescent and Ascot Close. | 30/09/2021 | The classification of all the roads suggested for inclusion has not changed. Greyberry Copse Road and Pigeons Farm Road both form part of the Secondary Treatment Network and will remain so for the coming season (2021/22). Dalby Crescent / Epsom Crescent and Ascot Close are all currently served by salt bins. |
| 10 | Hungerford TC | 28/07/2021 | Consideration to the status of Chestnut Close as the day centre is no longer in existence. | 30/09/2021 | Appendix F to be amended accordingly. |
| 11 | Pete Evans (WBC Officer) | 05/07/2021 | See Item 2 above. | 30/09/2021 | Noted. Treatment of footbridges will be co-ordinated, when the criteria is met, with the treatment of the footway network. See plan for definitions of when the footway network will be treated. |
| 12 | Padworth PC | 20/07/2021 | Typing error (Page 107) of 2020/21 Winter Service Plan. Incorrect road name. | 30/09/2021 | Noted. Amendment to be made to new plan. |
| 13 | Newbury TC | 22/06/2021 | Treatment of subway ramps to be treated as a "Priority". | 30/09/2021 | Noted. Already in Plan stating subway ramps will be prioritised when resources become available. |

APPENDIX I (cont'd)

| | | | | | |
|----|-------------------------|------------|--|------------|--|
| 14 | Thatcham TC | 28/07/2021 | <ol style="list-style-type: none"> 1. Consideration given to adding Foxglove Way to Secondary Treatment Network. 2. Consideration given to the “trigger” point for the Secondary Treatment Network. 3. Clarify description of temperature for treatment of Secondary Treatment Network. 4. Consideration given to the publication of Appendix Q on public facing platform. | 30/09/2021 | <ol style="list-style-type: none"> 1. The classification of Foxglove Way has not changed. With this in mind, it will not be included on the Secondary Treatment Network. 2. The “trigger” point for the treatment of the Secondary Network will not change for the coming season. 3. Clarification will be given in the new plan. Reference will be to road surface temperatures. 4. Noted. Appendix Q will be published on the Council’s website. |
| 15 | Tidmarsh with Sulham PC | 21/07/2021 | No comments following Parish Council meeting. | n/a | For Information Only. |
| 16 | Tilehurst PC | 28/07/2021 | No comments following Parish Council meeting. | n/a | For Information Only. |
| 17 | Woolhampton PC | 16/07/2021 | No comments following Parish Council meeting. | n/a | For Information Only. |

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