

Individual Decisions



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

Thursday 16th March, 2023

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Individual Executive Member Decision

Three Year Highway Improvement Programme 2023/24 – 2025/26 – Summary Report

Committee considering report:	Individual Executive Member Decision
Date ID to be signed:	16 March 2023 at 14:00
Portfolio Member:	Councillor Richard Somner
Date Portfolio Member agreed report:	7 March 2023
Forward Plan Ref:	ID4316

1. Purpose of the Report

- 1.1 To present the Three Year Highway Improvement Programme for consideration by the Executive Member for Planning, Transport and Countryside.

2. Recommendation

- 2.1 That the Executive Member for Planning, Transport and Countryside approves Year 1 (2023/24) of the Three Year Highway Improvement Programme 2023/24 – 2025/26.

3. Implications

3.1 Financial:

The Highway Improvement Programme will be funded from existing capital budgets. It also forms part of the Council's approved Capital Programme.

3.2 Policy:

The programme meets the requirements of the Council's Local Transport Plan 2011 – 2026 in that maintenance of the road network is not being considered in isolation. Many other transport policy links will be achieved in areas such as road safety and active travel. The programme contributes towards the Council's Strategic Priority to “**develop local infrastructure to support and grow the local economy**”.

3.3 Personnel:

None arising from this report.

3.4 Legal:

None arising from this report.

3.5 Risk Management:

Failure to maintain the asset will affect availability, value, safety and the Council's ability to meet its legal duty to maintain a safe network under the Highways Act 1980.

3.6 Property:

The public highway is an important and valuable asset. Failure to maintain it will devalue the asset and conflict with the Government's aim to implement Highway Asset Management and Whole Life Accounting.

3.7 Other:

None arising from this report.

4. Consultation Responses

Members:

Leader of Council:	Councillor Lynne Doherty
Overview & Scrutiny Management Commission Chairman:	Councillor Alan Law
Ward Members:	All Ward Members (For Information Only)
Opposition Spokesperson:	Councillor Tony Vickers

Local Stakeholders: Consultation is not formally undertaken as the programme is based on objective data from technical surveys. However, any comments received from stakeholders during the previous 12 month period are considered and all local Ward Members and Town and Parish Councils are advised of scheme details in advance of work commencing. The full programme will also be published on the Council's website

Officers Consulted: Jon Winstanley, Ian Wigginton, Sarah Clark

Trade Union: Not applicable

5. Other options considered

5.1 Do nothing – Failure to undertake the Highway Improvement Programme will affect the availability, value, safety and the Council's ability to meet its legal duty to maintain a safe network under the Highways Act 1980.

6. Introduction/Background

6.1 Purpose of this report – the Executive Member for Planning, Transport and Countryside approves Year 1 (2023/24) of the Three Year Highway Improvement Programme 2023/24 – 2022/26.

- 6.2 The Three Year Highway Improvement Programme will help contribute towards the Council Strategic Priority to “develop local infrastructure to support and grow the local economy”.
- 6.3 The Council’s approach to highway maintenance and asset management is described in the Local Transport Plan 2011 – 2026 (LTP) and the Council’s approved Highway Asset Management Plan (HAMP). The HAMP policy is currently under review. The new document will support the Corporate Strategy and will illustrate how highway asset management aligns to the West Berkshire Vision 2036 and its aspiration that West Berkshire is a place where everyone is given the chance to thrive, regardless of their background.
- 6.4 Adopting a best practice Highways Infrastructure Asset Management approach will assist West Berkshire’s vision to be environmentally sustainable.
- 6.5 The Council’s Environment Strategy 2020-2030 puts forward a range of actions setting the Council on the path to achieve its primary target of achieving carbon neutrality by 2030.
- 6.6 The asset management approach aligns to the Council’s Environment Strategy 2020-2030 supporting a cross department approach to achieving the Council’s targets specifically contributing:
- Recycling waste materials and use recycled material, both in the office and on site where practical within schemes adopting a circular economy approach
 - Prioritising investment in infrastructure that enables residents to use more sustainable transport options
 - Ensuring the durability of the highway infrastructure especially given extreme weather events
 - Building carbon assessments in to decision making tools for schemes
 - Undertaking research into biodiversity net gain in respect to the management of the highway asset, utilising this information to further shape the Council’s approach to asset management
- 6.7 Highway maintenance and improvements is one of the six local transport goals set out in the LTP. The LTP also shows how this goal and the Council’s sustainable approach helps to address other key issues identified in the plan such as safer travel, minimising the impact on the environment and improving accessibility. The LTP confirms that the Council will continue to operate a rolling Highway Improvement Programme refreshed annually through its supporting Implementation Plan.
- 6.8 There are approximately 1303km of public highway in West Berkshire (more than Reading and Wokingham combined), comprising of approximately 105km of “A” roads, 75km of “B” roads, 398km of “C” roads and 725km of unclassified “U” roads. As a consequence, maintenance of the road network presents real challenges. However, by adopting an asset management approach, the Environment Department is able to identify and treat roads at the right time so as to maximise

design life at minimum cost. This approach has enabled the Council to maintain and improve the condition of the classified road network at a consistent level since 2009/10.

7. Supporting Information

7.1 The Three Year Highway Improvement Programme detailed in Appendix C has been compiled using the results of technical surveys on the principal classified (A road), non-principal classified (B and C roads) and unclassified (U roads).

7.2 Since 2002, the Council has been carrying out a comprehensive programme of annual testing to determine the condition of the highway network and establish the Government's defined data sets for the condition of the principal classified, non-principal classified and unclassified road networks including skid resistance. For 2023/24, the national data sets are defined as follows and expressed as a % of road length under each class where maintenance should be considered:

130– 01 Condition of Principal Roads

130 – 02 Condition of Non Principal Roads

130 – 03 SCRIM (Side-way force Coefficient Routine Investigation Machine)

130– 04 Carriageway work completed

7.3 Whilst there is no national requirement to report on the unclassified network, the Council continues to survey the unclassified network annually in order to establish its condition for the purpose of developing appropriate programmes of repair in accordance with current asset management guidance and best practice. For 2023/24, the local data set is defined as follows and expressed as a % of road length where maintenance should be considered:

BV224b Condition of Unclassified Roads

7.4 The condition of the classified network (A, B and C class roads) is measured using SCANNER (Surface Condition Assessment for the National Network of Roads) which was introduced in 2003/04. In 2010, SCANNER was also used to measure the condition of the unclassified road network (U roads). All surveys are performed in accordance with national standards and guidance.

7.5 The skid resistance of the busiest roads on the network (Maintenance Category 2, 3a and 3b) is measured using SCRIM (Side-way force Coefficient Routine Investigation Machine). Using SCRIM and wet injury accident data, skid deficient sites have been identified and programmed accordingly and these are shown in bold text within the programme.

7.6 Details of the survey methodology, coverage and the Council's approach to highway asset management are described in the LTP and in detail within the Council's Highway Asset Management Plan (HAMP). A brief summary of the methodology is provided in the following paragraphs.

7.7 The road maintenance approach adopted by the Council has been to tackle stretches of road that in terms of their condition, are showing as "amber" in order to bring them back to "green". "Red sections are maintained in a safe condition and

subject to their size, are either repaired under a separate patching programme or are included as a larger highway improvement project. The approach aligns with the guidance given in the Code of Practice on Transport/Infrastructure Assets and delivers better value for money in the medium/long term for any defined level of service or condition. In fact, this approach has already resulted in improvements across the range of performance indicators demonstrating that West Berkshire Council is achieving good value for money in respect of its investment in highway maintenance.

- 7.8 The traffic light system of red, amber and green is a methodology adopted to categorise roads based on survey data relating to surface texture, cracking, rut depth and ride quality.

Three Year Highway Improvement Programme 2023/24 – 2025/26

- 7.9 The programme provided in Appendix C covers the period 2023/24 – 2025/26 and lists in alphabetical order by Parish or Town those roads requiring treatment. The programme has been developed using cost estimates and a provisional annual capital budget of £5,631m for 2023/24.
- 7.10 It is important to note, that it may be necessary to make changes to the programme once detailed costings, available budgets and potential savings have been established.
- 7.11 The new Three Year Highway Improvement Programme has been developed to deliver our set service levels of 3%, 3% and 5% (Principal Classified NI 130 – 01, Non-principal classified NI 130 – 02 and unclassified BV224b respectively).
- 7.12 A range of different surface treatments will be used, depending on the type and location of each road being treated. This can vary from dense macadam's on minor estate roads, surface dressing (sometimes referred to as "tar and chippings") in rural areas through to resurfacing (overlay or inlay) and complete reconstruction. Where a pre-treatment is required to strengthen the road, for example deep machine patching, in order to gain optimum effectiveness and value for money, these will normally receive a proprietary surface dressing treatment the following financial year. This preventative maintenance approach is important in order to maintain the condition and value of the highway network within West Berkshire.
- 7.13 For skid deficient sites, it should be noted that they may not display any of the normal visible defects like rutting, cracking, lamination or "potholes". Treatments would include surface dressing, micro asphalt and retexturing (an abrasive treatment that restores texture to the existing surface). The skid deficient sites are shown in bold text within the programme.
- 7.14 Wherever possible, roads in residential and built up areas will be resurfaced using materials that exhibit low surface noise when trafficked. In addition, every effort will be made to use local and recycled materials in order to contribute towards the Council's Corporate Priority to "maintain a green district"
- 7.15 In line with the Council's agreed policy, any road included in the programme for resurfacing which traffic calming measure (speed cushions) will have those cushions reinstated to the current specification. The opportunity will also be taken, where appropriate, to review any existing other traffic management arrangements.

This will normally involve consultation with local residents, Ward Members and the Town or Parish Council.

- 7.16 Details of the annual programme are widely distributed to all local Town and Parish Councils and Ward Members. Regularly updated information is also available on the Council’s website.

Programme Changes

- 7.17 From time to time, circumstances change which may necessitate alterations to the programme. Such circumstances may include unforeseen circumstances on site, utility activities and excessive demand on contractors and/or materials, new technical data or accelerated deterioration as a result of severe weather conditions. In the event that a programmed scheme has to be deferred, where appropriate, a suitable replacement site will be selected from the programme in agreement with the Executive Member for Planning, Transport and Countryside.

8. Options for Consideration

- 8.1 Approve Year 1 (2023/24) of the Three Year Highway Improvement Programme 2023/24 – 2025/26.
- 8.2 Do nothing.

9. Proposals

- 9.1 By approving year one (2023/24) of the Three Year Highway Improvement Programme, the Council will continue to meet its duty to maintain the highway in a safe and serviceable condition by undertaking the appropriate work on the network in a timely and cost effective manner (Highway Act 1980). A well maintained and safe highway network for all road users, should result in reduced accidents/third party claims, a safer environment and an effective network to help stimulate movement across the district to enhance the local economy.

10. Conclusion

- 10.1 The Highway Improvement Programme has been developed in accordance with the Council’s approved Highway Asset Management Plan (HAMP) using surveyed condition data and should be approved ready for implementation in April 2023.

Background Papers:

Nothing to add

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:

Some Wards, Town and Parish Councils

Strategic Priorities Supported:

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

- 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
E-mail Address: andrew.reynolds@westberks.gov.uk

11. Executive Summary

- 11.1 The Three Year Highway Improvement Programme has been developed in accordance with highway asset management principles as detailed in the UKRLG/HMEP Asset Management Guidance, Code of Practice for Highway Maintenance Management “Well-managed Highways”, the Transport Infrastructure Assets Code “Guidance to Support Asset Management”, Financial Management and reporting and the Council’s approved Highway Asset Management Plan (HAMP).
- 11.2 In accordance with the requirements of the Transport Infrastructure Assets Code, the improvement programme (structural repair, surfacing, surface dressing) is fully funded from the Capital Programme

12. Conclusion

- 12.1 The Highway Improvement Programme has been developed in accordance with the Council’s approved Highway Asset Management Plan (HAMP) using surveyed condition data and should be approved ready for implementation in April 2023.

13. Appendices

- 13.1 Appendix A – Data Protection Impact Assessment
- 13.2 Appendix B – Equalities Impact Assessment
- 13.3 Appendix C – Supporting Information (Three Year Highway Improvement Programme 2023/24 – 2025/26)
- 13.3 Appendix D – Road Condition Indicators
- 13.4 Appendix E – Summary of Member Comments

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
Team:	Asset Management
Lead Officer:	Andrew Reynolds
Title of Project/System:	Three Year Highway Improvement Programme 2023/24 – 2025/26
Date of Assessment:	7 February 2023

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.

Appendix B

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:	That the Executive Member for Transport and Countryside approves Year 1 (2023/24) of the Three Year Highway Improvement Programme 2023/24 – 2025/26.
Summary of relevant legislation:	Highways Act 1980
Does the proposed decision conflict with any of the Council’s key strategy priorities?	No
Name of assessor:	Andrew Reynolds
Date of assessment:	7 February 2023

Is this a:		Is this:	
Policy	No	New or proposed	No
Strategy	No	Already exists and is being reviewed	Yes
Function	No	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 maintain the public highway in a safe and serviceable condition to comply with the Council’s duty to maintain the highway as outlined in the Highways Act 1980.
Objectives:	To maintain the condition of the public highway in accordance with the service levels set out in the Council’s Highway Asset Management Plan (HAMP). To comply with Government Guidance.
Outcomes:	The Council continues to meet its duty to maintain the highway in a safe and serviceable condition by undertaking the appropriate work on the network in a timely and cost effective manner.
Benefits:	A well maintained and safe highway network for all road users, reduced accidents/third party claims, safer environment and an effective network to help stimulate movement across the district to enhance the local economy.

<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	The proposed improvement programme does not specifically impact on any “Age” groups.	Improving the condition of the road network will benefit all “Age” groups.
Disability	The proposed improvement programme does not specifically impact on any “Disability” groups.	N/A
Gender Reassignment	No particular “Gender Reassignment” groups will be disadvantaged.	N/A
Marriage and Civil Partnership	No particular “Marriage and Civil Partnership” groups will be disadvantaged.	N/A
Pregnancy and Maternity	No particular “Pregnancy and Maternity” groups will be disadvantaged.	N/A
Race	No particular “Race” groups will be disadvantaged.	N/A
Religion or Belief	No particular “Religion or Belief” groups will be disadvantaged.	N/A
Sex	No particular “Sex” groups will be disadvantaged.	N/A
Sexual Orientation	No particular “Sexual Orientation” groups will be disadvantaged.	N/A
<p>Further Comments relating to the item:</p> <p>Highway Improvement works affect all users equally. However, provisions will be made on a scheme by scheme basis, to ensure that all users can access the highway in a safe and appropriate manner in accordance with current Health and Safety Legislation.</p>		

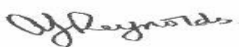
3 Result	
Are there any aspects of the proposed decision, including how it is delivered or accessed, that could contribute to inequality?	No
Due to the nature of the works, minor disruption could result and affect the general public, but this will be mitigated by maintaining access to private properties and businesses (whenever possible) during the work and providing the necessary signage to divert traffic.	
Will the proposed decision have an adverse impact upon the lives of people, including employees and service users?	No
Due to the nature of the works, minor disruption could result and affect the general public, but this will be mitigated by maintaining access to private properties and businesses (whenever possible) during the work and providing the necessary signage to divert traffic.	

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:	
Timescale for Stage Two assessment:	

Name:



Date: 07/02/2023

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.

YEAR 1 (2023/24)

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Aldermaston	A340 Aldermaston Road	Surface Change Aproax 50m West of Tadley Triangle	AWE Roundabout Entrance	450	Surface Dressing
Aldermaston	Fallows Road	A340	End	358	Block Paving Treatment
Ashampstead	Holly Lane/Palmers Hill	Aldworth Road	Noakes Hill	1231	Surface Dressing
Beenham	Beenham Hill	A4 Bath Road	950m North-West (Just before RHD Bend)	950	Surface Dressing
Bradfield	Common Hill	Buscot Hill	30mph Signs East of Crossroads	525	40mm Inlay/Overlay
Bradfield	Unnamed road from Buckhold Hill to Ashampstead Road	Unnamed Road to Holy Trinity Church	Ashampstead Road	886	Surface Dressing
Brightwalton	Coombe Hill	Unnamed Road from A338 to B4494	End	1318	Surface Dressing
Bucklebury	Byles Green	Little Lane	Broad Lane	811	Surface Dressing
Burghfield	Reading Road/Holly Bush Lane Traffic Light Approaches	3 x 50m Approaches to T.L's (NE, SW & SE Approaches)	Reading Road T.L's	150	Re-Texturing
Burghfield	Unnamed Road from Hangar Lane to Hose Hill	Hose Hill	125m North-West of Hose Hill	125	Re-Texturing
Chieveley	New Oxford Road	Curridge Road	Chieveley Services Northern Roundabout	1562	Surface Dressing
Chieveley	Unnamed Road from Arlington Lane, Snelmore	Arlington Lane	End	1502	Surface Dressing

YEAR 1 (2023/24)

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Enborne	Enborne Street	Villiers Way	Cope Hall Lane	315	40mm Inlay/Overlay
Great Shefford	Old Baydon Road	Old A338	120m West	120	Surface Dressing
Greenham	Burys Bank Road	610m East of Control Tower Roundabout	1530m East of Control Tower Roundabout	920	Re-Texturing
Greenham	Greenham Common Access (Brackenhurst)	A339 Basingstoke Road	End	505	Slurry Seal
Greenham	New Road	Racecourse Road	End	655	40mm Inlay/Overlay
Hampstead Norrey	B4009 Newbury Road	Approximately 200m South West of Eling Road	Unnamed Road to Compton	1015	Surface Dressing
Hungerford	A338 Salisbury Road	Priory Road Mini Roundabout	Kennedy Meadow Roundabout	465	40mm Inlay/Overlay
Hungerford	Sarum Way	Priory Road	End	146	40mm Inlay/Overlay
Lambourn	B4000 Upper Lambourn Road	Unnamed Road to High Street	Malt Shovel Lane	594	Re-Texturing
Lambourn	Uunamed Road from B4001 to Lykweed Farm	Ramsbury Road	Half Mile Road	688	Surface Dressing
Newbury	B4009 Shaw Road	Kiln Road	Robin Hood Roundabout	430	40mm Inlay/Overlay
Newbury	Greenham Road (Pyle Hill)	Racecourse Road	Pinchington Lane	1320	40mm Inlay/Overlay

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YEAR 1 (2023/24)

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Newbury	Russell Road/Blenheim Road	Craven Road	Chalford Road	524	40mm Inlay/Overlay
Newbury	Skippons Close/Stapleton Close	Villiers Way	End	227	Slurry Seal
Shaw Cum Donnin	Castle Lane	B4494 Oxford Road	End	340	Slurry Seal
Speen	A4 Bath Road	Kintbury Crossroads	Church Road, Stockcross	4648	40mm Inlay/Overlay
Stratfield Mortimer	Burghfield Road	St Catherines Hill	50m North of St Catherines Hill	50	Re-Texturing
Stratfield Mortimer	Lockram Lane (Both Legs)	Goring Lane	New Road	1426	Surface Dressing
Stratfield Mortimer	Longmoor Lane (Estate Service Road)	Longmoor Lane	Longmoor Lane	88	40mm Inlay/Overlay
Stratfield Mortimer	West End Road (Incl. Mini Rbt)	Victoria Road	Surface Change nr Football Pitch Entrance	780	40mm Inlay/Overlay
Streatley	A329 Wallingford Road	30mph Signs	District Boundary	1195	40mm Inlay/Overlay
Sulhamstead	Kingston Lane	Sulhamstead Hill	St Michaels Lane	808	Surface Dressing
Thatcham	A4 Bath Road Roundabout, Thatcham	A4 Bath Road	A4 Bath Road	165	Re-Texturing
Thatcham	Crookham Hill	210m South of The Hay Barn Entrance	160m South of The Hay Barn Entrance	50	Re-Texturing

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YEAR 1 (2023/24)

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Thatcham	Turnpike Road	Fir Tree Lane	A4 Bath Road Roundabout	655	Surface Dressing
Theale	Arrowhead Road	Station Road	End	662	Concrete Joint Treatment
Theale	Station Road (Incl. Both RBTs)	Brunel Road	High Street	506	40mm Inlay/Overlay
Tilehurst	Greenfinch Close	Partridge Drive	End	50	90 -110mm Inlay/Overlay
Wokefield	Goring Lane	50m East of Oates Cottage Entrance	110m East of Oates Cottage Entrance	60	Re-Texturing

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YEAR 2 (2024/25)

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Aldworth	B4009 Haw Lane (Four Points)	Westridge Green	Four Points Crossroads	1663	Surface Dressing
Beenham	A4 Beenham Dual C'way	A340 Aldermaston Wharf Roundabout	End of Dual C'way	2787	Surface Dressing
Bradfield	The Laffords	Cock Lane	End	135	90 -110mm Inlay/Overlay
Brightwalton	B4494 Wantage Road	Unnamed Road to Copperage Road	Unnamed Road from A338 to B4494	1204	Surface Dressing
Brimpton	Crookham Common Road	Surface Change Approx. 100m West of Brimpton Road	Hyde End Lane	1200	Surface Dressing
Burghfield	Burghfield Road	Berrys Lane	Reading Borough Boundary	1462	Surface Dressing
Burghfield	Field Farm Road	Mill Road	End	622	Surface Dressing
Chieveley	Church Lane	High Street	End	120	Surface Dressing
Chieveley	Priors Court Road	A34 Slip On	B4009 Hermitage	2480	Surface Dressing
Cold Ash	Collaroy Road	Cold Ash Hill	The Ridge	688	40mm Inlay/Overlay
Cold Ash	Hatchgate Close	Cold Ash Hill	End	135	40mm Inlay/Overlay
Cold Ash	Willis Close	Hermitage Road	End	34	40mm Inlay/Overlay

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Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Hamstead Marsha	Unnamed Road from Craven Arms PH to Hamstead Marshall	Wheatlands Lane	Watery Lane	3115	Surface Dressing
Hungerford	A4 Bath Road	District Boundary at Froxfield	Charnham Dual C'Way	3028	40mm Inlay/Overlay
Kintbury	Templeton Road	Hungerford Road	Inkpen Road	3073	Surface Dressing
Lambourn	Baydon Road	Crowle Road	Ermin Street	3487	Surface Dressing
Newbury	Fifth Road/Oaken Grove	Valley Road	End	256	40mm Inlay/Overlay
Newbury	Gorselands	A343 Andover Road	End	481	Concrete Joint Treatment
Newbury	Jubilee Road	Queens Road	End	132	Slurry Seal
Newbury	Laburnum Grove	Chestnut Crescent	End	152	Concrete Joint Treatment
Newbury	Lingfield Road/Sedgefield Road/Sandown Way	Westwood Road	New Road	609	Slurry Seal
Newbury	Waller Drive	Turnpike Road	Pindar Place	262	Surface Dressing
Newbury	Willowmead Close	Normay Rise	End	130	Slurry Seal
Pangbourne	Green Lane	A340	Bere Court Road	528	Surface Dressing

3 Year Highway Improvement Programme 2023/24 to 2025/26

Appendix C

YEAR 2 (2024/25)

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Pangbourne	Yattendon Road	Gardeners Lane	Pangbourne Hill	1811	Surface Dressing
Peasemore	Princes Lane	Mud Lane	Northfields	568	Surface Dressing
Purley-on-Thames	A329 Purley Rise	Sulham Lane	Surface Change 100m West of Beech Road	917	Surface Dressing
Stratfield Mortimer	Birch Lane	West End Road	End	165	Surface Dressing
Sulhamstead	A4 Bath Road	A4/A340 Roundabout	Start of Padworth Dual C'Way	2594	Surface Dressing
Thatcham	Bodmin Close	Ilkley Way	End	81	Slurry Seal
Thatcham	Elmhurst Road	Gordon Road	End	423	Concrete Joint Treatment
Thatcham	Fromont Drive	The Moors	End	214	40mm Inlay/Overlay
Thatcham	Grassington Place/Westerdale	The Moors	End	282	Slurry Seal
Thatcham	Ilkley Way	The Moors	The Moors	1162	Slurry Seal
Thatcham	The Close	Baily Avenue	End	62	40mm Inlay/Overlay
Thatcham	The Moors	Lower Way	The Broadway	1017	40mm Inlay/Overlay

3 Year Highway Improvement Programme 2023/24 to 2025/26

Appendix C

YEAR 2 (2024/25)

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Theale	Brunel Road	Station Road	Waterside Drive	622	Surface Dressing
Theale	High Street	Crown Lane	Hoad Way	322	Concrete Joint Treatment
Tidmarsh	A340 The Street	Strachey Close	Green Lane	1097	Surface Dressing
Tilehurst	Goodliffe Gardens (Whole Estate)	Knowsley Road	End	449	Slurry Seal
Tilehurst	Swinbrook Close	Fairford Road	End	51	Slurry Seal
Tilehurst	Warbreck Drive/Marten Place/Laytom Rise/Lucey Close	Knowsley Road	End	501	90 -110mm Inlay/Overlay
Tilehurst	White Lodge Close	Long Lane	End	372	40mm Inlay/Overlay

Page 24

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Aldermaston	A340 Mulfords Hill	District Boundary at Tadley	T.L. Junction with Aldermaston Road	304	40mm Inlay/Overlay
Basildon	Aldworth Road	Long Bottom Road	Gardeners Lane	1212	Surface Dressing
Boxford	High Street	Roodhill	Baydon Road	1668	Surface Dressing
Brimpton	Wasing Lane	Brimpton Lane	Surface Change at Tarkwa	400	Surface Dressing
Burghfield	Deans Copse Road	Hose Hill	Burghfield Road	2455	Surface Dressing
Burghfield	Reading Road	Holly Bush Lane	Goring Lane Mini Roundabout	463	40mm Inlay/Overlay
Chieveley	Old Street	Priors Court Road	End	1662	Surface Dressing
Cold Ash	Cold Ash Hill	The Ridge	Vicarage Lane	315	40mm Inlay/Overlay
Compton	Wilson Close	School Road	End	105	Slurry Seal
East Garston	B4000 Baydon Road	A338 Junction (Nr The Pheasant PH)	Unnamed Road from Baydon Road to Poughley	1766	40mm Inlay/Overlay
Great Shefford	Newbury Road	Elton Lane	East Shefford Mill Entrance	700	Surface Dressing
Hermitage	Lipscomb Close	Marlston Road	End	270	40mm Inlay/Overlay

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Hungerford	A338 Salisbury Road	Kennedy Meadow Rbt	District Boundary	2747	40mm Inlay/Overlay
Hungerford	A4 Bath Road	30mph Speed Limit Signs East of Hungerford	Kintbury Crossroads	3991	40mm Inlay/Overlay
Hungerford	Smitham Bridge Road	Marsh Lane	Church Way	441	40mm Inlay/Overlay
Kintbury	Bradley Close	Inkpen Road	End	100	Slurry Seal
Newbury	B3421 Mill Lane	A339 Roundabout	Boundary Road	458	40mm Inlay/Overlay
Newbury	Buckingham Road	A343 Andover Road	Enborne Road	412	40mm Inlay/Overlay
Newbury	Charmwood Close	B4494 Oxford Road	End	184	Slurry Seal
Newbury	Charter Road/Rupert Road/Byran Close	Chandos Road	Chandos Road	575	Slurry Seal
Newbury	Gloucester Road	Chalfont Road	Blenheim Road	378	Slurry Seal
Newbury	Pinchington Lane	Deadmans Lane Roundabout	Tesco Roundabout	244	40mm Inlay/Overlay
Newbury	Queens Road/Greenham Road DC'Way & Mini Rbt	A339 Roundabout	Queens Road	140	40mm Inlay/Overlay
Padworth	Bath Road Service Road, Beenham DC'Way	A4	A4	494	Slurry Seal

3 Year Highway Improvement Programme 2023/24 to 2025/26

Appendix C

YEAR 3 (2025/26)

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Purley-on-Thames	A329 Purley Rise	Surface Change 100m West of Beech Road	Sherwood Rise Roundabout	702	MilePave Type Inlay
Purley-on-Thames	Glebe Road	Reading Road	Westbury Lane	310	40mm Inlay/Overlay
Purley-on-Thames	Highfield Road/ Orchard Close	Long Lane	End	480	Slurry Seal
Speen	Valley Road	Priddle's Farm	Track to Woodspeen Farm	590	Surface Dressing
Streatley	Lewendon Hill	B4009 Aldworth Road	Bennets Wood	2014	Surface Dressing
Streatley	Streatley Hill	Lewendon Hill	Streatley Crossroads	1249	Surface Dressing
Thatcham	A4 Bath Road	Pipers Way Roundabout (Incl. Rbt)	Cremetorium Roundabout	1118	40mm Inlay/Overlay
Thatcham	Coniston Close/Rydal Drive	Derwent Road	End	138	Slurry Seal
Thatcham	Glenmore Close	Ilkley Way	End	32	Slurry Seal
Thatcham	Harts Hill Road	Floral Way	Harts Hill Road, Upper Bucklebury	1310	Surface Dressing
Thatcham	Park Lane	A4 Bath Road	Floral Way	908	40mm Inlay/Overlay
Thatcham	Parkside Road	Park Lane	End	143	40mm Inlay/Overlay

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Tilehurst	Clarence Way	Royal Avenue	Surface Change	155	Concrete Joint Treatment
Tilehurst	Compton Avenue	Warborough Avenue	Ashbury Drive	310	90 -110mm Inlay/Overlay
Tilehurst	Marlborough Way	Royal Avenue	End	49	Slurry Seal
Tilehurst	Scafell Close	Fairford Road	End	52	Slurry Seal
Welford	B4000 Baydon Road	240m West Of Welford Crossroads (LHD Private Road)	A338 Wantage Road	3245	Surface Dressing

Road Condition Indicators

	BVPI's			NI's				130's										
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
130-01 (NI 168/BV223 Pre2012/13) A Roads	5%	7%	5%	6%	5%	5%	5%	4%	3%	3%	2%	3%	3%	2%	2%	3%	3%	3%
130-02 (NI 169/BV224a Pre2012/13) B & C Roads	11%	9%	7%	9%	9%	9%	9%	6%	7%	6%	3%	3%	4%	3%	3%	2%	2%	3%
BV224b U Roads	26%	20%	14%	21%	12%	11%	12%	3%	8%	3%	3%	3%	3%	2%	2%	1%	5%	2%
BV187 Footways	26%	3%	4%															

Notes:

* Not reported as a National Indicator. Based on 85% of Network as no Cul-de-Sacs under approx. 150m are SCANNER'd.

** Only 50% of the U road network was surveyed due to severe winter. The surveyed coverage was predominately urban, therefore results were better than expected.

*** The reported figure in 2015/16 is the 2014/15 figure as no SCANNER surveys were carried out on the U roads in 2015/16 due to adverse weather.

**** The percentages shown above relate to the amount of carriageway in need of repair. The lower the figure the better the condition of the carriageway.

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Summary of Member Comments

APPENDIX E

Ref Number	Name / Organisation	Date Received	Comments	Response Issued	Action
1	Councillor Bridgman	20/02/2023	<p>The Street, Stratfield Mortimer – patching work completed 2022, when will the surfacing be undertaken.</p> <p>When will the section of road under the railway bridge near Cross Lane / Bloomfield Hatch Lane be surfaced.</p>	23/02/2023	<p>The Street will be surfaced dressed as part of the 2023/24 HIP.</p> <p>Bloomfield Hatch has been identified as in need of repair and will be surfaced in 2023/24 as part of a smaller programme of work.</p>
2	Councillor Boeck	03/02/2023	Beenham Hill, Beenham	06/02/2023	<p>Received complaints from residents about this section of carriageway.</p> <p>Confirmed that the section from the A4 for a distance of 950m NW is in the 2023/24 HIP.</p>

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Active Travel Experimental Road Closures and Probation of Motor Vehicles on Lawrences Lane Thatcham, Station Road Newbury and Deadmans Lane Theale Consultation

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	16 March 2023
Portfolio Member:	Councillor Richard Somner
Date Portfolio Member agreed report:	TBC
Report Author:	Gareth Dowding
Forward Plan Ref:	ID4317

1 Purpose of the Report

- 1.1 To inform the Executive Member for Planning, Transport and Countryside of the responses received during the 6 month consultation of the introduction of an experimental prohibition of motor vehicles Order on Lawrence's Lane Thatcham, Station Road Newbury and Deadmans Lane Theale and to seek approval of officer recommendations.

2 Recommendations

- 2.1 It is recommended that:
- (a) the proposed prohibition of motor vehicles orders on Lawrences Lane Thatcham and Deadmans Lane Theale are not introduced as advertised in the experimental Order and the Experimental Order is formally rescinded and that the supporters and objectors are informed accordingly;
 - (b) the proposed prohibition of motor vehicles order on Station Road Newbury is introduced as advertised and that the objectors are informed accordingly

3 Implications and Impact Assessment

Implication	Commentary

Active Travel Experimental Road Closures

Financial:	The implementation of any additional physical sign works will be funded from existing Capital budgets as part of the Network Management team's Minor Works Programme for 2023-24.			
Human Resource:	N/A			
Legal:	The Traffic Regulation Order required to formalise the experimental order element associated with Station Road Newbury will be processed and sealed by the Legal Services team.			
Risk Management:	N/A			
Property:	N/A			
Policy:	The consultation was in accordance with the Council's consultation procedure and that of an Experimental traffic Regulation Order.			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		x		N/A
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		x		N/A

Active Travel Experimental Road Closures

Environmental Impact:		x		N/A
Health Impact:		x		N/A
ICT Impact:		x		N/A
Digital Services Impact:		x		N/A
Council Strategy Priorities:		x		N/A
Core Business:		x		N/A
Data Impact:		x		N/A
Consultation and Engagement:	<p>Local stakeholders and road users were consulted on the proposed prohibition of motor vehicles orders by way of statutory advertisement of an Experimental Traffic Regulation Order.</p> <p>Affected ward members were also consulted on these proposals as part of the statutory advertisement carried out during the last 6 months and have been sent a copy of this report to comment on. Any comments received will be recorded accordingly during the ID meeting.</p>			

4 Executive Summary

- 4.1 The purpose of this report is to inform the Executive Member for Planning, Transport and Countryside of responses received during the 6 month statutory consultation period for these prohibition of motor vehicles proposals and to seek approval of officer recommendations.
- 4.2 Objections and support for these closures were received for all the sites. This report summarises the objections and support for the closures and makes a recommendation to the Executive Member what should be implemented as a result of this consultation.

5 Supporting Information

Introduction

5.1 As part of a Government initiative to encourage more active travel by residents of the UK and to encourage the general public to be healthier through activities and sport through the DFT grants were made available to local Authorities to modify and convert existing public highway into quiet traffic free streets for walking, cycling, scootering and leisure activities. These proposals were a result of West Berkshire Council being successful in a bid to the Department for Transport in 2020/21 to fund active travel improvements. The funding had to be used to encourage walking and cycling across the district in response to changing travel habits caused by the CoVid pandemic. .

Background

5.2 An Experimental Traffic Regulation Order was chosen as the best way to facilitate these prohibition of motor vehicles traffic regulation orders as it allowed consultation evidence to be gathered whilst the physical closure were in place for the first 6 months of the 18 month Experimental Order. The effect of the closure has therefore been properly experienced by both residents and motorist affected by it. It allowed a real world reaction to be experienced and gives a better and more honest consultation result.

5.3 The prohibition of motor vehicles order came into effect on the 1st July 2022 and the initial 6 month consultation period commenced accordingly afterwards ending on the 19th January 2023 for Lawrences Lane and the 26th February 2023 for Station Road. Both these restrictions were signed with the appropriate regulatory signs and further enhanced by the inclusion of physical measures to prevent vehicles from entering the restricted areas. On Station Road, the physical measures took the form of large planters in the carriageway. On Lawrences Lane, bollards were installed. The bollards were lightweight and removable to allow those with legitimate access requirements to enter the restricted area. The restriction on Deadmans Lane was unfortunately never implemented on the ground due to issues with an existing access that were not identified at the initial assessment stage.

5.4 A copy of the Order is included as Appendix A.

5.5 Following an issue with the practicalities of installing the Deadmans Lane closure due to a previously unidentified vehicular access along Deadmans Lane. The access being a well used vehicular staff access into the rear of Theale Green school that was developed into a formal access during the build out of an old planning application several years ago without the knowledge of us or the Planning authority but is now by default considered formal and can remain this prohibition was not physically supported by signage and did not therefore result in the same sort of consultation as the other two sites.

Responses to Statutory Consultation and Officer Comments

Lawrences Lane

5.6 At the end of the statutory consultation period, 64 comments were received in respect of the Lawrences Lane closure, comprising 34 objections and 30 expressions of support.

5.7 The objections were from Thames Valley Police, South Central Ambulance Service, a Thatcham Town Councillor and residents/users of the lane, although several were from the same resident but raising different reasons for objection each time. The support for the restriction came from Thatcham Town Council, a district Councillor (not the ward member), a Town Councillor and The Mid and West Berkshire Local Access forum.

5.8 Objectors' comments included:

- The lack of an available turning head at the northern end resulting in a private driveway being used to turn around, damaging the surface of the drive;
- Time spent removing and replacing bollards each time for access to adjacent fields to tend to animals;
- Operational difficulties for the police and Ambulance Service with the closure in place ;No need for closure as its not a direct or popular access route for anyone other than residents who live on the lane;
- No accident history even during its peak use by pedestrians during the CoVid lockdowns;
- An unnecessary diversion for residents resulting in a waste of time and fuel;
- The bollards prevent access for horse drawn vehicles, even though they are not prohibited by the Order;
- The restriction was requested originally by those who don't live on the lane and have to use it daily so don't therefore appreciate how awkward and inconvenient it is being closed.

5.9 Supporter Comments included:

- The restriction prevents antisocial driving behaviour along lane especially late at night and provides a quiet lane to walk,cycle up especially at weekends
- The lane is not required for use as a through route as there are alternative routes that are wider and safer
- The restriction enhances the public rights of way access across the Northern part of Thatcham to Cold Ash and beyond.The restriction allows the lane to be used by walkers and cycles without the risk of meeting cars on a lane not wide enough for them to pass safely.

Station Road

5.10 The restriction on Station Road in Newbury resulted in 35 responses; 29 in support and seven objections.

Active Travel Experimental Road Closures

- 5.11 The objections were received from local residents of adjacent roads and stated that the restriction was unnecessary and that Station Road allows traffic to be spread across the network more evenly. The restriction discourages use of adjacent businesses because potential customers are no longer able to access the former parking bays on Station Road.
- 5.12 The expressions of support were mainly received from local residents and parents of children attending the adjacent school. These pointed out that the closure makes walking to school safer and removes pollution from the school playground. Station Road is not required as a through route, as there has been no noticeable effect on congestion in the town and the road is now more pleasant as a cycle route.

Deadmans Lane

- 5.13 No comments were received in respect of Deadman's Lane in Theale on account of the closure never having been brought into force on site. A comment from the Local Theale Ward member was however received expressing his disappointment that the closure wasn't had not been installed.

Officer Comments:

Lawrences Lane

- 5.14 With regards Lawrences Lane although it is recognised that the prohibition of motor vehicles along the lane will provide a pleasant car free route for walkers and cyclist wishing to use the lane, the practicalities for the residents and land owners who live on or need access to the lane are disproportionately harsh and they are greatly affected by this scheme and suffer from it. Operational reasons given by the Police and Ambulance Service as an objection although minor in comparison to the affects it has on residents is an important point and does present an ongoing worry/concern to residents living on the lane as to whether their own safety in the event of a fire, medical or police incident could be made worse.
- 5.15 There have been a number of incidents where the bollards and bollard sockets at the closure points have been vandalised and if this closure is to be made permanent there will be an going maintenance cost to the Authority for the replacement of those items if the current frequency of vandalism is continued.

Station Road

- 5.16 The level of objection to this scheme has been minor in comparison to the level of support and although the closure of the road has resulted in a reduction of car parking spaces within the Town Centre it has not had any real, impact on the road network in terms of additional congestion or delays. It is therefore considered not to have had any negative affect on the general public or local residents of that area.

Deadmans Lane

5.17 As mentioned previously this closure didn't happen as it was supposed to have done due to there being a vehicular access point within the length of the closure that had to remain open. As previously mentioned this access is a well-used vehicular staff access into the rear of Theale Green school that was developed into a formal access during the build out of an old planning application several years ago that had to be retained. The location of this access unfortunately resulted in the need for a turning head to be provided close to the entrance to avoid an otherwise excessive reverse and although alternative locations for a revised turning head were considered along with bespoke signage giving advance warning of the lack of a turning head and reduced access we didn't proceed with the physical works side of the ETRO as we did with the other two sites as the narrow nature of the existing road prevented a sensible turning head being provided. There have been no comments for or against this closure received and only the comment from the Ward member as mentioned previously was received

6 Proposals

6.1 In view of the above, is proposed that:

- (a) The proposed Prohibition of motor vehicles orders are not made permanent for Lawrences Lane Thatcham and Deadmans Lane Theale and that the objectors and supporters are informed accordingly.
- (b) The proposed prohibition of motor vehicles order is made permanent for Station Road Newbury and that the objectors are informed accordingly.

7 Other options considered

- 7.1 To allow the proposed prohibition of motor vehicles orders to be introduced at the 3 locations with additional and enhancements to the existing signing at the Lawrences Lane and Deadmans Lane sites to help to overcome the issues highlighted by the objectors.
- 7.2 The consideration when our Part 6 Powers are approved for the installation of ANPR enforcement cameras to be used in lieu of physical measures which obviously haven't works previously at Lawrences or could be installed at Deadmans Lane and that these changes are introduced before the end of the 18 month ETRO which is December 2023

8 Conclusion

9 Appendices

9.1 Appendix A –

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

Officer details:

Name: Gareth Dowding
Job Title: Principal Engineer
Tel No: 01635 519226
E-mail: gareth.dowding@westberks.gov.uk

Consultation Drawings SLR/20/05/002

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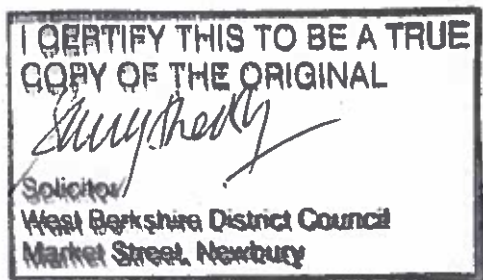
WEST BERKSHIRE DISTRICT COUNCIL

**(LAWRENCES LANE, THATCHAM/COLD ASH, DEADMANS LANE, THEALE
AND STATION ROAD, NEWBURY)**

(PROHIBITION OF MOTOR VEHICLES (EXPERIMENTAL)) ORDER 2022

WEST BERKSHIRE DISTRICT COUNCIL in exercise of its powers under Sections 9 of and to the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby makes the following order:-

1. This Order shall come into operation on the 1st day of July 2022 and may be cited as the **WEST BERKSHIRE DISTRICT COUNCIL (LAWRENCES LANE, THATCHAM/COLD ASH, DEADMANS LANE, THEALE AND STATION ROAD, NEWBURY (PROHIBITION OF MOTOR VEHICLES (EXPERIMENTAL)) ORDER 2022**
2. Save as provided in Article 3 no person shall cause or permit any motor vehicle to proceed in the road specified in the Schedule to this Order
3. Nothing in Article 2 of this Order shall apply so as to prevent any person from causing or permitting any motor vehicle to proceed in the road specified in the Article if the said vehicle is being used :-
 - a. by the Owner or Occupiers of the land adjoining the said road in connection with the use of such land or any person authorised by them for such purpose
 - b. in conjunction with any of the following operations, namely –
 - i the removal of any obstruction to traffic in the said road;
 - ii the maintenance, improvement or reconstruction of the said road;
 - iii the laying erection alteration or repair in, or in land adjacent to, the said road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunication system as defined in the Telecommunications Act 1984
 - c. for police, fire brigade and ambulance purposes
 - d. the use of a Pedal Cycle which is not motorised



THE SCHEDULE

IN THE PARISH OF THATCHAM AND COLD ASH

Lawrence's Lane, Cold Ash/Thatcham	Between the south side of access to Park Farm and a point approx. 200metres north of Lawrence's Lane (cul de sac)
------------------------------------	---

IN THE PARISH OF THEALE

Deadmans Lane, Theale	Between its junction with Englefield Road and a point approx. 30metres north of its junction with Spring Gardens
-----------------------	--

IN THE TOWN OF NEWBURY

Station Road, Newbury	Between its junctions with Bartholomew Street and Link Road
-----------------------	---

THE COMMON SEAL of WEST BERKSHIRE

DISTRICT COUNCIL hereunto affixed on the

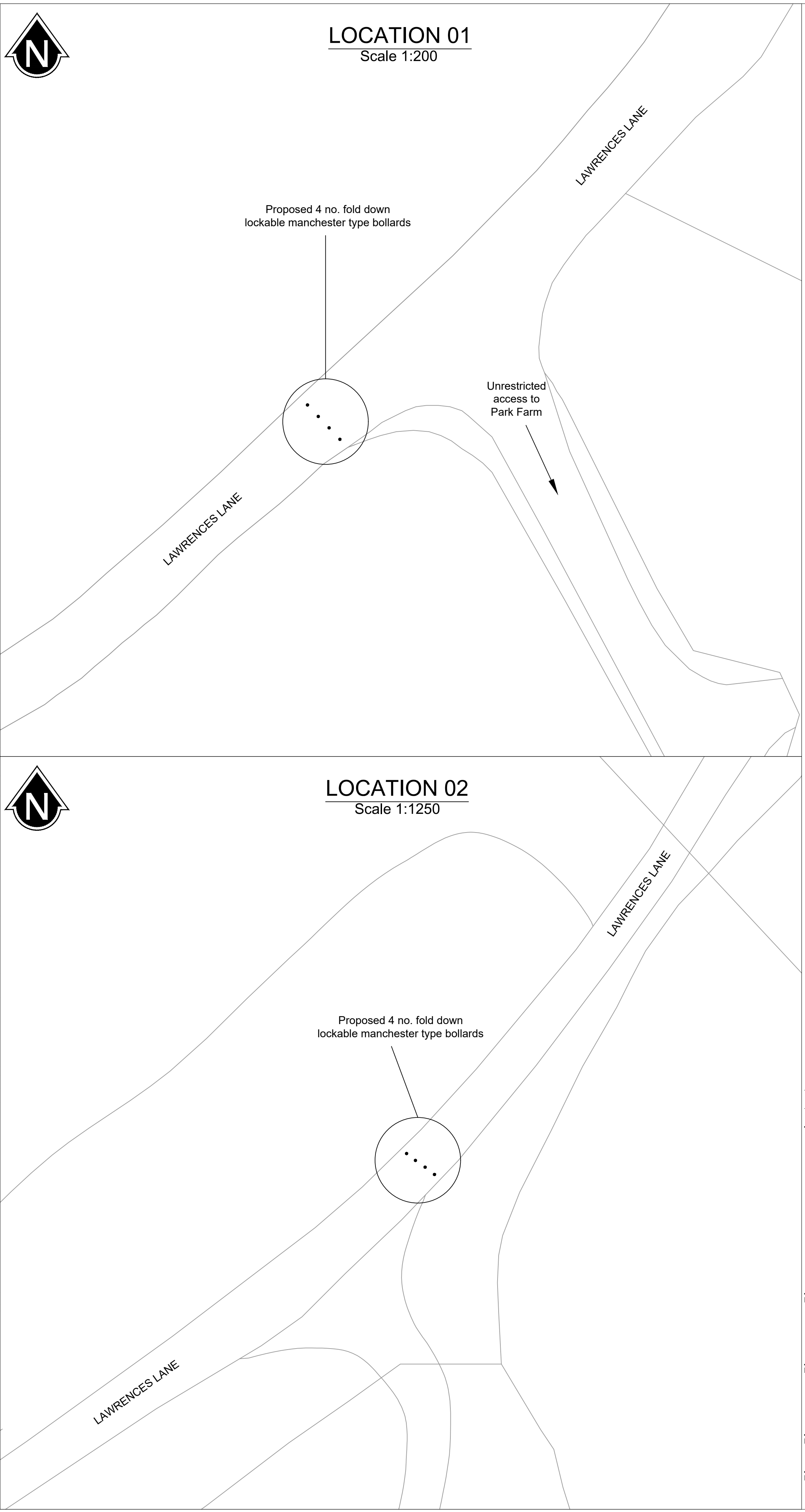
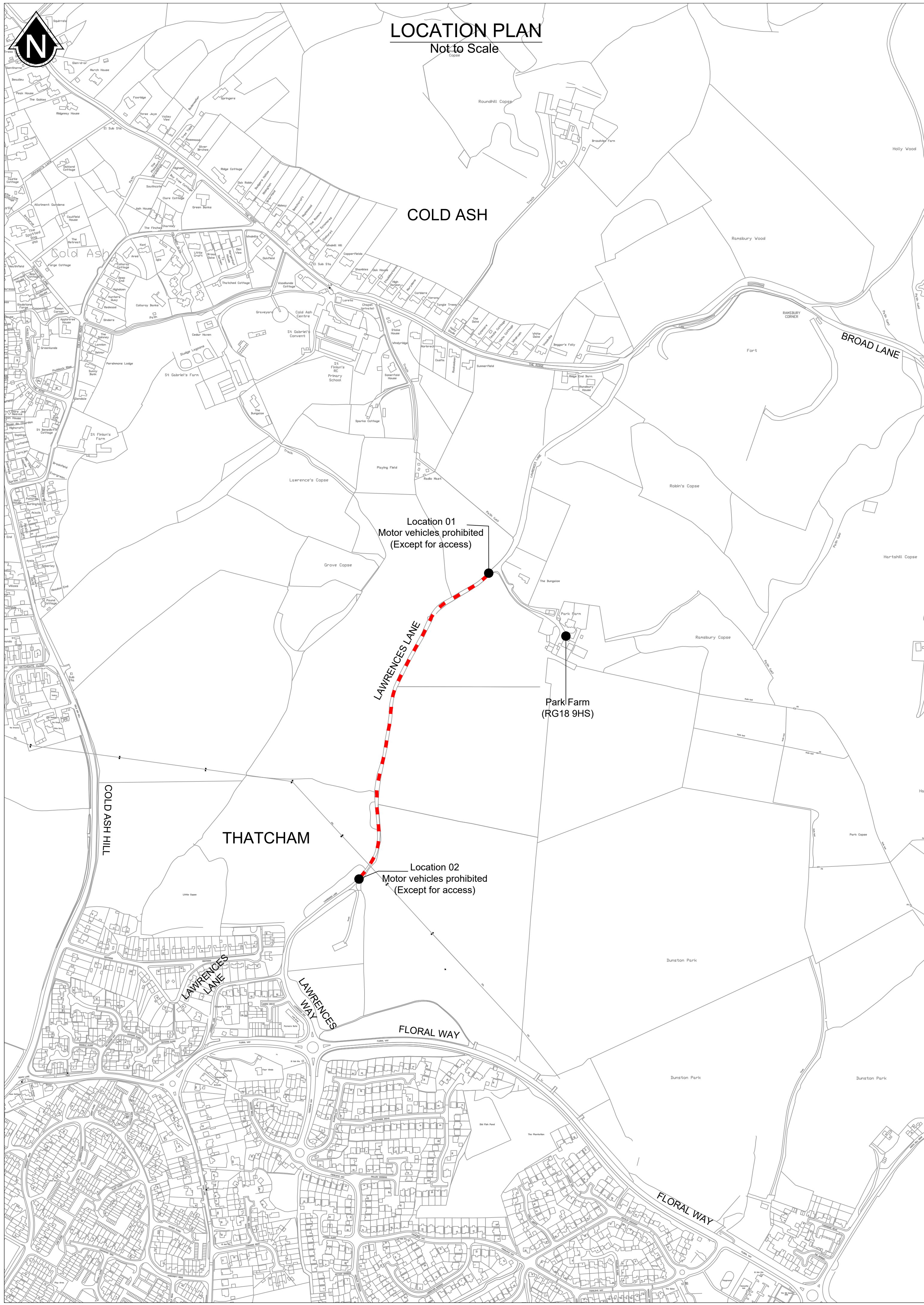
20th day of June 2022

is authenticated by:



Authorised Signatory





- KEY**
- ■ ■ EXTENT OF PROPOSED RESTRICTION
- NOTES**
1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS SHOWN OTHERWISE.
 3. THIS DRAWING SHOWS A PROPOSED FEASIBILITY OPTION AND IS SUBJECT TO CHANGE.
 4. WBC STANDARD DETAILS MUST BE ADHERED TO AT ALL TIMES UNLESS SPECIFIED BY THE OVERSEEING ORGANISATION.
 5. PRIOR TO ANY EXCAVATIONS THE CONTRACTOR WILL ESTABLISH THE LOCATION OF EXISTING UTILITY SERVICES. THE CONTRACTOR SHOULD UNDERTAKE THEIR OWN UTILITY SEARCHES.
 6. THE PURPOSE OF THIS PLAN IS TO IDENTIFY THE VARIOUS UTILITY APPARATUS LOCATIONS. WBC HAVE TRIED TO MAKE IT AS ACCURATE AS POSSIBLE BUT WE CANNOT GUARANTEE ITS ACCURACY. AS THE LOCATIONS HAVE BEEN DRAWN FROM PLANS SUPPLIED BY EACH INDIVIDUAL UTILITY COMPANY. THEREFORE, YOU MUST NOT RELY SOLELY ON THIS PLAN IF YOU ARE CARRYING OUT ANY EXCAVATION OR OTHER WORKS IN THE VICINITY OF THE UTILITY LOCATIONS SHOWN. THE ACTUAL POSITION OF ANY UNDERGROUND SERVICE MUST BE VERIFIED BY CABLE DETECTION EQUIPMENT, ETC. AND ESTABLISHED ON SITE BEFORE ANY EXCAVATION IS UNDERTAKEN. THERE MAY ALSO BE FURTHER SERVICES UNKNOWN TO WBC. WBC ACCEPT NO RESPONSIBILITY OR LIABILITY IN THE EVENT OF INACCURACY.

REV	REV DATE	DESCRIPTION	DR	AU



TRANSPORT AND COUNTRYSIDE
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

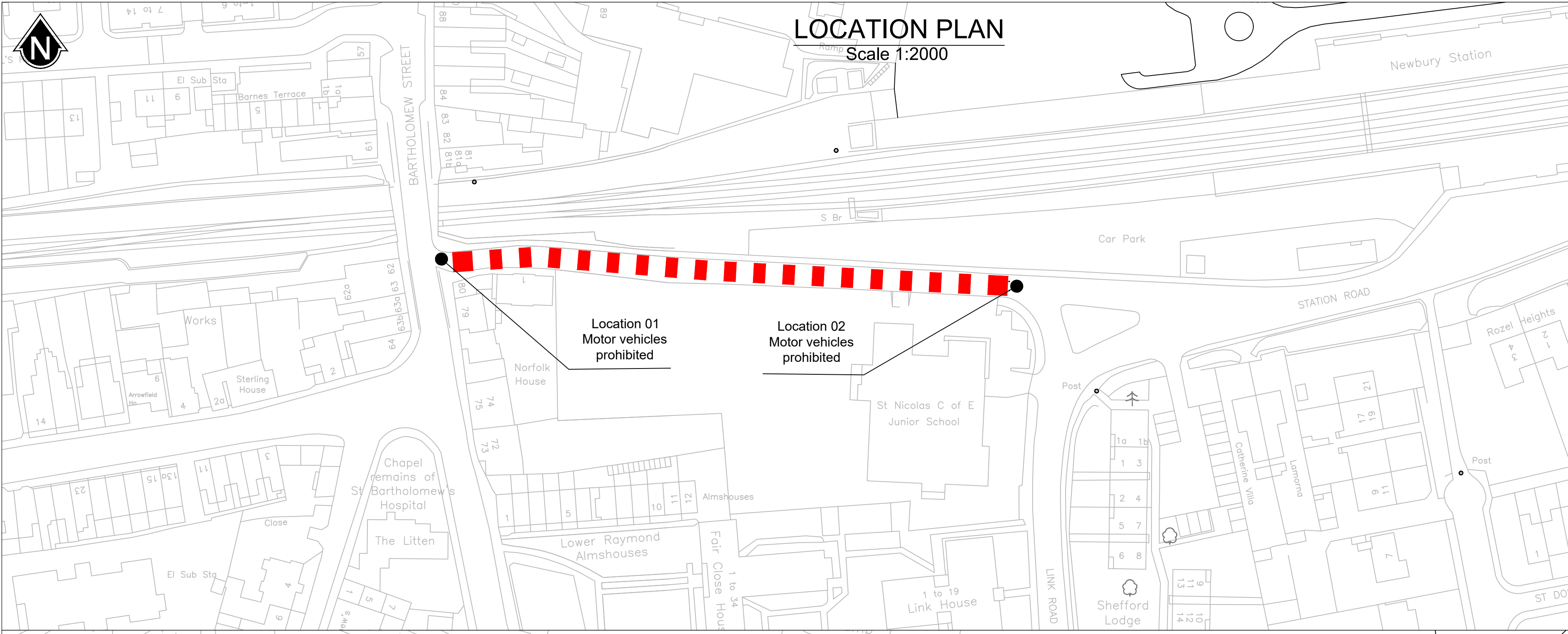
PROJECT TITLE
LAWRENCES LANE, THATCHAM

DRAWING TITLE
PROPOSED PROHIBITION OF MOTOR VEHICLES (Except for access)

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
MAR 2022	CJV	GDo	A1	VAR

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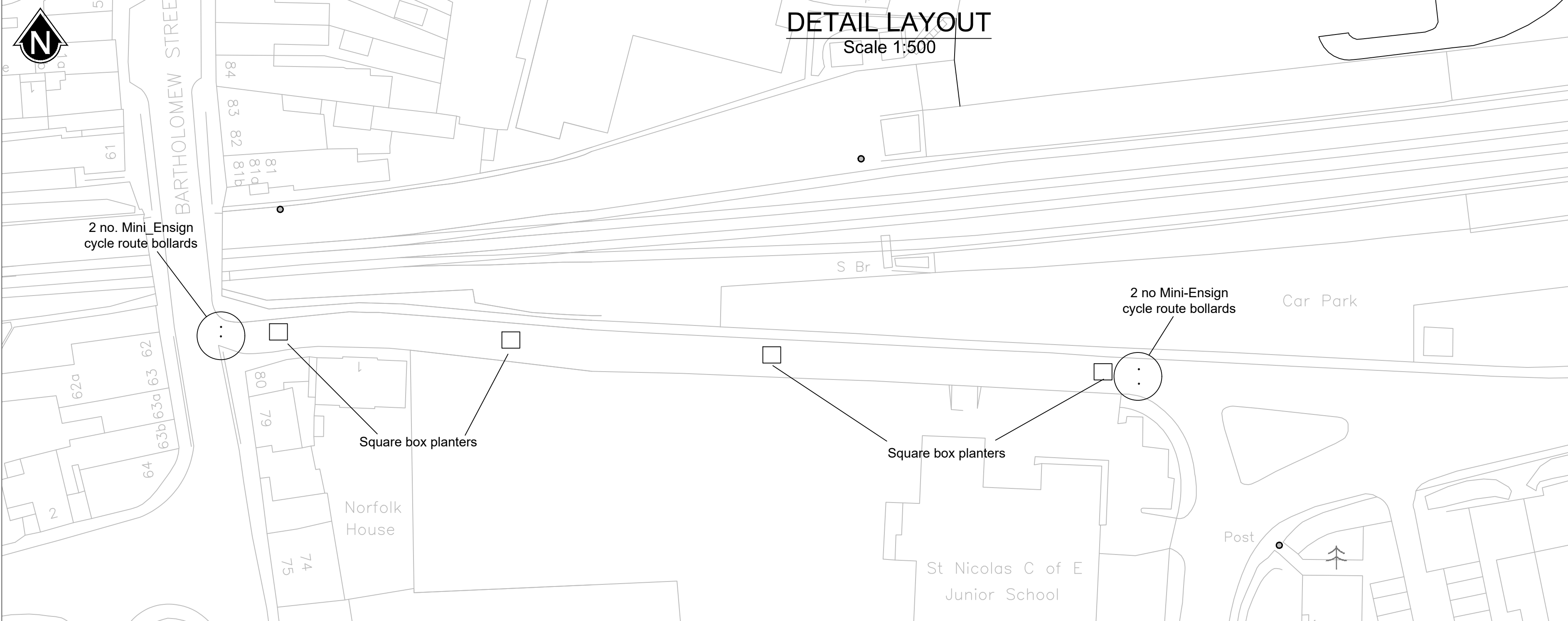


KEY

— EXTENT OF PROPOSED RESTRICTION

NOTES

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REV	REV DATE	DESCRIPTION	DR	AU

West Berkshire COUNCIL

TRANSPORT AND COUNTRYSIDE
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

PROJECT TITLE
STATION ROAD, NEWBURY

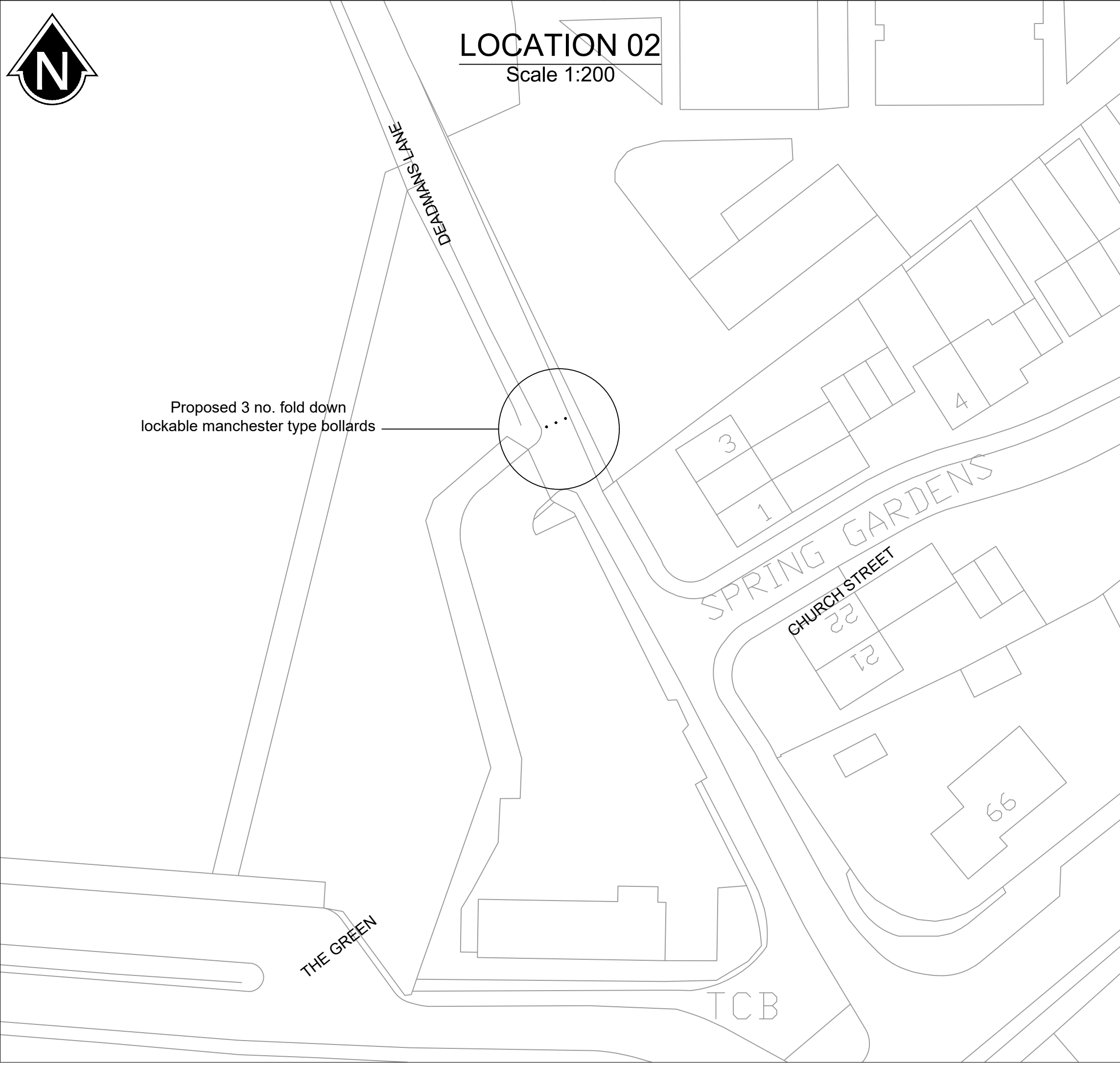
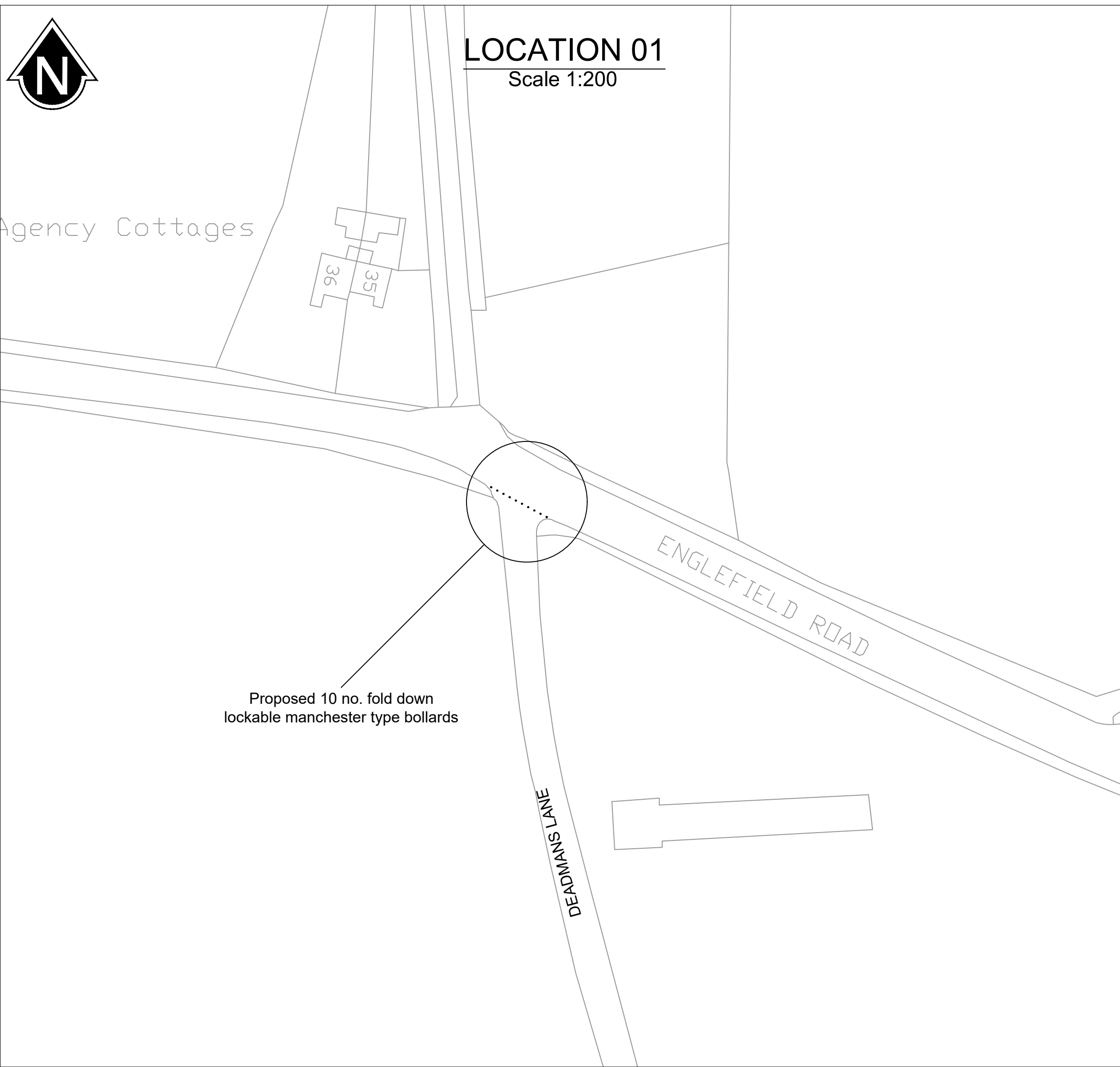
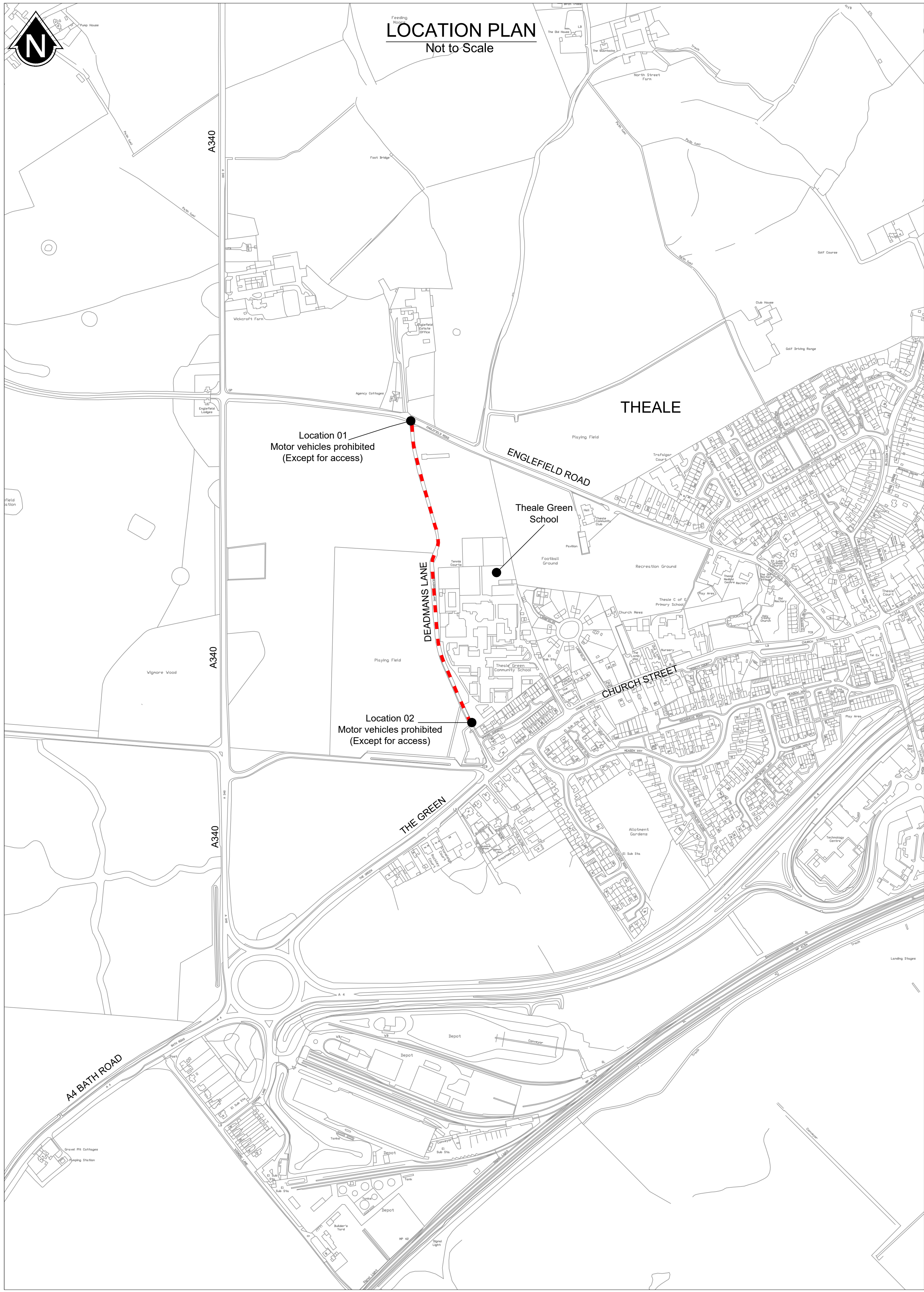
DRAWING TITLE
PROPOSED PROHIBITION OF MOTOR VEHICLES (Except for access)

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
MAR 2022	HJY	CJV	A2	VAR

DRAWING NUMBER
TM/323/001


REVISION
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- KEY**
- ■ ■ ■ EXTENT OF PROPOSED RESTRICTION
- NOTES**
1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS SHOWN OTHERWISE.
 3. THIS DRAWING SHOWS A PROPOSED FEASIBILITY OPTION AND IS SUBJECT TO CHANGE.
 4. WBC STANDARD DETAILS MUST BE ADHERED TO AT ALL TIMES UNLESS SPECIFIED BY THE OVERSEEING ORGANISATION.
 5. PRIOR TO ANY EXCAVATIONS THE CONTRACTOR WILL ESTABLISH THE LOCATION OF EXISTING UTILITY SERVICES. THE CONTRACTOR SHOULD UNDERTAKE THEIR OWN UTILITY SEARCHES.
 6. THE PURPOSE OF THIS PLAN IS TO IDENTIFY THE VARIOUS UTILITY APPARATUS LOCATIONS. WBC HAVE TRIED TO MAKE IT AS ACCURATE AS POSSIBLE BUT WE CANNOT GUARANTEE ITS ACCURACY. AS THE LOCATIONS HAVE BEEN DRAWN FROM PLANS SUPPLIED BY EACH INDIVIDUAL UTILITY COMPANY. THEREFORE, YOU MUST NOT RELY SOLELY ON THIS PLAN IF YOU ARE CARRYING OUT ANY EXCAVATION OR OTHER WORKS IN THE VICINITY OF THE UTILITY LOCATIONS SHOWN. THE ACTUAL POSITION OF ANY UNDERGROUND SERVICE MUST BE VERIFIED BY CABLE DETECTION EQUIPMENT, ETC. AND ESTABLISHED ON SITE BEFORE ANY EXCAVATION IS UNDERTAKEN. THERE MAY ALSO BE FURTHER SERVICES UNKNOWN TO WBC. WBC ACCEPT NO RESPONSIBILITY OR LIABILITY IN THE EVENT OF INACCURACY.

REV	REV DATE	DESCRIPTION	DR	AU



TRANSPORT AND COUNTRYSIDE
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

PROJECT TITLE
DEADMANS LANE, THEALE

DRAWING TITLE
PROPOSED PROHIBITION OF MOTOR VEHICLES (Except for access)

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
MAR 2022	CJV	GDo	A1	VAR
DRAWING NUMBER				REVISION
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