

Individual Decision



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

Friday 25 April 2025

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Love Lane/Bastion Street, Shaw-cum-Donnington - Bus Gate

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	25 th April 2025
Portfolio Member:	Councillor Stuart Gourley
Date Head of Service agreed report: (for Corporate Board)	N/A
Date Portfolio Member agreed report:	N/A
Report Author:	Neil Stacey, Network Manager (Highways)
Forward Plan Ref:	ID4602

1 Purpose of the Report

To summarise the responses to the statutory consultation of a proposed Traffic Regulation Order to enable the introduction of a Bus Gate on the Bastion Street link to Love Lane, Shaw-cum-Donnington and to make recommendations as to how to proceed in light of the comments received.

2 Recommendation(s)

It is recommended that the proposed Bus Gate order is introduced as advertised.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	<p>The initial costs of this project are externally funded in association with the “Donnington Heights” residential development.</p> <p>There will be ongoing financial costs in respect of maintenance of Automatic Number Plate Recognition (ANPR) camera equipment for enforcement purposes, together with traffic signs and road markings in accordance with traffic regulations. Traffic signs, including necessary road markings, will not need replacement for many years but in order for the restriction to be legally enforceable these should be periodically checked and reinstated or refreshed as appropriate. These ongoing costs will be offset to a degree by income from the issuing of</p>

	Penalty Charge Notices for offences detected by the ANPR system.			
Human Resource:	Whilst not creating an immediate or significant financial pressure, the ANPR enforcement of the Bus Gate will be an ongoing responsibility for the Parking team, subject to the level of long-term non-compliance of the restriction and will place additional workload on that team.			
Legal:	Before making the Order the Council, as Highway Authority, must consider all objections made and which have not been withdrawn. All objections must be considered with an open mind and once assessed should be formally accepted or rejected. All objectors must be notified in writing of the decision on whether (a) the TRO is made as advertised, (b) is modified or (c) is abandoned. Where any substantial modifications are proposed, the authority is required to inform those likely to be affected by such modifications and give them the opportunity to make representations which must again be considered. Should a decision be made to proceed, the Traffic Regulation Order will need to be sealed by the Legal Services Team.			
Risk Management:	N/A			
Property:	N/A			
Policy:	This proposed Bus Gate feature is a planning condition imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006- 2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).			
	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		
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		x		
Environmental Impact:		x		Prohibiting use of the Bastion Street link road onto Love Lane by all vehicles other than local buses and cycles will result in fewer traffic movements on this approach route, thereby decreasing vehicle emissions and improving local air quality. Given the small area subject to the proposed restriction and the relatively recent construction of the link road within the Donnington Heights development an in-depth analysis has not however been carried out. The overall environmental impact has therefore been assessed as being neutral.
Health Impact:		x		Prohibiting use of the Bastion Street link road onto Love Lane by all vehicles other than local buses and cycles may lead to an increased likelihood of local residents within the new Donnington Heights development choosing to walk or cycle to local destinations, rather than use the alternative A339 to access the local area, thereby promoting an active and healthy lifestyle.

ICT Impact:		x		The ANPR system will need to be linked to the secure network used by the Parking team so that enforcement can routinely take place. Similar protocols, which link to DVLA data, are already in place for enforcement of a similar restriction on Parkway Bridge in Newbury and need to be expanded to include Bastion Street.
Digital Services Impact:		x		
Council Strategy Priorities:	x			This proposed restriction is relevant to Council Strategy Priority No.5, Thriving Communities with a Strong Local Voice, in that it will implement a bus gate restriction and enable the provision of a bus service.
Core Business:		x		Although contributing to the above Council Strategy Priority and wider social and environmental objectives, the delivery of this proposed restriction is not in itself a statutory service.
Data Impact:		x		<p>The proposed restriction will be enforced by way of ANPR, with captured vehicle registrations correlated against DVLA data to ensure enforcement notices can be sent to registered keepers.</p> <p>Whilst there is a data implication for the operation of the ANPR system itself, the introduction of this system is not a direct consideration of the Decision being made via this report and will therefore be considered separately.</p>

Consultation and Engagement:	<p>Local stakeholders and road users were consulted on the proposed bus gate by way of a Statutory advertisement of the Traffic Regulation Order, including via newspaper and online publication (January to February 2025).</p> <p>This report has been circulated to the local Ward Members, Shadow Portfolio Holder and Minority Group Leader.</p> <p>Councillor Martha Vickers supports the recommendation. Any further comments received prior to the date of the Individual Decision will be reported verbally at the Individual Decision meeting.</p>
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4 Executive Summary

- 4.1 This report summarises the feedback received during the statutory consultation of a proposed Traffic Regulation Order (TRO), which would introduce a Bus Gate for use by local buses and cycles only on the link road from Bastion Street in the new Donnington Heights development onto Love Lane in the parish of Shaw-cum-Donnington. The purpose of this report is to enable a decision to be made as to whether the proposed restriction is to be introduced as advertised, modified or withdrawn.
- 4.2 In view of the local support and the Bus Gate restriction being a key element forming the planning approval for the housing development it is recommended that the proposal is introduced as advertised.

5 Introduction/Background

Introduction

- 5.1 A statutory consultation on a proposed Bus Gate on Bastion Street in the Donnington Heights housing development linking onto Love Lane in Newbury was held during January and February 2025. The proposal is to prohibit use of the Bastion Street link road by all vehicles other than local buses and cycles. Emergency Service vehicles engaged on emergency calls would also be exempt from the restriction. A plan showing the proposed restriction is included in Appendix A.
- 5.2 The Council, as the Local Highway Authority, has powers under the Road Traffic Regulation Act 1984 to restrict vehicular movements on the roads for which it is responsible. In order to be legally enforceable, these restrictions require a legal TRO to be made in accordance with the provisions of the 1984 Act. The process of consulting on and making Traffic Regulation Orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Background

- 5.3 The housing development on land adjacent to Hilltop, Oxford Road, Donnington, now known as 'Donnington Heights', was approved under planning application 14/02480

OUTMAJ and is for the phased development of up to 222 dwellings pursuant to outline planning application number 19/00442/OUTMAJ.

- 5.4 A condition forming the planning approval of the site required the implementation of a proposed bus gate as a means of restricting vehicular access to the site from Love Lane. The supporting reason for this restriction was in the interests of road safety and the free flow of traffic within the local highways infrastructure and was imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).
- 5.5 A Section 278 agreement dated 2nd July 2019 between the developer and West Berkshire Council formally required the provision of two vehicular accesses, one on the A339 roundabout into the development and the other on Love Lane, with the access on Love Lane to be school/bus access arrangement only (including a bus gate set up) and a new pedestrian only access onto the Oxford Road.
- 5.6 Construction at the site for the various phases of development is ongoing but the access out onto Love Lane is now complete and the local bus services, including the X34 bus service, are already using this facility in accordance with the Council's Bus Service Improvements Plan and are providing a valuable and sustainable public transport route through the site for local residents. Traffic signs and road markings in accordance with Traffic Sign Regulations are in place should this proposal be approved and the means of enforcement by an Automatic Number Plate Recognition (ANPR) camera system are also in place. It is now necessary to formalise the bus gate restriction by way of Traffic Regulation Order in the interests of road safety and to address reported regular abuse of the Bus Gate.

Consultation process and responses

- 5.7 The statutory consultation documents and site plan for the Bus Gate restriction detailing use of the link road between Bastion Street and Love Lane are included at Appendix B. The statutory consultation was held during January and February 2025 and included:
 - (a) Notices placed in the local newspaper (Newbury Weekly News).
 - (b) Correspondence to statutory consultees, including Thames Valley Police.
 - (c) Advertisement on the council's online consultation hub at www.westberks.gov.uk/bastion-street-bus-gate
 - (d) Notices placed on-street advising road users, including pedestrians and residents, of the proposals
- 5.8 A total of 23 responses to the consultation were received, of which 12 were in favour of the proposal, four indicated a neutral position (including Thames Valley Police) and seven raised objections, which have not been withdrawn.
- 5.9 Of the statutory consultees, Shaw-cum-Donnington Parish Council indicated support and Thames Valley Police confirmed they did not wish to object. The remaining responses were from members of the public.

- 5.10 Comments in support of the proposal included significant concerns related to devaluation of properties if the bus gate restriction was not introduced in line with planning approval and also road safety fears if traffic volume was to increase and vehicles used the route to short-cut the A339 when that road is congested. Safety concerns were also raised regarding the increased level of traffic on Love Lane if the access road was not controlled.

Objections

Objections received during the statutory consultation and Officers' comments in response are as follows:

Objection	Response
The access route onto Love Lane is a perfectly acceptable route onto a relatively quiet residential road and would provide a safe alternative to the busy A339 for young and inexperienced drivers. This should be a facility that is available to all residents of the development in order to reduce congestion and accidents on the A339. This could be controlled by issuing permits to residents exempting them from the restriction.	Allowing additional traffic to enter from Bastion Street would increase congestion and reduce road safety on a road that is already congested at peak hours of school drop-off and pick-up in particular, due to the presence of four schools along its length. Providing permits to residents exempting them from the restriction would require the TRO to be consulted on again and would be time intensive for staff to operate. New residents should have been aware at the time of conducting searches for their property purchase that the only access route for the development would be via the A339 and that should have formed part of their decision on whether to continue with their purchase if it didn't suit their needs
Denying access to Love Lane will increase fuel costs to residents and increase their carbon footprint and travel and commuting time to other areas locally.	The access road was never intended to be available to residents and as stated above should have been a determining factor when choosing to live in this development. In any case, however, the majority of destinations within and beyond Newbury would be quicker and easier to access via the A339.
Forcing residents to use the A339 will have a detrimental effect on air quality locally if the Love Lane access point could be used as a shorter route and will not help West Berkshire Council satisfy its Net Zero aspirations and target.	As above.

Forcing residents to use the A339 will increase traffic congestion on that road to the detriment of road safety as the Donnington Heights development increases in size.	It is considered that the A339, which is a dual carriageway and has the status of a principal road, is better able to cope with the additional traffic generated by the new development, in terms of both safety and capacity, than the local roads. For example, Love Lane has numerous hazards such as residential accesses and frequent junctions. There is also a higher concentration of vulnerable users on the local roads. It is considered preferable to reduce potential conflict by keeping the additional traffic away from local roads.
The access road onto Love Lane should be available for residents of the Shaw Valley housing development as well as for residents of Donnington Heights in order to improve their quality of life.	Allowing access to non-residents, such as those at Shaw Valley or the general road user would result in significant increase in traffic using the route as a rat-run to avoid the Robin Hood junction and would be detrimental to road safety on roads within the Donnington Heights development and on existing local roads.
Should be made available to resident Permit Holders, with their exemption from the restriction coming into operation overnight between 6pm and 7pm or other hours when the risk of conflict with the bus service is reduced.	Providing permits to residents exempting them from the restriction, even for a time-limited period, would require the TRO to be consulted on again and would be time intensive for staff to operate.
Taxis and Private Hire vehicles should be exempt from the restriction as they currently are at the West Berkshire Community Hospital junction onto the A4.	Taxis and private hire vehicles are not currently exempt from the bus-only restriction on the exit onto the A4 from the West Berkshire Community Hospital.
The Bus Gate should also be made available to Electric Vehicles (EVs) in an effort to support and encourage increased EV ownership.	West Berkshire Council is firmly committed to encouraging greater levels of EV ownership locally, but there is no reason why accessing a facility such as a Bus Gate should be used and there would be no improvement in road safety by allowing such use.

6 Options for consideration

6.1 The following paragraphs outline the three available options.

Amend the proposed Bus Gate Order

- 6.2 Suggested amendments or additions to the proposed Bus Gate included allowing use of the traffic management feature by taxis and also by residents of the Donnington Heights development issued with permits to exclude their vehicles from the enforcement of the restriction in addition to the use by local buses and cycles. As noted in the table above, this would require the proposal to be re-advertised but would in any case be in contravention of the approved planning conditions for the site. It would also be very difficult to manage a range of exemptions, require additional staff resources and be less readily understood by the casual motorist.

Do not introduce the proposed Bus Gate Order

- 6.3 The restricted use of the link road from Bastion Street to Love Lane could be abandoned, which would allow free traffic movement for all road users. A key element forming the planning approval for the development site was that the secondary access road should be restricted to buses and for emergency access only. Removing the proposed restriction would be in direct contravention of the approved planning conditions.
- 6.4 Allowing free movement along Bastion Street to and from Love Lane would almost certainly result in unacceptable levels of traffic choosing to use this route between the A339 and Love Lane in order to avoid the Robin Hood Roundabout junction.

Introduce the proposed Bus Gate order as advertised

- 6.5 Whilst objections have been received to the public consultation, there was significant support for the restriction to be formally introduced so that enforcement could commence and the local bus services could use the route without obstruction and delay from vehicles that are reportedly currently failing to adhere to the traffic signs and road markings on site. The objections and comments received do not override the primary factor determining this Bus Gate proposal in that it formed a key element of the planning permission for the entire site. As noted, the intention to restrict traffic at the Bus Gate was made clear to prospective purchasers of the new houses within the development.

7 Proposals

- 7.1 In view of the above, it is proposed that the Bus Gate order is implemented as advertised.

8 Conclusion

- 8.1 Despite the relatively small number of objections received, the statutory consultation process has indicated support for the proposed Bus Gate on Bastion Street. As such it is recommended that the Bus Gate Order is introduced advertised in the statutory consultation.

Appendices

Appendix A – Plan of proposed restriction

Appendix B – Statutory consultation document

Corporate Board's recommendation

Not applicable.

Background Papers:

None.

Subject to Call-In:

Yes: ☒ No: ☐

The item is due to be referred to Council for final approval	<input type="checkbox"/>
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>
Delays in implementation could compromise the Council's position	<input type="checkbox"/>
Considered or reviewed by Scrutiny Commission or associated Committees or Task Groups within preceding six months	<input type="checkbox"/>
Item is Urgent Key Decision	<input type="checkbox"/>
Report is to note only	<input type="checkbox"/>

Wards affected: Newbury Speen

Officer details:

Name: Neil Stacey
Job Title: Network Manager (Highways)
Tel No: 01635 519113
E-mail: neil.stacey@westberks.gov.uk

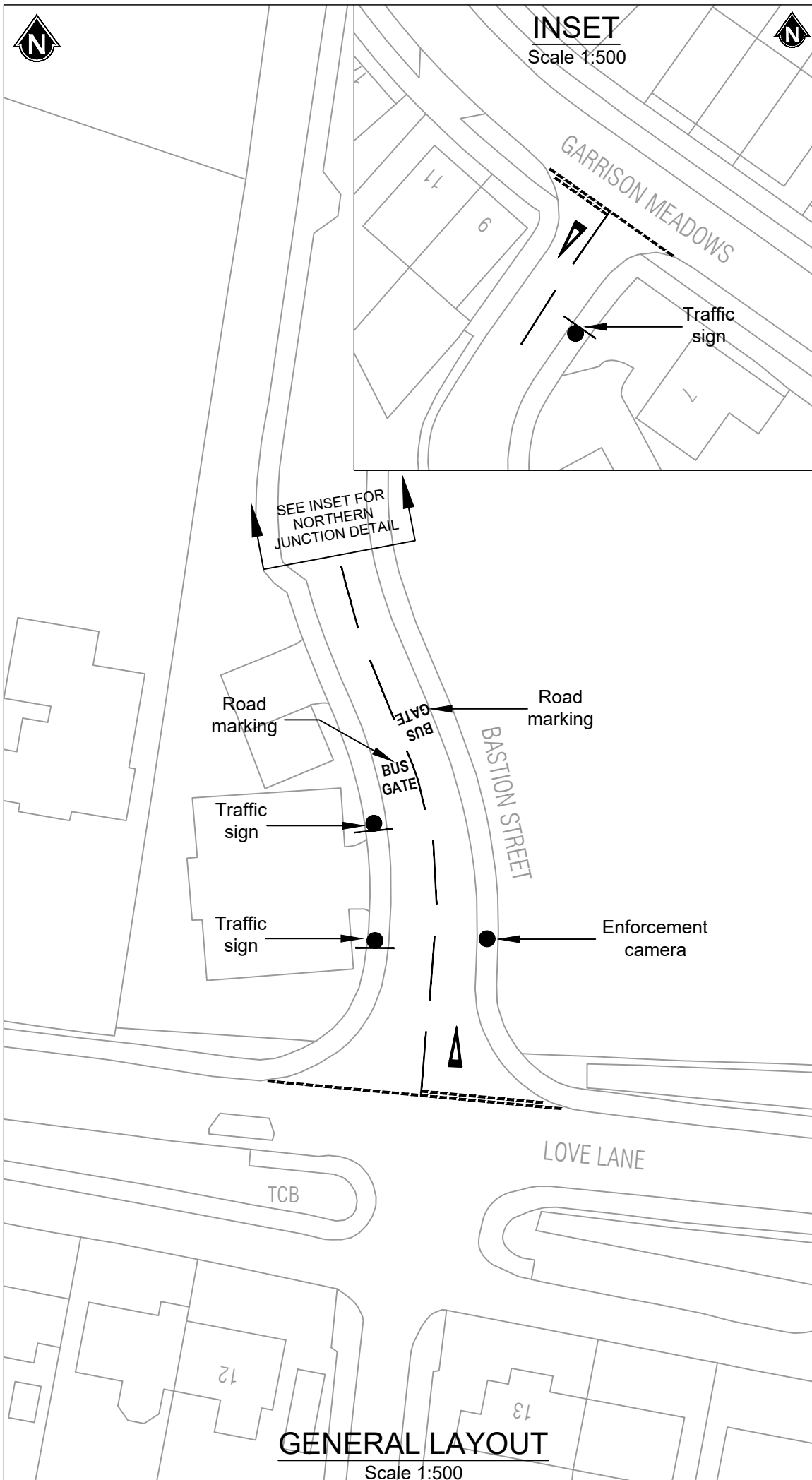
Document Control

Document Ref:		Date Created:	
Version:		Date Modified:	
Author:			
Owning Service			

Change History

Version	Date	Description	Change ID
1			
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Appendix A – Plan of proposed restriction



KEY

ADD ITEM HERE

ADD ITEM HERE

NOTES

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE SHOWN IN METRES UNLESS SHOWN OTHERWISE.
- THIS DRAWING SHOWS A PROPOSED FEASIBILITY OPTION AND IS SUBJECT TO CHANGE.
- WBC STANDARD DETAILS MUST BE ADHERED TO AT ALL TIMES UNLESS SPECIFIED BY THE OVERSEEING ORGANISATION.
- PRIOR TO ANY EXCAVATIONS THE CONTRACTOR WILL ESTABLISH THE LOCATION OF EXISTING UTILITY SERVICES. THE CONTRACTOR SHOULD UNDERTAKE THEIR OWN UTILITY SEARCHES.
- 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.

ISSUED FOR CONSTRUCTION

REV	REV DATE	DESCRIPTION	DR	AU
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ENVIRONMENT
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

PROJECT TITLE
BASTION STREET, NEWBURY

DRAWING TITLE
PROPOSED BUS GATE

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
JAN 2025	CJV	GDo	A4	1:50

DRAWING NUMBER	REVISION
TM/417/001	-

Appendix B – Statutory Consultation Documents

**WEST BERKSHIRE DISTRICT COUNCIL
(BASTION STREET, IN THE PARISH OF SHAW-CUM-DONNINGTON)
(BUS GATE) ORDER 2025**

NOTICE IS HEREBY GIVEN that **WEST BERKSHIRE DISTRICT COUNCIL PROPOSES** to make the above order under Sections 1(1), 2(1) to (3), s4(2) a124 of the Road Traffic Regulation Act 1984 and of all other enabling powers the effect of which is to prohibit all vehicles except local buses and pedal cycles from proceeding in any direction along Bastion Street in Shaw-cum-Donnington as follows:-

IN THE PARISH OF SHAW-CUM-DONNINGTON

BUS GATE (Local buses and pedal cycles only)

Bastion Street Between points approximately 30 metres and 44 metres north of its junction with Love Lane

FURTHER INFORMATION

For further information please contact Traffic and Road Safety team, Network Management (trafficandroadsafety@westberks.gov.uk), Environment Services, West Berkshire District Council, Council Offices, Market Street, Newbury, Berkshire, RG14 5LD before 13th February 2025

Copies of the draft Order, explanatory statement and map can be inspected during the hours of 9.00 a.m. to 4.30 p.m. Monday to Friday at the offices of West Berkshire District Council (at main reception on the ground floor), Council Offices Market Street Newbury Berkshire RG14 5LD. These are also available for view and comment on the Council's website at www.westberks.gov.uk/consultations and follow relevant links.

Objections to the proposal together with the grounds on which they are made should be sent in writing to the undersigned, quoting reference 9839 by not later than midnight on 13th February 2025

Dated 9th January 2025

Jon Winstanley, Service Director Environment, West Berkshire District Council, Market Street, Newbury, RG14 5LD trafficandroadsafety@westberks.gov.uk

WEST BERKSHIRE DISTRICT COUNCIL (BASTION STREET, IN THE PARISH OF SHAW-CUMDONNINGTON) (BUS GATE) ORDER 2025

STATEMENT OF REASONS

This Order is proposed as part of the Council's Transport Improvement scheme relating to bus services in the District and will provide a controlled bus service link between the Donnington Heights housing development and Love Lane in Shaw-cum-Donnington

Accordingly, with reference to Section 1 (1) of the Road Traffic Regulation Act 1984, this order is necessary in order to:

- a) prevent the use of Bastion Street by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road
- b) preserve or improve the amenities of the area through which Bastion Street runs

WEST BERKSHIRE DISTRICT COUNCIL (BASTION STREET, IN THE PARISH OF SHAW-CUM-DONNINGTON) (BUS GATE) ORDER 2025

WEST BERKSHIRE DISTRICT COUNCIL (hereinafter referred to as “the Council”) in exercise of powers contained in sections 1(1), 2(1) to (3), s4(2), S124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (“the Act”) as amended and under the Provisions of Part 6 Traffic Management Act 2004 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 [] day of [] 2025 and may be cited as the **WEST BERKSHIRE DISTRICT COUNCIL, BASTION STREET (IN THE PARISH OF SHAW-CUM-DONNINGTON) (BUS GATE) ORDER 2025**

2. In this Order –

“Bus Gate” ” means the section of road specified in Schedule 1 of this Order that may only be used by buses (or a particular description of bus) and by such other vehicles as permitted by this Order (if any), and which has appropriate road markings and signage in accordance with the Traffic Signs Regulations and General Directions 2016.

“Local Bus” is as defined in Schedule 1 to the Traffic Signs Regulations and General Directions 2016, namely a public service vehicle used for the provision of a local service not being an excursion or tour

“Pedal Cycle” is as defined in Schedule 1 to the Traffic Signs Regulations and General Directions 2016, namely a unicycle, bicycle, tricycle or cycle having four or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle that is not treated as a motor vehicle for the purposes of the RTRA 1984 Act

3. Except where otherwise stated any reference in this Order to a numbered article or schedule is a reference to the article or schedule bearing that number in this order
4. No person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any vehicle to proceed along the Bus Gate except Local Buses and pedal cycles
5. Nothing in Article 4, shall apply to:-
 - a. any vehicle which is to be used in connection with the maintenance, improvement or reconstruction of any lengths of road, or the laying, erection, alteration or repair in or near any of the lengths of road of any sewer or main, pipe or apparatus for the supply of gas, water, electricity or telegraph line
 - b. Police, Fire Brigade or Ambulance purposes

- c. any vehicle having received a specific authorisation from the Council

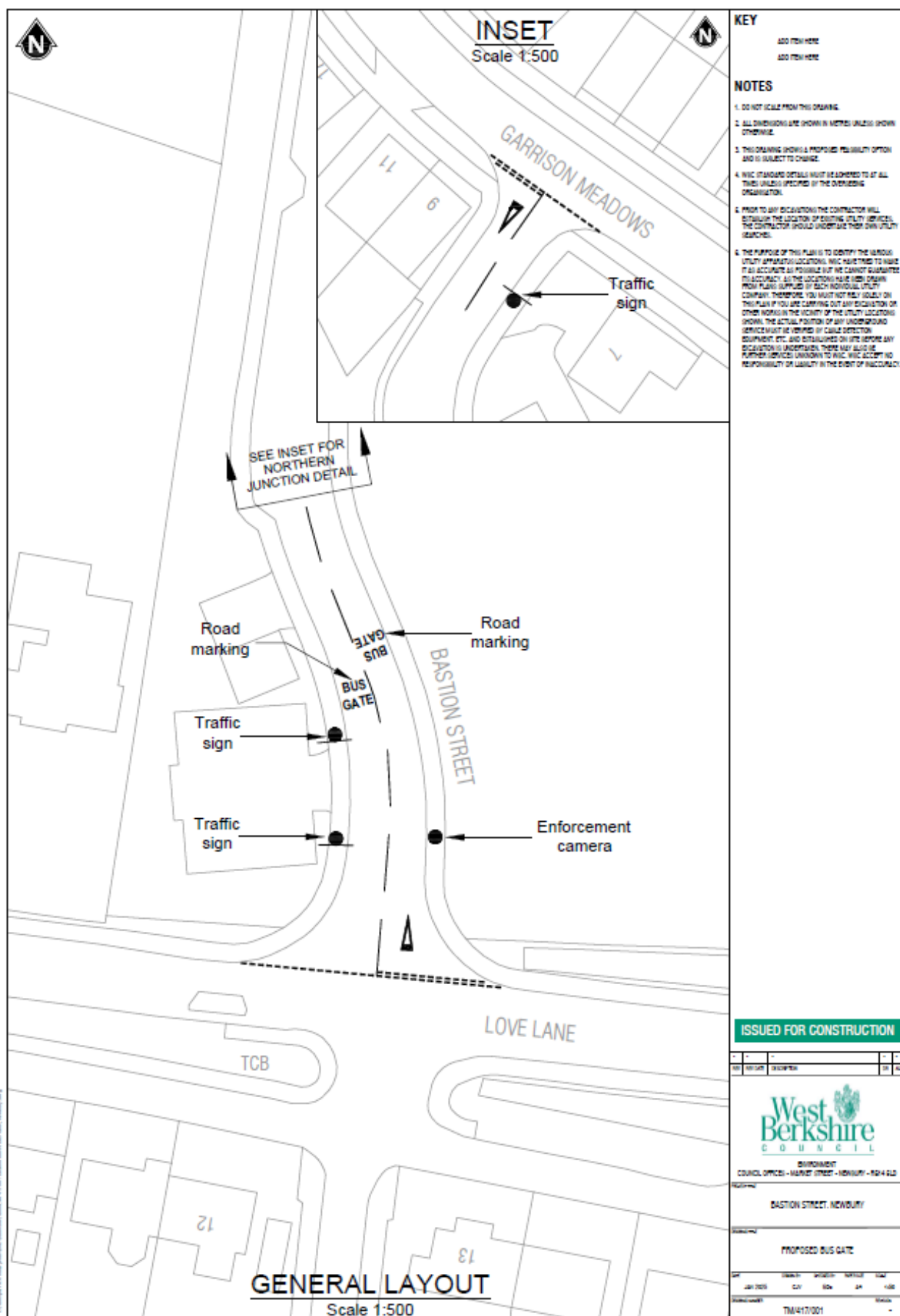
SCHEDULE 1

BUS GATE (Local Buses and Pedal Cycles only)

1. **Bastion Street** – between points approximately 30 metres and 44 metres north of its junction with Love Lane

**THE COMMON SEAL of WEST BERKSHIRE
DISTRICT COUNCIL** hereunto affixed on the
day of 2025
is authenticated by:

Authorised Signatory



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STREET NOTICE

Proposed Traffic Regulation Order

WEST BERKSHIRE DISTRICT COUNCIL (BASTION STREET, IN THE PARISH OF SHAW-CUM-DONNINGTON) (BUS GATE) ORDER 202[]

Statement of Reasons and Proposal

This Order is proposed as part of the Council's Transport Improvement scheme relating to bus services in the District and will provide a controlled bus service link between the Donnington Heights housing development and Love Lane in Shaw-cum-Donnington

The effect of which is to prohibit all vehicles **EXCEPT LOCAL BUSES AND PEDAL CYCLES** from proceeding in any direction along Bastion Street in Shaw-cum-Donnington as follows:-

IN THE PARISH OF SHAW-CUM-DONNINGTON

BUS GATE (Local buses and pedal cycles only)

Bastion Street Between points approximately 30 metres and 44 metres north of its junction with Love Lane

Further Information

For further information please contact Traffic and Road Safety team, Network Management (trafficandroadsafety@westberks.gov.uk), Environment Services, West Berkshire District Council, Council Offices, Market Street, Newbury, Berkshire, RG14 5LD **before 13th February 2025**

Copies of the draft Order, partially revoked order, explanatory statement and map can be inspected during the hours of 9.00 a.m. to 4.30 p.m. Monday to Friday at the offices of West Berkshire District Council (at main reception on the ground floor), Council Offices Market Street Newbury Berkshire RG14 5LD. These are also available for view and comment on the Council's website at www.westberks.gov.uk/consultations and follow relevant links.

Objections to the Proposal together with the grounds on which they are made should be sent in writing to the undersigned, quoting reference **9839** by **not later than midnight on 13th February 2025**

Dated: 16 January 2025

Jon Winstanley, Service Director Environment, West Berkshire District Council, Market Street, Newbury, RG14 5LD trafficandroadsafety@westberks.gov.uk

**USE QR CODE TO REFER TO
WBC CONSULTATION HUB
FOR SCHEME DETAILS**



Kings Road, Newbury – proposed closure to through traffic

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	25 th April 2025
Portfolio Member:	Councillor Stuart Gourley
Date Head of Service agreed report: (for Corporate Board)	N/A
Date Portfolio Member agreed report:	N/A
Report Author:	David Wildish
Forward Plan Ref:	ID4624

1 Purpose of the Report

- 1.1 To summarise the responses to the statutory consultation of a proposed Traffic Regulation Order which would permanently close Kings Road between Windsor Court and Gordon Road (east) and to make recommendations as to how to proceed considering the comments received.

2 Recommendation(s)

- 2.1 It is recommended that:
- (a) The proposed closure order is introduced as advertised.
 - (b) In view of the objections received, the impact on Gordon Road should be monitored with a view to undertaking improvements to the turning area or considering an alternative scheme at a later date.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	<p>The project is anticipated to cost approximately £60,000. This figure includes the physical measures within Kings Road between Windsor Court and Gordon Road (east) as well as the new/replacement signs and road marking requirements within the local and wider area.</p> <p>Refreshing all the road markings within Boundary Road</p>

	<p>between Kings Road and Racecourse Road is included within the figure shown above.</p> <p>There is an ongoing financial cost in respect of the maintenance of all the new signs required. Signs may be damaged and/or vandalised and should therefore be checked periodically. Painted road markings on the carriageway would require more regular maintenance as these deteriorate relatively quickly given the volume of vehicle movements in this area.</p>			
Human Resource:	<p>Whilst not creating an immediate or significant financial pressure, the installation of more traffic signs places additional workload on the Officers responsible for inspecting and maintaining them.</p>			
Legal:	<p>Before making the Order the Council, as Highway Authority, must consider all objections made and which have not been withdrawn. All objections must be considered with an open mind and once assessed should be formally accepted or rejected. All objectors must be notified in writing of the decision on whether (a) the TRO is made as advertised, (b) is modified or (c) is abandoned. Where any substantial modifications are proposed, the authority is required to inform those likely to be affected by such modifications and give them the opportunity to make representations which must again be considered. Should a decision be made to proceed, the Traffic Regulation Order will need to be sealed by the Legal Services Team.</p>			
Risk Management:	N/A			
Property:	N/A			
Policy:	N/A			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				

Kings Road, Newbury – proposed closure to through traffic

A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		x		
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		x		
Environmental Impact:		x		Currently the residents of Kings Road contend with air and noise pollution issues due to the volume/size of vehicles travelling through what is an historically confined highway environment. Re-routing vehicles to the new link road will not reduce overall air pollution levels within the area, but the new link road is a far more open environment where air pollution may be better dispersed. Therefore, improving certain conditions for Kings Road residents. Given the relatively small area covered by this proposal and an in-depth analysis has not been carried out. The overall environmental effect has therefore been assessed as being neutral.
Health Impact:		x		
ICT Impact:		x		
Digital Services Impact:		x		
Council Strategy Priorities:		x		
Core Business:		x		

Data Impact:		x		
Consultation and Engagement:	<p>Local stakeholders and road users were consulted as per paragraph 5.8.</p> <p>This report has been circulated to the local ward members, shadow portfolio holder and minority group leader.</p> <p>Councillor Billy Drummond supports the recommendation. Any further comments received prior to the date of the Individual Decision will be reported verbally at the Individual Decision meeting.</p>			

4 Executive Summary

- 4.1 This report highlights the feedback received during the statutory consultation of a proposed Traffic Regulation Order which would close a section of Kings Road to through traffic. The purpose of this report is to enable a decision to be made as to whether the scheme is implemented as advertised, modified or withdrawn. In view of the local support, it is recommended that the proposal is implemented as advertised.

5 Introduction/Background

Introduction

- 5.1 A statutory consultation on a proposal to close a section of Kings Road, Newbury, to through traffic was held between 16th January and 6th February 2025. The proposal was to introduce physical measures within Kings Road between Windsor Court and Gordon Road (east) that would prevent through traffic travelling between Kings Road (east) and Hectors Way (Sainsbury's).
- 5.2 The result of these measures would split Kings Road into two “dead-end” sections, one between Hectors Way and Windsor Court to the west and the other between Gordon Road and Hectors Way to the east. The two areas would allow two-way traffic and therefore the current one-way restriction would be revoked. Vehicles needing to turn round would be expected to use the Windsor Court or Gordon Road junctions to make a three-point turn. Pedestrians and cyclists would be able to use the whole length of Kings Road in both directions.

Background

- 5.3 The process of consulting on and making Traffic Regulation Orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The signing of no through traffic is governed by the Traffic Signs Regulations and General Directions 2016, and a Local Highway Authority is not permitted to erect the required signs unless a legal Order is in force.

- 5.4 The Council Strategy 2023-27 includes five priorities, including “Thriving Communities with a Strong Local Voice”. Within this priority there is a commitment to “work with local communities and partners to enhance our main towns and large villages”.
- 5.5 A new link road between Kings Road (east) and the roundabout at the entrance to Sainsbury’s supermarket was constructed in association with the recently completed Sterling Gardens development and opened to traffic on 2nd August 2024. The link road was intended to remove through traffic from Kings Road but since opening, usage of the new link road has been relatively low, with many drivers continuing to use Kings Road as their preferred route to access the A339 and Sainsbury’s.
- 5.6 Alterations to the traffic signal timings at the junction of Hectors Way/Kings Road reducing the available green-light time were introduced to discourage drivers from using Kings Road but this has had limited impact on encouraging drivers to use the new link road.
- 5.7 Since the new link road opened, several Kings Road residents have been actively encouraging West Berkshire Council to introduce physical measures within Kings Road to prevent through traffic.

Consultation process and results

- 5.8 Considering all the above factors, a proposal was made which would close a section of Kings Road to through traffic. The statutory consultation document and plans showing proposed alterations are shown in Appendices A and B respectively. The statutory consultation on the proposals was held between 16th January and 6th February 2025 and included:
- (a) Notices placed in Newbury Weekly News (local newspaper).
 - (b) Correspondence with statutory consultees, including Thames Valley Police.
 - (c) Advertisement on the Council’s website at <https://westberks.gov.uk/kings-road-tro-81664/1>
 - (d) A letter to 316 properties that would be directly affected by the proposed changes.
- 5.9 A total of 81 responses to the consultation were received, of which 48 were in favour of the proposals and 27 were against or included a specific objection. Six responses were neutral.
- 5.10 Of the public responses, 24 were from residents who would be directly affected by the proposed changes. Of the 24, nine consultees were from Gordon Road.
- 5.11 Although the consultation documents asked for respondents to include their address, ten replies were received from members of the public who did not state their address.
- 5.12 A summary of the consultation responses and brief Officer comments is included in Appendix C. The following paragraphs summarise the most frequently raised points of concern and objection to the proposed speed limits.

Recurring themes raised by objectors

5.13 Gordon Road – The residents of Gordon Road who objected were quite strong in their opposition to the proposals and did so with numerous reasons, but their main points were as follows.

- (a) As Gordon Road is a private street, they do not want vehicles using the junction with Kings Road/Gordon Road (east) as a turning head.
- (b) Concerned that drivers will use Gordon Road as an alternative route to bypass Kings Road if they encounter the proposed closure point.

Officer comment – Although Gordon Road is an unadopted, private street and not maintained by the Council, it is free to be used by all (motor vehicles, pedestrians, cyclists, etc.) at any time. Private streets are different to private roads, in that the use of a private road may be restricted by its owner. There are nine properties within Kings Road between Gordon Road (east) and the new roundabout that would need to use the eastern junction with Gordon Road as a turning head. If we assume 4 vehicle journeys per property per day, this equates to 36 turning movements per day. This volume of turning movements is considered to be minimal, and unlikely to cause major disruption for Gordon Road residents.

If the scheme is implemented and concerns persist, then the Council may use discretionary powers to improve the standard of the part of Gordon Road used as a turning head. The Council, as the Local Highway Authority, has powers under Highways Act 1980 sections 205 and 206 (Streetworks in Private Streets) Process as follows: “A street works authority may include in street works to be executed under the private street works code with respect to a street any works which they think necessary for bringing the street, as regards sewerage, drainage, level, or other matters, into conformity with any other streets, whether maintainable at the public expense or not, including the provision of separate sewers for the reception of sewage and of surface water respectively.”

It is not considered that general traffic would use Gordon Road as a rat run as it would be much quicker to use Hectors Way to bypass the area and the closed section of Kings Road would be clearly signed as a no-through-road.

5.14 Close off Kings Road at one end rather than in the middle – Some respondents suggested that rather than close Kings Road in the middle, the closure should be at one end.

Closing Kings Road at the western end, at the signalised junction with Hectors Way, could be an alternative to the current proposal and is detailed in Section 6. This option would involve vehicles turning round in a different location and would need detailed consideration. The signalised pedestrian crossing would need to remain, so it would not be possible to completely remove the traffic lights.

Changing the point at which Kings Road is closed would require a new statutory consultation process to be held, which would delay the implementation of the closure by at least six months. This consultation is likely to attract objections from residents and road users who are happy with the current proposals so may not be conclusive.

Kings Road could not realistically be closed at the eastern end with the new roundabout as there is insufficient highway space available in which to construct a turning head. This option would also result in the loss of some current on street parking provision.

- 5.15 Hectors Way/Kings Road mini roundabout – A number of responses expressed concern about the safety of the current roundabout of Hectors Way/Kings Road, due to vehicles travelling from Hambridge Road to Kings Road ignoring the roundabout and other road users.

Officer Comment – It would appear that the main concern is the speed of vehicles travelling from east to west and failing to properly navigate the roundabout. The closure of Kings Road will force the majority of westbound traffic to turn left (south) onto the link road, reducing the east – west movement and reducing conflicts with other manoeuvres. It should also be noted the junction has been subject to an independent safety audit.

- 5.16 Junction of Boundary Road/Hambridge Road/Kings Road – A number of responses expressed how dangerous they perceive the current junction of Boundary Road/Hambridge Road/Kings Road to be. Respondents mentioned drivers ignoring the road priorities in this area and additional queuing with Boundary Road (southern arms) due to the changes.

Officer Comment – The alterations at this junction formed part of the wider highway improvements associated with the Sterling Gardens development planning application. The junction has been independently safety audited with no identification of issues at this junction. It is for road users to adhere to the relevant road layout and regulations accordingly. Whilst these concerns are noted, they are not directly relevant to the decision as to whether or not to implement the proposed Traffic Regulation Order on Kings Road.

- 5.17 Increased queuing from/at Bear Lane and Sainsbury's roundabouts – Concerns were expressed with drivers being forced to use the new link road that queueing and traffic congestion would increase from/at Bear Lane and Sainsbury's roundabouts.

Officer Comment – The new road has been designed to modern standards and provides a route away from residential dwellings. Whilst the new route is slightly longer, users benefit from a two lane approach to the Hectors Way/Kings Road traffic signals. It is considered unlikely that users will encounter an increase to their journey time as a result of using the new route.

- 5.18 Environmental concerns – It has been suggested that congestion and pollution will be increased along the new link road as a traffic re-routing.

Officer Comment – Currently the residents of Kings Road contend with air and noise pollution issues due to the volume/size of vehicles travelling through what is an

historically confined highway environment. Re-routing vehicles to the new link road will not reduce overall air pollution levels within the area, but the new link road is a far more open environment where air pollution may be better dispersed. Bordered by a railway line and the nearest properties are above the link road behind a large embankment and tree/vegetation area.

Consultation response from Thames Valley Police

5.19 Thames Valley Police confirmed that they have no comment on the proposed measures.

6 Options for consideration

Option 1 – Do not implement the proposed order

6.1 As outlined above, the statutory consultation has resulted in a significant number of objections, particularly from residents of Gordon Road, which have been given due consideration.

Option 2 – Implement the proposed order as advertised

6.2 Overall, more respondents to the statutory consultation were in favour of the proposed order than were against.

Option 3 – Amend the proposal

6.3 Some consultees suggested closing Kings Road at its western end. These suggestions have been addressed in the “Officer Comment” section in paragraph 5.14. As noted, the alternative proposals made in response to the consultation could not be implemented without a new and separate statutory consultation being undertaken. This would delay the project and, in the mean time traffic would continue to use Kings Road as a through route.

7 Proposals

7.1 In view of the above, it is proposed that the order is implemented as advertised.

8 Conclusion

8.1 Despite a number of objections, the statutory consultation process has shown support for the proposed closure of through traffic in Kings Road.

8.2 In view of the objections received, the impact on Gordon Road should be monitored with a view to undertaking improvements to the turning area or considering an alternative scheme at a later date.

8.3 Appendix A – Statutory consultation document

8.4 Appendix B – Plan showing closure proposal

8.5 Appendix C – Summary of consultation responses

Corporate Board's recommendation

Not applicable.

Background Papers:

Not applicable.

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 Scrutiny Commission or associated Committees or Task Groups within preceding six months ☐

Item is Urgent Key Decision ☐

Report is to note only ☐

Wards affected: Newbury Greenham is directly affected but there could be implications to Newbury Central in which falls Bear Lane roundabout and the A339.

Officer details:

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Document Control

Document Ref:		Date Created:	
Version:		Date Modified:	
Author:			
Owning Service			

Change History

Version	Date	Description	Change ID
1			
2			

Appendix A - Statutory Consultation Document

WEST BERKSHIRE DISTRICT COUNCIL (KINGS ROAD, NEWBURY) (PROHIBITION OF MOTOR VEHICLES) ORDER 2025

WEST BERKSHIRE DISTRICT COUNCIL PROPOSES to make an Order under Sections 1(1), 2(1) to (2) and 92 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 the effect of which is to prohibit all Motor vehicles from proceeding as follows:-

IN THE TOWN OF NEWBURY

Prohibition of Motor Vehicles

Kings Road	Between points approximately 8 metres and 24 metres east of the eastern kerbline of Windsor Court
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REVOCATION

The Order will revoke all reference to Kings Road in Schedule 3 of the **WEST BERKSHIRE DISTRICT COUNCIL VARIOUS ROAD (IN THE TOWNS OF NEWBURY, THATCHAM AND HUNGERFORD) AND (IN THE PARISHES OF EAST ILSLEY, HOLYBROOK AND SHAW-CUM-DONNINGTON) (PROHIBITION OF MOTOR VEHICLES, BUS LANE) AND (ONE WAY TRAFFIC) ORDER 2016**

FURTHER INFORMATION

For further information please contact Projects – Network Management team (projects@westberks.gov.uk), Environment Department, West Berkshire District Council, Council Offices, Market Street, Newbury, Berkshire, RG14 5LD before 6th February 2025.

Copies of the draft Order, partially revoked order, explanatory statement and map can be inspected during the hours of 9.00 a.m. to 4.30 p.m. Monday to Friday at the offices of West Berkshire District Council (at main reception on the ground floor), Council Offices, Market Street, Newbury RG14 5LD. These are also available for view and comment on the Council's website at www.westberks.gov.uk/consultations.

Objections to the Proposal together with the grounds on which they are made should be sent in writing to the undersigned, quoting reference 81664/1 by not later than midnight on 6th February 2025.

Dated 16th January 2025

Jon Winstanley, Service Director Environment, West Berkshire District Council, Market Street, Newbury, RG14 5LD projects@westberks.gov.uk

WEST BERKSHIRE DISTRICT COUNCIL (KINGS ROAD, NEWBURY) (PROHIBITION OF MOTOR VEHICLES) ORDER 2025

STATEMENT OF REASONS AND PROPOSAL

This Order is necessary to avoid danger to persons and will provide a safer traffic free environment for pedestrians using the road and other non-vehicular road users.

The new B3421 Kings Road Link Road, now known as “Hectors Way” opened to traffic in August 2024. This road was constructed in order to provide a safer, more suitable and higher quality route for traffic than the former route of the B3421 Kings Road and Mill Lane. The effect of this Order is to physically prevent the passage of through-traffic on Kings Road (except cyclists and pedestrians) and ensure that westbound through-traffic uses the new Link Road. To maintain access for residents of Kings Road, the existing one-way restriction will be withdrawn. The removal of through-traffic from Kings Road will reduce traffic noise and improve air quality in a residential street and reduce the potential for accidents by removing potential points of conflict between different road users.

Accordingly, with reference to Section 1 (1) of the Road Traffic Regulation Act 1984, this order is necessary in order to:

- a) avoid danger to persons or other traffic using Kings Road and to prevent the likelihood of any such danger arising
- b) prevent the use of Kings Road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road
- c) preserve or improve the amenities of the area through which Kings Road runs

**WEST BERKSHIRE DISTRICT COUNCIL
(KINGS ROAD, NEWBURY)
(PROHIBITION OF MOTOR VEHICLES) ORDER 2025**

WEST BERKSHIRE DISTRICT COUNCIL (hereinafter referred to as “the Council”) in exercise of its powers under Sections 1(1), 2(1) to (2) and 92 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (“the 1984 Act”) and of all other enabling powers in accordance with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 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:

Commencement and Citation

1. This Order shall come into operation on the [__] day of [__] 20[__] and may be cited as the **WEST BERKSHIRE DISTRICT COUNCIL (KINGS ROAD, NEWBURY) (PROHIBITION OF MOTOR VEHICLES) ORDER 2025**
2. In this Order “Motor vehicle” is as defined in Section 136 of the 1984 Act as amended
3. Any reference in this Order to any enactment shall be construed as reference to that enactment as amended by any subsequent enactment.
4. Save as provided in Article 5 no person shall cause or permit any Motor vehicle to proceed in any direction in the length of road specified in the Schedule to this Order
5. Nothing in Article 4 shall apply to any vehicle or vehicles when it is being used in conjunction with any of the following operations, namely –
 - i the removal of any obstruction to traffic in the length of road specified in the Schedule to this Order;
 - ii the maintenance, improvement or reconstruction of the length of road specified in the Schedule to this Order;
 - iii the laying erection alteration or repair in, or in land adjacent to, the length of road specified in the Schedule to this Order 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
- b. for police, fire brigade and ambulance purposes
5. All reference to Kings Road in Schedule 3 of the **WEST BERKSHIRE DISTRICT COUNCIL VARIOUS ROAD (IN THE TOWNS OF NEWBURY, THATCHAM AND HUNGERFORD) AND (IN THE PARISHES OF EAST ILSLEY, HOLYBROOK AND SHAW-CUM-DONNINGTON) (PROHIBITION OF MOTOR VEHICLES, BUS LANE) AND (ONE WAY TRAFFIC) ORDER 2016** is hereby revoked.

THE SCHEDULE

IN THE TOWN OF NEWBURY

Prohibition of Driving

Kings Road

Between points approximately 8 metres and 24 metres east of the eastern kerbline of Windsor Court

THE COMMON SEAL of WEST BERKSHIRE

DISTRICT COUNCIL hereunto affixed on the

day of 20[] is

authenticated by:

Authorised Signatory

STREET NOTICE

Proposed Traffic Regulation Order

WEST BERKSHIRE DISTRICT COUNCIL (KINGS ROAD, NEWBURY) (PROHIBITION OF DRIVING) ORDER 2025

Statement of Reasons and Proposal

The new B3421 Kings Road Link Road, now known as “Hectors Way” opened to traffic in August 2024. This road was constructed in order to provide a safer, more suitable and higher quality route for traffic than the former route of the B3421 Kings Road and Mill Lane. The effect of this Order is to physically prevent the passage of through-traffic on Kings Road (except cyclists and pedestrians) and ensure that westbound through-traffic uses the new Link Road. To maintain access for residents of Kings Road, the existing one-way restriction will be withdrawn. The removal of through-traffic from Kings Road will reduce traffic noise and improve air quality in a residential street and reduce the potential for accidents by removing potential points of conflict between different road users.

Accordingly, with reference to Section 1 (1) of the Road Traffic Regulation Act 1984, this order is necessary in order to:

- a) avoid danger to persons or other traffic using Kings Road and to prevent the likelihood of any such danger arising
- b) prevent the use of Kings Road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road
- c) preserve or improve the amenities of the area through which Kings Road runs

The effect of the proposed Order is to prohibit all Motor vehicles from proceeding in any direction as follows:-

IN THE TOWN OF NEWBURY

Prohibition of Driving

Kings Road	Between points approximately 8 metres and 24 metres east of the eastern kerbline of Windsor Court
------------	---

The Order will revoke all reference to Kings Road in Schedule 3 of the **WEST BERKSHIRE DISTRICT COUNCIL VARIOUS ROAD (IN THE TOWNS OF NEWBURY, THATCHAM AND HUNGERFORD) AND (IN THE PARISHES OF EAST ILSLEY, HOLYBROOK AND SHAW-CUM-DONNINGTON) (PROHIBITION OF MOTOR VEHICLES, BUS LANE) AND (ONE WAY TRAFFIC) ORDER 2016**

Further Information

For further information please contact Projects – Network Management team (projects@westberks.gov.uk), Environment Services, West Berkshire District Council, Council Offices, Market Street, Newbury, Berkshire, RG14 5LD before 6th February 2025.

Copies of the draft Order, partially revoked order, explanatory statement and map can be inspected during the hours of 9.00 a.m. to 4.30 p.m. Monday to Friday at the offices of West

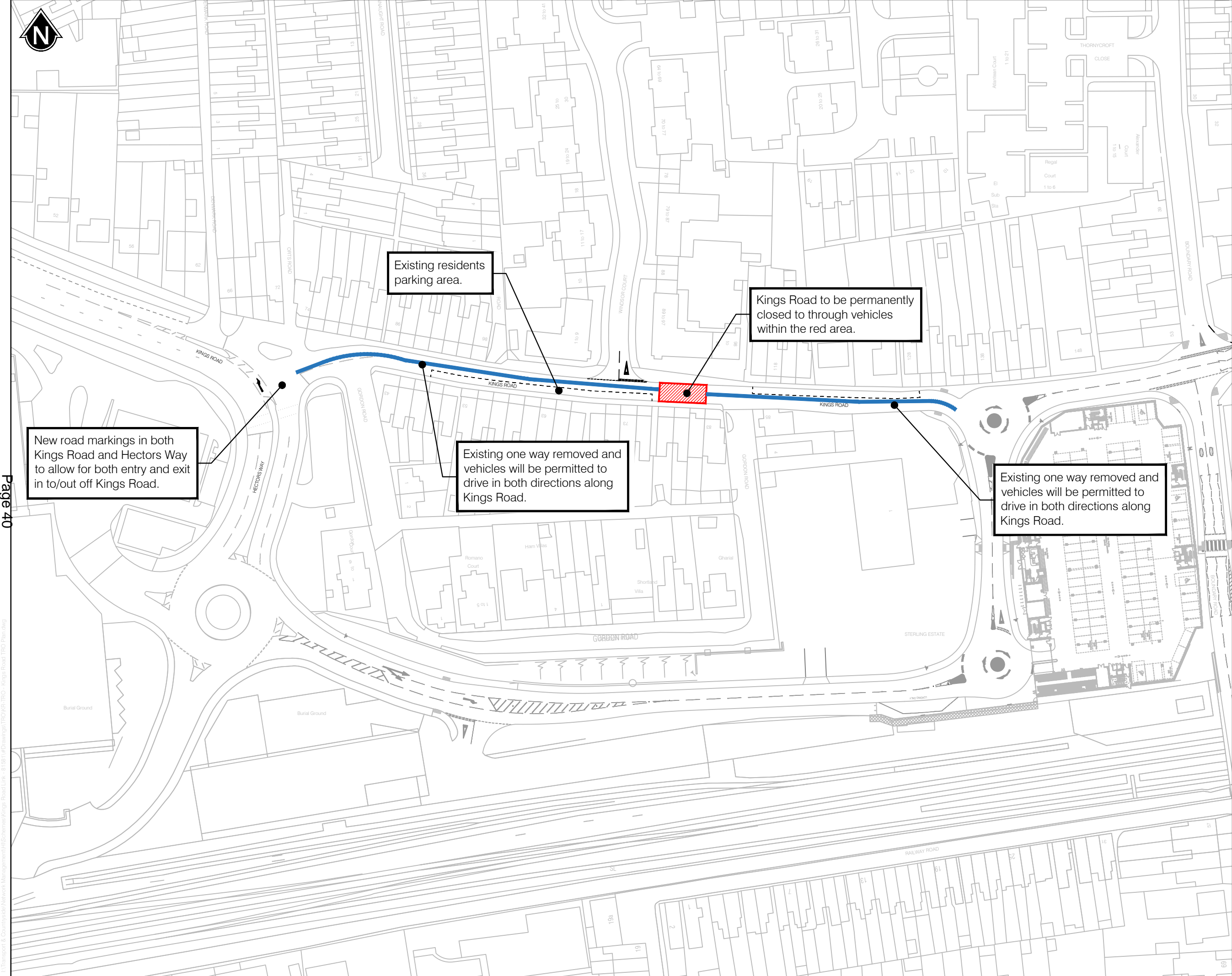
Berkshire District Council (at main reception on the ground floor), Council Offices Market Street Newbury Berkshire RG14 5LD. These are also available for view and comment on the Council's website at www.westberks.gov.uk/consultations.

Objections to the Proposal together with the grounds on which they are made should be sent in writing to the undersigned, quoting reference 81664/1 by not later than midnight on 6th February 2025.

Dated: 16th January 2025

Jon Winstanley, Service Director Environment, West Berkshire District Council, Market Street, Newbury, RG14 5LD projects@westberks.gov.uk

Appendix B - Proposed Improvements



Key

- Permanent closure to motor vehicles TRO
- Revoke existing one-way TRO

Notes

- Do not scale from this drawing.
- This drawing shows a proposed feasibility option and is subject to change.

Rev	Rev date	Description	DR	AU
Environment Council Offices Market Street Newbury RG14 5LD				
Project title Kings Road Improvement Scheme				
Drawing title Proposed TRO changes				
Date	December 2024	Drawn by DW	Check by AD	Page size A3
Drawing number	KR-TRO			Scale 1:1000
Drawing Status	DRAFT			

Appendix C - Summary of Consultation Replies

Kings Road TRO Consultation Responses

Summary total of consultation responses

Support	Object	Neutral	Total
48	27	6	81

Individual consultation responses

Support	Object	Neutral	Reply ref.	Comments made	Officer comment
			1	(a) Kings Road should be closed but at the Sainsbury's end (b) New roundabout is dangerous (Kings Road/Hectors Way) (c) If scheme is taken forward weight restriction should be implemented on Kings Road (d) Included a letter dated 7th February 2000 from WBC about a barrier for Gordon Road (e) Does not want a turning head within Gordon Road	(a) See paragraphs 5.13 & 5.14 of the main report
			2	(a) Kings Road would be narrow for two-way traffic and parking (b) Rat run for smaller vehicles such as mopeds creating a risk to legitimate users	(a) If Kings Road is closed there would be a reduction in the number and size of vehicles as well as potentially slower speeds, meaning two way traffic and parking would be sufficient
			3	Improvements to; (a) Safety – for pedestrians and cyclists. (b) Environmental improvements – reduced noise and air pollution (c) Look and feel in the area. This will have a positive impact in the look and feel of the area	Noted
			4	(a) Does not want a turning head within Gordon Road (b) Gordon Road will be used as a way to bypass Kings Road closure (c) Not enough has been done to discourage traffic still using Kings Road (d) New roundabout is dangerous (Kings Road/Hectors Way) (e) No consideration given to residents of Gordon Road	(a)(d) See paragraphs 5.13 & 5.15 of the main report (b) We do not foresee vehicles using Gordon Road as a rat run as it would be quicker to Hectors Way to bypass the area
			5	(a) Gordon Road will be used as a way to bypass Kings Road closure (b) Concerned police response times would be affected (c) Newbury's traffic volume is busy enough without the closure of another road	(a) We do not foresee vehicles using Gordon Road as a rat run as it would be quicker to Hectors Way to bypass the area (a) See paragraph 5.13 of the main report (b) Police, other services and vehicles should perhaps already be using Hectors Way to bypass the area unless required to the immediate area
			6	(a) New roundabout is dangerous (Kings Road/Hectors Way) (b) Poorly designed road layout on the new Hectors Way section	(a) See paragraph 5.15 of the main report
			7	(a) Kings Road was never designed to take the current volume and size of vehicles (b) Lorries cause the house to shake (c) Situation worsened since gas works in 2023 (d) Majority of traffic do not use the new link road resulting in large queues within Kings Road and significantly impeding residents (e) New roundabout is dangerous (Kings Road/Hectors Way) (f) The two-way traffic on the street functioned effectively during the three-month closure for gas works in 2023	(a)(e) See paragraph 5.15 of the main report
			8	(a) Traffic lights at Hectors Way should be removed	Noted
			9	(a) Closing part of Kings Road would have negative impact of traffic volumes especially during the peak hours and days at the races.	(a) We do not foresee a negative impact on traffic volumes during horse racing days at Newbury Racecourse as Hectors Way can accommodate the additional vehicles more adequately
			10	(a) Increase in HGV's using Hambridge Road since the new road opened (b) House shakes due to HGV's as well as they also mount the pavement (c) Would like to see a weight restriction imposed on Hambridge Road from the racecourse railway bridge through to Kings Road (d) Kings Road and Hambridge Road were never designed to take the current volume and size of vehicles	(c) There are currently no proposals to introduce further measures to restrict vehicle movements within the vicinity
			11	(a) Kings Road should be closed but at the Sainsbury's end (b) Kings Road/Boundary Road crossroads needs to be signalled as now dangerous	(a) See paragraph 5.14 of the main report (b) Current layout at crossroads of Kings Road/Boundary Road has been through an independent Road Safety Audit process
			12	(a) Kings Road should be closed but at the Sainsbury's end	(a) See paragraph 5.14 of the main report
			13	(a) Kings Road would be narrow for two-way traffic and parking (b) Gordon Road may be used as a way to bypass Kings Road closure	(a) If Kings Road is closed there would be a reduction in the number and size of vehicles as well as potentially slower speeds, meaning two way traffic and parking would be sufficient (b) See paragraph 5.13 of the main report

Kings Road TRO Consultation Responses

Summary total of consultation responses

Support	Object	Neutral	Total
48	27	6	81

Individual consultation responses

Support	Object	Neutral	Reply ref.	Comments made	Officer comment
			14	(a) Kings Road should be closed but at the Sainsbury's end (b) New roundabout is dangerous (Kings Road/Hectors Way) and should be removed	(a) See paragraph 5.14 of the main report (b) See paragraph 5.15 of the main report
			15	(a) New roundabout is dangerous (Kings Road/Hectors Way) (b) Further restricting access to traffic in this area will add to the existing intolerable local traffic issues (c) Whenever a road is closed or restricted in Newbury the capacity of adjacent alternatives is inadequate	(a) See paragraph 5.15 of the main report (b)(c) New link road has been constructed to remove traffic away from Kings Road and has been built to modern standards therefore more capable of handling the current traffic flow.
			16	(a) New roundabout is dangerous (Kings Road/Hectors Way) (b) Kings Road/Boundary Road crossroads needs to be signalised as now dangerous	(a)(b) See paragraphs 5.15 & 5.16 of the main report
			17	(a) Consider proposals to create further safe pedestrian access to Sainsbury's along Hectors Way at the roundabout nearest to the store	Noted
			18	(a) Kings Road was never designed to take the current volume and size of vehicles, creates air pollution (b) New roundabout is dangerous (Kings Road/Hectors Way) (c) Close Kings Road at the new roundabout instead (Kings Road/Hectors Way)	(b) See paragraph 5.15 of the main report
			19	(a) Consideration should be given to Kings Road/Boundary Road crossroads as very dangerous (b) The current mini roundabout is in the wrong place and it is, at times near on impossible to exit Boundary Road safely	(a)(b) See paragraphs 5.15 & 5.16 of the main report
			20	(a) The proposed changes will have a negative impact on the traffic in and out Sainsbury's car park (b) Poor traffic light configuration at A339 roundabout there can be queues backing at the hector way/Kings Road traffic lights, this regularly impacts traffic leaving Sainsbury's car park	(a)(b) There may be a slight increase in time and available space with which to exit Sainsbury's if the proposed closure is approved. However this is likely to have minimal impact as traffic volume is already using the area from Hambridge Road
			21	(a) Since the construction of various apartment building such as those in Windsor Court, Thornycroft Close and Sterling Gardens, a dramatic increase in the volume of traffic (b) It will only take one accident to close the link road and cause severe delays, not to mention rush hour traffic jams and additional traffic on Newbury race days (c) Drivers need alternative options to minimize these barriers to traffic moving smoothly and without congestion not least the emergency services	(a)(b)(c) The construction of the new link road was intended to remove the through traffic that currently uses Kings Road. Therefore if the proposal is approved, there would be a significant reduction in vehicles using Kings Road
			22	(a) Wants to see all through-traffic removed in both directions, i.e. from Kings Road and Mill Lane (b) Since the Hectors Way link road opened it is clear that interventions are needed to force drivers to use it (c) A barrier to through-traffic also needs to be put in place at the entrance to Bone Lane from Mill Lane. Such an intervention could maintain resident and business access to Mill Lane and its side streets, to Boundary Road and to Greenham Mill, but render it impractical as a through route	(a) Considerations for Mill Lane and its use are outside of the remit of this consultation but it would be difficult to introduce measures that would benefit only residents given the nature of the local area and institutions
			23	(a) It will improve air quality for local housing and make routes unambiguous	Noted
			24	(a) The new route is unsuitable for HGV's as harder to navigate and will cause more congestion and slow traffic than is currently the case	(a) The developer of Sterling Gardens has designed the new road in accordance with highway standards and the route is suitable for HGV's
			25	(a) Will keep all through traffic to the new road and protect the existing properties (b) Improved road safety and an overall environmental enhancement	Noted
			26	(a) Through traffic should not be allowed to flow through Kings Road given that the newly constructed road is now open (b) Predict issues with queuing at the exit roundabout without additional measures	Noted
			27	(a) No comment made	(a) No comment made
			28	(a) Will make traffic congestion worse by reducing the flow of traffic around three roundabouts rather than one (b) Add congestion to Sainsbury's roundabout (c) Kings Road/Boundary Road crossroads is now hazardous	(a)(b) There may be a slight increase in time and available space with which to exit Sainsbury's if the proposed closure is approved. However this is likely to have minimal impact as traffic volume is already using the area from Hambridge Road (c) See paragraph 5.16 of the main report

Kings Road TRO Consultation Responses

Summary total of consultation responses

Support	Object	Neutral	Total
48	27	6	81

Individual consultation responses

Support	Object	Neutral	Reply ref.	Comments made	Officer comment
			29	(a) The proposed closure of Kings Road for vehicles will divert all traffic moving the traffic queuing and air pollution to another location (b) Would be better to limit the size of vehicles along the entire length of Kings Road from the new flats which would positively impact even more residents and leave the current traffic flow as it currently is	(a) There will be less air pollution within Kings Road which is a constrained residential environment. Vehicles will be forced to use the new link road which is situated in a more open environment reducing the impact of air pollution in the area. (b) Between the new section of Hectors Way and residential dwellings within Gordon Road is a large embankment lined with mature trees, a noise barrier and vegetation to reduce the visual, noise and pollution impacts of the new road
			30	(a) Kings Road should be closed but at the Sainsbury's end as opportunity to increase traffic flow (b) Seems odd to create a "bypass road" to improve the flow of traffic in the area, only to stick with traffic restricting measures by retaining the traffic lights (Sainsbury's end) (c) Difficulty for delivery drivers, health care visitors and emergency services if road is split in two (d) Block the road off at one end instead	(a)(d) See paragraph 5.14 of the main report
			31	(a) The proposal has obvious benefits to the residents of Kings Road, but consideration should be given to the resulting additional traffic filtering past Mole Valley (b) Sainsbury's roundabout is clogging up within the new road opened	Noted
			32	(a) Kings Road is completely unsuitable for the amount of traffic that it carries. Support this plan as it will improve the environment for residents	Noted
			33	(a) Proposal will stop heavy traffic and HGVs hurtling down the road at high speed and make the living environment for Kings Road residents a cleaner and tidier road meaning less noise and pollution	Noted
			34	(a) The new road arrangement is excellent and a great improvement over the previous configuration (b) New roundabout is dangerous (Kings Road/Hectors Way)	(b) See paragraph 5.15 of the main report
			35	(a) Sensible proposal for residents and for other people getting around the area. New road makes it work well	Noted
			36	(a) It has been outstanding for months and the traffic that goes from Hambridge Rd has been cutting across the roundabout which causes traffic flow problems out of the Sterling Gardens Road (b) The Council will need to honour the promise of parking on Sterling Gardens for displaced residents parking spaces	Noted
			37	(a) Kings Road should be closed at the eastern end (b) New roundabout is dangerous (Kings Road/Hectors Way) (c) Gordon Road is a private, unadopted road and as a resident will not allow it to be turned into a turning head (d) Weight restriction should be placed on Kings Road	(a)(b) See paragraphs 5.14 & 5.15 of the main report (d) There are currently no proposals to introduce further measures to restrict vehicle movements within the vicinity
			38	(a) Kings Road is a useful link between Hambridge Road and Hectors Way, the amount of traffic using this route, given its narrow width and close residential properties, makes it no longer a viable option (b) The new route is also potentially fraught with issues, there is the potential to improve the traffic flow and safety here (c) New roundabout is dangerous (Kings Road/Hectors Way) (d) Kings Road/Boundary Road crossroads is now dangerous and an accident waiting to happen	(a)(d) See paragraphs 5.15 & 5.16 of the main report (b) New link road has been constructed to remove traffic away from Kings Road and has been built to modern standards therefore more capable of handling the current traffic flow.
			39	(a) Concerns with new roundabout (Kings Road/Hectors Way)	(a) See paragraph 5.15 of the main report
			40	(a) The proposal seems to improve traffic flow away from residents and pedestrians so should make locals lives safer from vehicles and traffic fumes	Noted
			41	(a) Drivers ignoring the roundabout (Kings Road/Hectors Way)	(a) See paragraph 5.14 of the main report
			42	(a) Need to ensure the safety of all whilst these essential works are completed. I cannot see what other options have been considered and rejected but am fully supportive nonetheless	Noted

Kings Road TRO Consultation Responses

Summary total of consultation responses

Support	Object	Neutral	Total
48	27	6	81

Individual consultation responses

Support	Object	Neutral	Reply ref.	Comments made	Officer comment
			43	(a) Concerns but appreciate something needs to be done to prevent build up of traffic (b) Kings Road is not wide enough for both-way traffic at the same time, without the removal of the residents parking (E1 East Zone) which would have an impact to the Parking Team (c) Parking budget impacted from loss of parking due to new roundabout at Kings Road/Hectors Way (d) Gordon Road consideration not to be used as a bypass	(a) The planning application associated with Sterling Gardens and the consequential highway works would have consulted with all internal WBC departments upon which there was an impact (d) See paragraph 5.13 of the main report
			44	(a) Kings Road will be used as a rat run until this has been implemented	Noted
			45	(a) Positive regarding this proposal and understand the given reason considering the new Road. (b) I would also help avoid confusion over Highway Code guidance regarding the new mini-roundabout (Kings Road/Hectors Way)	Noted
			46	(a) The present system allows traffic approaching from Hambridge Road to approach at speed because they will have right of way, but the visibility for any traffic using the new road and turning right on to Hambridge is poor and a number of near misses result	Noted
			47	(a) The proposed route is a much longer way round for traffic coming down Pile Hill (Greenham Road) and will lead to yet more congestion along the dual carriageway between Burger King and Sainsburys	(a) New road is slightly longer but constructed to take traffic away from Kings Road residential area
			48	(a) Concerned with the narrow nature of Kings Road allowing two-way flow (b) Concerns with new roundabout (Kings Road/Hectors Way) (c) Expressed previously, the area by the railway should have been made into a car park for Kings Road and Gordon Road residents, and maintained one way traffic on Kings Road (d) Traffic lights required at the crossroads of Kings Road/Boundary Road (e) Pointless scheme that wastes public money	(b)(d) See paragraphs 5.15 & 5.16 of the main report
			49	(a) No comment made	(a) No comment made
			50	(a) The new road is far safer, more practical and sustainable than the previous route (b) Cyclist and proposed layout represents a better experience (c) Change is always undesirable for some people, but this is definitely the correct decision and will significantly improve the area.	Noted
			51	(a) New roundabout is dangerous (Kings Road/Hectors Way)	(a) See paragraph 5.15 of the main report
			52	(a) 50 years overdue (b) Creates part of a long awaited and much needed active travel route from the centre and west of Newbury and beyond to the largest employment area in West Berkshire (c) Will remove a few more parking spaces for residents of Kings Road but the benefits for them and for residents of Gordon Road and Windsor Court it will greatly improve their quality of life by removing a major cause of air pollution, noise and risk of injury and damage to their property from passing traffic, especially HGVs (d) Council should look at something similar in Mill Lane and work with SPOKES to improve active travel to and from Hambridge Industrial Estate	(d) Considerations for Mill Lane and its used are outside of the remit of this consultation but it would be difficult to introduce measures that would benefit only residents given the nature of the local area and intuitions
			53	(a) Queuing already present and proposal would not solve this whilst also making it more problematic for emergency services to navigate (b) Costly for not much gain (c) Concerns at Kings Road/Boundary Road crossroads which is now more difficult and timely to navigate	(a) Emergency vehicles using the new link road will be able to easily pass other vehicles and therefore make potentially reduce conflicts currently encountered within Kings Road (c) See paragraphs 5.16 of the main report
			54	(a) Kings Road is awful for road noise, pollution and loud car music (b) Vehicles mounting pavements and jumping the lights at Kings Road (Sainsbury's) (c) New roundabout is dangerous (Kings Road/Hectors Way) (d) Proposed closure will prevent many accidents, improve road safety for people in the vicinity and will also mean less traffic noise and pollution.	(c)(d) See paragraphs 5.15 & 5.18 of the main report
			55	(a) Currently take a long time to get home to Windsor Court due to traffic queuing (b) Queuing vehicles go all the way along Hambridge Road (c) New roundabout is dangerous (Kings Road/Hectors Way)	(c) See paragraph 5.15 of the main report

Kings Road TRO Consultation Responses

Summary total of consultation responses

Support	Object	Neutral	Total
48	27	6	81

Individual consultation responses

Support	Object	Neutral	Reply ref.	Comments made	Officer comment
			56	(a) Make a safer, enjoyable and more peaceful neighbourhood for residents and visitors	Noted
			57	(a) Great idea to remove through traffic from that narrow section of Kings Road. It makes things better for pedestrians, cyclists and residents. It is long overdue (b) Concerns at Kings Road/Boundary Road crossroads	(b) See paragraph 5.16 of the main report
			58	(a) It's a safer route. The current layout creates accidents.	Noted
			59	(a) Look after our grandchildren two days a week, travelling from Froxfield to Newbury to collect them in the mornings and dropping them back in the evenings on the designated days. (b) Vehicles speed through the area from Hambridge Road (c) Concerns with new roundabout is dangerous (Kings Road/Hectors Way) (d) Dangerous vehicles when trying to get grandchildren out of the car (e) The ongoing situation with HGV's using Kings Road is most noticeable during the short periods when we visit. Both speed and noise and house shakes (f) The current road layout is impacting sleep and health especially in the early hours when HGV's are starting their day	(c)(e)(f) See paragraphs 5.15 & 5.18 of the main report (e) If the proposal is approved then HGV's will be forced to use the new link Road (Hectors Way)
			60	(a) Kings Road/Boundary Road crossroads is now dangerous (b) Vehicles speeds, queuing and fumes are too much (c) Railway road residents suffered years of noise from the new flats and road and the noise from these affects still (d) New roundabout is dangerous (Kings Road/Hectors Way)	(a)(d) See paragraph 5.15 & 5.16 of the main report
			61	(a) Fully support the measures to close Kings Road and hope they are implemented without further delay (b) Lives at the corner of Gordon Road and Kings Road and see no issue with a handful of cars turning there daily	Noted
			62	(a) New route narrow for larger vehicles (b) New roundabout is dangerous (Kings Road/Hectors Way) (c) A mini-roundabout at the Kings/Boundary Roads junction would make turning right off Boundary safer.	(b) See paragraph 5.15 of the main report
			63	(a) It is unnecessary and a waste of taxpayers' money	Noted
			64	(a) No comment made	(a) No comment made
			65	(a) The current signage and enforcement is not strong enough to ensure that through traffic uses the new Hectors Way route. This leads to unsafe use of the roundabout from Westbound traffic (b) New roundabout (Kings Road/Hectors Way) should be domed to prevent overrunning	(b) See paragraph 5.15 of the main report
			66	(a) Totally agree with the proposal. In addition, the current traffic lights should be removed.	Noted
			67	(a) Concerns with new roundabout (Kings Road/Hectors Way) (b) Prefer to see the roundabout removed and a two-way flow clearly indicated	(a) See paragraph 5.15 of the main report
			68	(a) Considers this a dangerous arrangement of traffic and unnecessarily restricting (b) Can foresee road blockages around the Sainsbury area if this idea were to be implemented	(a)(b) New link road has been constructed to remove traffic away from Kings Road and has been built to modern standards therefore more capable of handling the current traffic flow.
			69	(a) The proposal is sensible. Although it will at some times of day make it worse for through traffic, it should in general improve the traffic going from Hambridge Road to the Sainsbury's roundabout with the A339	Noted
			70	(a) Improved traffic flow by bypassing residential area (b) Closure should be at the western end and traffic signals removed	Noted
			71	(a) New roundabout is dangerous (Kings Road/Hectors Way)	(a) See paragraph 5.15 of the main report
			72	(a) The traffic along Kings Road is hideous, since Aug 2005 when first moved in, have had to wear earplugs at night, to get some form of sleep (b) Current situation creates unacceptable noise and air pollution (c) HGV's are loud and travelling at speed along Kings Road (d) As a resident, it cannot come soon enough.	(b)(c) New link road has been constructed to remove traffic away from Kings Road and has been built to modern standards therefore more capable of handling the current traffic flow.
			73	(a) No comment made	(a) No comment made

Kings Road TRO Consultation Responses

Summary total of consultation responses

Support	Object	Neutral	Total
48	27	6	81

Individual consultation responses

Support	Object	Neutral	Reply ref.	Comments made	Officer comment
			74	(a) The plan is not an improvement (b) Will increase traffic onto Hectors Way, which will affect traffic exiting Sainsbury's car park, causing more congestion, pollution and affect peoples health (in the area) for traffic heading towards the A339 at the Kings Road roundabout and the Town centre	(b) New link road has been constructed to remove traffic away from Kings Road and has been built to modern standards therefore more capable of handling the current traffic flow.
			75	(a) The location of this proposal raises serious concerns regarding safety and residential impact. Furthermore, it appears to contradict previous legal advice provided by the council as detailed (b) Concerns with using Gordon Road as a turning head (c) Quoting a letter dated 7th February 2000 from WBC about a barrier for Gordon Road (d) Splitting the Kings Road in half will increase congestion on surrounding residential streets as displaced residents and visitors are forced to drive around the block to find available parking on the western side of the Kings Road (e) Block Kings Road at the eastern end	(a)(b) See paragraphs 5.13 & 5.14 of the main report (d) New link road has been constructed to remove traffic away from Kings Road and has been built to modern standards therefore more capable of handling the current traffic flow.
			76	(a) Concerns with using Gordon Road as a turning head (b) Quoting a letter dated 7th February 2000 from WBC about a barrier for Gordon Road (c) Block Kings Road at the eastern end	(a) See paragraph 5.13 of the main report
			77	(a) Current situation creates unacceptable noise and air pollution (b) Road noise from vehicles is getting worse (c) Feels unsafe as a pedestrian (d) Takes a long time to park and leave the area if driving (e) Unsafe to cross Hectors Way as cars jump the red lights (f) Other suggestion in the wider area	(a)(b)(d) The proposal looks to alleviate the concerns raised. (f) There are currently no proposals to introduce further measures to restrict vehicle movements within the vicinity (all) New link road has been constructed to remove traffic away from Kings Road and has been built to modern standards therefore more capable of handling the current traffic flow.
			78	(a) Lots of air pollution and volume of traffic is too high (b) HGV's are dangerous and create noise within Kings Road (c) Emergency services should be using the new road, not Kings Road	(a)(b)(c) New link road has been constructed to remove traffic away from Kings Road and has been built to modern standards therefore more capable of handling the current traffic flow.
			79	(a) Already lost significant parking in the area (b) Developer trying to remove agreed parking with some residents (c) Closure should be at the western end and additional parking created	(a) Parking associated with planning is outside of the remit of this scheme (c) See paragraph 5.14 of the main report
			80	(a) Gordon Road will be used as a way to bypass Kings Road closure and therefore decrease air quality and pedestrian safety particularly for young children (b) New road not improved traffic and potentially made things worse	(a)(b) We do not foresee vehicles using Gordon Road as a rat run as it would be quicker to Hectors Way to bypass the area (a)(b) New link road has been constructed to remove traffic away from Kings Road and has been built to modern standards therefore more capable of handling the current traffic flow.
			81	(a) Closure should be at the western or eastern end and as currently would have a negative impact (b) Concerns with using Gordon Road as a turning head (c) Difficulty for delivery drivers if road is split in two	(a) See paragraph 5.14 of the main report

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Highways Network Management Works Programme 2025-26

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	25/04/2025
Portfolio Member:	Councillor Stuart Gourley
Date Head of Service agreed report: (for Corporate Board)	N/A
Date Portfolio Member agreed report:	N/A
Report Author:	Neil Stacey
Forward Plan Ref:	ID4671

1 Purpose of the Report

The purpose of this report is to seek approval for the Highways Network Management Works Programme for 2025-26.

2 Recommendation

It is recommended that the Portfolio Holder for Environment and Highways approves the proposed Highways Network Management Works Programme for 2025-26 as presented in Appendix A of this report.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	The Highways Network Management Works Programme will be funded from various Capital and Revenue budgets approved as part of the Council's overall budget for 2025-26.
Human Resource:	N/A
Legal:	Some projects on the programme will require the assistance of Legal Services, particularly the drafting and sealing of Traffic Regulation Orders.

Risk Management:	Projects within the Programme will be managed in accordance with the relevant processes in respect of financial and health & safety risks.			
Property:	N/A			
Policy:	N/A			
	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		
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?	x			Some of the projects will be implemented in such a way as to improve conditions for vulnerable road users, for example disabled people and children.
Environmental Impact:	x			Some of the projects will deliver infrastructure to encourage or enable sustainable travel and will therefore have a beneficial impact on the environment.
Health Impact:	x			Some of the projects will deliver infrastructure to encourage or enable active travel and will therefore have a beneficial impact on the health of those using the infrastructure.

ICT Impact:		X		
Digital Services Impact:		X		
Council Strategy Priorities:	X			Some of the projects to be undertaken as part of the Programme will support the Council Strategy Priorities “Tackling the climate and ecological emergency” and “Thriving communities with a strong local voice”.
Core Business:		X		
Data Impact:		X		
Consultation and Engagement:	All Ward Members have been consulted as to the content of this report. One councillor queried the omission of a scheme, which had been left out of the programme in error and has now been reinstated. Any further comments will be reported verbally at the Individual Decision meeting.			

4 Executive Summary

- 4.1 The purpose of this report is to seek approval for the Highways Network Management Works Programme for 2025-26.
- 4.2 The Council's Capital Programme and Revenue budget for 2025-26, approved at the Council meeting in March 2025, allocate funding for the delivery of a range of projects and services, many of which are the responsibility of the Highways Network Management team in the Environment Department. The purpose of the Programme is to list the projects and services proposed to be delivered each financial year and to confirm a formal mandate to proceed with them. This report presents the proposed programme to the Executive Member for Environment and Highways.

5 Supporting Information

Introduction

- 5.1 The following explains the need for a Works Programme and the type of projects and services that it contains.

Background

- 5.2 The Highways Network Management Team, within the Environment Department, is comprised of five sub-teams, described as follows:

5.3 The Traffic Management & Road Safety team's responsibilities include:

- (a) The management and regulation of traffic (for example by implementing speed limits, parking restrictions and installing associated traffic signs);
- (b) Investigating road traffic accident records and implementing measures to prevent such accidents;
- (c) Implementing engineering measures to improve road safety outside and close to schools;
- (d) Providing cycle training to children;
- (e) Collecting vehicle speed data and undertaking engineering and education measures to encourage compliance with speed limits;
- (f) Road safety education campaigns, particularly aimed at vulnerable road users.

5.4 The Intelligent Transport Systems (ITS) & Sustainable Travel Infrastructure team is responsible for:

- (a) Maintaining, operating and improving the Council's stock of traffic signals and variable message signs;
- (b) Using computer-based systems to optimise the operation of traffic signals to manage traffic flows efficiently;
- (c) The ongoing development and implementation of the Local Cycling and Walking Infrastructure Plan (LCWIP) and the identification of future schemes to improve sustainable travel infrastructure;
- (d) The delivery of smaller projects associated with improving sustainable travel infrastructure;
- (e) Installing, maintaining and monitoring Electric Vehicle Charging Points on the Highway.

5.5 The Projects team is mainly responsible for delivering larger highway projects, some of which are listed in the Capital Programme in their own right. The Projects team also assists the Traffic & Road Safety and ITS teams to deliver small and medium sized projects, including those related to sustainable travel infrastructure. This team also carries out feasibility assessments and compiles cost estimates for potential future projects.

5.6 The Highways Development Control team:

- (a) Assesses the Highways impact of planning applications and determines appropriate mitigation measures to accommodate any adverse impacts;
- (b) Provides a street naming and numbering service;
- (c) Supervises the construction of developer-led projects on the Highway.

5.7 The Streetworks team:

- (a) Manages and co-ordinates applications for permits to undertake works on the Highway;
- (b) Provides information to stakeholders, especially in respect of potentially disruptive work on the Highway;
- (c) Inspects third party sites to ensure compliance with permit conditions;
- (d) Where necessary, issues fixed penalty notices to works promoters who do not comply with the conditions of their permits.

5.8 The Traffic Management & Road Safety, ITS & Sustainable Travel Infrastructure and Projects teams all contribute to the delivery of the Works Programme, whereas the Highways Development Control and Streetworks teams do not deliver their own projects on the Highway.

Additional information regarding changes to Speed Limits

5.9 Requests for new or amended speed limits are considered by the Speed Limit Review Task Group, which consists of Council officers, Members and the Police. When assessing the requests the Task Group considers current guidance (principally the Department for Transport Circular 01/2013 'Setting local speed limits'), traffic survey results, the number of recorded injury accidents and the local road environment. The aim of this process is to ensure that speed limits are set consistently and at a level which will achieve a high level of compliance. Any changes agreed by the Task Group can only be implemented subject to a statutory consultation process.

5.10 The Council is committed to implementing more 20mph speed limits in residential areas. Following a pilot scheme to introduce a 20mph limit covering the majority of residential roads in Theale, further area-wide 20mph speed limit projects will be delivered over the next few years. These projects will eventually assess the suitability of all residential areas in the District for a 20mph limit. Four such projects are included in the 2025-26 programme. 20mph projects sit outside the Speed Limit Review process and any requests for 20mph speed limits that are received separately will be considered as part of the development of area-wide projects.

Additional information regarding Active Travel Infrastructure Projects

5.11 Active travel infrastructure projects involve the construction of new, or improvements to existing facilities for pedestrians and cyclists. Active Travel England, an Executive Agency of the Department for Transport, oversees and allocates funds to local councils to deliver improvements to active travel infrastructure. As well as funds awarded by Active Travel England, the Council has allocated its own capital funding to active travel schemes. The Council's Local Cycling and Walking Infrastructure Plan ("[LCWIP](#)") sets out plans to develop a network of walking and cycling routes and helps to prioritise the many requests for this type of project that are received.

5.12 Larger scale active travel infrastructure projects are normally implemented by the Projects team and are subject to stakeholder consultation before construction.

Capital Finance

5.13 Capital budgets were approved at the Council meeting in March 2025 as follows:

			2025/26				
Cost Centre	Capital Bid reference	Project Title	Council Funding	External Grants	S106	CIL	Total Planned Expenditure
Highway Network Management							
81051	ENV 1	Speed restriction changes (including 20mph project).			£0	£100,000	£100,000
81103	ENV 1	Accident reduction and Signing Improvement works			£0	£95,000	£95,000
81186	ENV 1	Traffic Signal Upgrades			£0	£70,000	£70,000
81236	ENV 8	Active Travel Infrastructure		£0	£400,000	£1,250,000	£1,650,000
81379	ENV 1	School Safety Programme (including School Streets).			£0	£96,000	£96,000
81656	ENV 1	Mortimer and Burghfield Footways					£0
81426	ENV 1	Robinhood Roundabout Improvements					£0
	ENV 1	Newbury Town Centre Variable Message Signing					£0
	SUB-TOTAL		£0	£0	£400,000	£1,611,000	£2,011,000

5.14 Although the final three projects have zero planned expenditure for 2025-26 and will be delivered in future years, they are still active projects and will need an element of design and planning during the current year, and have therefore been included on the programme for completeness.

Proposals

5.15 The proposed programme is included as Appendix A. Most projects have been included as a result of requests from stakeholders over the course of previous months or years, but some activities reflect statutory requirements such as the maintenance of traffic signals or the management of the school crossing patrol service.

5.16 Schemes are grouped together on the programme according to the type of project, which largely reflect the budget from which they are funded. Schemes are listed under each heading in priority order, which therefore reflects the order in which they will be delivered.

5.17 The Network Management team aims to complete the projects listed in the programme before the end of the 2025-26 financial year, assuming that the team is fully staffed, with the exception of larger projects which may extend across two or more years. Any projects which are not complete at the end of the year would be carried forward to following year.

5.18 Further projects may be identified over the course of the year and added to the programme in consultation with the Portfolio Holder for Environment and Highways, but unless there is a compelling reason to deliver them quickly, these will be highlighted as new projects and will receive a lower priority than those already on the programme.

5.19 Where a stakeholder request requires a significant amount of work to assess whether it should be implemented, it is added to the “Assessments, Reports and Feasibility”

section of the programme. Only when the assessment has concluded that the request should be implemented will it be added to the relevant section of the programme.

- 5.20 Non-project based activities, particularly services delivered by the Traffic and Road Safety team, are also listed on the programme, for example road safety education and speed management initiatives.
- 5.21 Reactive work, such as responding to customer requests, is included in the programme. However, it should be noted that although estimates have been made regarding the volume of such work, the delivery of project-based work can be delayed by high priority reactive work related to petitions and Council motions due to the need to respond to time-critical issues within reasonable timescales.

6 Options for consideration

- 6.1 It is considered that the approach outlined above is the most appropriate way of recording, managing and monitoring the various projects delivered by the Network Management Team. This approach has been developed over several years and refined in consultation with the Portfolio Holder.
- 6.2 The alternative option would be to not have Works Programme. Without an approved programme, however, the Network Management team would have no formal mandate to implement any particular improvement schemes or deliver any particular road safety initiatives. There would be no formal, published record of the projects that the team has committed to delivering. This could require several separate decisions to be made over the course of the year, which would not be an efficient use of time for either Officers or Members and is therefore not recommended.

7 Governance

- 7.1 Smaller projects, feasibility assessments and business as usual activities will be managed and prioritised in discussion with the Environment and Highways Portfolio Holder. Larger projects and substantial programmes of work will be governed via the Council's Corporate Programme Board.

8 Conclusion

- 8.1 The Highways Network Management Works Programme gives the Network Management team a formal mandate to implement a series of highway enhancement projects and to deliver a range of non-project services within the agreed budgets. This report presents the programme to the Executive Member for approval.

9 Appendices

Appendix A – Proposed Highways Network Management Works Programme 2025-26

Corporate Board's recommendation

Not applicable as this is an Individual Executive Member Decision.

Background Papers:

None.

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 Scrutiny Commission or associated Committees or Task Groups within preceding six months ☐
- Item is Urgent Key Decision ☐
- Report is to note only ☐

Wards affected: All wards are affected by the work of the Highways Network Management team to some degree.

Officer details:

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Document Control

Document Ref:		Date Created:	
Version:		Date Modified:	
Author:			
Owning Service			

Change History

Version	Date	Description	Change ID
1			
2			

Appendix A – Draft Programme 2025-26

Highways Network Management Works Programme 2025-26			
Ref	Type of Activity / Lead Team	Project/Activity/Location	Comments
	Individual Projects named in the Capital Programme		
1	Projects	Robin Hood Roundabout, Newbury - major junction improvements	Design and feasibility work only, construction expected 2026-27
2	ITS & Sustainable Travel	District wide - Installation of on-street EV charge points.	Target rate of 40 per year.
3	Projects	Mortimer-Burghfield Footway (support to scheme funded by Stratfield Mortimer Parish Council)	Design and feasibility work only, construction expected 2026-27
4	ITS & Sustainable Travel	Newbury area - Variable Message Signs replacement and upgrade	Design and feasibility work only, construction expected 2026-27
	Speed Limit Schemes		
1	Traffic & Road Safety	Argyle Road, Newbury (20mph) (September 2021 review)	Incomplete from 2024-25 programme. Completion expected May/June 2025
2	Traffic & Road Safety	Upper Basildon - Gateway features and enhanced speed limit signage	Incomplete from 2024-25 programme. Completion expected May/June 2025
3	Traffic & Road Safety	Winterbourne - Village Gateway features and enhanced speed limit signage	Incomplete from 2024-25 programme. Completion expected May/June 2025
4	Traffic & Road Safety	Sulhamstead swing bridge (30mph extension) (February 2024 review)	Incomplete from 2024-25 programme.
5	Traffic & Road Safety	A339, Greenham (40mph) (February 2024 review)	Incomplete from 2024-25 programme.
6	Traffic & Road Safety	Oxford Road, Donnington (30mph extension) (February 2024 review)	Incomplete from 2024-25 programme.
7	Traffic & Road Safety	B4009, Shaw (30mph extension) (February 2024 review)	Incomplete from 2024-25 programme.
8	Traffic & Road Safety	Area-wide 20mph speed limit - Hermitage, Cold Ash, Bucklebury	Year 1 20mph project.
9	Traffic & Road Safety	Area-wide 20mph speed limit - Thatcham	Year 1 20mph project.
10	Traffic & Road Safety	Area-wide 20mph speed limit - Lambourn, Eastbury, East Garston	Year 1 20mph project.
11	Traffic & Road Safety	Area-wide 20mph speed limit - East Ilsley, West Ilsley, Compton, Aldworth	Year 1 20mph project.
12	Traffic & Road Safety	Cow Lane, East Ilsley (30mph extension) (February 2025 review)	
13	Traffic & Road Safety	Sanham Green, Hungerford (30mph) (February 2025 review)	
14	Traffic & Road Safety	B4009 Streatley Hill (40mph) (February 2025 review)	
15	Traffic & Road Safety	Various Roads, Upper Basildon (30mph extension) (February 2025 review)	
	Local Safety/Accident Reduction /Signing Improvement Schemes		
1	Traffic & Road Safety	District-wide - Inspection and repair of Vehicle Activated Signs (1st batch, April 2025)	
2	Projects	B3421, Newbury - New direction signs	
3	Traffic & Road Safety	B4494, Donnington - Signing/safety improvements	Incomplete from 2024-25 programme.
4	Traffic & Road Safety	Holybrook Parish - Signing Improvements	Incomplete from 2024-25 programme.
5	Traffic & Road Safety	Bucklebury Common - Warning signs for cattle	
6	Traffic & Road Safety	A4, Thatcham - direction signs for Library	Incomplete from 2024-25 programme.
7	Traffic & Road Safety	Thatcham Town Centre - Improvements to one way and no entry signs.	Incomplete from 2024-25 programme.
8	Projects	A4, Calcot/Tilehurst - signing improvements at various junction	Incomplete from 2024-25 programme.
9	Traffic & Road Safety	A4/Nalder Hill junction nr Stockcross - "Unsuitable for HGV" signs	Incomplete from 2024-25 programme.
10	Traffic & Road Safety	Church Way/Moores Place, Hungerford - bollards on verge to prevent parking	Incomplete from 2024-25 programme.
11	Traffic & Road Safety	Grove Road, Newbury - Road marking improvements	Incomplete from 2024-25 programme.
12	Traffic & Road Safety	A340/Common Hill junction and A4/A340 roundabout, Theale - Safety/Signing Improvements	
13	Projects	Reading Road, Burghfield Common - improved crossing point near Guide Dogs HQ	
14	Projects	Smitham Bridge Road, Hungerford - pedestrian safety improvements	To be delivered in conjunction with the Asset Managemet Footway Programme
15	Projects	Angus Close and Graham Close, Holybrook - pedestrian safety improvements	To be delivered in conjunction with the Asset Managemet Footway Programme
16	Projects	Priors Court Road, Hermitage - footway and crossing improvements	
17	Projects	B4009, Long Lane - layby for police camera vehicles	
18	Traffic & Road Safety	Oxford Road/Downend Lane junction, Chieveley - Safety/Signing Improvements	
19	Traffic & Road Safety	District-wide - Inspection and repair of Vehicle Activated Signs (2nd batch, January 2026)	
20	Traffic & Road Safety	A4 and A338, Hungerford - Signing improvements at Zebra Crossings	
21	Traffic & Road Safety	High Street junction, Boxford - Safety improvements	
22	Traffic & Road Safety	Padworth Common - Deer warning signs	
	School Safety Improvements		
1	Traffic & Road Safety	District-wide - Inspection and repair of School Flashing Signs (1st batch, April 2025)	
2	Traffic & Road Safety	Barton Road, Tilehurst - Car-Free School Streets project, Springfield Primary School	
3	Traffic & Road Safety	District-wide - Inspection and repair of School Flashing Signs (2nd batch, January 2026)	
4	Traffic & Road Safety	Enborne Primary School - extension of Zig Zag markings	Incomplete from 2024-25 programme.
5	Traffic & Road Safety	Highwood Copse Primary School Zig zag markings	Incomplete from 2024-25 programme.

Highways Network Management Works Programme 2025-26			
Ref	Type of Activity / Lead Team	Project/Activity/Location	Comments
	<u>Traffic Signals and Systems Upgrades</u>		
1	ITS & Sustainable Travel	Pinchington Lane, Newbury - Energy efficiency improvements/replace obsolete components	
2	ITS & Sustainable Travel	A4/Dorking Way/Sainsbury's, Calcot - Operational improvements to traffic signals	
3	ITS & Sustainable Travel	Bartholomew Street/Market Street, Newbury - junction refurbishment	
4	ITS & Sustainable Travel	Bartholomew Street/Pound Street, Newbury - junction refurbishment	
5	ITS & Sustainable Travel	District wide - Traffic CCTV improvements	
	<u>Active Travel Infrastructure</u>		
1	ITS & Sustainable Travel	Newbury canal towpath - Contribution to the "Reimagining the Canalside" partnership programme.	Note that Network Management are not leading on this
2	Projects	Eling Way phase 1, Hermitage - pedestrian and cycle improvements	
3	Projects	Old Bath Road, Newbury - pedestrian and cycle improvements	
4	ITS & Sustainable Travel	A4 and Falmouth Way, Thatcham - pedestrian and cycle improvements	Funded from ATF5 grant
5	Projects	A4 Brimpton/Midgham - pedestrian improvements	
6	ITS & Sustainable Travel	Various locations - new cycle parking facilities	
7	ITS & Sustainable Travel	Various locations, Newbury and Thatcham - improved cycle direction signs with Linkway branding	
8	ITS & Sustainable Travel	Linkway 6, Newbury - signing and surface improvements to footway	
9	Traffic & Road Safety	Deadmans Lane, Theale - prohibition of motor vehicles - Experimental Traffic Order	Incomplete from 2024-25 programme.
10	Projects	Lower Way, Thatcham - conversion of cycle route to shared cycle/pedestrian route.	
11	ITS & Sustainable Travel	A4 Newbury, near Newbury Manor Hotel - pedestrian and cycle improvements	Design and feasibility work only, construction in future year's programme
12	ITS & Sustainable Travel	A4 Western Avenue, Newbury (Phase 2) - pedestrian and cycle improvements	Design and feasibility work only, construction in future year's programme
13	ITS & Sustainable Travel	A4, Newbury/Spenn - pedestrian and cycle improvements	Design and feasibility work only, construction in future year's programme
14	Traffic & Road Safety	Lawrences Lane, Thatcham - prohibition of motor vehicles - new TRO	
15	ITS & Sustainable Travel	Pangbourne to Purley - new off-highway pedestrian and cycle route	Design and feasibility work only, construction subject to funding
16	ITS & Sustainable Travel	Eling Way - development and feasibility work for future phases	Design and feasibility work only, construction subject to funding
17	ITS & Sustainable Travel	Theale and Calcot - replacement footbridge over M4	Design and feasibility work only, construction subject to funding
	<u>Public Transport Infrastructure</u>		
1	ITS & Sustainable Travel and Projects	Contribution to development of Bus Priority measures identified in BSIP	Note that Network Management are not leading on this
2	Projects	Three Firs Roundabout, Burghfield Common - kerb realignment to enable buses to get past.	Incomplete from 2024-25 programme.
	<u>Rechargeable Works</u>		
1	Traffic & Road Safety	Access Protection Markings (estimated 10 per year, in response to applications from residents)	
2	Traffic & Road Safety	Disabled Parking Bay Markings (estimated 10 per year, in response to applications from residents)	
3	Traffic & Road Safety	Third party signs, eg tourist direction signs (estimated 10 per year in response to applications)	1. Place name signs for Shaw-cum-Donnington Parish Council. 2. AONB/National Landscape Signs
4	ITS & Sustainable Travel	Third party damage to Traffic Signals Equipment (estimated 3 per year)	
	<u>Miscellaneous Traffic Regulation Orders</u>		
1	Traffic & Road Safety	Various roads, Newbury town Centre - Experimental traffic order for pedestrianisation trial	
2	Traffic & Road Safety	Donnington Heights Bus Gate, off Love Lane.	Related to adjacent residential development.
3	Projects	Kings Road, Newbury - Prohibition of Driving (permanent closure to through traffic)	Follow up to completion of new link road
4	Traffic & Road Safety	Parking amendment no 35 - new parking restrictions in Thatcham and Speen	
5	Traffic & Road Safety	Parking amendment no 36 - new parking restrictions in Lambourn, Cold Ash, Newbury, Greenham, Pangbourne and Theale.	
6	Traffic & Road Safety	Newbury and Hungerford - Parking bays for Electric Vehicle charging (experimental order)	Incomplete from 2024-25 programme
7	Traffic & Road Safety	Englefield Road, Theale - no right turn into primary school	Incomplete from 2024-25 programme
8	Traffic & Road Safety	A339, Greenham - temporary no right turn to be made permanent	Incomplete from 2024-25 programme
9	Traffic & Road Safety	Parking amendment no 37 - new parking restrictions to be identified	Previous requests to be assessed and prioritised.
10	Traffic & Road Safety	Nalder Hill, Stockcross - revoke obsolete 3t weight limit	Incomplete from 2024-25 programme. Low Priority.
11	Traffic & Road Safety	Oxford St, Eddington, Hungerford - correct a historical discrepancy with the TRO and signing	Incomplete from 2024-25 programme. Low Priority.
12	Traffic & Road Safety	Winkworth Lane, Aldermaston - correct a historical discrepancy with the TRO and signing	Incomplete from 2024-25 programme. Low Priority.
13	Traffic & Road Safety	A338 Service Road, Hungerford - remove redundant bus gate	Incomplete from 2024-25 programme. Low Priority.
	<u>Traffic Signal Maintenance</u>		
1	ITS & Sustainable Travel	Quarterly Maintenance Charges x 4 and ongoing monitoring of faults and contractor performance	New Contract has been awarded. Expected start date of 01/05/2025
2	ITS & Sustainable Travel	Chargeable Maintenance/Repair (estimated 12 repair and maintenance orders over the year)	Monthly repair and maintenance issues not covered by quarterly charges

Highways Network Management Works Programme 2025-26			
Ref	Type of Activity / Lead Team	Project/Activity/Location	Comments
	<u>Road Safety: Speed Management</u>		
1	Traffic & Road Safety	Speed Data Collection: "Black Cat" surveys - average of up to 15 sites per month	
2	Traffic & Road Safety	Speed Intervention Programme - Community Speed Watch assistance to Parish/Town Councils	
3	Traffic & Road Safety	SID machine loans to Parish Councils - approx. 2-4 per month	
4	Traffic & Road Safety	Maintenance and operation of Parish Speed Management online portal	
	<u>Road Safety: Events and Campaigns</u>		
1	Traffic & Road Safety	Supporting National Road Safety campaigns, eg Drink Driving, Seatbelts, Mobile Phone	
2	Traffic & Road Safety	Targeted road user campaigns, eg Young Drivers, Older Drivers, Motorcyclists, Horse riders	
3	Traffic & Road Safety	Maintenance, operation and promotion of School Safety online learning resource	
	<u>Road Safety: School Crossing Patrols</u>		
1	Traffic & Road Safety	Ongoing management of the School Crossing Patrol Service	
2	Traffic & Road Safety	School Crossing Patrol - Purchase of new equipment for operatives	
3	Traffic & Road Safety	School Crossing Patrol - New Site Assessments (approx. 3 new assessments per year)	
4	Traffic & Road Safety	School Crossing Patrol - Risk Assessments of existing Sites (approx. 6 assessments per year)	
	<u>Road Safety: Cycle training</u>		
1	Traffic & Road Safety	New instructor training sessions, risk assessment of sites and cycle training admin.	
2	Traffic & Road Safety	Child Cycle Training - arrange Bikeability courses for approx. 260 children per month via schools	
3	Traffic & Road Safety	Adult and Family Cycle Training - arrange public Bikeability courses, approx 10 per month	
4	Traffic & Road Safety	Maintenance and operation of cycle training online portal	
	<u>Traffic Regulation Orders for Special Events on the Highway</u>		
1	Traffic & Road Safety	Section 16A of the Road Traffic Regulation Act 1984 Temporary Orders for special events on the highway (four orders per year)	
2	Traffic & Road Safety	Section 21 of the Police Town Clauses Act 1847 (i.e. Street Parties) (estimated 3 per year)	
	<u>Licencing</u>		
1	Traffic & Road Safety	Assessment and issuing of pavement licences for tables and chairs on the highway	
2	Traffic & Road Safety	Vehicle Operators Licences - check applications and make representations to the Traffic Commissioner as necessary	
3	ITS & Sustainable Travel	Electric Vehicle Cable Channels (estimated 10 per year)	
	<u>Assessments, Reports and Feasibility Work</u>		
1	Traffic & Road Safety	Ermin Street, Lambourn Woodlands - Safety assessment	
2	Projects	Hampton Road, Newbury - additional parking area	
3	Traffic & Road Safety	Roads around Thatcham Park School - safety assessment	Incomplete from 2024-25 programme.
4	Projects	Station Road/Newbury Street, Kintbury - junction improvements	
5	Traffic & Road Safety	Red Lane, Aldermaston - review of weight limit and sign locations	Incomplete from 2024-25 programme.
6	ITS & Sustainable Travel	B3421 Hambridge Road, Newbury - assessment of traffic signal crossing at canal bridge	
7	Projects	B4009 Long Lane - Parking bay for police speed camera vehicles	
8	ITS & Sustainable Travel	Use of LoRaWAN for remote monitoring of traffic signal faults	
9	Traffic & Road Safety	Garford Crescent, Henshaw Crescent and Valley Road, Newbury - Safety measures for John Rankin Schools	
	<u>High Priority Reactive Work</u>		
1	All teams	Produce reports in response to petitions.	
2	All teams	Produce reports in response to Council motions	
3	Traffic & Road Safety	Produce reports in response to Home to School Transport Assessment requests	
	<u>Day to Day Reactive Work</u>		
1	All teams	Stakeholder correspondence, complaints and Freedom of Information Requests	
2	All teams	Responses to stakeholders using the "Report a Problem" web-page	