

# Individual Decision

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

**Friday 27 February 2026**

<b>Ref:</b>	<b>Title</b>	<b>Portfolio Member</b>	<b>Page No.</b>
ID4625	<b>Parking Review Amendment Order No.35 (A4 Thatcham)</b>	Councillor Stuart Gourley	3 - 44
ID4627	<b>Parking Review Amendment Order No. 36 (various locations)</b>	Councillor Stuart Gourley	45 - 106



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## Parking Review Amendment 35

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<b>Committee considering report:</b>	Individual Executive Member Decisions
<b>Date of Committee:</b>	27 <sup>th</sup> February 2026
<b>Portfolio Member:</b>	Councillor Stuart Gourley
<b>Date Head of Service agreed report:</b> <i>(for Corporate Board)</i>	N/A
<b>Date Portfolio Member agreed report:</b>	January 2026
<b>Report Author:</b>	Gareth Dowding
<b>Forward Plan Ref:</b>	ID4625

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### 1 Purpose of the Report

- 1.1 To inform the Executive Member for Environment and Highways of the responses received during the statutory consultation for [Parking Review Amendment 35](#) on the review and introduction of waiting restrictions within Newbury Speen, Thatcham Central, Thatcham North East and Thatcham West Wards and to seek approval of officer recommendations.

### 2 Recommendation

- 2.1 That the Executive Member for Environment and Highways approves the proposals as set out in Section 7 of this report, namely that:
- (a) That the revisions to the proposed parking scheme as detailed in section 6.2 of this report be accepted and that the Old Bath Road proposal is not implemented.
  - (b) That the remaining proposed restrictions at A4 Bath Road Thatcham, A4 Bath Road (northside nos 95-109) Thatcham and Northfield Road to The Firs junction Thatcham be introduced as advertised.
  - (c) That the respondents to the statutory consultation be informed accordingly.
  - (d) That the parking scheme be monitored so that any parking displacement can be addressed as part of a future parking review.

### 3 Implications and Impact Assessment

Implication	Commentary
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<b>Financial:</b>	The implementation of the physical works would be funded from existing Capital budgets as part of the Network Management team's approved Minor Works Programme for 2026/27.			
<b>Human Resource:</b>	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.			
<b>Legal:</b>	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.			
<b>Risk Management:</b>	If implemented the project will be managed in accordance with the Environment Department's approach to risk management.			
<b>Property:</b>	None arising from this report.			
<b>Policy:</b>	The consultation was in accordance with the Council's consultation procedure. .			
	<b>Positive</b>	<b>Neutral</b>	<b>Negative</b>	<b>Commentary</b>
<b>Equalities Impact:</b>				

<b>A</b> Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		The A4 cycle improvement scheme does not contribute to inequality, instead it is hoped that by providing a safer space for cycling on the carriageway cyclists travelling at speed will no longer use the footway to the detriment of more vulnerable pedestrians. All highways users needs will be considered in delivering the parking proposals.
<b>B</b> Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		N/A
<b>Environmental Impact:</b>		X		N/A
<b>Health Impact:</b>		X		N/A
<b>ICT Impact:</b>		X		N/A
<b>Digital Services Impact:</b>		X		N/A
<b>Council Strategy Priorities:</b>		X		N/A
<b>Core Business:</b>		X		N/A
<b>Data Impact:</b>		X		N/A

<b>Consultation and Engagement:</b>	<p>Local stakeholders, statutory consultees and road users were consulted on the proposals by way of statutory advertisement, Street Notices and online Consultation and Engagement Hub.</p> <p>Affected ward members have been sent this report for comment. The following responses have been received.</p> <p>Councillor David Marsh has expressed his support for the proposal in his Ward</p> <p>Any further comments received following publication of this report will be reported verbally at the Individual Decision meeting.</p>
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## 4 Executive Summary

- 4.1 The purpose of the report is to inform the Executive Member for Environment and Highways of the responses received during the statutory consultation on the review and introduction of waiting restrictions on Bath Road (A4) in Thatcham and adjacent side roads, together with proposed waiting restrictions on Old Bath Road in Newbury Speen and to seek approval of officer recommendations.
- 4.2 Objections and support for the proposals were received. This report summarises the responses and makes recommendations to the Executive Member on what should be implemented as a result of this consultation.

## 5 Introduction/Background

### Introduction

- 5.1 The West Berkshire Clear Streets Strategy is the basis on which parking in the main towns and villages has been formally reviewed. When Civil Parking Enforcement was adopted by West Berkshire in April 2009 the principal consolidation Traffic Regulation Order (TRO) was made which identified all on-street parking restrictions across the district. When inconsiderate, dangerous or obstructive parking is raised as a concern at individual locations across the district these are now prioritised and investigated within a district-wide parking scheme and amendments are made to the principal TRO within a single parking Amendment TRO.
- 5.2 Parking Review Amendment 35 was proposed in order to address road safety and obstruction concerns associated with parking on cycle lanes on Bath Road (A4) in Thatcham and to provide an unobstructed cycle lane on Old Bath Road in Newbury Speen. Additional proposals were also included for roads adjacent to Bath Road (A4), including St Johns Road, Northfield Road and Beverley Close and a proposal to exclude an area on the north side of Bath Road fronting Nos 95-109 from the 'No Waiting At Any Time' restriction that currently applies to the full width of highway.
- 5.3 The Bath Road (A4) proposals between Green Lane and St Johns Road were supplemental to highway improvement works undertaken in 2024 in the area of Crown

Mead which included the removal of the central island at the signal-controlled crossing and installation of a wider upgraded pedestrian crossing facility. The advertised parking restriction proposals were considered necessary to help create and provide a continuous mandatory cycle lane on both sides of the road and remove the current gap in this important Active Travel facility. WBC have investigated various options in this location but given the main arterial nature of the A4 it is considered that the safest option for all users was to remove the existing half-footway/half-carriageway parking entirely, which by default would also address safety concerns for footway users, in particular those who are mobility and visually impaired.

- 5.4 The properties on the affected lengths of Bath Road were reviewed and the majority were shown to either have off-street parking or have the available space within their curtilage to provide off-street parking. The proposed restrictions have considered potential safety concerns caused by displacement into adjacent side roads, but have also provided one further on-street parking space in the eastern junction of St Johns Road by the proposed adjustment to the current length of 'No Waiting At Any Time' restriction in that road.

## **Background**

- 5.5 The proposals were detailed in the 7 consultation plans listed under Background Papers.
- 5.6 The statutory consultation and advertisement of the proposals was undertaken between 6<sup>th</sup> and 27<sup>th</sup> November 2025.
- 5.7 At the end of the statutory consultation period a total of 124 responses had been received.
- (a) The proposed removal of on-street charging (Pay by Phone) parking bays and the replacement with 'No Waiting At Any Time' restrictions on Old Bath Road received 23 objections, including from Speen Parish Council and also a response which was a misinterpretation of consultation plan. Two responses indicated support to the proposals on this road, but both responses had also misinterpreted consultation plan AK71 where parking restrictions in the area of Robert Sandilands School are already in place.
  - (b) The Bath Road (A4) Thatcham proposals received 26 objections, 32 responses in support and five responses indicating a neutral position.
  - (c) The Bath Road (A4) Thatcham proposal on the north side between Nos 95-109 to enable residents and their visitors to park on the wide expanse of footway received one objection and two responses in support.
  - (d) The proposals for Northfield Road and the junction with The Firs received one objection and one response in support.
  - (e) 30 objections of a general nature were also received, although they did not specify the exact area or specific proposals being objected to in the parking scheme. Similarly, one response was received in support of the parking scheme without providing any additional comment.

5.8 The responses to the consultation are detailed in Appendix B.

## 6 Options for consideration

6.1 Requests for additional restrictions cannot be made without going through the full statutory consultation process again, but requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to the TRO prior to its Sealing.

6.2 Having carefully considered the responses to the consultation in detail (at Appendix B) the following recommendation will address many of the comments received and will therefore allow, without significantly compromising road safety and without the need for the re-advertisement of the TRO, the implementation of this proposal scheme:

(1) **Old Bath Road, Newbury Speen** (Plans AK71 & AK72) – The proposal to remove the on-street PaybyPhone bays on the south side between Speen Lane and Speen Hill Close and introduce ‘No Waiting At Any Time’ restrictions be omitted from the current proposed scheme and revised Active Travel enhancements in the area of Old Bath Road be subject to review at a later date, which will also include investigations, where possible, for the reintroduction of on-street parking charges.

6.3 The proposed restrictions for Bath Road (A4) Thatcham received considerable level of objection, but also a significant number of comments in support. The scheme forms a primary route as defined in WBC’s Local Transport Plan and Local Cycling & Walking Infrastructure Plan. With the A4 parking removed in this section, visibility for vehicles exiting St John’s Road on to the A4 would improve. Whilst it is acknowledged that the proposals would potentially impact negatively on some residents of properties between Green Lane and the western junction of St Johns Road in particular, having considered the road safety benefits for Active Travel in the area it is recommended that no amendment is made to the proposals put forward.

## 7 Proposals

7.1 That the revisions to the proposed parking scheme as detailed in section 6.2 of this report be accepted and that the Old Bath Road proposal is not implemented.

7.2 That the remaining proposed restrictions at A4 Bath Road Thatcham, A4 Bath Road Northside nos 95-109 Thatcham and Northfield Road to The Firs junction Thatcham be introduced as advertised.

7.3 That the respondents to the statutory consultation be informed accordingly.

7.4 That the parking scheme be monitored so that any parking displacement can be addressed as part of a future parking review.

## 8 Conclusion

8.1 Due to the nature of parking schemes it can sometimes be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will need to be monitored to determine their effectiveness and should any further amendments be required these can be introduced as part of the review process, subject to standard consultation procedure.

## Appendices

Appendix A – Statutory Consultation Documents.

Appendix B – Summary of Consultation Responses.

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### Corporate Board’s recommendation

Not applicable.

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### Background Papers:

Consultation Plan Nos: AK71, AK72, AR72, AS72, AT72, AU72 and AU73.

### 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 Speen, Thatcham Central, Thatcham North East and Thatcham West Wards

### Officer details:

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Job Title: Principal Engineer  
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### Document Control

Document Ref:		Date Created:	
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<b>Version:</b>		<b>Date Modified:</b>	
<b>Author:</b>			
<b>Owning Service</b>			

### Change History

<b>Version</b>	<b>Date</b>	<b>Description</b>	<b>Change ID</b>
1			
2			

# Appendix A - Statutory Consultation Documents

## Appendix B – Summary of Consultation Responses



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**WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NO 35) ORDER 202[ ]**

**WEST BERKSHIRE DISTRICT COUNCIL** in exercise of its powers under Sections 1(1), 2(1) to (3), 3(2) and 4(2), 19, 32, 35, 45, 46, 47, 49, 53, and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the 1984 Act") and all relevant powers under the Provisions of Part 6 of the Traffic Management Act 2004 and all 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 which amends and varies **WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) ORDER 2009** ("the Principal Order")

**Commencement and Citation**

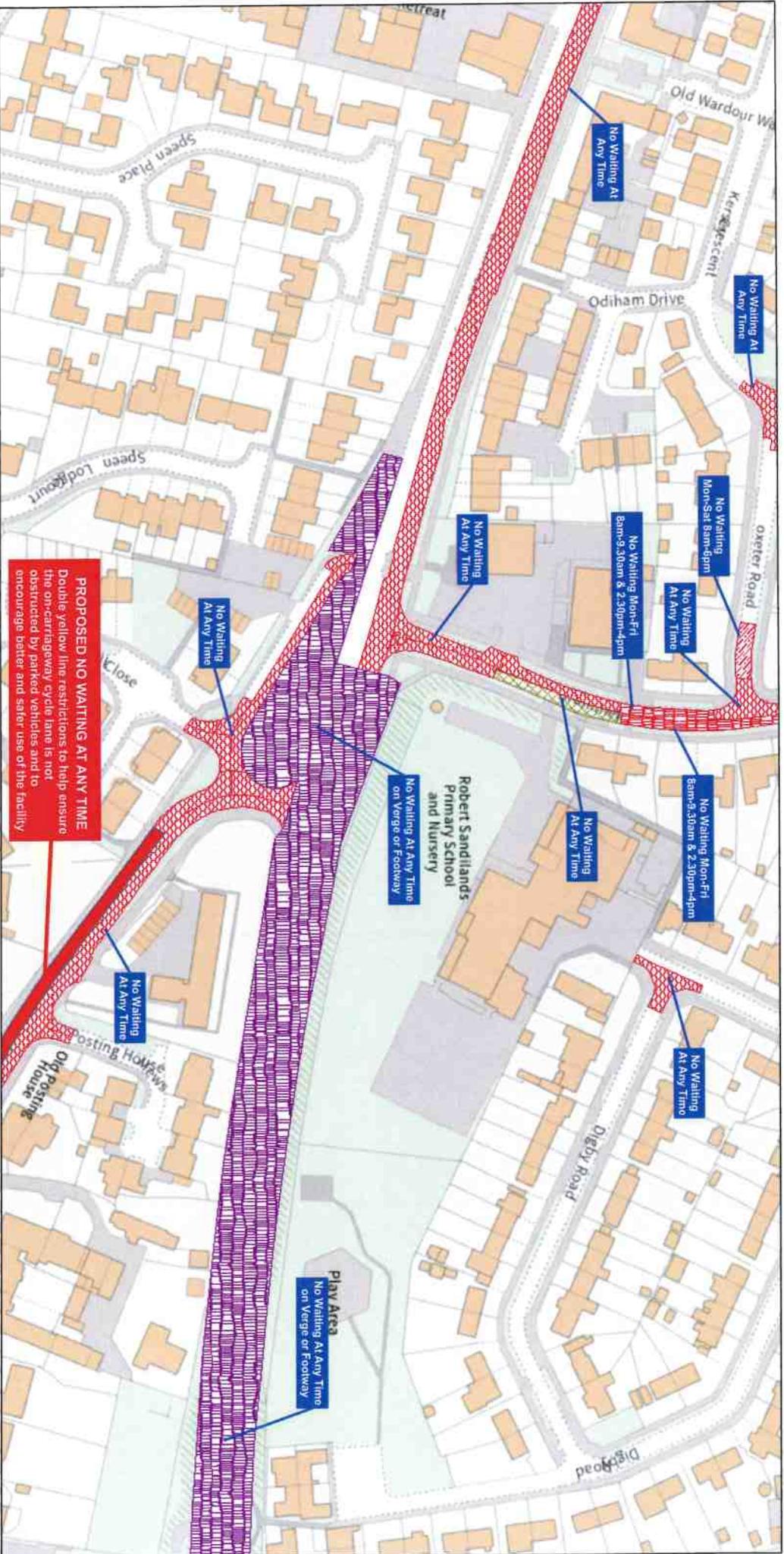
1. This Amendment Order shall come into operation on the \*[ ] day of [ ] 202[ ] and may be cited as the **WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NO 35) ORDER 202[ ]**
2. In this Amendment Order except where the context otherwise requires "the Principal Order" shall mean **WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009** (as amended)
3. Any reference in this Amendment Order to any enactment shall be construed as reference to that enactment as amended by any subsequent enactment
4. The Interpretation Act 1978 or any replacing Act shall apply for the interpretation of this Order as it applies for the interpretation of any Act of Parliament
5. Schedule 2 of the Principal Order is hereby amended by the revision of the following plans: **AK71** (Revision 8), **AK72** (Revision 7), **AR72** (Revision 2) **AS72** (Revision 2), **AT72** (Revision 5), **AU72** (Revision 2) and **AU73** (Revision 3)
6. The Principal Order as varied by this Order will in all other respects remain the same

**THE COMMON SEAL of WEST BERKSHIRE DISTRICT COUNCIL** hereunto affixed on the

day of 202[ ]

is authenticated by:

Authorised Signatory



**PROPOSED NO WAITING AT ANY TIME**  
Double yellow line restrictions to help ensure the on-carriageway cycle lane is not obstructed by parked vehicles and to encourage better and safer use of the facility.



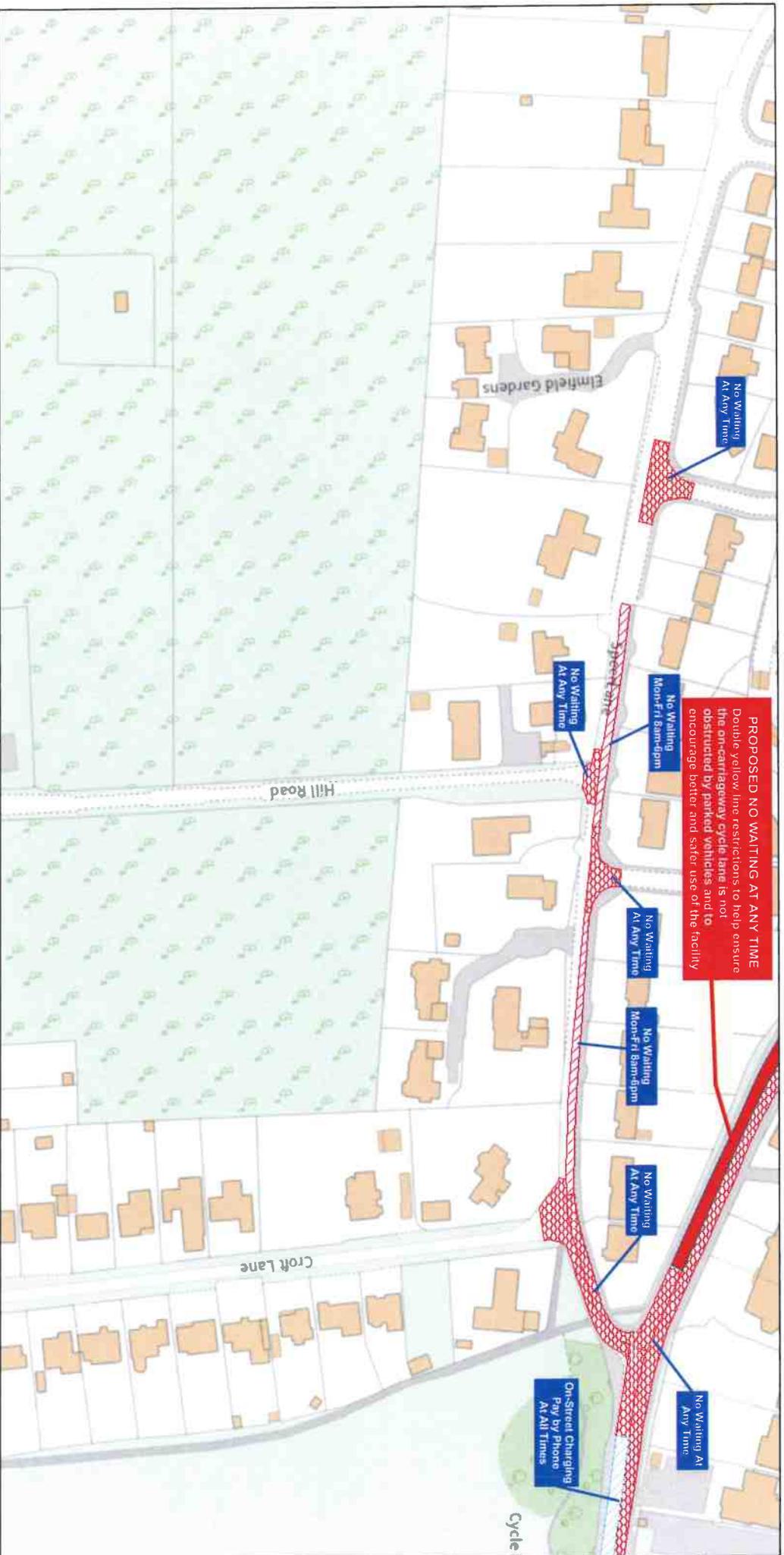
All areas over which the provisions of the orders apply are defined by the shaded areas as shown on the following plans plus a contiguous area not indicated on the plans of verge and/or footway between the carriageway edge and the highway boundary. This site may be subject to temporary traffic regulation orders which are not shown



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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 35

OLD BATH ROAD, NEWBURY



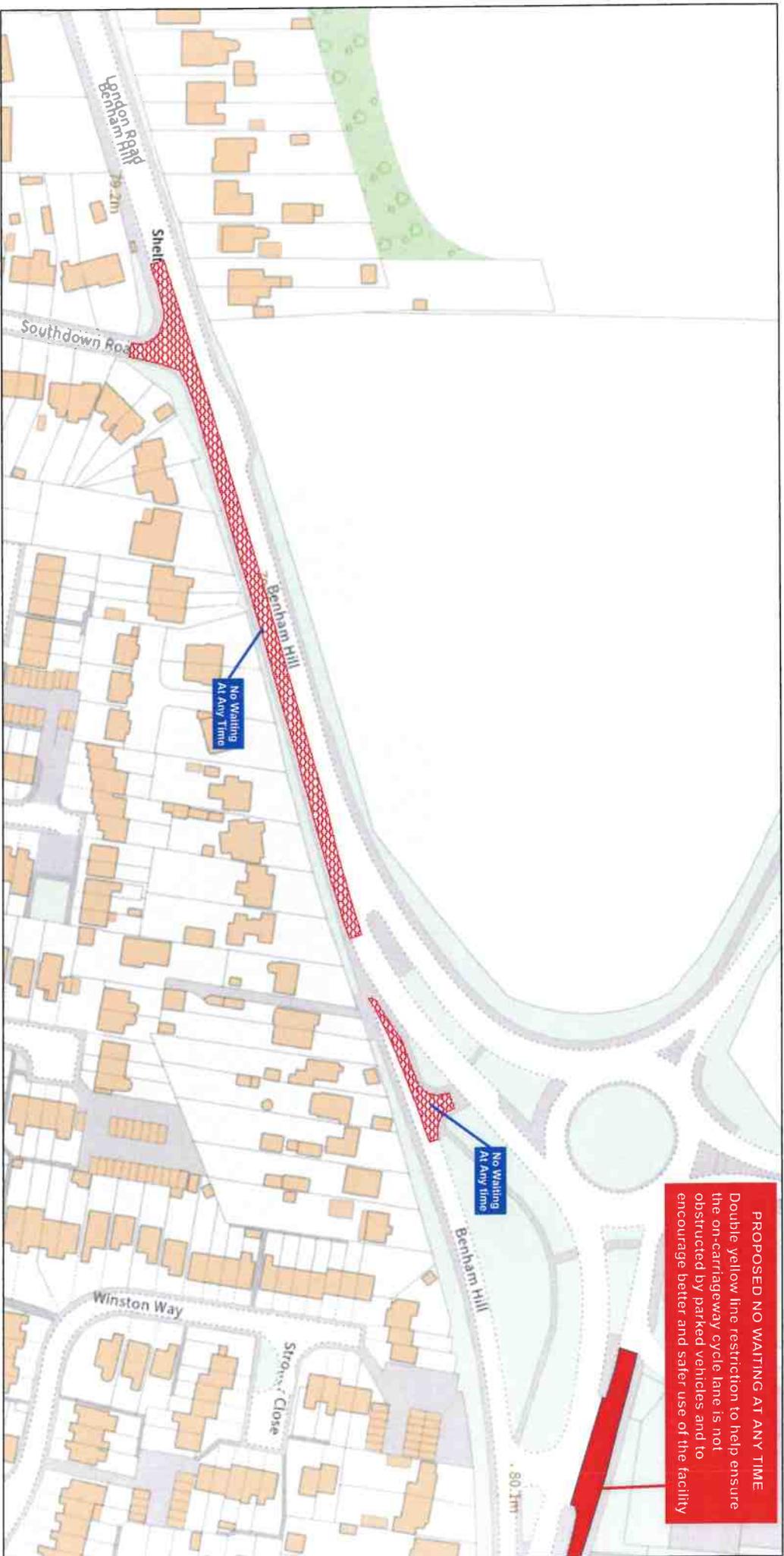
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**PROPOSED NO WAITING AT ANY TIME**  
Double yellow line restriction to help ensure the on-carrageway cycle lane is not obstructed by parked vehicles and to encourage better and safer use of the facility

No Waiting  
At Any Time

No Waiting  
At Any Time



All areas over which the provisions of the orders apply are defined by the shaded areas as shown on the following plans plus a contiguous area not indicated on the plans of verges and/or footway between the carriageway edge and the highway boundary. This file may be subject to temporary traffic regulation orders which are not shown

PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 35  
BATH ROAD (A4), THATCHAM



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**PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 35  
BATH ROAD (A4), THATCHAM**

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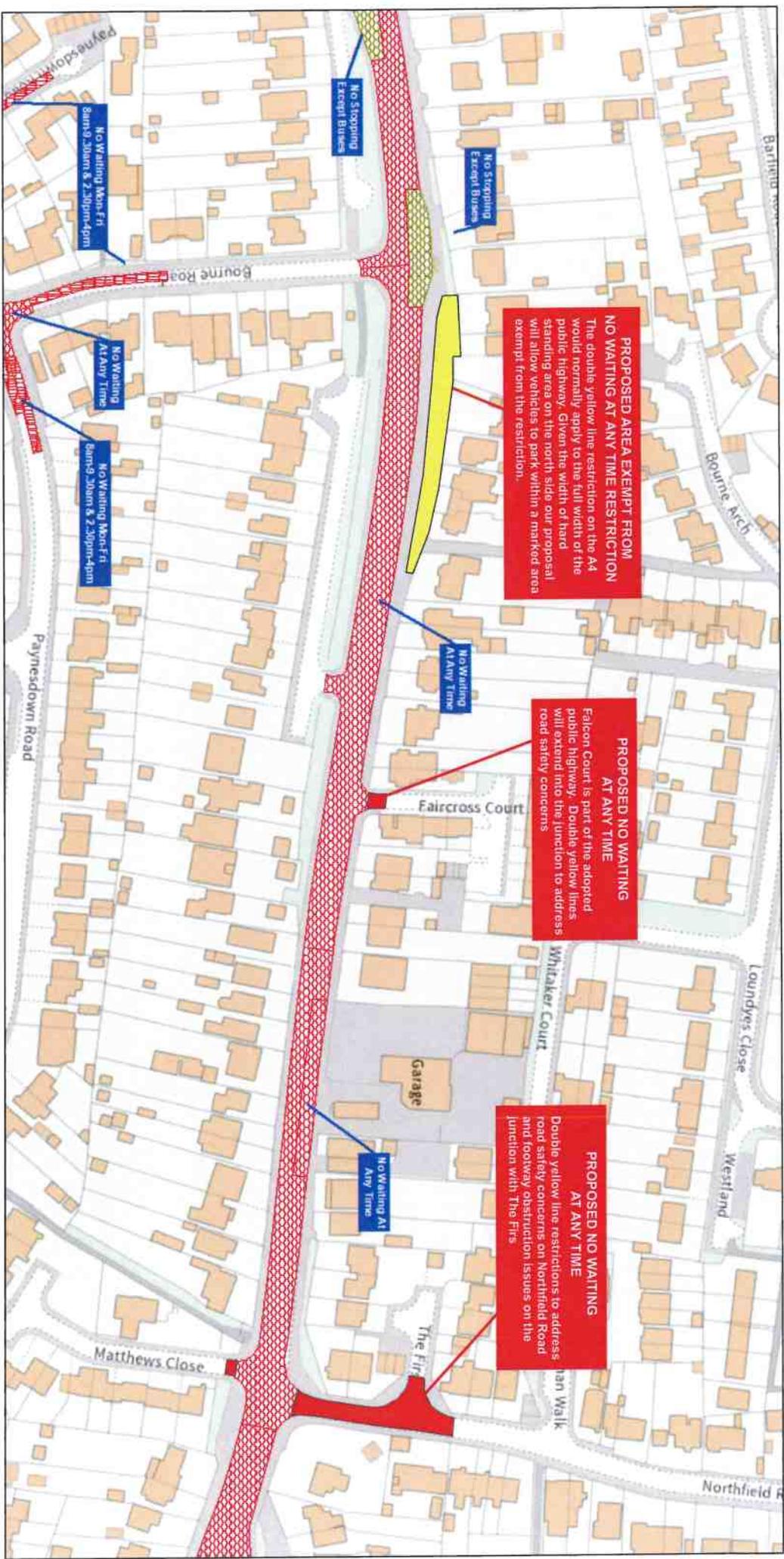
All areas over which the provisions of the orders apply are defined by the shaded areas as shown on the following plans plus a contiguous area not indicated on the plans of verge and/or footway between the carriageway edge and the highway boundary. This file may be subject to temporary traffic regulation orders which are not shown



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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 35

BATH ROAD (A4), THATCHAM

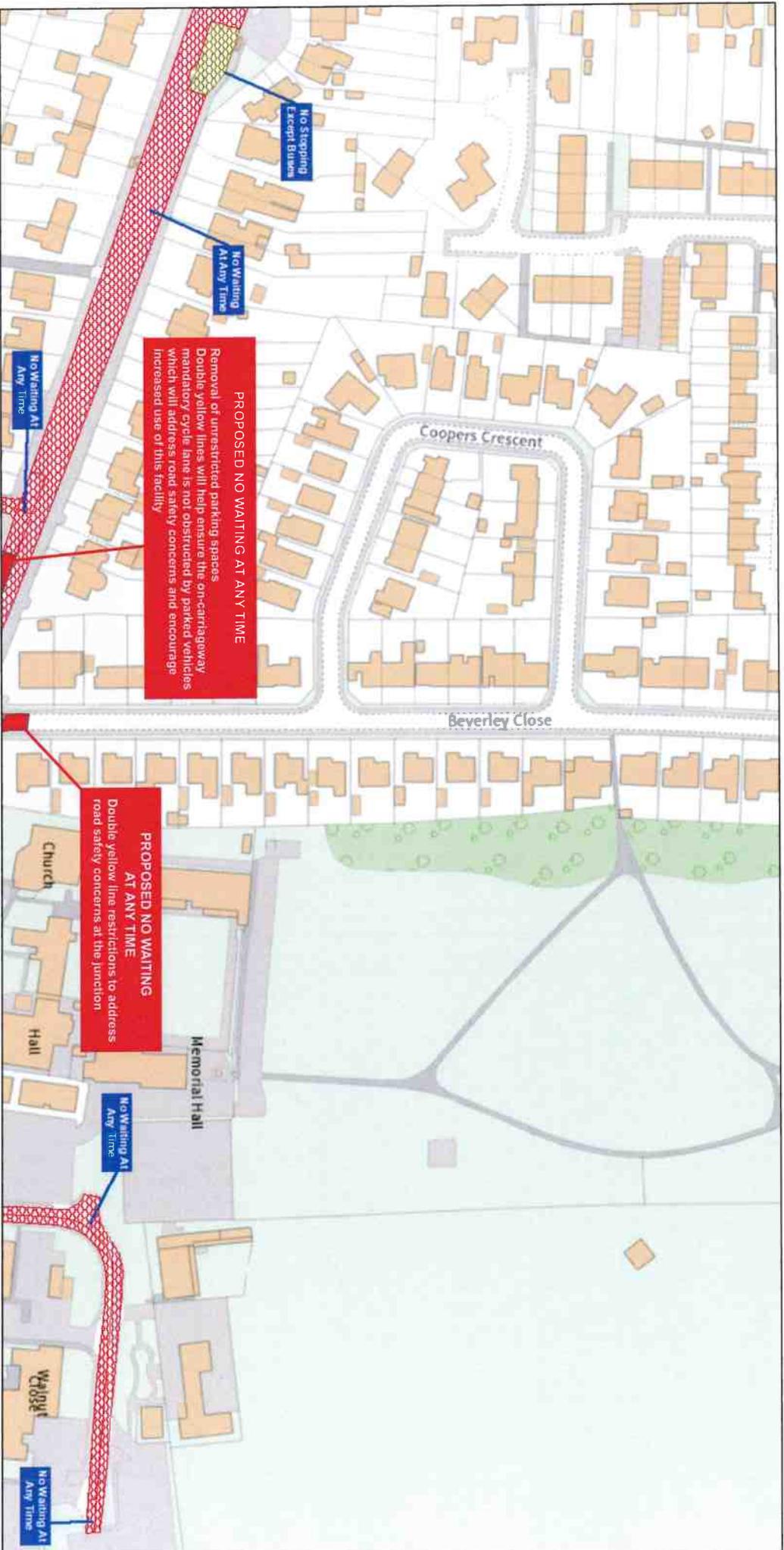


All areas over which the provisions of the orders apply are defined by the shaded areas as shown on the following plans plus a contiguous area not indicated on the plans of verge and/or footway between the carriageway edge and the highway boundary. This title may be subject to temporary traffic regulation orders which are not shown



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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 35

BATH ROAD (A4), THATCHAM

All areas over which the provisions of the orders apply are defined by the hatched areas as shown on the following plans plus a contiguous area not indicated on the plans of verge and/or footway between the carriageway edge and the highway boundary. This title may be subject to temporary traffic regulation orders which are not shown



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**WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NO 35) ORDER 202[ ]**

**NOTICE IS HEREBY GIVEN** that WEST BERKSHIRE DISTRICT COUNCIL PROPOSES to make the above Order the effect of which will be to further amend the WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) ORDER 2009 (as amended) ("the Principal Order") to the extent as set out below but in all other respect the Principal Order remains in force:

**PLANS**

Schedule 2 of the Principal Order shall be amended by the revision of the following plans:  
**AK71, AK72, AR72, AS72, AT72, AU72 and AU73**

The proposals will result in a change or addition of parking restrictions at the following locations:

**Thatcham**

A4 Bath Road –

- (i) (both sides) between the Thatcham Garden Centre entrance and Henwick Lane,
- (ii) (north side) fronting Nos 95-109,
- (iii) (both sides) between the western junction of St Johns Road and Green Lane  
Beverley Close, Faircross Court, Northfield Road, St Johns Road and The Firs

**Speen**

Old Bath Road – (south side) between Speen Hill Close and Speen Lane

**FURTHER INFORMATION**

Hard copies of the draft amendment order, principal order, detailed plans and explanatory statement 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 to view on the Council's website at [www.westberks.gov.uk/parking-review-35](http://www.westberks.gov.uk/parking-review-35) or by scanning the QR code opposite.



If you would like to comment on the proposals, please complete the survey found via the link above. Alternatively, any comments or objections to the proposal can be sent in writing to the undersigned and must include reference **PSA035** and the grounds on which any objections are made. This consultation will be open for comments from **09:00hrs on Thursday 6<sup>th</sup> November** until **23:59hrs on Thursday 27<sup>th</sup> November 2025**.

For further information please contact Traffic and Road Safety team, Network Management ([trafficandroadsafety@westberks.gov.uk](mailto:trafficandroadsafety@westberks.gov.uk)), Environment Department, West Berkshire Council, Council Offices, Market Street, Newbury, Berkshire, RG14 5LD

Dated: Thursday 6<sup>th</sup> November 2025

**Jon Winstanley, Service Director - Environment, West Berkshire District Council, Market Street, Newbury, RG14 5LD** [trafficandroadsafety@westberks.gov.uk](mailto:trafficandroadsafety@westberks.gov.uk)

**WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NO 35) ORDER 202[ ]**

**STATEMENT OF REASONS**

This Order is proposed to revise existing parking restrictions and introduce additional parking restrictions on the A4 Bath Road in Thatcham and Old Bath Road in Speen to improve road safety. Specifically, the Order will address obstruction concerns related to inconsiderate parking along the route of the A4 Thatcham-Newbury and Old Bath Road cycleways. In addition, this Order will also address parking concerns at various locations identified on the associated plans and formalise parking restrictions on Northfield Road which were introduced on a temporary basis to resolve road safety concerns.

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

1. Avoid danger to people and other road users / or for preventing the likelihood of danger
2. Facilitate passage on the road of other road users
3. Preserve or improve the amenities of the area

Ref	CONSULTATION RESPONSE
	<b>SPEEN - OLD BATH ROAD (PLANS AK71 &amp; AK72) - OBJECTION</b>
1	<p><b>Speen Parish Council</b> strongly objects to this proposal on the following grounds: -This proposal will remove much needed parking which is scarce at that side of town and much needed for individuals who live, visit and work within the location. -This proposal will discouraging people from venturing into town due to local of available parking and reduce footfall to local businesses. -This proposal will reduce available parking and therefore footfall to the pump track at Goldwell Park. -This proposal will reduce available parking for residents and their visitors at Speen Lane where hazardous parking is already an issue. -This proposal will direct more traffic to the other car parks in town which are already at capacity during busy periods. -This proposal will remove the paid parking spaces where the road is wider but keep them where the road is narrower, posing a hazard to motorists, cyclists and pedestrians. Speen Parish Council feel that the loss of parking to implement a mandatory cycle lane is not required and is a completely unnecessary expense particularly as part of the pavement is already a marked cycle lane and cyclists can cycle on the carriageway.</p>
2	<p>It is unnecessary to deprive the local authority of the income from charging people to park there. The parking places are useful because: With the changes at Opentext and Rocket (formerly Micro Focus) it is likely that the business properties will be redeveloped as flats and demand for on-street parking will increase Some properties are a little short of off-street parking , particularly no. 54 which, as advertised for its recent sale, has neither garage nor parking space. Overnight double-parking at the front of Castle houses block of flats indicates a lack of off-street parking there. Parked cars in Old Bath Rd tend to reduce the excessive speeds of some drivers along that road Possibly more people will use Old Bath Rd for parking than will cycle along that stretch. Seemingly every month some of the existing parking places are obstructed by Thames Water or BT Openreach. Further development of an on-street cycle path along that stretch is unconvincing because: A huge amount was recently spent to provide a wide cycle path along Western Avenue People who cycle on the carriageway seem happy with that. People and children who don't like to cycle on the carriageway tend to cycle along the wider pavement on the North side anyway (to which the cycle path across Western Avenue delivers them). It doesn't seem to be part of a coherent cycle policy – cycling North-West along Old Bath Rd has recently been made more hazardous by enlarging the islands and narrowing the carriageway outside Opentext/Rocket's garden. If the council were seriously interested in encouraging cycling they would maintain the cycle track through Goldwell park by removing the sudden dip / hole about 1/3 the way down and trimming the overhanging trees. Overall, what is the evidence base for this change? There may also be a technical fault with the consultation because it is called 'Removal of parking bays and introduction of no waiting at any time restriction to prevent obstruction of on-carriageway cycle lane' whereas it is currently only a proposed on-carriageway cycle lane. However, this would only be a delaying effect.</p>
3	<p>I am writing on behalf of myself and my partner, <b>[Personal information REDACTED]</b> Old Bath Road to lodge our objections to the proposed changes set out in traffic Regulation Order Amendment No 35 (Ref: PSA035). These objections only relate to the area between Speen Lane and Speen Hill Close on Old Bath Road. We have lived on Old Bath Road for 25 years and indeed drive, walk and cycle on the road. Initially, there were parking bays on both side of the road, which made driving and visibility difficult and my husband wrote to the Council suggesting the removal of parking bays</p>

Ref	CONSULTATION RESPONSE
	<p>on the side of the houses, which was duly carried out. However, we strongly object to the proposed removal of the remaining parking bays for the following reasons.</p> <p>Objections to PSA035: <b>1.</b> Visitor Parking – this remaining parking is key for visitor and also for some residents in the area and is regularly used. It would be unreasonable to remove it particularly given that this a residential area and should have this parking. <b>2.</b> The speed cars travel at on the Old Bath Road is frightening as they use it as a 'Rat Run' to the A4. a. This proposal to remove parking bays will only encourage higher motorist speeds which will further endanger pedestrians. b. Have you done any speed surveys on this road? If not, I would encourage you to do so as an accident involving pedestrians is waiting to happen. I have personally been almost hit twice in the last year crossing the road. c. To make this road safer for all, there should be no through access to the A4 for cars on this road, with access reserved only for pedestrians and cyclists. All traffic should be diverted to the A4. d. According to the statement of reasons the work 'is necessary to avoid danger, facilitate passage and preserve or improve the amenities of the area'. In fact, this proposed removal of bays will further endanger pedestrians, diminish the ability to have visitors, destroy the character of the road by turning it into a high-speed RAT RUN which is NOT in the interests of anyone in the area except MOTORISTS. <b>3.</b> There is NO local support for this proposal. <b>4.</b> I challenge that the consultation process for this piece of work has not been reasonable and therefore may be invalid. a. No prior consultation with local residents. b. Poor visibility of notices mean that many residents may not be aware of the planned work. c. A 3week consultation time runs short of Local Govt Association best practice guidelines of 6-12 weeks. <b>5.</b> This proposed piece of work is inconsistent with the continued existence of the parking bays to the east of OBR, where cyclists will also have to navigate parked cars and is arguably more dangerous. This logic is not consistent and does not support the removal of parking bays to the west of OBR. <b>6.</b> This road is perfectly safe for cyclists as it is.</p>
4	<p>I write on behalf of myself and my partner to lodge our objections to the proposed changes set out in traffic Regulation Order Amendment No 35 (Ref: PSA035). These objections only relate to the area between Speen Lane and Speen Hill Close on Old Bath Road. We live on Old Bath Road. We drive, walk and cycle in the area affected and have drafted our response with all possible benefits and risks in mind. Objections:</p> <p><b>1.</b> You have not sought the views of local residents in advance of drawing up a plan which undermines the basis for any proposed change to start with. Had you consulted local residents you are likely to have discovered, based on anecdotal evidence, that these proposals do not have any support. These are changes sought to be imposed upon the area from those not affected. <b>2.</b> We question the real reason behind the proposals to remove the parking bays because when the proposal was first mentioned (as part of the earlier roadworks) the council advised that the spaces were to be removed due to lack of use. This is not a reason that now appears in the proposal and we would note that this would not be a legitimate reason to instigate a no waiting zone under the road traffic legislation. <b>3.</b> The consultation, such as now exists, is further flawed for 2 reasons: (a) There is an obvious lack of any attempt to properly engage with those likely to be affected. Placing a few posters (notably different from highly visible and recognisable planning notices) during a period of poor weather and early dark nights will mean that a number of residents are not likely to be aware of the proposals. You have therefore not met the presumed aim of obtaining responses representative of the communities affected. (b) You have not allowed sufficient time for responses. The Local Government Association best practice guidance suggests a 6-12 week period is appropriate. 3 weeks therefore is woefully short and we are aware of</p>

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	<p>local residents who are on holiday and likely to be deprived of the ability to respond due to this unreasonably short timeframe. 4. According to the statement of reasons the work is necessary to avoid danger, facilitate passage and preserve or improve the amenities of the area. The proposal is not necessary to achieve any of these positive aims and actively degrades the amenities of the area. As such this order should not be made as it does not fall within the permissive statutory framework. 5. A significant proportion of the housing in the area lacks visitor parking. Some houses do not have any off-road parking at all and are reliant upon local parking spaces. It appears from the council's responses to some previous enquiries that the information you hold is inaccurate which further undermines the basis of the proposal. Removal of this parking will increase parking in nearby areas in which residents are already adversely affected. This is not the case for the designated bays on Old Bath Road which do not adversely impact any residents. 6. The sole reason advanced in relation to this particular stretch of road is to prevent obstruction of the on-carriageway cycle lane. We would point out that there is no designated/marked cycle lane on the side of the road where the parking bays exist. In addition the road width is such that 2 vehicles can safely pass even when cars are parked. It follows that the parking bays do not obstruct a cycleway in any meaningful way whatsoever. 7. The removal of the parking bays will actually increase the risk to cyclists and pedestrians as traffic is likely travel at even faster speeds. It is noticeable when walking or cycling in the area that cars tend to go faster when there are no parked vehicles. The removal of the bays therefore has exactly the opposite impact of the stated reason. 8. The basis of the proposal is completely unreasonable if the parking bays opposite Leys Gardens and The Lawn are not being removed. The risk posed to cyclists here is much greater due to the need for cars to negotiate the central reservations as well as the parked cars. These parking bays are also much busier and often full. It would be tantamount to Wednesbury unreasonableness to leave these bays in place and remove the ones proposed. 9. If the council actually wishes to make Old Bath Road safer for cyclists, and therefore encourage use, it would be quicker, easier and cheaper to alter the signage at the Strawberry Hill roundabout directing all out of town traffic onto the A4 where there is an actual dedicated cycling path rather than onto Old Bath Road.</p>
5	<p>I write to object to the proposal to remove the parking between Speen Lane and Speen Hill Close on Old Bath Road I live on the Old Bath Road and walk along it several times daily, and drive there regularly. Objections: 1: As a resident of Old Bath Road, at <b>[REDACTED]</b>. I am concerned that I have had no official notification about these plans: I was informed by a neighbour. To my knowledge there was no consultation with local residents prior to the drawing up of the plan. My understanding is that only 3 weeks has been allowed for the consultation. I have been away for part of that period so have had only a very short time to fully understand the proposals and register my objections. 2: The plan has been built on inaccurate information held by the council regarding the parking provision for residents on the Old Bath Road. Several houses in the area either have no parking or garage (for example 54 Old Bath Road), or are undersupplied with parking for the size of house (having only a narrow garage unsuitable for modern cars), and depend on the street parking. Despite the price increase one year ago, the parking is in regular use. The proposed change will push these residents to park in other roads such as Speen Lane, which is narrower than Old Bath Road. 3: The reason put forward for the withdrawal of the parking spaces is to prevent obstruction of the cycle lane. To my knowledge there is no cycle lane on that side of the road. On the other side of the road there is a short stretch of cycle lane, which would not be visible to drivers on the opposite carriageway, which is poorly</p>

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	<p>marked and which disappears into the main carriageway without notice. I am unclear as to how removal of the parking spaces will improve safety for cyclists.</p>
6	<p>This objection is particular to the proposals in maps AK71 and AK72, concerning Old Bath Road in Speen. I'm a regular user of this road, visiting a friend who lives on old bath road. I regularly make use of this parking area when doing so as many houses in this area don't have adequate parking for residents. I on occasion cycle through and to this same location and the current cycling provision on old bath road is perfectly adequate for ensuring the safety of cyclists in this area. I am concerned that removing parked cars entirely could increase speeds and have a negative effect on cyclist and pedestrian safety in the area. Unfortunately also the statement of reasons is very short and lacking in crucial detail. How are people using marked and paid parking bays contributing to "inconsiderate parking" and what concerns of obstruction does this present? No evidence is presented that these changes will improve road safety, however an assertion is made that road safety will be improved. As noted above I am concerned that the removal of parking bays could have a negative effect on this. Has this been taken into account? What research has been done? "Avoid danger to people and other road users / or for preventing the likelihood of danger" How does this achieve that? As a user of this road on foot, cycle and by car this will, I believe, negatively impact the use of this road by car and cycle, and will not impact its use on foot. "Facilitate passage on the road of other road users" There are no issues with "passage" on this stretch of road for any road users as it currently stands. What improvement is expected? What evidence is there to suggest this is necessary. "Preserve or improve the amenities of the area" This quite literally removes a public amenity and provides nothing useful in return, besides increased speeds for cars and as a result increased danger for cyclists and pedestrians. This is the third proposal related to changes on our roads that I have objected to since September. In all of these cases the claims of improvements and reasons for the changes are spurious at best and evidence of the problem and effectiveness of the proposed solution have not in any of these cases been provided. I suspect the proposals I have not reviewed have been similar. I believe this, and other traffic proposals not yet enacted should be pulled until a review of the process into creating them has been made. It is unacceptable for the West Berkshire Council to be flailing around making changes without proper consideration, as is currently happening.</p>
7	<p>1. Many houses in this area are already severely undersupplied with parking. In past conversations, representatives of the council have tended to make incorrect statements about which houses do and do not have off-street parking or garages. There is at least one 3-4 bedroom home with 0 off-street parking spaces and no garage. There are several multi-bedroom homes with 1 narrow garage (questionably suitable for modern cars) and 0 other parking. 2. As such, the parking on Old Bath Road is regularly used as resident and visitor parking, even since the 3-4x price increase a year ago. (Recently reduced to ~£1100/year, still 3x 2024 prices.) 3. This change will push more residents to park on Speen Lane, near and past the junction with Speen Lodge court. This is both a significant walk from the houses affected, and already a subject of complaint for residents there. 4. As someone who regularly cycles on Old Bath Road, it is very safe as is. The parking perhaps serves to calm traffic somewhat. 5. As a cyclist, Old Bath Road is already safer than the cycle paths it connects to, on the A4, which makes this a strange prioritisation. If anything, the connecting off-street cycle path down to Northcroft Lane is far more treacherous than the road section - the footpath and cycle path converge together at the bottom of a</p>

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	steep hill on a blind corner, next to the leisure centre car park exit, and the surface is not maintained or kept free of mud and debris. 6. I note that there is no proposal to remove the on-street parking by the Open Text / Rocket offices further down Old Bath Road. Leaving one and not the other seems to render many arguments in favour inconsistent. I would propose the following alternative solution for this area: - Install a visitor/resident permit system for Old Bath Road, consistent with other areas that rely on on-use on-street residential parking - Improve or separate the cycle paths down to Speen Lane, and along the A4. - Update council records on which houses do and do not have off-street parking or garages. - Directly consult with residents by post, rather than relying on small on-street flyers. Reference: PSA035
8	As a resident of Speen Lane, I believe these new restrictions are entirely unnecessary and ill-suited for the area. This is a semi-rural road, not a congested urban centre, and such formal restrictions have no place here. In all my time living here, I have never witnessed any safety issues or obstructions caused by the current parking. Furthermore, I regularly cycle this exact route with my children. The existing parking has never once caused an obstruction or a safety concern for us as cyclists. This proposal is an unnecessary measure that attempts to solve a problem that does not exist. It will only serve to inconvenience local residents by removing essential parking, without providing any tangible benefit. I urge you to reject these specific proposals and leave the current, functioning arrangements in place.
9	By taking the parking bays away on old bath road you will push the cars on to the residential roads. Making residents parking even more difficult than it already is. There are lots of flats in the neighbourhood that have no parking and use on street parking, as well as terrace houses with no driveways. This proposal is unfair to the residents on the roads leading to the school. The schools don't cause the residents parking issues but if you take away the parking bays this will tip the balance for residents. People who currently use the parking bays will just move out to the nearest place they can park, the residential roads. Not helpful to those of us who live here and pay our local taxes.
10	The parking bays on The Old Bath road not only aid local businesses but also help to prevent office workers from using residential streets to park. The local residential streets are already very busy with parking due to multiple occupancy flats and also grown up children that cannot afford to rent or buy in the Newbury area choosing to live in the family home, The idea of adding to the extra needs for residential parking with business workers would surely mean more chances of accidents and also complaints from residents bit being able to access their parking
11	I live on Speen Lane and believe that the people who use the current parking spaces between Speen Lane and Speen Hill Close will park on Speen Lane between Hill Road and Croft Lane. Currently there is only a single yellow line on the north side of the lane. The lane is not wide enough to accommodate parked cars. Passing vehicles are often required to drive on the pavement. This already a problem and would be made worse if parking on the Old Bath Road is reduced.
12	There is currently no cycle lane along Old Bath Road and there is no requirement for one as there is one on the A4 which is just adjacent. The removal of any parking along the Old Bath Road would inhibit and restrict the use ayt the weekend of the pump track at the top of Northcroft Park which is fairly new

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13	It is not clear what the intention is behind the proposed 'No Waiting' restriction in Old Bath Road. It is certainly not for the benefit of the householders living there and paying Council Tax. There are many houses in the close off Old Bath Road ( nos, 50 - 60) with no or little parking necessary for essential temporary visitors like health workers, carers, ambulances, delivery vehicles, taxis and family visitors - all of which are essential for the quality of life of those living there. Where are the cyclists and what are the statistics showing that the current parking arrangements are hazardous to any cyclists?
14	There is no need to remove widely used parking bays in Speen. As a keen cyclist there are no issues in this area, with the exception of speeding and removing parking bays will just allow cars to continue that speed further. Please stop wasting money on these projects and read the room. None of this is making residents happy
15	It appears there will be a further loss of parking bays along the old bath road which are set at a reasonable cost for my employees who access my office in the town centre . If they are forced to park closer to the town the fees will quadruple ! There is already a cycle lane on the A4
16	I live on Old Bath Road and from speaking to all the neighbours there is a feeling this proposal came out of nowhere and was not asked for by anyone. I object for the following reasons: I live in a property with very limited parking and my visitors which includes the elderly always use those parking spaces that you are proposing to remove. Looking at the plans, the parking would be restricted to such an extent that they will have to park a 15-20 minute walk away which is unreasonable. The proposal states that the purpose of removing the parking spaces is to prevent obstruction of a cycling lane. I'm not sure what this refers to as there are no cycling lanes on Old Bath Road. In fact, I rarely see cyclists on this road because they are using the dedicated cycle lane on the main road which runs parallel to my road. There is absolutely no need for cyclists to come up this road. Also I think removing the parking spaces would actually make the road more dangerous. When the parking spaces were temporarily suspended for the water works, I frequently noticed vehicles tearing up the road at dangerous speeds because there are no obstructions. Given that Old Bath Road is right next to Goldwell Park where loads of children go to play, I think encouraging cars to drive faster by removing obstructions is an accident waiting to happen.
17	I object to items.... 71 & ...72 There is rarely any kind of difficulty bw cycle use and car use in this area - the proposed changes are unnecessary, asvdrivers and cyclist can use the area perfectly well and safely together by observing normal road safety measures, courtesy, and cooperation. The area should on any event offer a minimum of 2 hours free parking to encourage visitors to the Town.
18	Absolutely ridiculous to remove parking bays and introduce cycle lanes in their place. Cars are dominate on our roads, Newbury supports many rural communities, and reducing the availability of on road parking will cripple the economies of both Thatcham and Newbury irreparably. Cycling is predominantly a leisure activity. People will not do a week's shopping by bicycle. I really cannot understand your thinking this is in any way an appropriate course of action!
19	there is no issue with the BMX track parking if you wish to walk past here after school or of a weekend and to loose these paid for bays they are in use in the working week is

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	<p>madness. The road has recenelty been resurfaced and re pavedmented! why oh why do you wish to introduce a cycle path whent the main A4 has one. there is no need to change this current set up and i am yet to see cycles use these lanes that you insist on building. I would be asking reading buses to be investing more on the services west of newbury to mirror the reading town center frequency of town center services. I also note there is no bus from speen to the station in fact its a 10 min walk to the station from the bus station. I see no reason why cycle lanes should be added here as these bays are making you money on pay to park apps already. Speen doesnt have a issue with cars being left but my fear is you will then bring in permits aftere this. Regards  <b>Parish councillor [REDACTED] of Speen</b></p>
20	<p>the lack of parking in and around Newbury is causing problems for all of our retailers and their customers . The cost of parking also makes many people travel away from Newbury to make a day out , not just pop in and out as happens now .</p>
21	<p>I never see anyone using the cycle lanes on the Bath Road at Speen (or other places for that matter) why are you wasting money for a vanity project when you can't even deliver the core services. This is a total waste of funds</p>
22	<p>Speen Lane is a narrow road in parts, cars misinterpreting spaces as parking when they are for letting vehicles pass before you can proceed.</p>
23	<p>I support the proposals in part and object to some specific areas. In particular: 1) I support the addition of a triangular "No waiting" zone at the Speen Lane end of Croft Lane (AK72). I am unclear whether this is to be marked on the road. I feel strongly that it should be marked. At present cars sometimes park in this area, which restricts access to local residents. 2) I object to the current restrictions on parking at the eastern end of Speen Lane (AK72), which are inadequate. At present when cars are parked on the south side, which has no restrictions, large vehicles sometimes drive on the opposite pavement to pass by. This is clearly a danger to pedestrians. This section of Speen Lane is too narrow for cars to be parked on both sides. I would like to see "No Waiting At Any Time" (double yellow line) restrictions on the opposite side of Speen Lane to the existing "No Waiting Mon-Fri 8am-6pm". In other words, I propose double yellow lines on the southern side of Speen Lane all the way from the entrance of Portaas, Speen Lane to the junction of Speen Lane and Old Bath Road. This is a necessary safety measure. <b>[OFFICER COMMENT – The consultation plan has been misinterpreted. No additional yellow line restrictions were proposed in Speen Lane. Restrictions are already in place. Responder to consultation has been notified and proposals have been explained to them]</b></p>
	<b>SPEEN - OLD BATH ROAD (PLANS AK71 &amp; AK72) - SUPPORT</b>
24	<p>AK71: Regarding the parking restrictions in Speen, near Robert Sandilands school. Since the opening of the Co Op opposite Robert Sandilands Primary School, it is much busier. School pick up and drop offs are less safe as the junction for cars to pull into and out of the co op is very busy and there is no safe place to cross the entrance to the car park here. It relies on children young being aware of their surroundings, parents ensuring they stay close and the drivers of cars seeing the children - this often results in a less than safe way to navigate getting across this section as drivers don't always give way to pedestrians, or see the school children. There are also lots of cars parked on the verges around this are of Brummel Road for parents who live further</p>

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	<p>away to drive, park and pick up and this makes it even busier. Anything that discourages this will be helpful. I notice the image states this is already a no waiting at any time zone, but if I have understood this correctly, this is not enforced - cars park here regularly on school days. I think this is proposing to change the waiting zone a little further away - Old Bath road. This will be helpful as it may reduce congestion in the area, however it needs to ensure that there is not a knock on effect in the junction area of the co op / starting gate / Brummel road section which although is the 'back gate' of the school, is used as the main pick up entrance. People who drive to pick up need to go somewhere, and I support a short walk to pick up if they are able to drive and park a safer distance away. Please take into consideration what is already going on there on busy school pickup times and collect some data about what is happening with parked cars and pedestrians, especially young children, at this time. Thank you!</p> <p><b>[OFFICER COMMENT - The consultation plan has been misinterpreted. No additional yellow line restrictions were proposed in the area of Robert Sandilands School. Restrictions are already in place.]</b></p>
25	<p>Regarding the changes around Robert Sandilands School, this will help with child safety during peak times <b>[OFFICER COMMENT - The consultation plan has been misinterpreted. No additional yellow line restrictions were proposed in the area of Robert Sandilands School. Restrictions are already in place.]</b></p>
	<b>THATCHAM A4 BATH ROAD (PLANS AR72, AS72, AT72, AU72 &amp; AU73) - OBJECTION</b>
26	<p>Although I support the overall aim of the proposal to improve the safety of the A4 for the purposes of cycling, there are key safety points that the proposal does not improve. Namely: 1. Opposite and adjacent to Browne Road in Thatcham, buses are excluded from the no-stopping. Whilst the desire for this is obvious, the cycle lane must be given priority over the buses. At the moment, as a cyclist on this road, I am more affected by buses overtaking and rapidly pulling to a stop in front than any parked cars. 2. Opposite memorial hall, extending West, no plans are shared to provide additional off-road parking areas for those properties. My concern is that there will be an increase in unenforced pavement parking.</p>
27	<p>Taking out the last remaining parking on the Bath Road in Thatcham will add to the chaotic situation on surrounding roads. Especially St Johns Road. The situation is already dire for residents of the road with driveways being blocked preventing exit for work. This forces those with private parking to park in the road. It is the only free and non restricted parking for a vast area of thatcham now. Vehicles often left for days and weeks. I have personally been sworn at for asking people to move. Missed days at work, had to cancel deliveries of building materials and skips due to blocked access. Spending long periods of time knocking doors to find vehicle owners, for highly confrontational conversations is not a way anyone should have to spend time. The proposal seeks to make this significantly worse.</p>
28	<p>West Berks Council are pleading poverty so changed bin collection to weekly, and now want to spend multiple thousands on cycle lanes that won't get used! As far as I'm aware the A4 in Thatcham has a cycle path on the north side. The old Bath road in Speen is a low traffic road to why spend money on nonsense bike lanes when social care is more urgent for extra funds?</p>

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29	<p>With regards to the parking prohibition from Thatcham garden centre to Green lane this really isn't necessary as the cycle lanes are marked with unbroken lines which already prohibits parking. I cycle or walk along this stretch of road regularly and have rarely had an issue with parked cars it just isn't a problem, as a cyclist I would rather see the money spent filling dangerous potholes which exist all over the district.</p>
30	<p>I have not known any additional issues on the road between henwick garden centre and thatcham town centre. It currently has a yellow line, and there are not problems since the yellow line has been introduced. I would like to see evidence that shows that whatever problems were in place before, are still occurring to lead to the introduction of further restrictions. This feels like a council money making scheme, as I have seen no accidents or reason to change this? As a person living on bath road, and having spoken with neighbours, we cannot understand the reason for making it harder for residents to get out of or into driveways on a busy road by making it not possible to stop outside to get out onto the road or reverse onto the drive. The only near misses I am aware of are cyclists that don't stop when people are reversing out of driveways. People are now trying to reverse onto driveways so that coming out it is safer and easier to see cyclists. Putting a no stopping on the main road will make it not possible to reverse onto driveways therefore not helping make roads safer for cyclists or residents who park or driveways. I look forward to an explanation of detailed evidence for the reason for the increase in restrictions.</p>
31	<p>from approximately 100yards past Green lane The A4 is Entirely residential,the pull in parking area is essential for deliveries to both sides of the road and short stay visitors up and down the Southside. I have noted all parking hear do clear the cycle lane and leave ample room for pedestrians to walk at least two abreast. I myself have a mobility Scooter and have never had any problems with any vehicles pulling in front or parking in front of our property. Deliveries and welfare visitors are a lifeline for elderly or infirm residents. THE CURRENT SYSTEM IN EXISTENCE WORKS FOR NORTH AND SOUTH OF THE A4 AND WOULD BE DETRIMENTAL TO ALL THE RESIDENTS TO CHANGE IN ANY WAY. THERE HAVE BEEN NO INCIDENTS TO CYCLISTS OR PEDESTRIANS SINCE THE CURRENT SYSTEM HAS BEEN IN PLACE. This is the only place drivers can pull in briefly through the whole of Thatcham. I am Mrs Maureen Raymond 44 Bath Road [Redacted] to respect Please respect the</p>
32	<p>I don't think there's enough parking as is in Thatcham, let alone free parking and to take it away seems silly, this restricts where people's guests to their homes can park and I don't believe the traffic in Thatcham is enough to warrant the changes</p>
33	<p>For AS72 there are 2 points. 1. No waiting at any time does not allow for residents to safely reverse into their properties. Often I will have to pull into the cycle lane in order to then reverse at a safe time into my property (as you cannot fully in forwards as that would force reversing out which you shouldn't do). With busy traffic both ways the only safe way is often to pull onto the side and then wait for a gap in traffic and pull in 2. there is no other nearby parking for visitors to residents. With the playing fields opposite having private parking, and the outside being marked as no parking, vehicles will have no where to go. This includes bin men, postal service, and other public amenities. There should be the ability for residents and services to park safely there/ off road parking be provided</p>

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34	I live in St John's Road and already struggle to park. There would therefore be a lot more vehicles looking for even fewer parking spaces. This will definitely not work or benefit anyone.
35	The on road cycle track is entirely superfluous as cyclists are permitted to use the footways on both sides. The on road track is hardly ever used and should be removed
36	Parking is being eroded in the area. It is making drivers seek out residential roads to leave their vehicles. These areas are often already congested with the residents own vehicles. This can cause friction with those wishing to park. Noise becomes more of an issue, particularly when owners return to their cars in the evening. Parking on the A4 does help as part of a traffic calming measure. Parked cars can help to slow traffic down which is definitely positive.
37	So if you remove all the spaces from the main a4 where do the cars that are currently using the parking go . All you will do is force those those cars to park on the smaller streets which cannot cope . the cycle lanes are fine i use them ,they dont need the parking spaces removeing what are expecting juggernauts down the a4 ?????? there is no restrictions down a4 is all perfectly useable .i use them every few days.
38	The cycle lanes are rarely used so no need to impose parking restrictions to stop these becoming restricted. We already get enough issues with people parking in our private & limited space car park so that people can shop in sainsburys thatcham or pop into town. The council nor police will not help residents with vehicles parked on private land when they shouldn't be there & imposing restrictions where they can park is just going to make this worse, especially on school runs.
39	The changes will cause disturbance to all vehicles delivering to properties along the route, whilst the cycle and very rarely seen on the cycle ways
40	The removal of the parking between beverley close and green lane will result in these vehicles being left on beverley close, blocking driveways, parking on pavements and within 10m of the junction which creates a danger to both drivers and pedestrians. Their is evidence of this folling the new pedestrians junctions added on 2024. Double yellow lines should be added to beverley close for at least the first 30m of the road.
41	I live on the corner of Bath Road and the eastern junction of St John's Road, and my house is directly affected by this proposal. Since West Berkshire Council gave planning permission for the old Black Horse pub to be turned into houses, there has been an increase demand for parking with approx 6 more cars requiring parking. This has meant it's almost impossible to park there and I am forced to park on the Bath Road as there is no alternative. Furthermore, the use of the cycle lane through the area is an abject failure. Nobody uses it, it's just thousands of pounds of tax payers money spent to try and appear to be green. So save your money and reinvest it into bringing back fortnightly bin collections!
42	I do not support further A4 restrictions where cycle lanes exist I A4 Thatcham.....as they are very rarely used! Flexibility is required
43	As a resident of St John's Road, parking in our road is already a nightmare, particularly at both entrances to the road. The double yellow lines are a longer length at the

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	<p>Thatcham end, noticeably shorter at the Newbury end, which it makes it nigh on impossible to turn left into the road from Thatcham end of the A4 with parked cars from A4 residents already using our road as their car park. If a car is exiting as you enter, although you have right of way, you have to back out onto the main road, which is dangerous, and illegal. Of course, even though it is your right of way the oncoming cars very rarely seem to have reverse gear! Residents from the A4 already park in St John's Road, which is extremely thoughtless as the majority of St John's Road houses are terraced or cottages that have no frontage, but are car owners, often with more than one car per family. At least the possibility of a 20mph speed limit is not a worry, if you can drive that fast in St John's Road you are very lucky but it would be extremely unlikely considering all the parked cars!! If members of the Council are planning to check the parking problems in our road, please make sure you visit during the evenings or weekends since most residents work during the day so parking is less worrisome, but even then, entering and exiting the Newbury end of the road is still extremely difficult with the consistently parked cars from A4 residents.</p>
44	<p>I believe that the parking restrictions will mean that the vehicles currently parking there will have no alternative but to park in Beverley close and cooper Cresent causing obstruction to the residents who live there. Beverley close and coopers Cresent are narrow roads and will not safely accommodate all the extra vehicles from the occupants of the houses opposite on the A4. Especially if they park on both sides of the roads.</p>
45	<p>As a resident in Beverley Close, my concern is that vehicles which normally park on the A4 will now park in Beverley Close. A white van in particular never moves from the A4 night or day.</p>
46	<p>The Parking on the thatcham roads is not a problem and causing any restrictions won't make the road safer or more convenient for residents</p>
47	<p>I object to this, yet another infringement on the motorist's ability to park a car. If implemented, it will simply result in more parking in nearby side roads, which will certainly not be viewed as a benefit to those who live in the side roads. The reason given, that it will prevent the obstruction of cycle lanes, is risible. First, because the numbers of bicycles using the A4 is very small indeed (so it would be a case of catering for the small minority, to the disadvantage of the majority), but second and more significantly because there is ample road width to allow for bicycles to pass parked cars safely and without issue, given that this is all within a 30mph area.</p>
48	<p>When the henwick carpark is full, users park on the A4 on the verge of this area is to become restricted, overflow parking for henwick fields will end up being forced into the residential side roads such as Roman Way, this then blocks residents access and results in obstructions on our footpaths.</p>
49	<p>How are deliveries meant to be performed to all properties along these proposed areas - home food delivery, parcels, online shopping, large items all get delivered to people everywhere every day nowadays.</p>
50	<p>The cycle ways are hardly used and restrict the flow of traffic at the expense of car drivers who have to pay a road fund licence</p>

Ref	CONSULTATION RESPONSE
51	Some proposals are ok but priority seems to get rid of the car in Thatcham and Newbury. Out of the main two towns bus routes and cycle routes are very poor. I want to object to crown.mead restrictions. This is a busy area with well used businesses but as usual not enough parking and poor parking no disabled parking space. Usually have to use the entrance to park which will now become no parking but presume still ok for blue badge holders if straight forward double yellow lines. This area should be diagonal angled parking and get rid of the vegetation and concrete wall to create more parking spaces. Businesses lose out when nowhere to park.

Ref	CONSULTATION RESPONSE
59	I fully support the proposals. They are sensible and will improve the safety of these areas, two of which I know very well from daily use. In addition there are nearby alternatives for parking and these, combined with the relaxation of the restrictions at off peak times will be welcomed by the locals.
60	Too often there are vehicles parked on the road obstructing the cycle lane. Increasingly, this offence is carried out by delivery drivers. They seem to drive as they please, park as they please, as long as it is convenient to them with no regards to other road users.
61	The parking bays on proposed sections of A4 we causing problems both for vehicles and bikes for long time. So definitely it is a good move.
62	Removing obstacles from cycle lanes is a positive, however creating uninterrupted carriageways encourages faster speeds.
63	I am frustrated with vehicles parking anywhere including on pavements to the detriment of pedestrians and cycles. Often the only option is to walk in the road. Vehicle drivers have been given too much freedom at the expense of pedestrians and cyclists
64	To promote sustainable travel and safer travel by bicycle, it is essential to reduce the number of road vehicles on cycle paths.
65	I can see the road safety reason for this, but it also has the benefit of potentially reducing vehicle noise. The scheme has been thought out and the 'main roads' aren't included. Each restricted area is treated as a whole, so no driving between different speed limits not an issue
66	Anything to improve traffic flows is definitely in need of trialling. Anything that stops people parking negligently and selfishly has to be enforced.
67	Keep the roads as clear as possible because volume of traffic
68	Obstructions in cycle lanes are a frequent issue that dissuades cycling and makes people unsafe, these proposals seem to be a good step towards improving this.
69	I sometimes cycle but and really appreciate the effort put in to make the cycle lanes we have in Newbury and Thatcham. However using them is ruined by people abandoning their cars in the cycle lane
70	There shouldn't be any parking allowed that covers a cycle lane, there should also be zero parking on pavements.
71	As a very regular user of the A4 by bicycle I very often experience the cycle lane been obstructed by parked vehicles making it dangerous to use. I support the proposals as they would make the cycle infrastructure safer to use and would encourage usage.
72	There is no point in a cycle lane if cars etc, are going to park there

Ref	CONSULTATION RESPONSE
73	We need to become a greener society. There is too strong of a reliance on cars, which are recklessly parked and limit cyclists or pedestrians when parked on the pavement.
74	As a cyclist it helps me to use the cycle lane and keeps me safer.
75	Every effort should be made to prevent parking that restricts the carriage way or cycle lanes.
76	Although I don't ride a bicycle, I support the introduction of measures to give extra protection for cyclists
77	Safer for cyclists. More space for people with children (push chairs).
78	For safety for pedestrians. To stop people parking half on the pavement.
79	Frees up road space for other users and safer for pedestrians
80	all very reasonable
81	Removal of obstructions from cycle lanes
82	Safer for cyclists
83	I would of liked to see maybe lancaster close on the list the end nearest to school it's a death trap every day in school time so many near misses involving young children. Parents block driveways even park on empty driveways!
	<b>THATCHAM A4 BATH ROAD (PLANS AR72, AS72, AT72, AU72 &amp; AU73) - NEUTRAL</b>
84	I do not think that one of the schemes goes far enough. In particular, scheme/area code AS72 proposes the introduction of new 'no waiting at any time' restrictions along the north side of the A4, between the Benham Hill/Garden Centre roundabout and Henwick Lane, Thatcham. I would've liked to see similar restrictions extended along both sides of Henwick Lane itself - up to the point at which it leads into the southern end of Bowling Green Road. As well as including the entirety of the Chestnut Close cul-de-sac. Residents near the Henwick Playing Fields regularly complain to me about blocked access for Emergency Vehicles and deliveries, particularly along Chestnut Close, which also blocks access for pedestrians as those vehicles park along both sides of the road up onto the pavement (in order to create a gap wide enough that access isn't blocked entirely). Residents also complain of parked vehicles blocking driveways and access points on Henwick Lane, hindering the critical movement of emergency vehicles and if required, delivery trucks, buses, and residents' cars. There is regular and blatant illegal parking - for example, vehicles disregard parking regulations by parking on the grass verge to the western side of Henwick Lane, double-parking, and even parking within the bus stops (northbound between Francis Close and Barfield Road, southbound near the junction with Westfield Road, and southbound between Roman Way and Barfield Road). This creates safety hazards for pedestrians and disrupts the flow of traffic. Those residents also struggle to park near their homes due to the influx of vehicles during events and the general disregard for parking regulations. Thames Valley Police are reluctant to act, and I understand

Ref	CONSULTATION RESPONSE
	concerns have been raised with them multiple times, as well as West Berkshire Council and the contractor managing Henwick Playing Fields. I would've liked to see West Berkshire Council go further and implement restricted or controlled parking, at these locations, on event days. Specific parking areas could be designated with relative ease, perhaps issuing 'no waiting at any time' restrictions on a Saturday and Sunday only.
85	Whilst I agree that adding yellow lines in some areas is a sensible measure, I have concerns about the proposal to add them opposite Beverley Close. I can see that yellow lines would be added to the Beverley Close junction, but similarly to Northfield Road, I feel this would just push the issue further down the road. Residents from the affected properties are likely to resort to parking down Beverley Close instead, which would cause difficulties for residents accessing their own homes. It could also pose access problems for emergency vehicles and refuse collection vehicles. I would therefore ask that this section be reconsidered, or that alternative solutions are explored to avoid simply displacing the parking problem and to maintain safe access for everyone.
86	The proposals in principle are welcome. With the effect of less traffic congestion due to parked vehicles. However it should also exclude the increase in electric bicycles and general bicycles which are more apt to harm as drivers in vehicles will need to maneuver around them still causing possible accidents.
87	If extending parking restrictions in Thatcham, you should at the same time expand free short-term parking provision across all the paid car parks - up to 30 mins or 1 hour free parking should be offered for all the paid car parks.AK71
88	What has not been explained how this proposal will be monitor. !!! This applies to both the parking and the 20 mile speed limit.
<b>OBJECTIONS – NO SPECIFIED AREA</b>	
89	This proposal won't make cyclists safer but will make it less attractive to live and work in Thatcham and Newbury. Public transport is too expensive and unreliable with limited coverage to make having a car unnecessary. Active travel doesn't make people more productive, it just means we can do less. As someone opposed to Reform I believe this would add many more votes to their cause. Especially once we have been forced to accept thousands more homes in the area without any infrastructure improvements.
90	West Berkshire continues to invest heavily in cycle lanes—facilities that, in reality, serve only a small fraction of the population. This disproportionate spending of public funds is deeply concerning, especially when those funds could be directed toward more pressing needs that benefit a broader segment of residents. As the population grows, so does reliance on cars and public transport. Yet outside the main towns, public transport is patchy at best, leaving many residents with no viable alternative to driving. Reducing parking spaces and introducing “no waiting” zones only compounds the problem, making daily life more difficult for the majority. These measures appear less about improving mobility and more about generating revenue through fines, restrictions, and enforcement. It's a money-making scheme—one that comes at the expense of already cash-strapped residents who are simply trying to get to work, care for their families, and go about their lives. Meanwhile, the minority who cycle often

Ref	CONSULTATION RESPONSE
	disregard road traffic laws, creating safety risks for pedestrians and other road users. It's time for policies that reflect the realities of how people live and travel—not idealistic schemes that penalize the many to serve the few.
91	I doubt there has been any massive problems with cyclists going around a few cars. The cars will have to park somewhere and most likely will migrate to parking in side roads which are narrower
92	I partly agree with some of the parking restrictions whilst some of the others will cause people who park some problems. Removing road-side parking where such parking would make is difficult for through traffic is in the main a good idea. But if such restrictions make it hard for people to visit a place or reduce trade then this should be avoided. Removing road-side parking would require other free parking facilities to be provided nearby. It would be far better to introduce a ban on pavement parking in all areas.
93	Just another virtue signaling waste of money, why should the cycle lanes take priority over parking maybe the council should have considered the parking implications before granting planning on so many new flats! and it's not like the cycle lanes are overly used.
94	Where do you expect those cars to park? There's no issue there's plenty of space to get round them! You can't just take parking away without a plan This is a waste of council money, providing more cycle lanes at the expense of already restricted on road parking spaces, when existing cycle lanes in the district are already underutilised or not used at all. The council complain they are cash strapped when it comes to providing essential services yet can find money to pay for vanity projects or politically motivated projects which, in my opinion, are not required.
95	I do not agree with the proposals, there is no provision for cars to park, it simply removes limited parking options. What will you do to provide some parking areas?
96	Seems another waste of time and money, making lives harder again for motorists, tackling a problem that doesn't exist. The reality is the cycle lanes in this area are very poor due to the historic limitations of space. These tweaks will make very little difference and not drive any better use of them.
97	There are too many cycles lanes that are not used already. Parking away from the town is used alot more than the cycle lanes. You are wanting to change for a very small minority. It will not increase the amount of people cycling.
98	The intent is to "take away" parking which probably means the vehicle owner would have no parking. Unless you consider alternatives for some residents that border these roads then where are they to park? All I see is "governments" national and local taking away but not necessarily giving. Find folk that reside roadside alternative parking options first.
99	People are not using cycle lanes in enough capacity (or even at all) to warrant the expense of making any changes. The council does not have any spare money, it has to save money not spend it needlessly.

Ref	CONSULTATION RESPONSE
100	Removal of dedicated parking bays will just push road users to use on-street parking on nearby streets. This will make navigating these streets by car, or pushbike, more dangerous
101	If it isn't broke, don't fix it The priority given to cycle lanes is misplaced until cycle volume traffic justifies change. Abolition of parking spaces may be a tactic but where are the additional parking spaces to be found
102	There are no schools in these areas, no high pedestrian footfall in these areas. We have managed to survive for the last 50 years without this I'm sure this is not a particularly big issue. you continue to tinker and restrict parking to drive payments for permits and car park charges to create revenue to fill the black holes in your budget caused by your poor management and funding of stupid schemes. Novel idea - stick to doing the basics and actually provide decent services like regular bin collections then messing around continually with idiot ideas such as this which will have zero impact.
103	We need to keep parking as it is as residents need additional space. There's not enough other parking available if this is taken away.
104	Because the council allow all the extra houses to be built but never think how people will park there vehicles
105	There aren't enough parking spaces in the area and there are too many confusing restrictions.
106	Parking is needed whilst cyclists are non existent in those respective areas.
107	there is already insufficient parking
108	Poor decisions like this proposal are destroying the community. Sky high parking costs in car parks with poor pay by phone and overly aggressive parking companies means that these parking bays are the only place that some of us can park and use the amenities.
109	There are very few cyclists using these roads and these restrictions are to the detriment of more people than it will benefit. Listen to what people actually want....more accessible parking, not less!
110	These changes seem to be a change for the sake of changing. The cost of the changes planned seem to be poorly thought though based on the challenges of money within the council currently. Surely, this money could be used to support essential services rather than changes to parking structure
111	Was not an issue before, isn't and issue now. Supposedly the council have no money but can waste it on fixing non issues.
112	Does not solve any problems for residents. Will create new problems.
113	This is nothing but a revenue exercise
114	The miles of cycle lanes are hardly used anywhere - get rid of them and free up traffic.

Ref	CONSULTATION RESPONSE
115	There are enough restrictions imposed by the stasi west berks mafia on motorists
116	Stop wasting money on stupid nonsense like this when you can't even afford to do basic services like empty the bins!
117	Object. As usual you don't listen or pay attention to the views.
118	You need to sort out parking issue outside thatcham park school and surrounding road near here park on double yellow lines on bends
<b>SUPPORT – NO SPECIFIED AREA</b>	
119	(No comment provided just a response indicating support for the parking scheme)
<b>THATCHAM NORTHFIELD ROAD/THE FIRS (PLAN AT72) - OBJECTION</b>	
120	I live in Northfield Road and I have to park in the road at times. Many of my neighbours don't have big enough driveways and park in the road every day. Without roadside parking, there is no other option. Also with parking on A4 between Brownsfield road and doctors. I have to park there when going to the doctors as I have limited mobility and cant afford the rip off prices of the car park. It is discrimination that you are making it that only rich people will be able to go to the doctors
<b>THATCHAM NORTHFIELD ROAD (PLAN AT72) - SUPPORT</b>	
121	The proposal doesn't go far enough up Northfield rd , the parking of cars not belonging to residents has become ridiculous as its on both sides of the road making it dangerous for everyone.
<b>THATCHAM A4 BATH ROAD (North side – between Nos 95-109) (PLAN AT72) – OBJECTION</b>	
122	I don't believe there is any tangeable benefit to the residents of 95-109 Bath Road by implementing this proposal. I think the main consequence is that I will have my drive blocked more often and as there is no dropped curb I have no redress under law. I can imagine this will just be irritatating to me. I have seen no real benefit articulated that justifies the proposed changes. Please do not implement this change. Thanks.
<b>THATCHAM A4 BATH ROAD (North side – between Nos 95-109) (PLAN AT72) – SUPPORT</b>	
123	I support the proposal because it will allow residents and their visitors to park safely outside our homes again. The space here is wide enough not to obstruct the road or footpath, so removing the restriction makes practical sense. This change will be a great help for households with limited driveway or off-street parking space.
124	There is limited parking for residents who have guest or other such visitors. The footpath is also wide enough along the proposed exception for vehicles to park close to the properties without impeding any pedestrians including those with push chairs, wheel chairs or any other mobility issues



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## Parking Review Amendment 36

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<b>Committee considering report:</b>	Individual Executive Member Decisions
<b>Date of Committee:</b>	27 <sup>th</sup> February 2026
<b>Portfolio Member:</b>	Councillor Stuart Gourley
<b>Date Head of Service agreed report:</b> <i>(for Corporate Board)</i>	N/A
<b>Date Portfolio Member agreed report:</b>	January 2026
<b>Report Author:</b>	Gareth Dowding
<b>Forward Plan Ref:</b>	ID4627

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### 1 Purpose of the Report

- 1.1 To inform the Executive Member for Environment and Highways of the responses received during the statutory consultation for [Parking Review Amendment 36](#) on the review and introduction of waiting restrictions within Aldermaston, Bucklebury, Chieveley and Cold Ash, Lambourn, Newbury Central, Newbury Greenham, Newbury Wash Common, Pangbourne, Thatcham Central and Theale Wards and to seek approval of officer recommendations.

### 2 Recommendation

- 2.1 That the Executive Member for Environment and Highways approves the proposals as set out in Section 7 of this report, namely that:
- (a) That the revisions and removals recommended to the proposed parking scheme as detailed in section 6.2 of this report be approved which relate to Station Road Aldermaston Wharf (No Wating 12:30-13:30), Mallard Way Aldermaston Wharf (No Waiting At Any Time Restriction) and Horseshoe Road Pangbourne (Waiting At Any time restriction replaced with bay length adjustment).
  - (b) That the remaining proposed restrictions at Cold Ash, Greenham, Lambourn, Theale, Urquhart Road Thatcham and Upper Bucklebury be introduced as advertised
  - (c) That the respondents to the statutory consultation be informed accordingly.
  - (d) That the parking scheme be monitored so that any parking displacement can be addressed as part of a future parking review.

### 3 Implications and Impact Assessment

Implication	Commentary			
<b>Financial:</b>	The implementation of the physical works would be funded from existing Capital budgets as part of the Network Management team's approved Network Management Works Programme for 2026/27.			
<b>Human Resource:</b>	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.			
<b>Legal:</b>	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.			
<b>Risk Management:</b>	If implemented the project will be managed in accordance with the Environment Department's approach to risk management.			
<b>Property:</b>	None arising from this report.			
<b>Policy:</b>	The consultation was in accordance with the Council's consultation procedure. .			
	<b>Positive</b>	<b>Neutral</b>	<b>Negative</b>	<b>Commentary</b>
<b>Equalities Impact:</b>				

<b>A</b> Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		N/A
<b>B</b> Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?	X			<p>Mobility impaired and elderly: The proposals will help clear dropped kerbs and crossing points which are used by the disabled with mobility issues and improve sightlines giving increased visibility at junctions providing this user group more information and confidence before crossing the carriageway.</p> <p>Child pedestrians: The proposals will help improve road safety in the vicinity of the schools included within this scheme. Prohibiting parking will provide a safer environment and enable vulnerable child pedestrians to be seen by approaching and passing traffic.</p>
<b>Environmental Impact:</b>		X		N/A
<b>Health Impact:</b>		X		N/A
<b>ICT Impact:</b>		X		N/A
<b>Digital Services Impact:</b>		X		N/A
<b>Council Strategy Priorities:</b>		X		N/A
<b>Core Business:</b>		X		N/A
<b>Data Impact:</b>		X		N/A

<b>Consultation and Engagement:</b>	<p>Local stakeholders, statutory consultees and road users were consulted on the proposals by way of statutory advertisement, Street Notices and online Consultation and Engagement Hub.</p> <p>Affected ward members have been sent this report for comment. The following responses have been received.</p> <p>Councillor Paul Dick has confirmed he agrees with the recommendation outlined for the proposals within his ward.</p> <p>Councillor Alan Macro has confirmed he agrees with the recommendations outlined for the proposals within his ward.</p> <p>Any further comments received following publication of this report will be reported verbally at the Individual Decision meeting.</p>
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## 4 Executive Summary

- 4.1 The purpose of the report is to inform the Executive Member for Environment and Highways of the responses received during the statutory consultation on the review and introduction of waiting restrictions at various locations and to seek approval of officer recommendations.
- 4.2 Objections and support for the proposals were received. This report summarises the responses and makes recommendations to the Executive Member on what should be implemented as a result of this consultation.

## 5 Introduction/Background

### Introduction

- 5.1 The West Berkshire Clear Streets Strategy is the basis on which parking in the main towns and villages has been formally reviewed to date. When Civil Parking Enforcement was adopted by West Berkshire in April 2009 the principal consolidation Traffic Regulation Order (TRO) was made which identified all on-street parking restrictions across the district. When inconsiderate, dangerous or obstructive parking is raised as a concern at individual locations across the district these are now prioritised and investigated within a district-wide parking scheme and amendments are made to the principal TRO within a single parking Amendment TRO.
- 5.2 Parking Review Amendment 36 was proposed in order to address a number of priority locations across the district where road safety, congestion and obstruction concerns had been raised, including in the vicinity of a number of schools following on from amendment 35 that dealt with scheme specific parking restrictions . The previous parking review that considered locations across the wider district was last held in July 2021 (Parking Review Amendment 31). Subsequent Amendment TROs have been made in the interim period, but these were only at small area, specific sites

(Amendments 32, 33 and 34 dealt with High Street Streatley, Station Road Newbury and amendments to the on-street charging fees across the district respectively).

- 5.3 The statutory public consultation for further parking proposals in an Amendment 37 scheme commenced immediately following the end of this Amendment 36 scheme's consultation period and will be addressing additional priority sites that have been on hold since 2021 and could not be included within this scheme.

## **Background**

- 5.4 The proposals were detailed in the 19 plans listed under Background Papers.
- 5.5 The statutory consultation and advertisement of the agreed proposals was undertaken between 6<sup>th</sup> and 27<sup>th</sup> November 2025.
- 5.6 At the end of the statutory consultation period a total of 164 responses had been received.
- (a) The Aldermaston Wharf proposals received 38 objections and 8 responses in support.
  - (b) The Lambourn proposals in the vicinity of Lambourn CofE Primary School received 17 objections, 20 responses in support and 2 indicating a neutral position.
  - (c) The Cold Ash proposals in the immediate vicinity of St Mark's Primary School received 2 objections, 9 responses in support and 1 indicating a neutral position.
  - (d) The Pangbourne proposal for Horseshoe Road received 3 objections and 4 responses in support.
  - (e) The Thatcham proposals on Urquhart Road received 6 objections and 1 response in support.
  - (f) The Theale proposals of Arrowhead Road received 1 objection and 4 responses in support.
  - (g) The Upper Bucklebury proposal received 1 objection and 2 responses in support.
  - (h) The Greenham proposals in the vicinity of The Willows Primary School received 3 responses in support.
  - (i) There were 5 responses that related to misunderstandings in the advertised Order related to 'roads for the issue of Permits'.
  - (j) The remaining responses consisted of 23 objections, 9 responses in support and 5 indicating a neutral position. All those comments were of a general nature rather than about a specific element of the parking scheme and did not specify the location being objected to in the parking scheme.
- 5.7 Responses to the consultation are detailed in Appendix B.

## 6 Options for consideration

- 6.1 Requests for additional restrictions cannot be made without going through the full statutory consultation process again, but requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to the TRO prior to its Sealing.
- 6.2 Having carefully considered the responses to the consultation in detail (at Appendix B) the following adjustments would address some of the comments received and they could be introduced without significantly compromising road safety and without the need for the re-advertisement of the TRO:

- (1) **Aldermaston Wharf – Station Road** (Plan BM74) – The proposal to introduce a No Waiting 12:30-1:30pm restriction to address long term rail commuter parking be omitted from the final scheme. This proposal had primarily been requested in order to assist a local resident who had no access to off-street parking and experienced regular problems being able to park close to their home. Given the number of concerns raised by residents of Mallard Way that a restriction of this type would only result in displacement of rail commuter vehicles in Mallard Way rather than into the off-street Network Rail car parks and the fact that a restriction could not be provided with a Permit Holder exemption due to the very low number of properties that would qualify for such a parking restriction it is recommended that this proposal is not taken forward. The proposed No Waiting 12:30-1:30pm would also have prevented the local resident from parking on Station Road during this time and therefore there was only very limited benefit for this restriction.
- (2) **Aldermaston Wharf – Mallard Way** (Plans BL74 & BM74) – The proposal to introduce No Waiting At Any Time restrictions to address commuter parking and obstruction concerns be amended so that it only applies for a distance of 20 metres from the junction with Station Road and also only applies to the two entrances into Lockside Court car parks to ensure access for turning vehicles is not impeded. The advertised proposal had primarily been requested to address obstruction issues resulting from parking by rail commuters and non-residents such a narrowboat owners and users of the fishing lake and was intended to discourage and prevent inconsiderate parking and displace commuter vehicles into the off-street Network Rail car parks. Parking has been raised as a problem by some residents of this road for many years, however as Mallard Way had remained unadopted until February 2018 due to ongoing issues with the developer that prevented the road being at an adoptable standard these parking issues have remained unresolved. Given the level of negative comment to the proposals put forward however it is clear these are not supported by the local community and it is recommended these are adjusted as described above.
- (3) **Pangbourne – Horseshoe Road** (Plan BT37) – The proposal to remove the Limited Waiting 1 hour Mon-Sat 8am-6pm (Permit holders exempt) parking bay restriction and replace that length of road with a No Waiting At Any Time restriction be omitted from the final scheme, but that the length of the Limited Waiting bay restriction instead be adjusted to allow the dropped kerb facility for No 6 to be introduced and still provide a single vehicle parking bay for the benefit of local residents of Horseshoe Road and visitors to the local shops on Reading Road.

- 6.3 The Lambourn proposals received some significant level of objection, but also a considerable number of comments in support and having reviewed the road safety reasons for the proposals in the area of Lambourn Primary School it is recommended that no amendment is made to the proposals that were put forward to advert.
- 6.4 The proposals for Urquhart Road in Thatcham received objections and these were also considered in depth, however the proposed restrictions are intended to ensure that the through route for the service bus route via the bus gate linking to Braemore Close is not obstructed by vehicles parking both sides of this road following the introduction of CCTV enforcement measures. It is recommended that no amendment is made to the proposals that were put forward to advert.

## 7 Proposals

- 7.1 That the revisions and removals recommended to the proposed parking scheme as detailed in section 6.2 of this report be approved which relate to Station Road Aldermaston Wharf (No Wating 12:30-13:30), Mallard Way Aldermaston Wharf ( Any Time Restriction) and Horseshoe Road Pangbourne ( Any time restriction replaced with bay length adjustment).
- 7.2 That the remaining proposed restrictions at Cold Ash, Greenham, Lambourn, Theale Urquhart Road Thatcham and Upper Bucklebury be introduced as advertised.
- 7.3 That the respondents to the statutory consultation be informed accordingly.
- 7.4 That the parking scheme be monitored so that any parking displacement can be addressed as part of a future parking review.

## 8 Conclusion

- 8.1 Due to the nature of parking schemes it can sometimes be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will need to be monitored to determine their effectiveness and should any further amendments be required these can be introduced as part of the review process, subject to standard consultation procedure.

## Appendices

Appendix A – Statutory Consultation Documents

Appendix B – Summary of Consultation Responses

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### Corporate Board's recommendation

Not applicable.

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### Background Papers:

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Consultation Plan Nos: J28, AK77, AK78, AM75, AM83, AN74, AN75, AN79, AN80, AO80, AU62, AU63, AV76, AZ67, AZ68, BL74, BM74, BT37 and BV59.

**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:** Aldermaston, Bucklebury, Chieveley and Cold Ash, Lambourn, Newbury Central, Newbury Greenham, Newbury Wash Common, Pangbourne, Thatcham Central and Theale

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# Appendix A - Statutory Consultation Documents

## Appendix B – Summary of Consultation Responses



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**WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NO 36) ORDER 202[ ]**

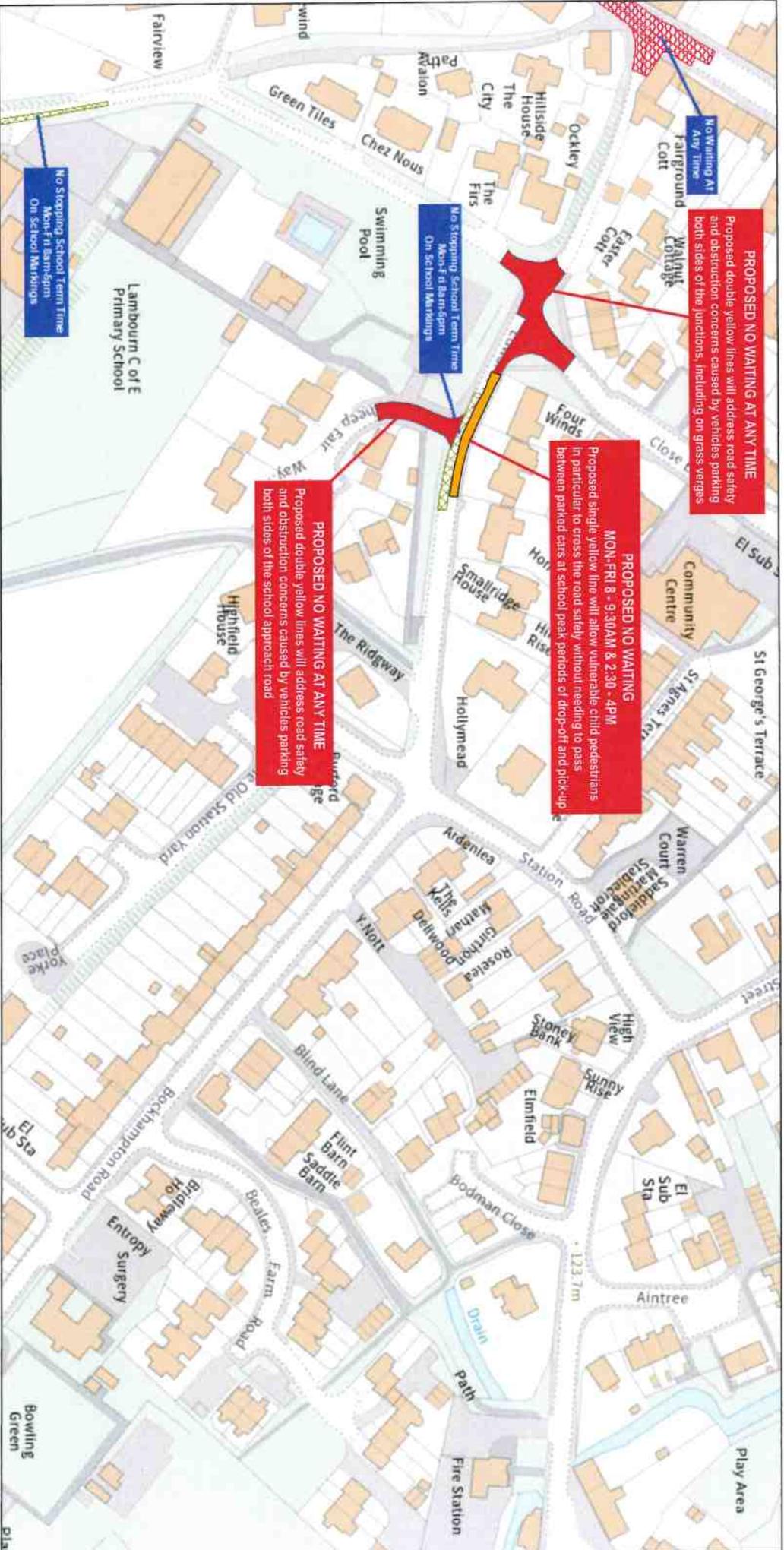
**WEST BERKSHIRE DISTRICT COUNCIL** in exercise of its powers under Sections 1(1), 2(1) to (3), 3(2) and 4(2), 19, 32, 35, 45, 46, 47, 49, 53, and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the 1984 Act") and all relevant powers under the Provisions of Part 6 of the Traffic Management Act 2004 and all 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 which amends and varies **WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) ORDER 2009** ("the Principal Order")

**Commencement and Citation**

1. This Amendment Order shall come into operation on the \*[ ] day of [ ] 202[ ] and may be cited as the **WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NO 36) ORDER 202[ ]**
2. In this Amendment Order except where the context otherwise requires "the Principal Order" shall mean **WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009** (as amended)
3. Any reference in this Amendment Order to any enactment shall be construed as reference to that enactment as amended by any subsequent enactment
4. The Interpretation Act 1978 or any replacing Act shall apply for the interpretation of this Order as it applies for the interpretation of any Act of Parliament
5. Schedule 1 of the Principal Order is hereby amended by the inclusion of the following streets or lengths of streets:
  - a) Newbury Zone E1 – Ashton Road, Denmark Road, Junction Terrace and Orts Road
  - b) Newbury Zone W1 – Bartholomew Street, Giles Close and Oddfellows Road
  - c) Newbury Zone SW1 – Bartholomew Street (Nos 80-82D) and St Johns Road
  - d) Newbury Zone SW2 – Bartholomew Street (Nos 62-64B) and Feltre Place
  - e) Newbury Zone C1 – Carnegie Road and Market Place (Arcade Mews)
  - f) Newbury Zone N1 – Oxford Road, Park Lane and Westbourne Terrace
  - g) Hungerford Zone H1 – Bridge Street, Canal side and The Croft
  - h) Pangbourne Zone P – Meadow Lane
6. Schedule 2 of the Principal Order is hereby amended by the revision of the following plans: **J28** (Revision 1), **AK77** (Revision 7), **AK78** (Revision 3), **AM75** (Revision 10), **AN74** (Revision 5), **AN75** (Revision 6), **AN79** (Revision 2), **AN80** (Revision 2), **AU62** (Revision 3), **AU63** (Revision 2), **AV76** (Revision 3), **BM74** (Revision 2), **BT37** (Revision 4) and **BV59** (Revision 5)
7. Schedule 2 of the Principal Order is hereby amended by the addition of the following plans: **AM83**, **AO80**, **AZ67**, **AZ68** and **BL74**
8. The Principal Order as varied by this Order will in all other aspects remain the same

**THE COMMON SEAL of WEST BERKSHIRE  
DISTRICT COUNCIL** hereunto affixed on the  
day of 202[ ]  
is authenticated by:

Authorised Signatory



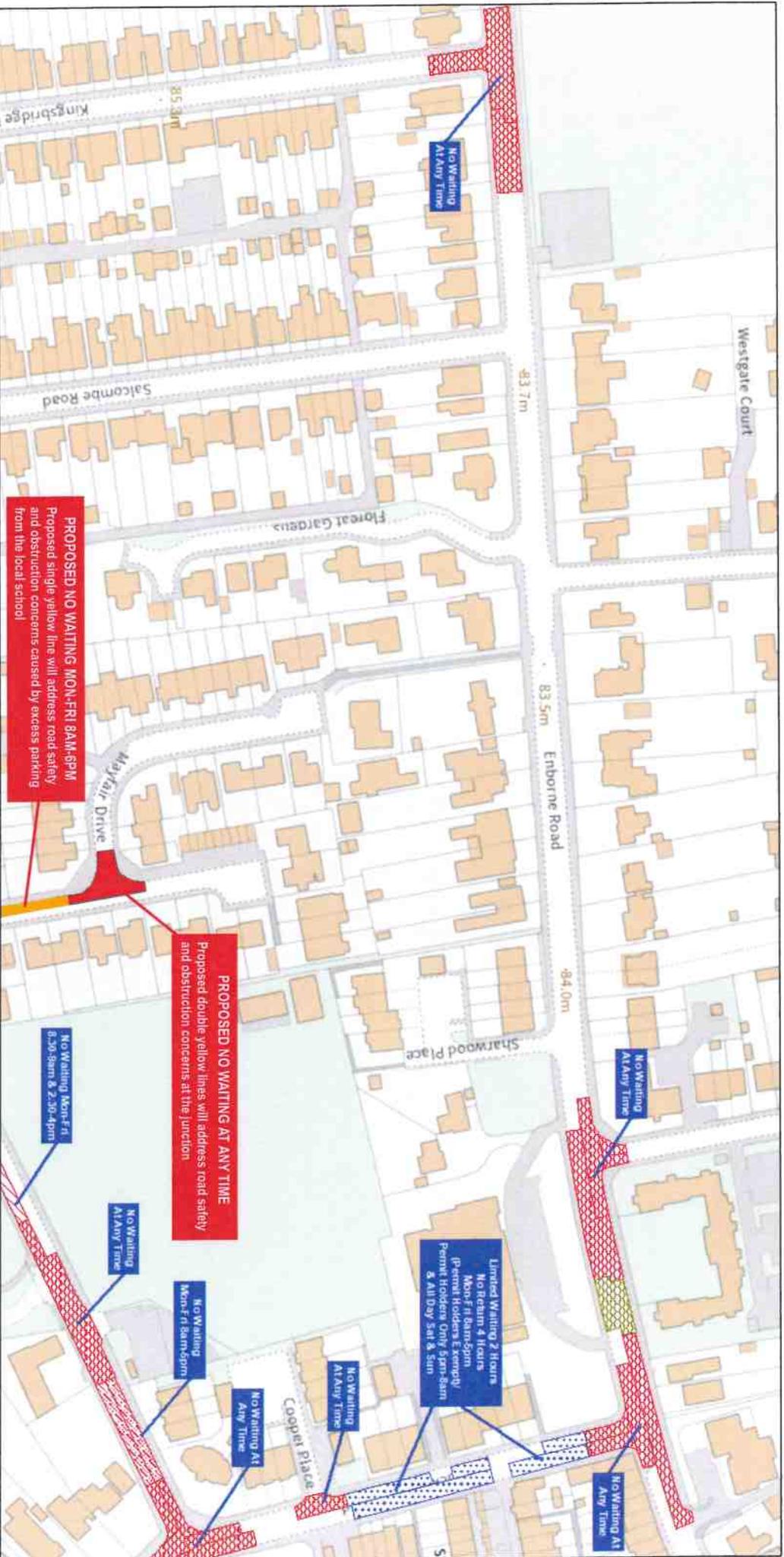
PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36  
EDWARDS HILL AREA, LAMBOURN

All areas over which the provisions of the orders apply are defined by the shaded areas as shown on the following plans plus a contiguous area not indicated on the plans of verges and/or footway between the carriageway edge and the highway boundary. This title may be subject to temporary traffic regulation orders which are not shown



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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36

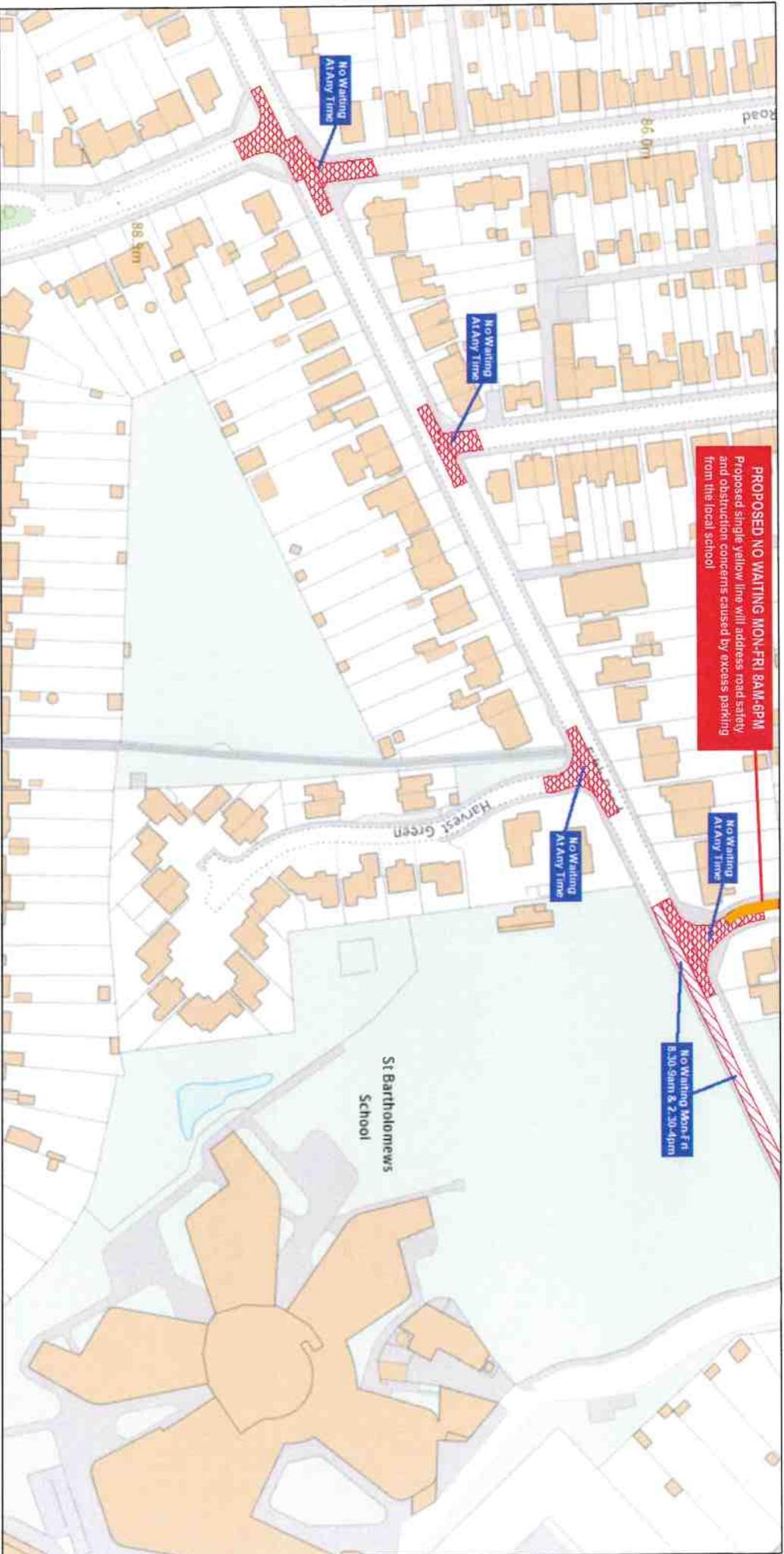
MAYFAIR DRIVE, NEWBURY

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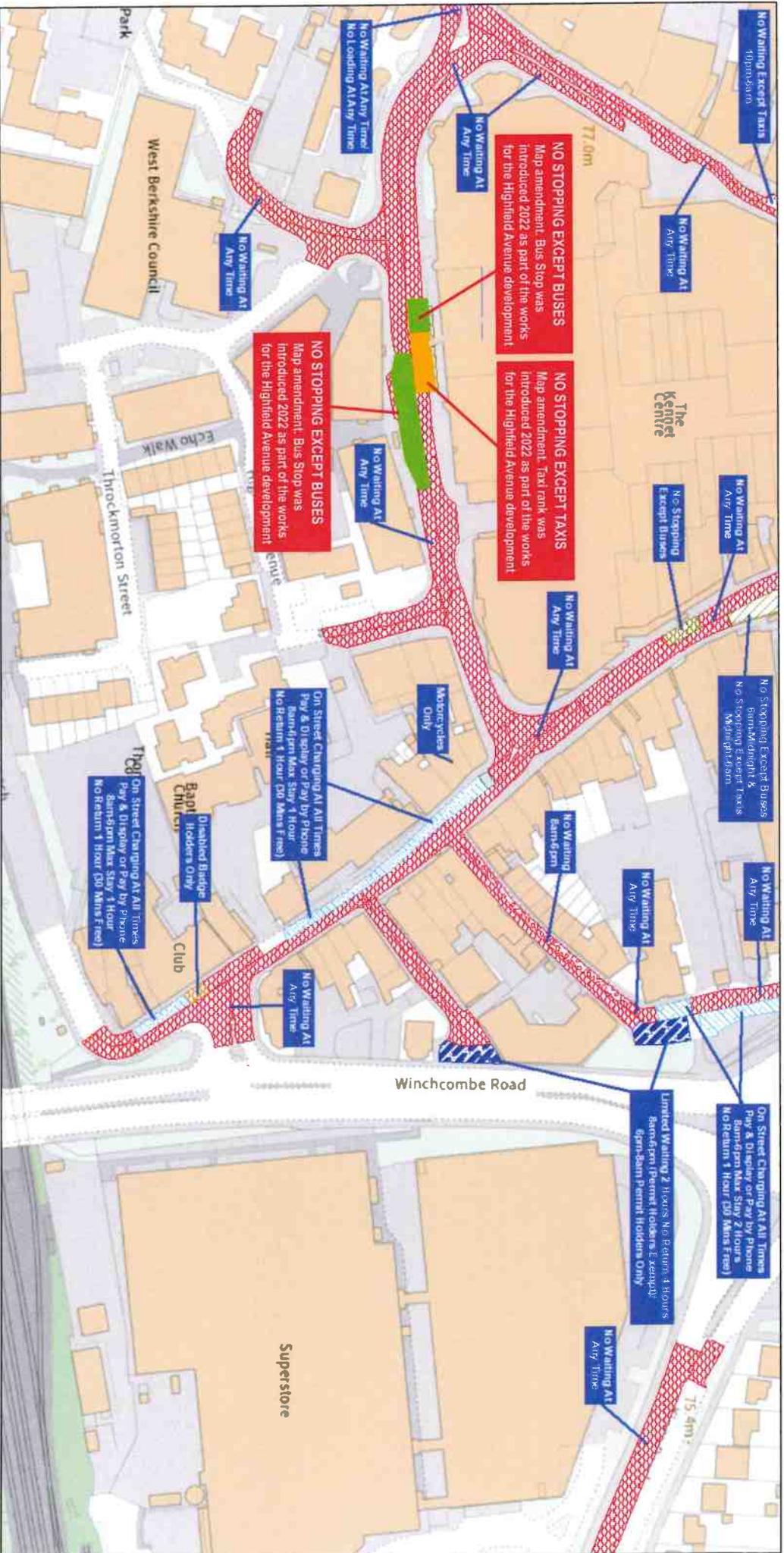
PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36  
MAYFAIR DRIVE, NEWBURY



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PARKING SCHEME AMENDMENT 36

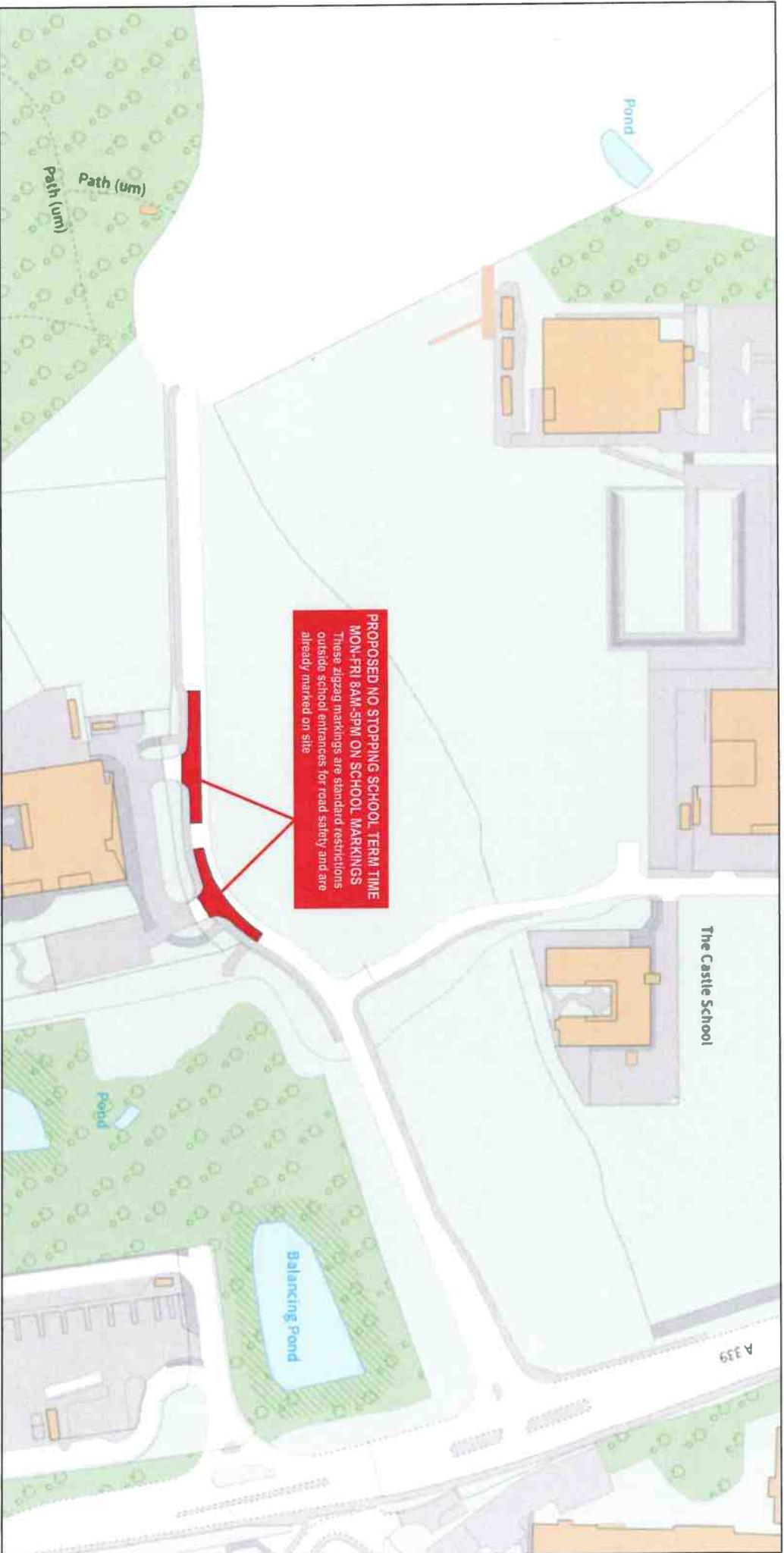
MARKET STREET, NEWBURY

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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36

HIGHWOOD COPSE WAY, NEWBURY



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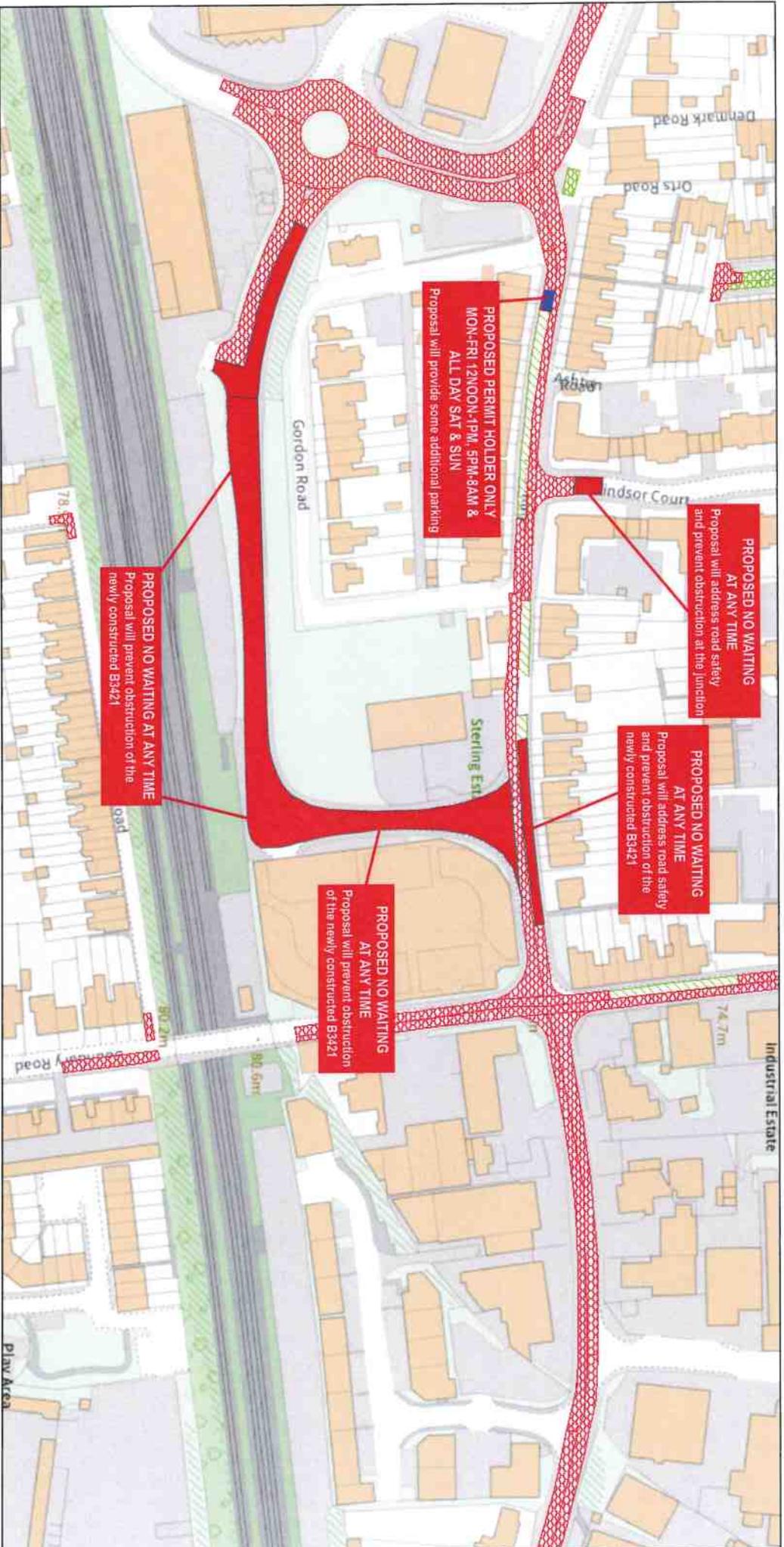


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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36  
STIRLING GARDENS AREA, NEWBURY

50  
25  
0  
25  
50  
Meters

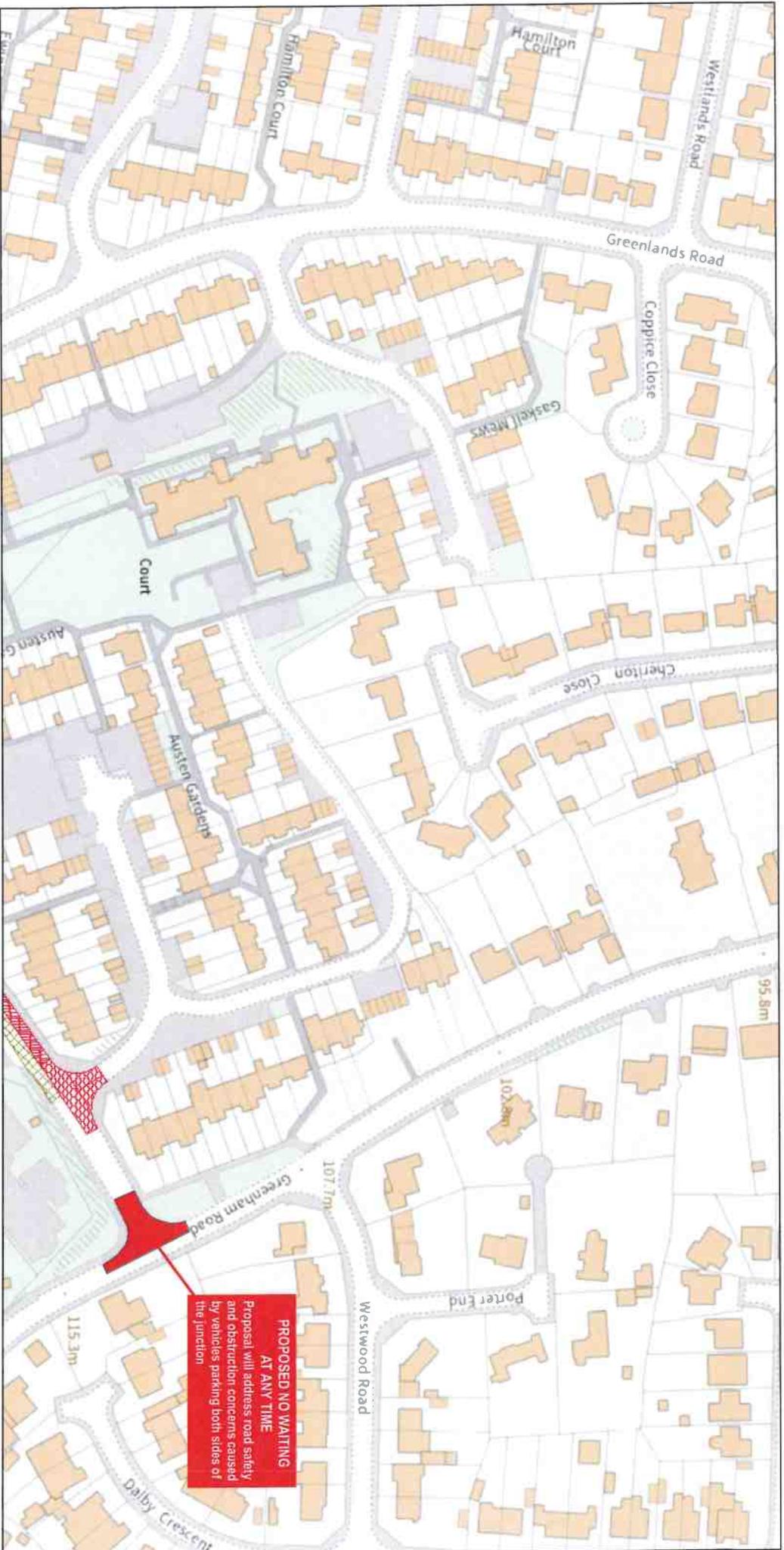
All areas over which the provisions of the orders apply are defined by the hatched areas as shown on the following plans plus a contiguous area not indicated on the plans and the highway boundary, footway between the carriageway edge and the highway boundary. This title may be subject to temporary traffic regulation orders which are not shown



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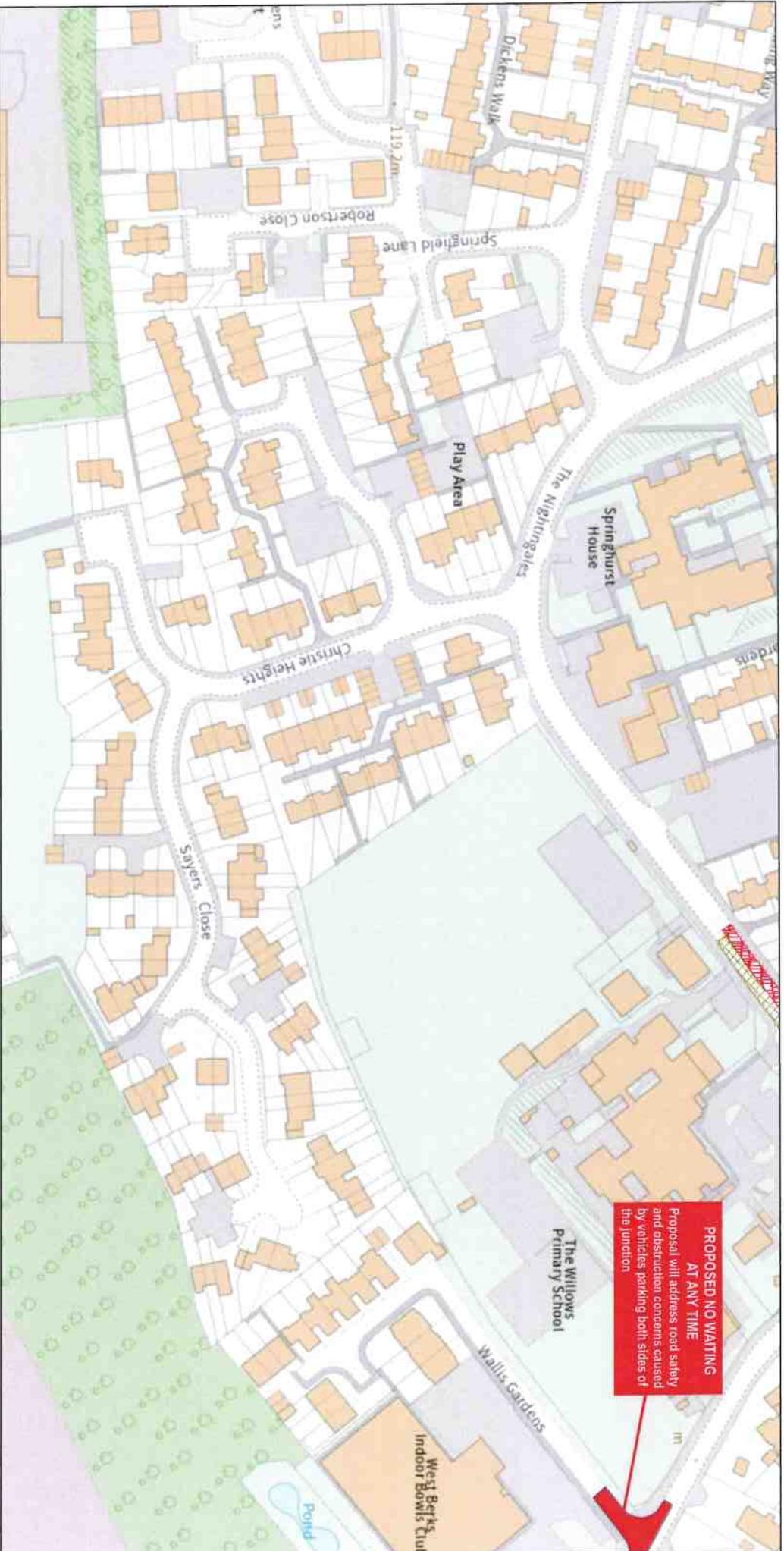
PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36  
THE NIGHTINGALES, NEWBURY



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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36

WALLIS GARDENS, NEWBURY

50 25 0 50  
Meters

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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36  
GREENHAM ROAD, NEWBURY

50 25 0 50  
Metres

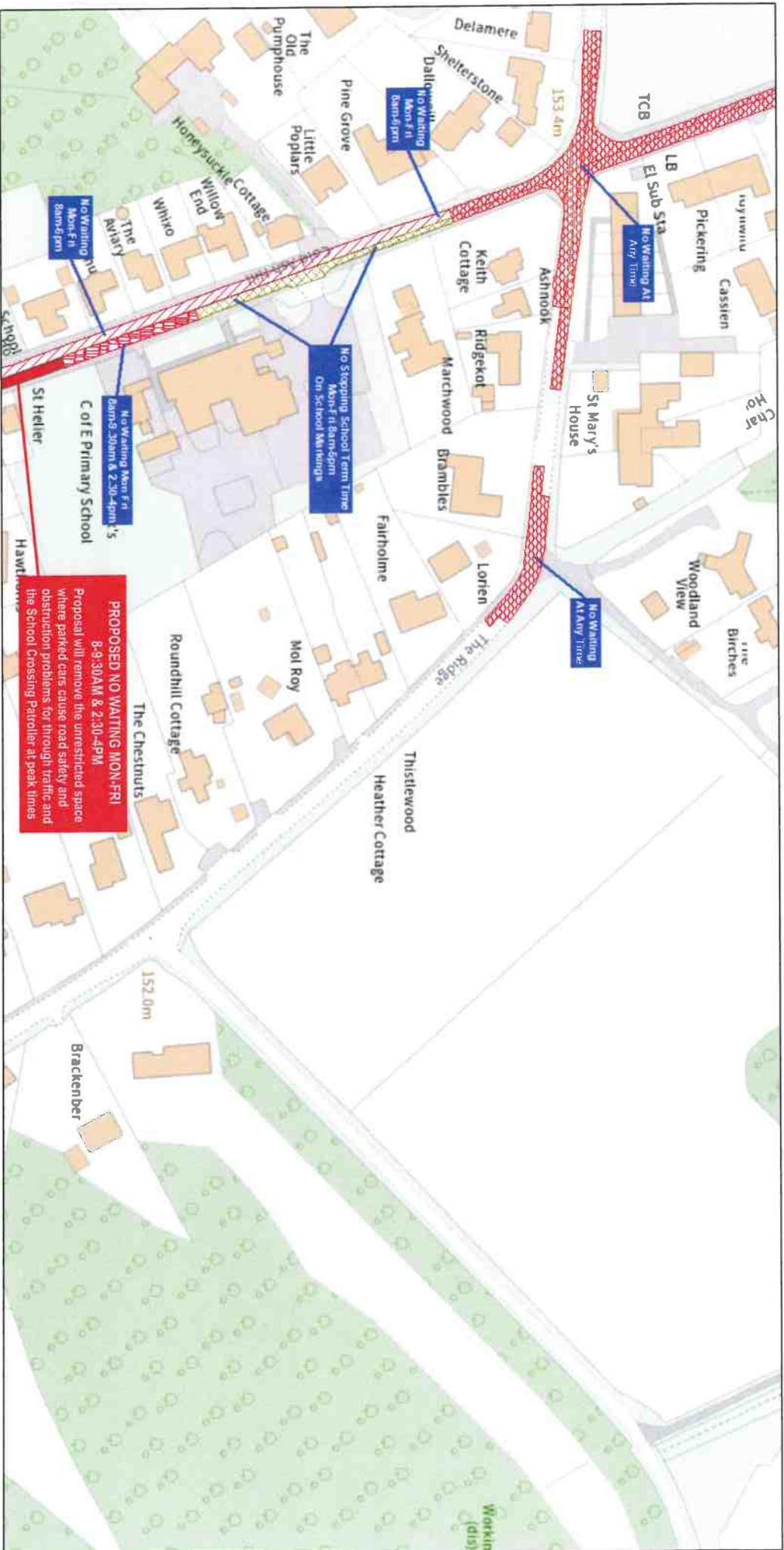
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**PROPOSED NO WAITING MON-FRI  
8-9:30AM & 2:30-4PM**  
Proposal will remove the unrestricted space where parked cars cause road safety and obstruction problems for through traffic and the School Crossing Patrol at peak times

PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36

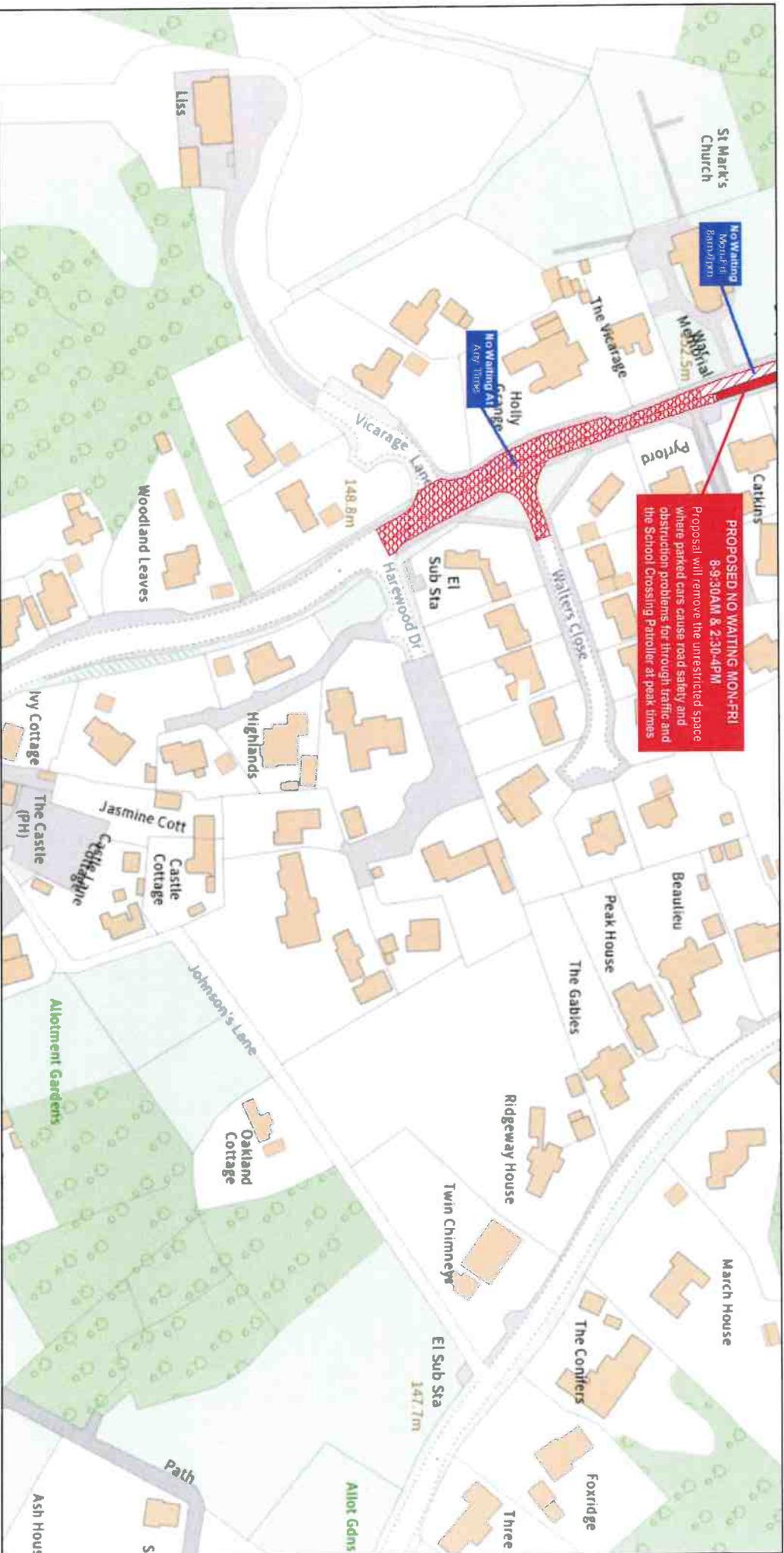
COLD ASH HILL, COLD ASH

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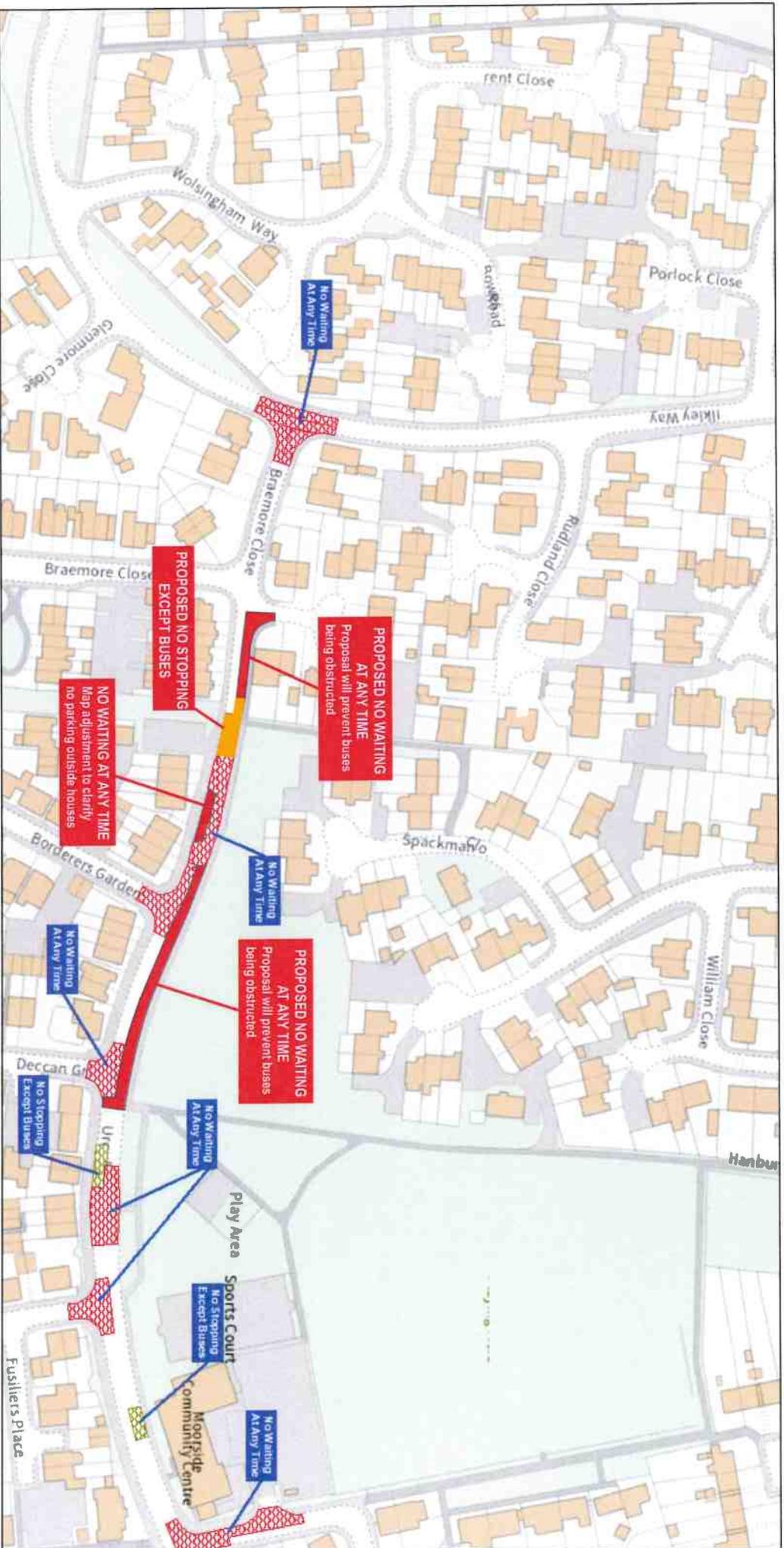
PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36  
COLD ASH HILL, COLD ASH



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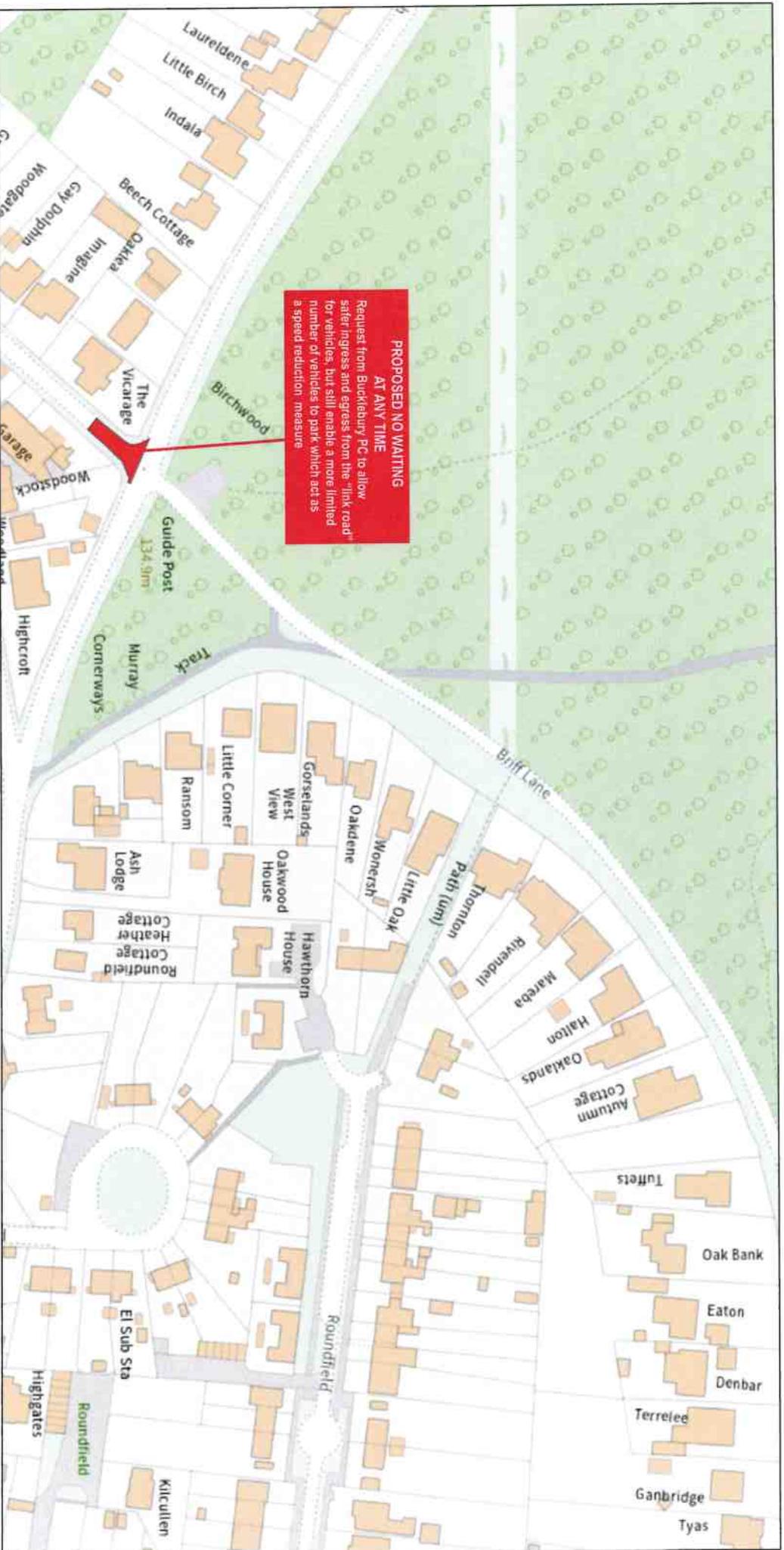
PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36  
URQUHART ROAD, THATCHAM



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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36

HARTS HILL ROAD, UPPER BUCKLEBURY



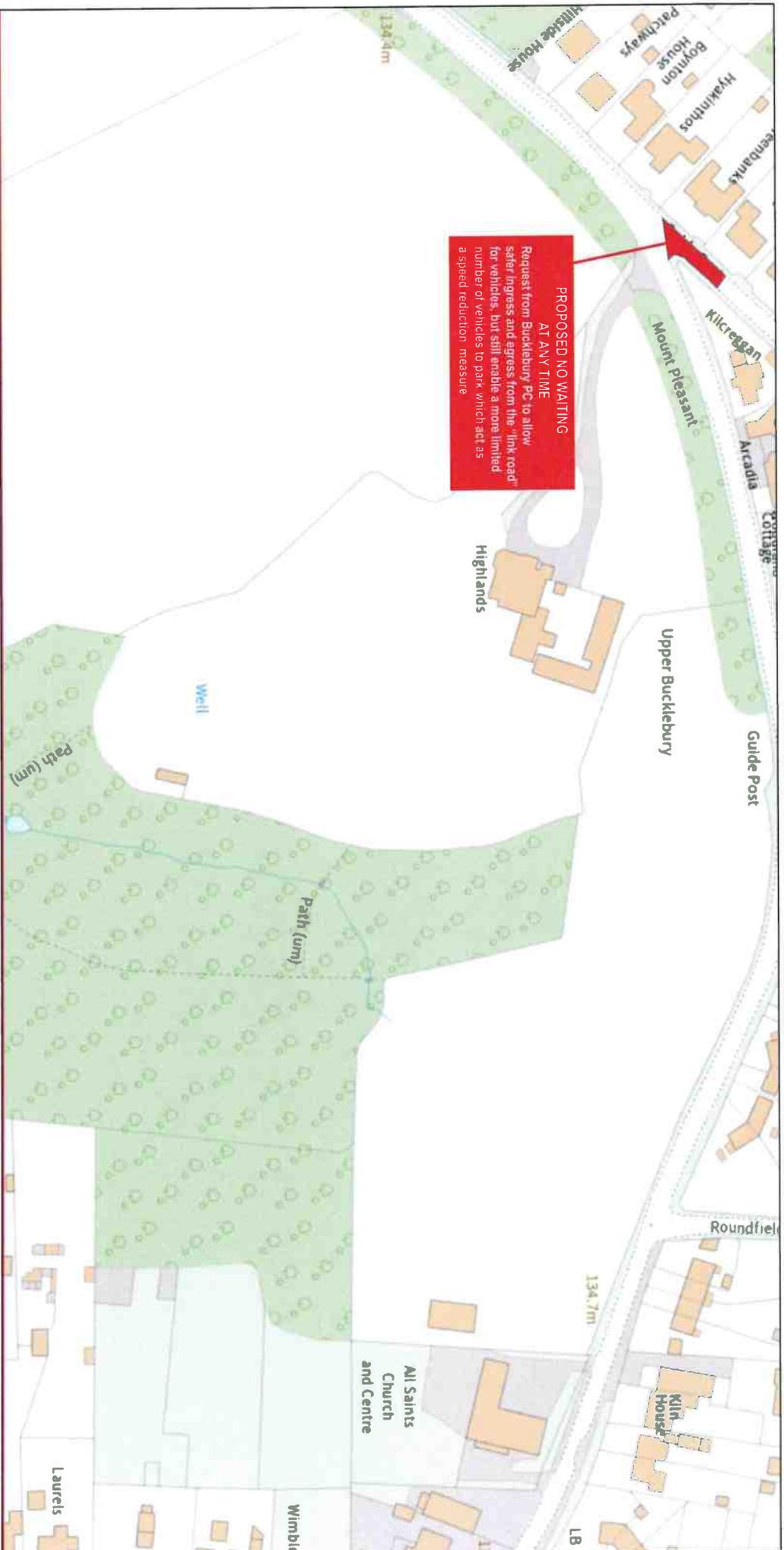
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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36

HARTS HILL ROAD, UPPER BUCKLEBURY



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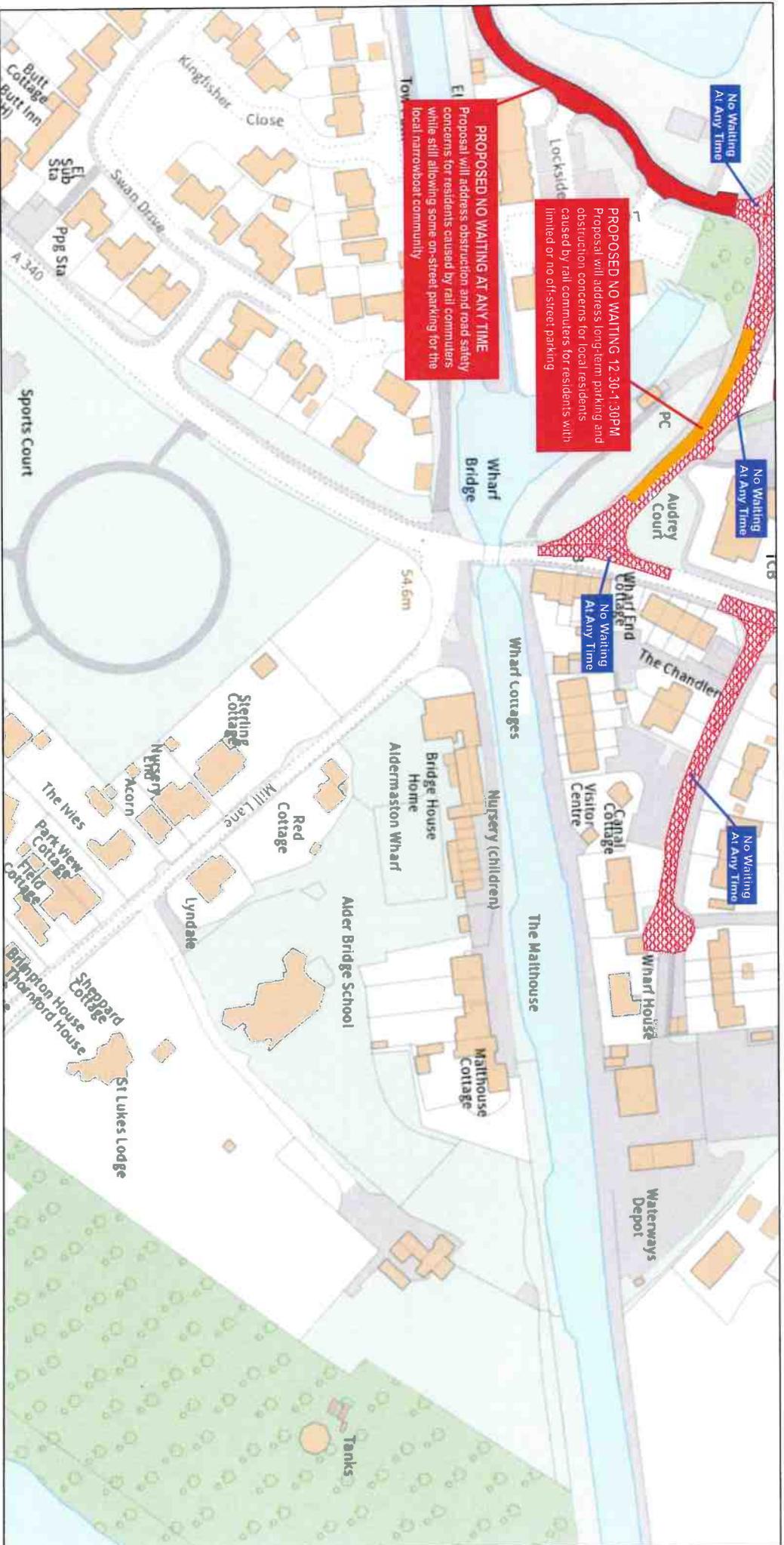
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**PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36**

**STATION ROAD, ALDERMASTON WHARF**

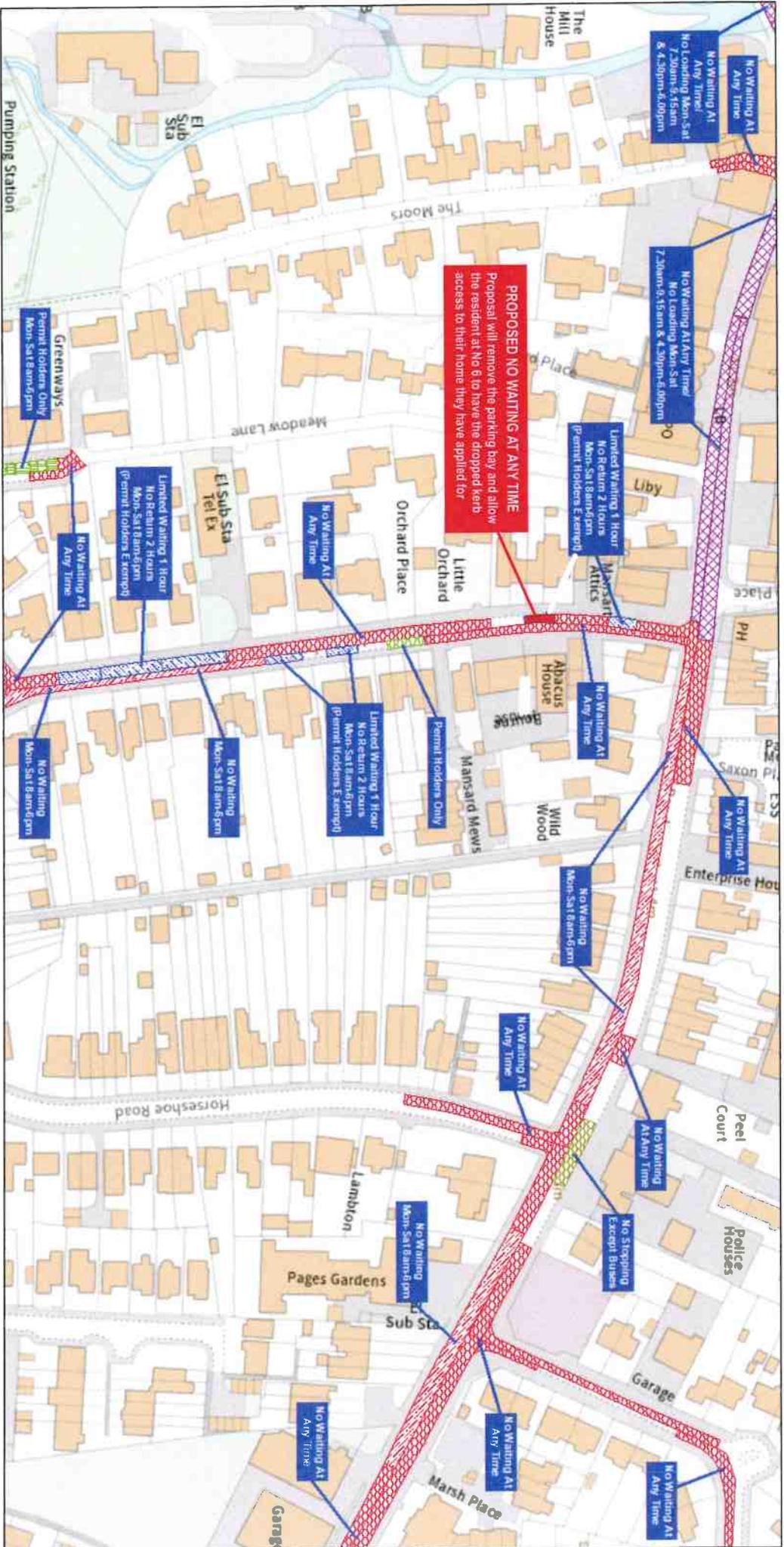


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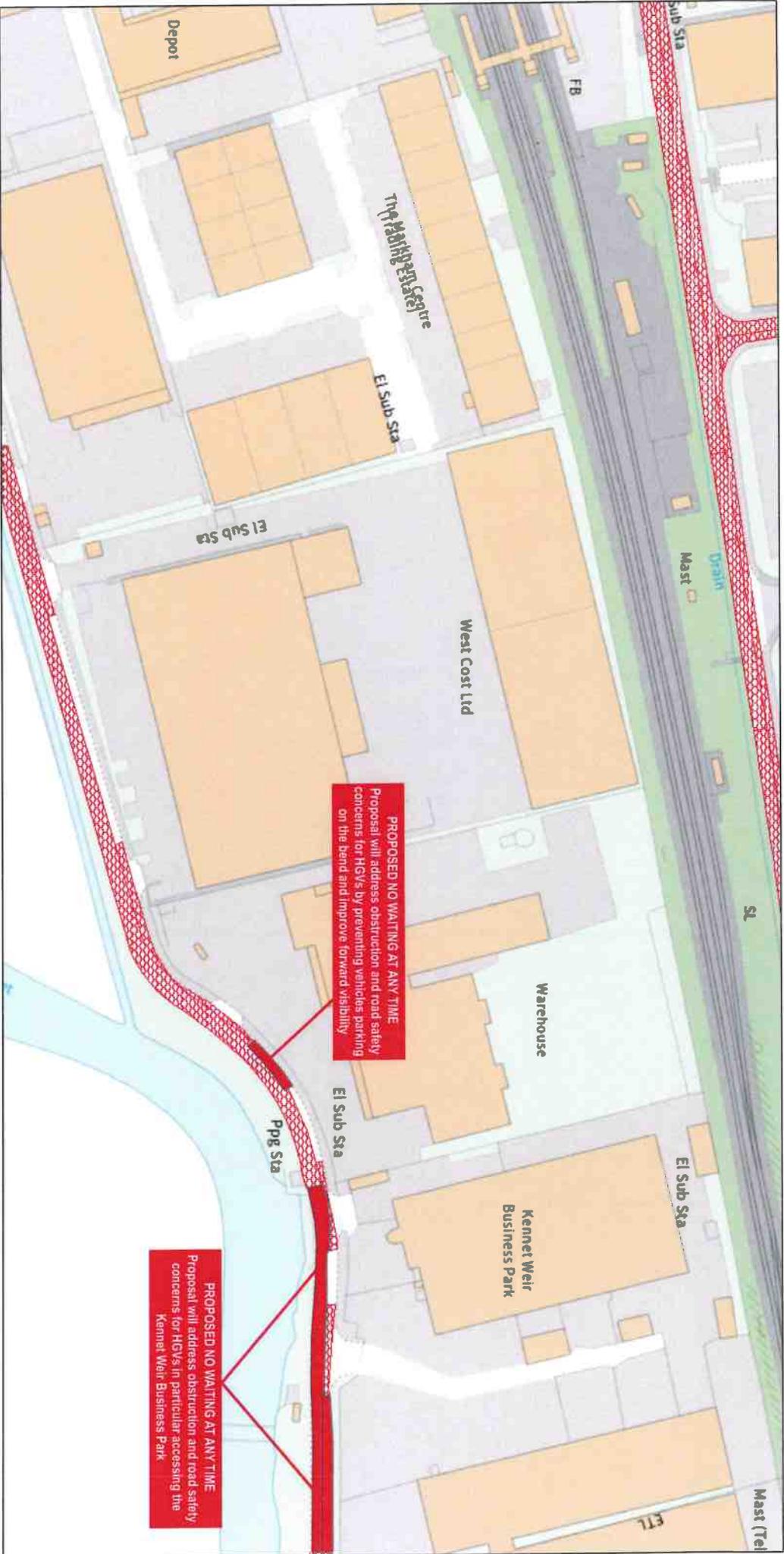
PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36  
HORSESHOE ROAD, PANGBOURNE



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PROPOSED WAITING RESTRICTIONS  
PARKING SCHEME AMENDMENT 36

ARROWHEAD ROAD, THEALE



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**WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NO 36) ORDER 202[ ]**

**STATEMENT OF REASONS**

This Order is proposed to revise existing parking restrictions and introduce additional parking restrictions to improve road safety at identified problem locations. Specifically, the order will address concerns related to inconsiderate parking in the vicinity of Lambourn Primary School, Highwood Copse Primary School, The Willows Primary School, Cold Ash Primary School and St Bartholomews School. The Order will also resolve issues related to resident parking, together with the management of parking on highways in various locations across the district.

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

1. Avoid danger to people and other road users / or for preventing the likelihood of danger
2. Facilitate passage on the road of other road users
3. Preserve or improve the amenities of the area

**WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NO 36) ORDER 202[ ]**

**NOTICE IS HEREBY GIVEN that WEST BERKSHIRE DISTRICT COUNCIL PROPOSES to make the above Order the effect of which will be to further amend the WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) ORDER 2009 (as amended) ("the Principal Order") to the extent as set out below but in all other respect the Principal Order remains in force:**

**PERMIT STREETS**

Schedule 1 of the Principal Order shall be amended by the inclusion of the following streets or lengths of streets:

- a. Newbury Zone E1 – Ashton Road, Denmark Road, Junction Terrace and Orts Road
- b. Newbury Zone W1 – Bartholomew Street, Giles Close and Oddfellows Road
- c. Newbury Zone SW1 – Bartholomew Street (Nos 80-82D) and St Johns Road
- d. Newbury Zone SW2 – Bartholomew Street (Nos 62-64B) and Feltre Place
- e. Newbury Zone C1 – Carnegie Road and Market Place (Arcade Mews)
- f. Newbury Zone N1 – Oxford Road, Park Lane and Westbourne Terrace
- g. Hungerford Zone H1 – Bridge Street, Canal side and The Croft
- h. Pangbourne Zone P – Meadow Lane

**PLANS**

Schedule 2 of the Principal Order shall be amended by the revision of the following plans:

**J28, AK77, AK78, AM75, AN74, AN75, AN79, AN80, AU62, AU63, AV76, BM74, BT37 and BV59**

Schedule 2 of the Principal Order shall be amended by the addition of the following plans:

**AM83, AO80, AZ67, AZ68 and BL74**

The proposals will result in changes to or addition of parking restrictions at the following locations:

**Newbury** - Greenham Rd, Hectors Way, Kings Rd, Market St, Mayfair Dr, Mill Ln, Windsor Ct & Woodlands View

**Lambourn** - Close End, Edwards Hill, Greenways and Sheep Fair Way

**Greenham** – Highwood Copse Way, The Nightingales and Wallis Gardens

**Cold Ash** – Cold Ash Hill

**Thatcham** – Braemore Close and Urquhart Road

**Upper Bucklebury** – Harts Hill Road

**Beenham** – A4 Bath Road and Station Road

**Padworth** – A4 Bath Road, Mallard Way and Station Road

**Pangbourne** – Horseshoe Road

**Theale** – Arrowhead Road

**FURTHER INFORMATION**

Hard copies of the draft amendment order, principal order, detailed plans and explanatory statement 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 to view on the Council's website at

[www.westberks.gov.uk/parking-review-36](http://www.westberks.gov.uk/parking-review-36) or by scanning the QR code above.



If you would like to comment on the proposals, please complete the survey found via the link above. Alternatively, any comments or objections to the proposal can be sent in writing to the undersigned and must include reference **PSA036** and the grounds on which any objections are made. This consultation will be open for comments from **09:00hrs on Thursday 6<sup>th</sup> November** until **23:59hrs on Thursday 27<sup>th</sup> November 2025**.

Dated: Thursday 6<sup>th</sup> November 2025

**Jon Winstanley, Service Director - Environment, West Berkshire District Council, Market Street, Newbury, RG14 5LD** [trafficandroadsafety@westberks.gov.uk](mailto:trafficandroadsafety@westberks.gov.uk)

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Ref	CONSULTATION RESPONSE
	<b>ALDERMASTON WHARF (Plans BL74 &amp; BM74) - OBJECTION</b>
1	<p>Thank you for providing advance notice information on Parking Schemes Amendment 35 &amp; 36 and we note the public consultation dates. We are disappointed that no prior consultation with this Parish Council has taken place especially prior to this notice as the Council has had much previous dialogue with WBC on this matter and have discussed it at most meetings for the past five years. However, we will oppose the amendment during the consultation process because: It is the Council's opinion that the proposal will not resolve the road safety issues and will worsen congestion. It makes no provision for displaced vehicle parking. Introducing no waiting on the corner adjacent to the flats and the electricity sub station will displace vehicles further along Mallard Way and cause even greater disruption to residents. Introducing No waiting restrictions on the northern side of Mallard Way will have no impact and has not been an issue in the past. It considers that the only viable solution is to introduce No Waiting restriction on both sides of the road along the entire length of Mallard Way from the junction with Station Road to a point to the east of 1 Mallard Way subject to the following: Alternative parking arrangements for narrowboat users be made since the majority of these are now used as permanent residencies, many of whom park light commercial vehicles, and use all of the available parking along Mallard Way particularly overnight and at weekends causing major disruption to residents in Mallard Way and Heron Way. There is vacant land available, and WBC owned, at the junction of Mallard Way and Station Road, that could be designated for resident parking/permit holders only at minimal cost. The Council further considers that as it is the Canals and Rivers Trust and their licensee of the narrowboat moorings who have caused this problem by dramatically increasing the number and nature of the narrowboat moorings, the Council believes that they should make a significant contribution towards the cost of providing this alternative parking as should Network Rail who, through the introduction of increased parking fees, have displaced vehicles from the historically free car park to on street parking. It should also be noted that alternative parking for narrowboat users was available until the Canals and Rivers Trust was granted planning permission to redevelop the area around Aldermaston Tea Rooms and Wharfside. The Council respectfully requests that it is fully involved in any further consultation on this matter as it has been a major cause of concern for many years and to date no satisfactory resolution proposed. Thanks Beenham Parish Council  <b>[Name REDACTED]</b></p>
2	<p>With regard to Parking Schemes Amendment BL34 and BM34. i am disappointed that no prior consultation with myself or Beenham Parish Council has taken place especially prior to this notice I have had previous dialogue with WBC on this matter and have raised it as a Parish Councillor at most meetings for the past five years. However, I oppose the amendment .because: It is my opinion that the proposal will not resolve the road safety issues and will worsen congestion. It makes no provision for displaced vehicle parking. Introducing no waiting on the corner adjacent to the flats and the electricity sub station will displace vehicles further along Mallard Way and cause even greater disruption to residents. Introducing No waiting restrictions on the northern side of Mallard Way will have no impact and has not been an issue in the past. I suggest that the only viable solution is to introduce No Waiting restriction on both sides of the road along the entire length of Mallard Way from the junction with Station Road to a point to the east of 1 Mallard Way subject to the following: Alternative parking arrangements for narrowboat users be made since the majority of these are now used as permanent residencies, many of whom park light commercial</p>

Ref	CONSULTATION RESPONSE
	<p>vehicles, and use all of the available parking along Mallard Way particularly overnight and at weekends causing major disruption to residents in Mallard Way and Heron Way. There is vacant land available, and WBC owned, at the junction of Mallard Way and Station Road, that could be designated for resident parking/permit holders only at minimal cost. The Council further considers that as it is the Canals and Rivers Trust and their licensee of the narrowboat moorings who have caused this problem by dramatically increasing the number and nature of the narrowboat moorings, the Council believes that they should make a significant contribution towards the cost of providing this alternative parking as should Network Rail who, through the introduction of increased parking fees, have displaced vehicles from the historically free car park to on street parking. It should also be noted that alternative parking for narrowboat users was available until the Canals and Rivers Trust was granted planning permission to redevelop the area around Aldermaston Tea Rooms and Wharfside. I respectfully request that I am contacted regarding any further consultation on this matter as it has been a major cause of concern for many years and to date no satisfactory resolution proposed.</p>
3	<p>I object to the plan for station road. The parking here does not cause an issue for parking of local residents. It will encourage commuters to use Watson close which will be the nearest rd to park with no restrictions. Watson close is already busy with residents parking because of inadequate parking facilities for the number of houses.</p>
4	<p>I strongly object to the proposal to further restrict stopping and parking in station Rd Padworth. There are currently no issues with the area. I live there. I see the area every day, multiple times a day. I do not want to see additional restrictions forcing cars into other areas. Please actually listen and do not do this.</p>
5	<p>I object to the two Aldermaston proposals (BL74 and BM74). These proposals will have two potential effects. Firstly it will shift many rail commuter cars away from Station Road and into other parts of Aldermaston Wharf, so the inconvenience will just fall onto residents somewhere else. Secondly it will deter other people from using the train service and they will just use their cars for the whole of their journey, which goes against WBC's environmental strategy. We have to recognise that onwards public transport connections to/from Aldermaston station are non-existent and rail users have no option but to drive for the last leg of their journeys. Making driving more difficult does not push them onto more sustainable transit, but leads to increased car use. The current situation on Station Road is stable and the on-street parking serves as a deterrent for traffic cutting through from the A4 to the A340. Any change to this will endanger pedestrians and local drivers. Whilst I have some sympathy for local residents, they have not purchased their houses with the expectation that they can have always available on-street parking. There is a perfectly good car park at Aldermaston Station and this is under-utilised thanks to the excessive parking charges introduced by the operator several years ago, for which car park users get zero benefit and which have caused drivers to park in nearby streets. The obvious solution is for WBC to work with the operator to reduce or eliminate parking charges, allowing rail users to park in an appropriate environment. These proposals may solve some small localised problems but overall provide no benefit for residents of Aldermaston Wharf.</p>
6	<p>I object to the proposals in relation to areas BL74 &amp; BM74 because I consider that there is a strong likelihood that these measures will displace commuter and non-resident parking further into Mallard Way and Heron Way, resulting in a worse situation</p>

Ref	CONSULTATION RESPONSE
	<p>than we have now as there is very little roadside parking and where that exists, it is already heavily used. (For instance, the area of Mallard Way straight across from the mini roundabout and onwards to where it meets Heron Way forming a T junction.) The dangers in Mallard Way caused by parking on the canal side of the road could be mitigated by traffic calming measures such as speed humps, speed indicator devices and other visual warnings such as 'slow down' signs. Part of the problem is that many drivers drive aggressively and/or too fast past the traffic parked on the canal side of Mallard Way. If everyone took more care, the chances of accidents happening would be reduced without the need to introduce parking regulations which will probably just relocate the problem rather than solving it. Unless Network Rail can be persuaded to make the station car park free or reduce the charge to a nominal amount, we won't really reduce the amount of commuter and non-resident parking in Mallard Way and Station Road. We therefore need to change driver behaviour and if there are funds, introduce some traffic calming measures.</p>
7	<p>Parking restrictions are not required in Station Rd., Padworth for the following reasons; Commuters do not obstruct the parking. Station car park should be free of charge as it used to be. Visitors to the canal should be allowed to park free of charge - free parking has been made pay and display and the access to the canal built across. This proposal has arisen as a result of one resident following an aggressive approach to parking in the area having purchased a house with no drive - they parked 2 vehicles across space for 4, placed notes on people's windscreens, raised this issue at parish meetings, and have now moved. The current residents of the property do not appear to have a problem. We have lived here for 30 years and the parking has never been an issue. The proposal will make life difficult for those visiting the area. West Berks should be encouraging people to visit the area - the canal is a leisure destination and you will discourage visitors. I also would not want friends and family visiting to have to pay to park in the unsecured &amp; prone to vandalism station car park</p>
8	<p>By restricting parking in Station Road and Mallard Way it will only drive those commuters who won't pay the station car parking fees to park further into the residential areas around Aldermaston Wharf. Removing the parking fees at the Aldermaston station car park is clearly the most sensible answer so commuters park safely there - it's not going to be abused as there isn't anything else in the area people would need to park there for. The outcome of the WBC proposed change will simply be more residents frustration and complaints and demands for similar no parking / waiting restrictions across all of the residential roads of Aldermaston Wharf.</p>
9	<p>I oppose the proposed prohibition of parking on Mallard Way because, as a resident who sees the day-to-day reality, parking there does not cause any issues. The area remains safe, accessible, and orderly, and the existing on-street parking is genuinely useful for visitors who would otherwise struggle to find convenient spaces. If Mallard Way parking is removed, I'm concerned that the overflow will spill into the limited, allocated spaces in Lockside Court, creating congestion and unnecessary friction for the residents who rely on those spots. Maintaining the current parking arrangement on Mallard Way is the most practical and least disruptive option for everyone in the community.</p>
10	<p>I am a resident at Lockside Court. I do not see/have any issues regarding the current parking on Mallard Way. If the restrictions were to come in then this would have a significant negative impacts for the following reasons: (1) Family and friends visiting - I</p>

Ref	CONSULTATION RESPONSE
	<p>have elderly parents who would not be able to park further away, and then walk to my property (2) Parking on Kingfisher Close - the restriction will not eliminate people parking in Aldermaston Wharf. This will just cause people to park further away (for example, Kingfisher Close), and walk over, just moving the so called 'problem', rather than eliminating it. (3) Residents parking at Lockside court - Residents at Lockside Court have two allocated parking spaces. There are occasions where non-residents, park in resident spaces, forcing us to park on Mallard. The proposed restriction would leave residents nowhere to park, creating tensions within the block.</p>
11	<p>This will just result in cars moving further afield to park. Specifically some of the areas in question had paid parking adjacent which is not occupied. The better approach would be to work with car park owners to reduce / remove parking fees and then cars would park in the correct locations removing the street parking that this consultation is looking to solve?</p>
12	<p>Banning cars from one road will move them to the next. The cars parked on the road in Aldermaston are not alongside houses. If this restriction is imposed, they may move to where there are houses, causing congestion and conflict.</p>
13	<p>I understand the need to change parking restrictions at times and welcome the consultation. As a liveaboard boater on the Kennet and Avon I have a regular association with Aldermaston Wharf, mooring at this location for two weeks at a time a few times per year. I also have an understanding of the life style and presence of others who live aboard. At Aldermaston there are a number of people who live aboard, some of whom could be considered as vulnerable. As someone who has lived aboard for 20 years I self identify as part of the GTR community (gypsy, Roma, traveller), a minority group that has protection under the Equalities Act 2010. Others may also consider themselves as part of this community. There are times when friction occurs between those that live locally in houses and those that live aboard. This can include around parking. When the canal was re-opened in the 1980s there were a number of parking places created to enable visitors and users of the canal to enjoy the new facilities. Over time these have been lost. In Aldermaston wharf the car park was lost to housing around 10 years ago, and the local tearoom now regard the car park as theirs and do not welcome non customers using it. There has been a long history locally of some residents in Mallard Way not being supportive of those that live on the canal, sometimes at the end of their gardens. Local canal residents have used Mallard way and Station road for parking for many years, since the estate was built. All the houses in Mallard Way have parking for cars on their drives, so parking in Mallard Way itself does not affect access to parking for residents. The presence of cars parked on the access road does slow traffic / make the road single file, but this enhances safety. I suspect the "campaign" to have parking restrictions applied is more associated with a desire by some residents of Mallard Way to victimise those that live aboard rather than a genuine need to restrict parking. The parking of cars in Station Road also slows traffic, making it less likely to be used as a cut through to avoid the roundabout on the A4 at busy times and making it safer to cross the road to access the station. The parking arrangements seem to work well and whilst this may result in some loss of revenue to the station parking provider, it makes use of public transport more cost effective and therefore encourages use of the train rather than driving. The proposed mid day restriction will affect weekday visitors to the canal - it is common to see cars with canoe roof racks parked in this street in the week. Please can you confirm that you have conducted a Public Sector Equality Duty assessment about these changes</p>

Ref	CONSULTATION RESPONSE
	and provide me copy? Does it consider the impact on the GTR community? Please re-consider these proposed changes at Padworth / Beenham and ensure that the council is not being used by a small handful of Mallard Way residents to victimise us in the liveboard community.
14	I am only talking about mallard way ( aldermaston) here but putting restrictions on on one part will push all the cars to park further on down the road in mallard way and that will be a nightmare- can you please then restrict parking to permits only across the whole street?
15	The cars in station road Aldermaston cause no real problems. They are packed on the road not on the pavement. . If they are banned from parking there, they will park around neighbouring streets. This will cause problems getting in the way of residents.
16	Station road parking in Aldermaston wharf is essential and not causing any problems. It will only cause people to park in residential areas
17	Plan BL74 & BM74 Mallard Way The proposal will not resolve the road safety issues and will worsen congestion. It makes no provision for displaced vehicle parking. Introducing no waiting on the corner adjacent to the flats and the electricity sub station will displace vehicles further along Mallard Way and cause even greater disruption to residents. Introducing No waiting restrictions on the northern side of Mallard Way will have no impact and has not been an issue in the past. It considers that the only viable solution is to introduce No Waiting restriction on both sides of the road along the entire length of Mallard Way from the junction with Station Road to a point to the east of 1 Mallard Way subject to the following: Alternative parking arrangements for narrowboat users be made since the majority of these are now used as permanent residencies, many of whom park light commercial vehicles, and use all of the available parking along Mallard Way particularly overnight and at weekends causing major disruption to residents in Mallard Way and Heron Way. There is vacant land available, and WBC owned, at the junction of Mallard Way and Station Road, which should be designated for resident parking/permit holders only at minimal cost. It is the Canals and Rivers Trust and their licensee of the narrowboat moorings who have caused this problem by dramatically increasing the number and nature of the narrowboat moorings and should make a significant contribution towards the cost of providing this alternative parking as should Network Rail who, through the introduction of increased parking fees, have displaced vehicles from the historically free car park to on street parking. It should also be noted that alternative parking for narrowboat users was available until the Canals and Rivers Trust was granted planning permission to redevelop the area around Aldermaston Tea Rooms and Wharfside.
18	This is specifically commenting on BL74 (Mallard Way) and BM74 (Station Road) as although separate proposals need to be considered together. I have been a resident of Heron Way, for 28 years so have firsthand experience of the parking situation. The introduction of "no waiting" in Mallard Way will make absolutely no difference as no-one parks on that side of the road. All parking, which the vast majority have narrowboats moored, is on the other side of the road. When parking is busy, and vehicles are travelling both ways, this does cause one of the vehicles to reverse some distance to allow the other to pass. The new restrictions (BM74) is highly likely to cause more congestion in Mallard Way as commuters will seek "free" parking further into the estate. A couple of potential alternative solutions could be to encourage

Ref	<b>CONSULTATION RESPONSE</b>
	commuters/narrowboat owners to park in the area on the right (down a slope) immediately as you enter Mallard Way. Also, since the railway car park introduced a parking fee the Car Park has only ever had a handful of cars utilising it. Should the local government approach National Rail to review the charging position and perhaps remove charges?
19	Cars parked in the areas highlighted do not cause any obstruction or danger to residents. This area is useful for parking when visiting the nearby flats on Mallard Way.
20	It will simply push cars out to the surrounding residential streets which are already congested.
21	It will push cars further into the residential area. Not helpful!
22	There needs to be parking by station
23	Time should be spent negotiating with train companies to reduce parking charges. Land is available at station. Rail tickets are expensive enough. Parking restrictions only displace the issue. If no parking in station road or mallard is allowed then people will just go to the next street and create the same problem there. It needs a solution not a knee jerk reaction.
24	I object to a specific part of the proposal. Which is the parking along Station Road, Aldermaston. I am a resident of Stowe Close, directly across from the area where the parking will be restricted. Our close was never adopted by the council due to the wrong lighting being put in by the builder, even though there was a bond for the development this was not used to replace the lighting correctly by the Council. As a result, there are no parking restrictions in Stowe Close. I believe that if commuters are unable to park on Station Road in the suggested place, it will move the issue to the entrance of Stowe Close where we are unable to enforce restrictions. There is only Audrey Court other than Stowe Close in the immediate facility, which has its own car park. Also, we want commuters to use Aldermaston Station as we don't want the station to be at risk of closing if commuters stop using it because they have to pay to park whereas at Midgham Station, the parking is free
25	There is a strong risk that amendments to parking regulations on Station Road in Padworth will exacerbate problems with parking in Stowe Close, which is private property. The problems which the scheme is designed to address would be better resolved by removing parking charges at the station car park - after all, that's where commuters are supposed to park. The car park is almost always empty since the charges were introduced, and therefore there would be little loss of existing revenue.
26	Object to the proposal to introduce restrictions on Station Road, Padworth. I live on Stowe Close which is adjacent to Station Road and have not had any issues over the last ten years. Providing on street parking to encourage the use of local facilities including the Tea Rooms and towpath is positive. Introducing restrictions on Station Road and Mallard Way will push cars into Stowe Close which will cause significant inconvenience to me and other residents and also potentially additional cost as we are responsible for the upkeep of this unadopted road

Ref	CONSULTATION RESPONSE
27	I am a resident of Stowe Close in Padworth which is not included on the plans within the application. Stowe close as exactly next to aldermaston station. Therefore, preventing commuters parking on Mallard Way and Station Road will more than likely push them onto Stowe Close which currently has no parking restrictions despite being a private close.
28	I am a resident of Stowe Close, RG7 4SF. I have serious concerns that the implementation of parking restrictions on Station Road by Aldermaston Station will encourage drivers to park their vehicles on our Close which is already overrun by cars and does not appear to be included within the council's parking restriction plans. We live at the very end of the Close and struggle to back into our drive. Any more cars parking here would make this impossible
29	Proposed parking restrictions on Station Road and Mallard Way in Padworth will merely transfer the parking to Swan Drive. I have lived in Swan Drive for nearly 30 years and every time there is an issue with Station Road, the parking is just transferred. There is no problem with the parking in Station Road. It is simply not an issue. Similarly there is no parking problem in Mallard Way. Hence you are proposing a solution to a non existent problem and your solution will actually create a real problem.
30	Closing parking in station road in Aldermaston will force cars to park in residential streets like swan drive. This would be more dangerous to pedestrians
31	Object as only moves the issue from Station road to swan drive where I live
32	This would only push the cars to park in the residential areas for example Swan Drive.
33	Cars will just park slightly further away - eg Swan Drive and block this access. Why not lobby GWR to make station free parking ?
34	This action will transfer the parking issues to Swan Drive RG7 4UZ. The simple answer is to make the parking at Aldermaston Station free of charge as it is at Woolhampton Station
35	To stop parking in Station Road will only increase parking in Swan Drive and further into Mallard. This just moves the problem and doesn't solve anything. Mallard is already congested with parked vehicles from canal boat residents. Parking in the station is not used to its full capacity, due to cost. Parking with a resident parking permit system may reduce local parking and prevent spillage into local streets but it seems extreme and an unnecessary cost. Is there a massive problem or just a handful of residents with a bee in their bonnet. Parking on Station road has always happened and is acceptable as long as not near the junction which is working ok since the yellow lines were introduced. The spare ground next to hag pit could be assigned properly - suggestion for boat users only with a permit or local residents ???
36	This will bring traffic into Swan Drive. It's bad enough when we get cars parked opposite our house and we cannot use our driveway properly.
37	I live in Kingfisher Close, Aldermaston Wharf. I believe that the restrictions in Station Road will have a detrimental impact on the surrounding residential roads.

Ref	CONSULTATION RESPONSE
38	<p>I live on a Canal Boat on the Kennet and Avon. I have read the above proposal and just have a small concern regarding the wording regarding parking in the Mallard Way and Station Road area of Aldermaston Wharf ( Padworth). As a "Continuous Cruiser", which means that I have to change location every two weeks, I often find myself having to park by the roadside in order to be in some sort of distance of my boat. One of these locations is the above mentioned area. Now I have always ensured that I park in a responsible and respectful manor to those who live in the area. I will not block access ways, driveways or pavements and completely understand that I have no priority over anyone else. I am writing to clarify your terminology regarding the parking in these areas. Where the document says "PROPOSED NO WAITING 12:30-1:30PM Proposal will address long-term parking and obstruction concerns for local residents caused by rail commuters for residents with limited or no off-street parking" for Station Road and "PROPOSED NO WAITING AT ANY TIME Proposal will address obstruction and road safety concerns for residents caused by rail commuters while still allowing some on-street parking for the local narrowboat community", Will these measures take into account visiting boaters, or just those who are paying for the moorings alongside Mallard Way. If these measures do allow visiting boaters to park, how will we indicate that our cars are justified to park in these areas?</p>
<b>ALDERMASTON WHARF (Plans BL74 &amp; BM74) - SUPPORT</b>	
39	<p>Parking in Mallard Way and Station Road in Aldermaston Wharf has gotten out of hand in recent years and needs to be brought under control</p>
40	<p>Live in Aldermaston. The road is currently dangerous and we have had many near miss incidents as well as a lot of aggression road rage incidents.</p>
41	<p>I'm a householder directly adversely affected by commuters parking on Mallard Way &amp; Station road, Padworth. Commuters' vehicles cause obstruction to all legitimate traffic and may act as an obstacle to emergency vehicles.</p>
42	<p>I have witnessed many near misses and agree parking should be restricted. Would also mean access is not blocked for emergency services.</p>
43	<p>Long term parking in Station Road means that street cleaners are unable to remove leaves leading to blocked drains and flooding across Station Road.</p>
44	<p>BL74 has the potential to simply push the restricted "parkers" further along into Mallard Way and (less likely) Heron Way. I would hope to see what restrictions there may be on such happening ; if it were to do so.</p>
45	<p>I think commuters should pay for parking in the rail car park and not clog up station road. However, as a resident in Stowe Close am concerned that people forced off of station road may try parking on Stowe Close instead. Therefore I would only support this proposal if council ensure people then do not park in Stowe Close.</p>
46	<p>Parking around Aldermaston station is a nightmare forcing commuters to park in Millard Way, as well as, Station Road. there is also a problem in the entrance part of Swan Drive which may be worsened if not included too.</p>

Ref	CONSULTATION RESPONSE
	<b>LAMBOURN (Plan J28) - OBJECTION</b>
47	<p>Regarding Plan Reference J28 I would like to object to the proposed scheme on the following grounds:- As a resident of Sheep Fair Way, Lambourn I and my neighbours have lived with the trials and tribulations of living next to a school for many years. I agree that the safety of the children is paramount and all measures to improve this is to be applauded. However it all comes down to half an hour at the beginning of the school day and half an hour at the end where chaos reigns. In general the chaos is mainly good natured. I think your proposals are unlikely to improve the situation. If anything you are just going to move the same problem to another location such as completely into Sheep Fair Way, further down Edwards Hill, into Close End or Greenways. These possibilities will be intolerable for the residents of these roads and the safety of the children will not be improved. Surely the sensible solution would be to re-open the school car park with an additional entrance/exit onto Greenways or Edwards Hill with a one way system in place. Vehicles could enter at one end and depart at the other with somebody monitoring that the vehicles only stop long enough to drop off or pick up their children. It is often said that parents should walk their children to school but of course this is totally impractical for a parent who has two children at different schools or a parent who has to get off to their place of work. I'm sure cost comes into this equation but I doubt that improvements to the school car park will be much different to all the road marking and signage required for the proposal. Finally I would just like to add that, unless a police officer is there morning and evening, a high proportion of parents will completely ignore the new restrictions proposed.</p>
48	<p>Regarding Plan Reference J28 I would like to object to the proposed scheme. The scheme proposed is pointless. Going by my experience, the parents will ignore it or do the same thing in another location. The problem is the school and it is surely their problem to solve. They could easily open their car park and then 80% of the problem would disappear. It is unfathomable why they decided to close the car park some years ago. Prior to this there was no problem. I think the scheme you are proposing should be scrapped. It would probably prove to be a costly waste of time and money.</p>
49	<p>As a resident of Edwards Hill, Lambourn, proposal J28 is the one I am able to comment on. While I agree that there are too many vehicles parked on Edwards Hill, particularly at School times, there is no point in adding additional restrictions to the area around the lane to Lambourn Primary School. There is no alternative parking for parents dropping off and collecting children between their working day. I imagine that the situation is no different close to any of the other schools, with more cars in use everywhere. In Lambourn there is a lower car park next to the lane up to school which is closed off to parents, presumably because the exit comes out onto the bottom of the lane used by the children. This may need to be looked at again. Also the congestion at the top of Close end is caused by the large number of vehicles belonging to the residents of the two social housing semis on the corner. I counted 7 vehicles one day last week, some on the grass and there are also two larger vans used by two of them for work. One of the vans is often parked in the Lambourn Centre Car Park. At the other end of Edwards Hill vehicles are sometimes left for days on end on the wrong side of the road close to the junction with Station Road. Vehicles trying to turn into Station Road then have to be on the wrong side and those coming up Station Road can't see them. Station Road, Bockhampton Road and the entrance to Old Station</p>

Ref	CONSULTATION RESPONSE
	Yard are equally congested. Please don't make thing any worse for residents or school runs.
50	Regarding parking in region of Lambourn school. Whilst a problem it does contain the issue to a relatively small area. Changes to 'no waiting' will only mean spreading the problem to a wider area. It will not stop parents collecting their children by car
51	This a very small village. We do not need parking restrictions here, and we do not want them. It is presumptuous and dictatorial for the council to impose on us things we do not want or need. You do not know what is best for us. If you impose these dictates on this village, where do you propose the parents wait to pick up their children or drop them off in the morning? In the side streets? That will cause worse congestion and a lack of safety. You are not accounting for the fact that not all primary school pupils in Lambourn can walk to school. People drive because they live too far away for a young child to walk to school, and they may perceive that as unsafe for many reasons, the cars being the least of them. Is a green woke agenda pushing this? Are you going to suddenly provide buses for small children to get to school? There will be a general election soon. Never forget who pays your wages: We do. Issues like this could lose you the vote at the next election.
52	Lambourn school doesn't have a car park open no more, some people have no choice than to drive their children to school as they have to go straight to work also some people live more rural like Sheepdrove that's a mile into the village how are they expected to walk to school with young children it's not safe with how fast cars go up and down there also people will then start using other housing estates to park there car like old station yard, Bockhampton Road so your just pushing the problem else where. You can not leave such a popular school with no car park and no parking near to it that's just absolutely ridiculous young children will then be put in more danger as people start parking all over the place!!
53	Re the Lambourn proposal. There is no need for these restrictions, as parking for the school is available in the school carpark (which should be reconfigured with an entrance away from the pedestrian entrance, as it used to be), at the Lambourn Centre and in the High St carpark, for those who NEED to park there. Other pedestrian options should be considered like a Walking Bus, encourage walking to school, staggered times for drop off/pick up, or a drop off only zone where children can exit the car and the driver moves on immediately. There is also various options to move the pedestrian entrance to the school, so that children could walk to school safely.
54	I object to this as it will make the parking worse as taking away current parking places to enable school drops will leave parents with nowhere to park which will force them to park inconsiderately. The school in lambourn should be responsible and provide a safe drop off and collection area which they already have a car park next to the road but they choose to keep it locked, if this was to be opened it would cause less congestion and make it safer, however a separate exit point to the car park to the road opposite (Greenways) would make the system so it could be a drive through, this would help road, children and people's safety and ease the issues surrounding the school. Restricting the parking further will cause more chaos and force vehicles to park and block properties and access nearby, at the moment it is manageable but this will worsen the situation.

Ref	CONSULTATION RESPONSE
55	The proposal to put double yellow lines and parking restrictions at school pick up and drop off for Lambourn School on Edwards hill and surrounding does not create a solution to the problem. It forces vehicles to park further down Edwards hill into Bockhampton Road. This may create another problem for vehicles turning out of station road onto Bockhampton Road with visibility seriously restricted and create issues with vehicle parking across dropped kerbs and driveways. A potential solution to the problem would be for the school to open the gates to the lower car park and usage of the lambourn centre car park or encouragement of walking to school and such methods as drop off points. You have not offered a solution to the issue and therefore a pushing it further down the road to please residents who chose to buy houses next to a school.
56	The parking restrictions in Lambourn will not solve the issue they will just push the cars to different streets, sane issues slightly different spots. They will also likely be ignored as they are on the high street making no difference. There is never any enforcement. The high street is very dangerous as is speeding in the village plus people parking at various junctions for very long periods - days to weeks. The council should prioritise looking at these dangerous areas first. School runs are for two brief periods a day, at the same times, not even every day. They can easily be worked around.
57	I reject the proposal for Lambourn as it will cause more chaos at school times. I believe it will create a bigger issue around the village and actually make it more dangerous for the children.
58	Reject roads in Lambourn having no waiting zones. There is no parking available.
59	Whether its there or somewhere else, everywhere in lambourn has parking issues. My myself need to get my other child to nursery and myself to work, if I can't pull up near the school for drop off, which takes a few minutes, we would all be late. People personaly park pretty sensibly, and no seen any unsafe driving during school pick up and drop off
60	It just moves the problem some where else
61	How are the restrictions going to be enforced .. also whilst in theory I support the restriction around Lambourn school you are just going to push the problem into the high street (which needs a review of its own! ). The high street is the biggest issue from a road safety perspective
62	If u put yellow lines at close end where will we park our cars and if we park somewhere else and if they get broken into will u pay the damages because it has happen before and when the school has a car park but they never open it up for the parents to use to take and pick up there kids from school they park all over close end because of it
63	The proposal for lambourn is not going to work, I walk most days but along with many others have to leave to go to work a couple of days a week and need to park as close as possible to allow enough time to drop children off and get to work/other schools in time. This plan will only cause more congestion on the high street and the other local roads. The cars parking on the hill slow other vehicles down, in stopping cars from parking near the school, this will allow the through traffic to go even faster than they already try and do.

Ref	CONSULTATION RESPONSE
	<b>LAMBOURN (Plan J28) - SUPPORT</b>
64	<p>I fully support the proposals as they all seem to be reflective of local safety or other concerns. I would make an amendment to the proposal for Lambourn as I am familiar with the parking situation and ask that the single yellow line parking restriction is extended further east down Edward's Hill to its junction with Station Road as the narrow nature of the road and its steepness as a hill make parking at school time dangerous down the whole stretch, especially for children crossing further down the road nearer to the station Road junction.</p>
65	<p>Plan Ref J28 - Lambourn Since Lambourn Primary School closed the gates to their on site car park parents and cars have been pushed out into the surrounding streets during drop off and collection times. This has raised the risk of a serious accident / fatality with children crossing in the vicinity of the junctions between Edwards Hill and Sheep Fair Way and Close End. The chaos with children and parents trying to cross at these busy junctions between parked cars is often compounded by stables exercising horses on the road as they to and fro from the gallops. Over the years residents of Sheep Fair Way have had several discussions with the school and councillors about reopening the car park. Its closure has significantly increased safety risks with the volume of cars, pedestrians (and at time horses) in a confined area immediately outside the school. I appreciate that reopening of the car park (with some suitable modifications to its configuration / operation) is not part of this consultation. It is however central to the parking issues and road safety around the school. The proposed road markings will help but the root cause of the issues relate to closure of the car park and the reluctance of the school to consider options to reopen and operate it in a safe manner. The school have essentially pushed the problem into the surrounding streets and intensified the risk of road accidents on Edwards Hill and the junctions with Sheep Fair Way and Close End. The extension of the road markings proposed in the consultation should help with reducing the chaos around the Sheep Fair Way / Edwards Hill / Close End junctions and in other surrounding areas. However, with the school car park closed, inevitably the problems will be displaced elsewhere. Some parents will of course ignore the new markings so it is important that parking and dropping off/collection is monitored and policed at least occasionally and restrictions enforced. In general I agree with the road markings as proposed. However there is one modification which I believe will reduce traffic chaos and safety risks significantly. Double yellow lines should be added to the section of Edwards Hill (on the school side of the road) from where the 'School Markings' end up to the junction with Greenways. This will open up the Close End / Edwards Hill junction enabling improved visibility for parents and children crossing the road. This will also help significantly with traffic movement. I appreciate that, as per the Highway Code, vehicles should not be parked opposite a junction but double yellow lines will reinforce that ethos</p>
66	<p>I live on Close End, Lambourn. <b>[Personal information REDACTED]</b>. Parking near Lambourn School during the school day narrows Edwards Hill and cars still race through it as a rat run to avoid a left turn in the Market Place and onto the High Street. Especially during rush hours. Morning rush hour aligns with morning drop offs at the school (8 a.m.- 9 a.m.). I will also draw attention to what I believe is a serious related issue that has arisen in the last 3-4 years. The school management closed the school car park around 3 years or so which has increased the number of cars parking on Edwards Hill narrowing the thoroughfare considerably. I believe their reasons were "to</p>

Ref	CONSULTATION RESPONSE
	<p>avoid safety issues in the car park". However, cars had to slow down considerably in order to access the car park from Sheep Fair Way so I do not believe that is a real issue. The effect has been to increase the likelihood of a more serious incident between children and parents with cars travelling much faster on the narrowed Edwards Hill. Local residents signed a petition to this effect over a year ago but nothing has been done. If West Berks Council can assist in making the school reopen the lower car park on Edwards Hill it can only help. Even with the proposed parking restrictions cars will still be travelling much faster on Edwards Hill when they reach the school area than they would be in the school car park if it was open. And finally, new restrictions will only work if they are enforced. We rarely see traffic wardens in Lambourn so increasing the frequency of their visits, especially soon after the new restrictions come into force, will definitely be needed in order to change driver behaviour.</p>
67	<p>Whilst I believe the safety of all pedestrians is of the up most importance as it will reduce the build of cars park along the road, so long as car drivers adhere to the rules of the road. How is the council going to enforce this measures? I believe this will move the problem to other roads by putting this in place. This doesn't resolve the bottleneck of significant pedestrian waiting outside the school gates overflowing across footpaths/roads during drop off and pick up. As the school does not utilise their carpark as an entrance for them.</p>
68	<p>I live near the area in Lambourn, the parking often blocks my drive and also blocks traffic from flowing. The cars parked on verge make it treacherous to cross and use the junction with Close End. Have seen children almost knocked down. Excellent initiative.</p>
69	<p>Number of parked cars near the school in Lambourn is increasingly dangerous with limited visibility and blocking junctions. Restrictions would make the roads much safer</p>
70	<p>I support the decision but would like to see further restrictions on parking moving down the hill onto Bockhampton Road and the cross roads from station Road and old station yard. I feel the problem parking now will just be pushed down onto an already busy cross roads and there is always cars parked on one side of the road anyway on station road that the safety of the children that walk to school and to the bus stops etc will just be pushed down the hill and actually potentially more dangerous.</p>
71	<p>In Lambourn the area around the school is very dangerous at drop off and pick up time in particular. Outside of that there are a lot of cars that park on the roads restricting visibility.</p>
72	<p>I support the Lambourn changes as it can be very difficult to pull out of those junctions due to parked cars. Also hard to get past the school with all the cars parked</p>
73	<p>Particularly regarding Lambourn, the proposals will address long standing issues</p>
74	<p>This refers to the Lambourn proposal. I fully support the proposal. The area around Lambourn School is highly dangerous with the number of parked and waiting cars. Pedestrian access is often blocked by waiting cars, road junctions are blocked and pedestrians are forced into the road by cars.</p>

Ref	<b>CONSULTATION RESPONSE</b>
75	The parking near Lambourn school is an accident waiting to happen. There is ample parking very nearby but parents seem to think its their right to park where they like and how they like.
76	My response is limited to LAMBOURN ONLY. I have no view on the other areas. Edwards Hill at Lambourn has tight access to many of the properties and any parking in the areas under review hinder safe access to properties and junctions. Inappropriately parked cars result in dangerous manoeuvres in the area and particularly at the entrance to the school.
77	I support the proposed changes in LAMBOURN because I am concerned about child safely in the vicinity of the school.
78	It is very difficult to drive down these roads due to car drop off parking and parents and children walk between the park cars onto the road and I have to be very careful driving here
79	People parking inconsiderately, especially at school drop off times, accident waiting to happen
80	Lambourn: It makes the school drop of area much safer for children as well as the horses which use the road to go to the yards in the mornings.
81	I support the proposed changes outside of Lambourn Primary school but I am concerned that this congestion will simply move to the nearby and adjoining streets. My daughter walks along Bockhampton Road which is already full of parked cars along the road. Often the junction of Bockhampton Road/Beales Farm Roads is congested with dangerously parked cars. Please can this be monitored?
82	The parking around Close End in Lambourn is dangerous all day but markedly so during school drop off and pick up. Illegal parking and parents too lazy to walk from within the village making it so. Also the residents on the corner of Close end park on the green verge and on an over the junction making it difficult for children to navigate and cross the road. Have seen many close shaves with children struggling to cross.
83	I am a resident in lambourn who lives close to the school and Edwards Hill. I fully support the plan regarding parking restrictions but me and the other residents of our estate are concerned that our estate will become over run with cars during pickup/drop off. We already have parents who park just inside the entrance and it causes chaos trying to access our estate. We have on many occasions asked them not to park there but are ignored. Im not sure who would be best to contact but we would like to have our estate considered and possibly added to the plan for parking restrictions.
	<b>LAMBOURN (Plan J28) - NEUTRAL</b>
84	I am referring to the proposals for Lambourn school. The parking at present is dangerous, however the school has a car park that I believe has been closed since Covid. As the school catchment area includes places that would not be within walking distance (no pavement roads) such as Eastbury and Upper Lambourn it is not practical to assume people will stop using vehicles. The proposal is not workable unless the car

Ref	<b>CONSULTATION RESPONSE</b>
	park is reopened. I should add that my children were at Lambourn School over 20 years ago, I am not directly affected by the situation.
85	We recognise that there may be some parents and/or children with disabilities who may need to park closer to the school entrance. There needs to be an area marked for 'coaches only' as the school regularly use coaches for trips so a designated area is required for pick up and drop off which may occur at 9am and 3pm in order to relate to the school day
<b>COLD ASH (Plan AU62 &amp; AU63) - OBJECTION</b>	
86	I can only comment about Cold Ash. I am concerned that by restricting the parking as described people will park on the Ridge and Ashmore Green Road . The Ridge currently has some intermittent double yellow lines which finish just past the sharp bend - this is extremely dangerous. The visibility on the bend is poor and as a result of the parking, in order to proceed along the ridge from the crossroads it is necessary to drive in the middle of the road - On numerous occasions cars which are driving towards the crossroads come round the bend really fast and it is lucky that no accidents have been caused . Some cars park on the double yellow lines which makes the situation worse- I have reported this to the school and west Berkshire roads. It worries me that if more cars park and more children and parents are walking on the Ridge it will increase the likelihood of an accident . If this measure is implemented I would suggest that there needs to be clear signage informing drivers about the sharp bend and perhaps a lower speed limit at key times of day . I used to have children at the school and I live on the Ridge and it was dangerous then - it is more now with increased numbers of cars parking and the school has increased in size. The same applies to Ashmore Green Road
87	In regards to the Cold Ash Hill submissions I strongly object to any changes which are fundamentally flawed. There is no provision onsite for parking or even pickup / drop off or one way entry / exit which is common to all schools. Teaching staff take permanent spaces in the school instead of allocating the space for a one way drop off and pickup system. The onstreet parking is needed without restriction for the following reasons: 1 - No other way to access the school as no public transport or school buses provided 2 - No parking or pickup / drop off provision made available to local authority school 3 - If removed cars will stop in inappropriate locations and parents forced to park further afield causing issues and massive increase of risk for health and safety of children and parents with the road There is no pedestrian crossing for the school or the playing fields despite the dropped curbs and resurfacing of the road. This encourages crossing of children into a 30mph road and no warning of requirement for drivers to stop creating a high risk unacceptable situation the responsibility of the council. Pedestrian crossings should be added asap outside the school and across the roads to the playing fields so safe for pedestrians and school children. If the objective is to improve traffic flow to comply with statutory emission and air pollution laws then the numerous traffic calming / obstructions in the road which block the traffic in the morning and evening peak periods. As a result this causes congestion and any emergency services would be impeded to any time critical medical emergency, fire or police incident. The road also gets totally gridlocked as the design means stationary traffic extends beyond each obstruction. I observed the data collection devices in the road and your data approach will validate these observations. To make it clear the illegal traffic calming obstructions in the lanes are the cause of the problems NOT parking for drop off and

Ref	<b>CONSULTATION RESPONSE</b>
	<p>collection at the school. Even the regular slowing down and atop / start from 30 to zero releases so many brake and tyre particulates as well as exhaust emissions into local schools on the road and pedestrians. This is illegal and they should all be removed and the road resurfaced immediately. My summary is that the motivation of this change is for a certain demographic of older drivers want any impediments to be removed be it cars temporarily parked or school children and pedestrians in the road rather than the health and safety requirements of our most vulnerable residents being the children who have no voice. Have they or the school been consulted? Where are the risk assessments I do not see being conducted. The emissions and pollution surveys and air quality collecting monitors which have never been installed or used despite being a primary school on a main road? Have lawyers been consulted as laws and national regulations are not and have not been followed. Suggest starting from scratch with a comprehensive analysis with all factors and legal requirements being adhered to.</p>
	<b>COLD ASH (Plan AU62 &amp; AU63) - SUPPORT</b>
88	<p>I would only like to comment on only two and those are those in Cold Ash AU62 and AU63, which I fully support. This is my opinion and not that of Cold Ash Parish Council as a whole. I have no comment regarding any of the other proposals</p>
89	<p>Specifically regarding the proposals for Cold Ash Hill near St Mark's school I support these proposals as the current arrangements create unnecessary traffic around the school. This must make it difficult for the crossing patroller to enable children to cross the road safely.</p>
90	<p>Specifically the removal of parking outside St Marks school is a good thing and wholeheartedly support this.</p>
91	<p>I support the cold ash proposal for removing parking spaces as during school run hours, the parked cars anger drivers which as a result they then pull away too quickly, or are encouraged to make riskier driving decisions in order to get around the cars ahead of oncoming traffic. I have witnessed significant road rage incidents on multiple occasions as a result of school run parking. These spaces are rarely used, if ever, outside of school run time</p>
92	<p>I support the proposals in Cold Ash. Traffic during key morning hours are terrible. Traffic does not flow, leading to a build up of traffic and then risks being taken by drivers to avert or pass through. It would be more sensible and safer to continue to make parking available away from the main road and walk. Car parks at the Hall, church, two pubs are available and should be plentiful. New parking restrictions on the Ridge corner would also be extremely beneficial for the same reasons. Worse still, this location does not have adequate kerb side walking. Not only are cars parked in the road but people are also walking IN the road as a result. As a local resident, I have witnessed several near accidents where traffic has had to avert danger as a result of trying to manoeuvre around parked cars. I am very surprised nobody has yet been seriously injured. An accident waiting to happen, Fully support both sensible provisions.</p>
93	<p>I regularly commute through Cold Ash and support restrictions around St Marks school.</p>

Ref	CONSULTATION RESPONSE
94	Au62 and au63 cold ash cause more traffic jams in peak hours and need to be removed. As the traffic builds in the years ahead this will only become worse.
95	Sensible amendments for safety
96	all very reasonable
<b>COLD ASH (Plan AU62 &amp; AU63) - NEUTRAL</b>	
97	I fully support the extension of the parking restrictions on Cold Ash Hill by St Mark's school as the parked cars pose a serious danger to pedestrians, removing these spaces will support and maximize the safety the lollipop lady provides. However, as a local resident (Walters Close, RG18 9PU) I am concerned about the domino effect this will have on the parking in my residential street- which currently has no road markings allowing unrestricted parking.
<b>PANGBOURNE (Plan BT37) - OBJECTION</b>	
98	I object as there isn't any parking in the centre of Pangbourne if you want to quickly pop into Londis at the corner of Horseshoe Road without having to pay for a car park space. Remove these two spaces and you'll just get more people parking on double yellow lines. The car park at the front of shop was taken away in 2010 for no reason at all and ever since then the most convenient place has always been the two spaces on Horseshoe Rd right next to the shop and the other two spaces in front of 4-6. I have no problem with this resident getting a driveway built but there is NO need to remove both spaces. Keep the space in front of No4. There is also need for there to be yellow lines in front of a driveway. I don't have them and neither does anyone else on this road all the way road. Mark it with a white line like the rest of us have.
99	Pangbourne already has too little free parking spaces for people using the shops. Shops there are competing with shops in Tilehurst where there is plentiful free parking for up to 30 mins at least. Removing a space on Horseshoe Road to provide a resident with a driveway makes this worse, simply to enhance the value of that resident's property value and make life a bit more convenient (there is plenty of permit parking on Horseshoe Road so they're assured of a space as a resident there).
100	I object to the proposal in Pangbourne. There is very limited parking, especially now that the car parks charge 24/7. this will accelerate the destruction of Pangbourne as a shopping centre. The benefi of all outweighs the wish of no. 6 to have a dropped curb.
<b>PANGBOURNE (Plan BT37) - SUPPORT</b>	
101	Opportunity for off-road parking at my property. I ( <b>Personal information - REDACTED</b> )
102	The amount of illegal parking in Pangbourne is a majorv problem. Increasing the restrictions will not solve the problem UNLESS THE SITUATION IS ADEQUATELY ENFORCED, WHICH IT IS NOT. The enforcement officer is so rarely seen in PANGBOURNE. When they are presnt they spend more time in the official car parks than they do on ON STREET PARKING offences. This needs to be addressed. The NO LOADING restrictions in Pangbourne village are NEVER ENFORCED

Ref	CONSULTATION RESPONSE
103	No issues with Pangbourne changes
104	I support the action to change the parking on Horseshoe Rd Pangbourne. This is a very busy corner and removing street parking will make this corner safer for pedestrians
<b>THATCHAM (AV76) - OBJECTION</b>	
105	Specifically on plan AV76 I don't support any restriction past restriction at junctions. There is already sufficient restriction to allow busses safe passage with restrictions on one side of the road. There are parking demands and removal of parking to houses that front onto Urquart road will force cars onto side streets that already have demands.
106	The 'no waiting' proposal for Urquart Road into Coldstream Way outside the Community Centre will cause problems as cars currently use the side of the road opposite the centre to park and it will lead to cars parking outside houses in Coldstream Way (namely numbers from 17 to 3 ) which is already experiencing problems with cars taking spaces (mostly to enter the park to walk dogs). However I am ambivalent about the no waiting proposal along rest of Urquart Road as it does not affect me, but expect further objections to this may be forthcoming! I think it is only right and fair that the Council write to every home in the proposal zone as some may not have seen the parking review plans
107	I object to the restrictions on Urquhart Road, as many houses do not have many parking spaces and all the side streets are already full of cars. The road was made deliberately wide to ensure cars can park on one side and two vehicles can pass.
108	I am objecting to the introduction of the no waiting areas on Urquhart roads and Braemore close. I have been a resident of Hussars drive for the past 9 years and have not once witnessed the progress of busses been affect such that would warrant such a change to our roads. Notably this road is wide enough for three cars abreast. This alteration will drive cars into neighbouring roads where there is just about enough parking consequently making it so there won't be enough parking. Knock on effects being that the narrow roads off the Urquhart road will not be able to accommodate deliveries or moving vehicles. This change is completely unnecessary and will waste taxpayer money when it would be better spent in tackling actual issues like child safety in crossing Station road for kids going to Kennet school or the madness every morning on Spurcroft road as people drop their kids off at Spurcroft school. Can the council use it money to tackle actual issues which are a problem in our area rather than fictitious ones
109	I currently live at <b>[REDACTED]</b> Urquhart Road. The planned proposal for the no waiting/stopping zone will make it impossible for residents to park as there is already a high volume of cars and it will make it impossible to park. I have lived here my whole life and buses from what I see on a day to day basis do not have an issue with it. At maximum one in three buses will have to wait for approximately 10 seconds if there is a car parked and it lets on past.

Ref	<b>CONSULTATION RESPONSE</b>
110	Not necessary and does not add value to the residents. It's also insulting and a waste of resources to run a consultation when this will proceed anyway
	<b>THATCHAM (Plan AV76) - SUPPORT</b>
111	I support these proposals, which aim to enhance the safety of all road users and ensure the safe passage of our public transport.
	<b>THEALE (Plan BV59)- OBJECTION</b>
112	My only objection is for the extension in Theale at Arrowhead Road. A lot of the current free parking is utilised by staff who work at Westcoast Ltd and Southern electric as there is simply not enough parking spaces within the compounds. By extending, you are forcing people to get fined. Unless the free parking time is between 8am and 6PM, with no 2 hour max wait time.
	<b>THEALE (Plan BV59) - SUPPORT</b>
113	We are writing to offer our full support to the proposed parking amendments on Arrowhead Rd. We are writing on behalf of 10 Tenants on Kennet Weir Business Park The chaos caused by people parking along the river side of Arrowhead Rd outside Kennet Weir Business Park must be stopped. Cars park there and prevent access for large lorries and causes traffic along the road. Furthermore, the road seems to have become a place for camper vans and caravans with people permanently living in them so the restrictions would be most welcome to prevent people living on the highway Thank you for proposing these changes, it will make a huge difference to the businesses here.
114	There have been caravans and camper vans on Arrow Head road for years, they do not have road tax or insurance and the occupants urinate on the road and local area theres a continual stench where our employees work. We are struggling with recruitment and when we bring people to site all we have is this eye sore. We are a business why should it be any different to residential areas?
115	Arrowhead Road Theale. Along with the proposals, I would like to see them extended to the Eastern end of Arrowhead Road, where LGV's tend to park all day in the 2 hour restricted parking zones , making the left turn into Arrowhead Road from Station Road very difficult for LGV vehicles
116	My office is on Arrowhead Road Theale, RG7 4AD Just past the old John Lewis Depot. For a long time now, we have had numerous vehicles some look to be abandoned while others are being used a residence some without number plate and others with, I have noticed vans with small generators being used for heat and power these are at times on the public footpath. Someone had a cable coming out of the lamppost across the path and into a van. ML59 GZK and SL53 WGU are two vehicles in particular the others have no registration plates. This is a busy road with many articulated vehicles servicing the businesses which at times are struggling to get through causing the road to become blocked. This is accruing from where the road bends by the old John Lewis Depot to the end of the road, the bend by the John Lewis building is a dangerous blind spot caused because vehicles are left around this bend making it a single lane many

Ref	<b>CONSULTATION RESPONSE</b>
	times, we hear vehicle skidding to a stop and horns blasting. Can this situation please be sorted before some gets hurt either by RTA or welfare issues.
<b>BUCKLEBURY (Plan AZ67 &amp; AZ68) - OBJECTION</b>	
117	I am generally uneasy at the continuing efforts of WBC, and authorities elsewhere, to make life as difficult as possible for the motorist. I feel there is a limit to the restrictions that are placed on the free movement of traffic, in a society that, like or not, is heavily dependent upon the private motor car. I specifically object to the restrictions proposed in plans AZ67 and AZ68, on the link road between Harts Hill Road and Burdens Heath. I object on the following grounds. 1. The proposal includes the suggestion that the presence of parked cars acts "as a speed reduction measure". Exactly so. Therefore I would suggest that reducing the volume of parked cars will do the opposite - lead to an INCREASE in speeds. 2. The parked cars forming the majority in this road are to do with the three small businesses operating or based in this road, a vehicle servicing garage, a vehicle body repair shop and a roofing business. As a resident of the village, I am pleased that we have small, practical businesses such as these and I believe that Bucklebury Parish Council is wrong to request a measure which will have some degree of negative impact on them. As a frequent user of the road in question, both on foot and as a driver, I do not feel that there exists any real issue in need of addressing
<b>BUCKLEBURY (Plan AZ67 &amp; AZ68)- SUPPORT</b>	
118	Parking is becoming a problem generally. However, I think that you should also look at the congestion caused by parking at Chapel Row caused by patrons of The Bladebone Inn and the Blackbird Cafe. Cars often park along Hatch Lane blocking the view of on-coming traffic from the Kiff Green direction.
119	I am District Councillor and Resident of Bucklebury Ward. The restricts proposed have been discussed at Parish Council, Local Residents and Businesses and were voted for by Bucklebury Parish Council. I fully back the parking restrictions proposed.
<b>GREENHAM (AN79, AN80 &amp; AO80) - SUPPORT</b>	
120	The parked traffic in and out of Woodlands View is blocking access to Greenham Road as well as access to the estate for large vehicles
121	In greenham at the willows school, people park on pavements, disability lower kerbs, outside along the road causing horrendous traffic problems.
122	In reference to AN80 and AN79 these are dangerous junctions with cars frequently parking close to the main road and causing problems both for the local school and other pedestrians using Greenham road. Arguably the no waiting at any time needs to extend further down both roads to create clearer pathways and avoid cars clogging up these roads as they attempt to find limited parking. By removing some of these on-street parking options would encourage some to walk rather than drive to school having additional benefits for the local community as well.

Ref	<b>CONSULTATION RESPONSE</b>
	<b>MISCELLANEOUS COMMENTS ON THE ISSUING OF PERMITS REFERRED TO IN THE PROPOSED ORDER - OBJECTION</b>
123	I oppose the extension of zone H1 in Hungerford to include Bridge Street and The Croft. These roads already have time-limited parking constraints to avoid people parking long term, allowing residents plenty of access. There is no issue parking in these areas day or night as plenty of space remains. However these areas - especially The Croft - are critical for visitors to the Hungerford Nursery School, the Croft Hall, and the Church. This change would have an extremely detrimental impact on these critical parts of Hungerford life.
124	How can Denmark Road be included in a residents permit scheme when it is a private road / existing parking is on private land?
125	There needs to be parking at hungerford Croft for nursery, doctors, dentist & library services making totally residential will impact school runs and make life miserable
126	Parking in Hungerford is rate enough and will push car users to park in the tesco car park causing further congestion on the high street . Parking restrictions at the croft hungerford does not recognise the facilities available here, such as the doctors, the croft hall, the church the tennis club, the bowls clubman of which are used by people with mobility challenges. Increasing Parking restrictions will reduce accessibility to these facilities
127	(1) I am in general support of the proposal. However, I do not understand the inclusion of the following "Private Streets" in E1 Zone within this new parking order. Junction Terrace, Aston Road, Denmark Road & Orts Road are all categorised as "Private Streets" on the West Berkshire Road Maps (ie - Tracks/Roads that are neither Private nor Adopted). I can presume that the intention is that residents of these "Private Streets" will now be permitted to purchase Residents Permits in the E1 Zone. (2) To be honest there is already severe pressure on E1 Parking in Hambridge Road with all "parking slots" already fully occupied from around 5pm to 8am every evening & through the night. We also have an "abandoned car" opposite our house (44 Hambridge Road) for the last 10 weeks which takes up an additional 1.5 parking slots. It has been reported to both the Thames Valley Police & West Berkshire Council but I understand that the legal process may take months! (3) In summary, we support the proposal apart from our concern that the E1 Residents Parking Zone is already fully occupied! (i.e. There are already more permit holders than parking slots.) Hence it is unclear where additional permit holders (Residents from Junction Terrace, Denmark Road, Orts Road & Ashton Road) will park unless the council releases additional parking locations for residents permit holders.
	<b>MISCELLANEOUS COMMENTS - OBJECTIONS</b>
128	I object to some of the proposals as again there is limited provision for people trying to park in town. As part of these proposals you need to show where you are increasing options, not only removing options.
129	Adding to or increasing the parking restrictions will only be viable if you have the Budget to hire a significant number of additional traffic wardens to enforce them and can find a way to issue PCN's not only to drivers in town who ignore them but who also park on the pavements. e.g Vehicles, (including taxis I might add) regularly pull up on

Ref	CONSULTATION RESPONSE
	<p>the pavement at the clocktower which has double yellow line road markings. Vehicles can be observed regularly parking on the Yellow lines and the pavement within 10 metres of junction of St Michaels Road and Bartholomew street whilst they pop to the shops opposite. This not only obstructs pedestrian access but contravenes the highway code on more than 1 level, yet there is a noticeable absence of traffic wardens to enforce this I suspect the whole exercise is, in fact, just a thinly disguised revenue raising attempt by WBC. If the car parking charges were not so high people would use the car parks more frequently. Currently people wishing to visit business premises on Bartholomew street from Market street up to Black boys bridge can use the laybys free for 30 mins to 'pop in' If you make these resident only parking or remove them altogether this is going to have a dramatic effect on footfall to those businesses. Where is the evidence to support these moves, i.e. road traffic surveys etc or is this, as I suspect part of the Councils 'Grand plan' to remove all vehicle access to Newbury Town centre and only allow pedestrian and Cycle access and in the process place the already struggling businesses under even more financial pressure</p>
130	<p>I am writing to express my firm opposition to the proposals outlined in Parking Review 36. These plans—reducing parking spaces, expanding restrictions, and introducing no-waiting zones—are yet another example of West Berkshire Council pushing through deeply unpopular measures under the guise of “consultation.” Let’s be clear: this is not meaningful consultation. It is a box-ticking exercise. Time and again, residents raise valid concerns, only to be ignored as the council proceeds with its predetermined agenda. This review is no different. The proposals are ill-conceived, unfair, and out of touch with the realities faced by the majority of residents. Reducing parking and increasing restrictions will disproportionately impact working families, carers, the elderly, and those with mobility issues—people who rely on their vehicles because public transport outside major towns is unreliable or non-existent. These changes will make daily life harder, not easier. Moreover, this review reeks of a revenue-generating scheme. The council appears more interested in issuing fines than in serving the community. At a time when many residents are already struggling financially, introducing more punitive measures is not just tone-deaf—it’s exploitative. I urge the council to abandon these proposals and start listening to the people it claims to represent. We need practical, inclusive transport policies—not ideological experiments that punish the many to serve the few.</p>
131	<p>I object to the changes in Newbury on the basis that some areas of Newbury should also be included. This may appear strange but it there are areas of West Fields which should also be included which are not. The reason I am objecting however is that when other areas have parking restrictions then people will find other areas to park where there are no restrictions. This has become very clear with changes in parking at the Council with more and more Council staff and shoppers clearly parking in Craven Road and others areas of West Field where there is limited or no parking restrictions making it harder and harder for residents to park. Therefore my objection in relation to the Newbury situation is that it does not go far enough.</p>
132	<p>It is very disappointing that the situation in Berkeley Road has not been addressed. Residents suffer in this road, due to the high number of restriction free parking spaces. Residents cannot get parked due to the number of free spaces being treated as a car park. When Sovereign Housing exited the town it was immediately noticeable how much easier it was to park. now we have lots of West Berkshire Council staff using our street as a car park - they should take their lanyards off. Why must residents pay for</p>

Ref	CONSULTATION RESPONSE
	parking permits when the council gives our street to free parking. the proposed suggestions are inadequate - only addressing need in a very few areas.
133	The areas around shops and deliveries that cause the problem have not been addressed. Instead you are targeting individuals when a larger problem is Lorries making deliveries in large articulated vehicles, on our smaller roads. Not individual cars. The reason behind this is not specific enough to each individual area for me to support this. It feels like a pointless expensive exercise that isn't tackling bigger issues such as inappropriate behaviour in parks and on streets, crime, pollution to area with littering and fly tipping.
134	How are you going to encourage people to use public transport if you can't provide adequate parking for them. I notice now that I can rarely get a parking space at the railway station car park because wbc have reserved whole floors for their staff. So I am forced to look elsewhere. This will be the same all over the district. You will just push the "problem" not solve it.
135	These changes seem to be a change for the sake of changing. The cost of the changes planned seem to be poorly thought though based on the challenges of money within the council currently. Surely, this money could be used to support essential services rather than changes to parking structure
136	I don't object per-se to formalising existing no parking and no stopping proposals to ensure junctions and thoroughfares are kept clear, however I do have object where it causes further inconvenience to disabled drivers, more specifically where the driver on their behalf, there doesn't appear to be a provision of the ability to drop-off a mobility-impaired person at a convenient location so as to reduce the distance to walk to their target location. I wish to see clarification and amendment to include Blue Badge holders in stopping zones that is afforded to busses and taxis. I object to increasing creep of parking permit zones. It is prohibitive to residents and their visitors, it moves parking congestion from one area to wider areas.
137	I am writing to express concerns regarding the potential implementation of a Controlled Parking Zone (CPZ). It is anticipated that implementing the CPZ will lead to an overspill of parking into non-CPZ zones. Furthermore, current residents do not widely report parking as a significant issue. In addition, this measure will negatively affect local businesses by making it more difficult for customers to park close by, which could cause their trade to suffer further.
138	Teach children the highway code, that way many fewer will be injured on the roads. All these prohibitions are stated to be for "safety concerns". Where is the evidence that the current arrangements are unsafe? What is the accident rate? Just another load of LibDem anti-car bias.
139	Do not stop people parking near the central area, the town needs people to be able to access the centre for the shops and businesses to survive. It is acceptable to make some safe areas near schools and junctions though.
140	There aren't enough parking spaces in the area and there are too many confusing restrictions.

Ref	CONSULTATION RESPONSE
141	Free street parking encourages people to visit places like Newbury
142	Permit parking just pushes the parking problem to surrounding roads. Residents should be parking on their driveways or in garages.
143	There needs to be more on street parking available not less. Our businesses are dying because people cannot find parking so go elsewhere
144	Parking in Newbury is already too difficult and expensive.
145	This is non essential work and the council has not got a good enough financial position to spend money on it.
146	There is no parking for the people that can't walk to the school. Parent that have to then go to work
147	Many of the areas have no available parking for visitors with no alternative areas except those that cause congestion in busier areas.
148	We're are we supposed to park vechile tax insuranced some only park few days then move we spend money in local shops mill lane Newbury laundrette are you trying to close these business down
149	Because of an accident I cannot walk very well ! I use the butchers , the chemist and the Co opp frequently! the co op car park is always full! I I am an OAP
150	There is already not enough visitor parking in these areas
	<b>MISCELLANEOUS COMMENTS - SUPPORT</b>
151	People living in the effected areas should have priority for parking. I would like to extend the restricted parking area in Craven Road west beyond the current zone. This area is heavily used by personnel working in town for free parking.
152	I am a resident with a SW2 permit. There have been opening of new rental properties in the area over the last few years meaning that there is an increased demand for spaces in the area. Combine that with the fact that there are copious amounts of people using the spaces for 60 minutes. Often parking is unavailable. As a resident this can be frustrating.
153	Provide safer environments for local residents. Ensure those residents themselves then have somewhere to park.
154	Too often there are vehicles parked on the road obstructing the roads making cycling more dangerous. Increasingly, this offence is carried out by delivery drivers. They seem to drive as they please, park as they please, as long as it is convenient to them with no regards to other road users.
155	As a Newbury resident that lives in a road with an Infant school, I understand the importance of ensuring residents are prioritised for car parking and that roads are

Ref	<b>CONSULTATION RESPONSE</b>
	made as safe as possible for children. I also understand the need for the residential parking areas in the other streets listed.
156	Although not directly affected by the proposals, safety must be the top priority in restricting parking particularly near schools and junctions.
157	sensible precautions and improvements
158	Currently we experience parking by non residents restricting availability for residents
159	Safer for cyclists. More space for people with children (push chairs)
<b>MISCELLANEOUS COMMENTS - NEUTRAL</b>	
160	This is a flawed survey. The proposals stretch from Lambourn to Pangbourne yet the survey asks a simplistic question "Do I support the proposal?" Which one? Surely the question should be asked: which of these proposals are the comments about? Then ...do I support it? This is an example of lazy thinking. It undermines confidence in consultation as the results will not be a valid reflection of what the public think about each proposal
161	I don't have a car, nor live in any of these roads - but would ask that any parking restrictions takes into account the safety of pedestrians and ensuring sufficient pavement space for buggies and wheelchairs.
162	Traffic safety is very important, and restrictions to protect junctions are necessary. On the other hand, without detailed maps of the affected areas, I am unable to assess the potential impacts on any local businesses caused by a strict 'no waiting' policy.
163	It willnot directly affect me
164	It doesn't matter what I say or do, West Berks will do what they like.

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