

Notice of Meeting



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Resources and Place Scrutiny Committee

Tuesday 12 May 2026 at 6.30pm
in the Council Chamber Council Offices
Market Street Newbury

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Date of despatch of Agenda: Friday 1 May 2026

For further information about this Agenda, or to inspect any background documents referred to in Part I reports, please contact Stephen Chard (Democratic Services Manager) on (01635) 519462

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WestBerkshire
C O U N C I L

Agenda - Resources and Place Scrutiny Committee to be held on Tuesday 12 May 2026
(continued)

To: Councillors Carolyn Culver (Chairman), Ross Mackinnon (Vice-Chairman), Antony Amirtharaj, Jeremy Cottam, Laura Coyle, Erik Pattenden, Christopher Read, Richard Somner and Howard Woollaston

Substitutes: Councillors Adrian Abbs, Dennis Benneyworth, Paul Dick, Billy Drummond, Alan Macro, David Marsh, Geoff Mayes, Biyi Oloko and Clive Taylor

Agenda

Part I

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1 Apologies for Absence To receive apologies for inability to attend the meeting (if any).	1 - 2
2 Declarations of Interest To remind Members of the need to record the existence and nature of any personal, disclosable pecuniary or other registrable interests in items on the agenda, in accordance with the Members' Code of Conduct .	3 - 4
3 Items called-in following the meeting of the Executive on 19 March 2026 and the Individual Decision on 27 March 2026 To consider the items called-in by the requisite number of Members following the meeting of the Executive on 19 March 2026 and the Individual Executive Member Decision on 27 March 2026.	
a Called-in report - EX4761 - Response to Council Motion: decisions following public consultation To consider the call-in request to review the Executive decision concerning the response to the Motion presented to Council on decisions following public consultation.	5 - 16
b Called-in report - ID4628 - Parking Review Amendment Order No 37 (Lower Way in Thatcham) To consider the call-in request to review the Individual Decision concerning the decision in relation to Lower Way in Thatcham.	17 - 104
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Agenda - Resources and Place Scrutiny Committee to be held on Tuesday 12 May 2026
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| 5 | Environment Strategy Annual Report
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| 7 | Task and Finish Group Guidance
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Sarah Clarke.

Sarah Clarke
Executive Director - Resources

If you require this information in a different format or translation, please contact
Stephen Chard on telephone (01635) 519462.

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Agenda Item 1

Resources & Place Scrutiny Committee
12 May 2026

Item 1 – Apologies

Verbal Item

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Agenda Item 2

Resources & Place Scrutiny Committee
12 May 2026

Item 2 – Declarations of interest

Verbal Item

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Item Called-in following an Executive Decision: Response to Council Motion: decisions following public consultation

Committee considering report:	Resources and Place Scrutiny Committee
Date of Committee:	12 May 2026
Portfolio Member:	Councillor Vicky Poole
Report Author:	Stephen Chard
Forward Plan Ref:	EX4716

1 Purpose of the Report

- 1.1 This report presents the call-in request submitted on 26 March 2026 for the Resources and Place Scrutiny Committee to review the Executive decision (EX4716) of 19 March 2026 concerning a response and action to a Motion presented to Council on 16 October 2025.
- 1.2 The call-in has been submitted in accordance with Part 6.9, Paragraph 13 of the Council's Constitution.

2 Recommendations

- 2.1 In accordance with the call-in request dated 26 March 2026, it is recommended that Members of the Scrutiny Committee review the Executive's decision (EX4716) of 19 March 2026 in relation to the response and action to a Motion presented to Council on 16 October 2025.
- 2.2 The Resources and Place Scrutiny Committee may determine:
 - (a) To let the decision stand; or
 - (b) To state its views on the matter and refer the decision back to the Executive.

3 Supporting Information

- 3.1 At the Council meeting on 16 October 2025, a Motion was presented advocating that an explanatory statement should be published when a decision is made that is contrary to the option preferred by public consultation. The Council referred the Motion to the Executive for more detailed consideration.
- 3.2 At the Executive meeting on 19 March 2026, the Executive considered a report setting out the proposed response to the Motion and rationale for it. Following debate with the opposition, the Executive resolved to approve the recommendations:
 - (a) That the Executive is informed that The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 require local authorities to provide a record of relevant decisions, the reasons for decisions and any options considered but rejected.
 - (b) That the Executive resolves to strengthen how the outcomes of consultations are reported through the Council's consultation database.
- 3.3 On 26 March 2026, Councillors Ross Mackinnon, Dominic Boeck, Paul Dick, Paul Kander and Richard Somner put the Monitoring Officer on notice that they wished to call in this decision. They stated:

In our view the Executive report's recommendation is based on a flawed analysis, in particular:

5.6 The Council's web-based database provides a comprehensive overview of consultations undertaken, providing details of the background, any proposals, the implications and impact, how somebody can contribute and what will happen following the consultation. However, it's not possible to see at a glance, looking at the list of consultations, what the broad outcome was in relation to the public's feedback. This can be easily rectified by categorising each consultation with an outcome as follows:

- (a) Proceed - modified: proposal amended following consultation feedback.*
- (b) Proceed - unmodified: implemented as originally proposed following consultation.*
- (c) Did not proceed – this may be linked to the consultation or for other reasons.*
- (d) Decision pending: yet to be determined.*
- (e) No decision required: not linked to a specific decision but providing contextual feedback that informs future service delivery.*

The proposed categorisation does not provide clear information of which decisions have been made contrary to the option preferred by public consultation.

Also flawed is the conclusion in 6.2:

It would be possible for the Council to issue an additional statement setting out information relating to the decision, the alternative options considered and the rationale

Item Called-in following an Executive Decision: Response to Council Motion: decisions following public consultation

for that decision. However, this option was rejected as it represented duplication of information already made available to the public.

The information requested by the Motion is not duplicated anywhere else in an easily accessible format.

We propose an alternative course of action, being that the Executive resolves to accept the original motion and that a short statement be posted on an appropriate page of the Council's website when a decision is made that is contrary to the option preferred by public consultation.

Background - legal and constitutional points

- 3.4 The role of a Scrutiny Committee includes both developing and reviewing policy and holding the Executive to account. A Scrutiny Committee may not however discharge any functions other than those conferred on it, and whilst it is perfectly proper for a Scrutiny Committee to offer advice and recommendations to an Executive decision maker, in law, responsibility for an Executive decision is that of the Executive.
- 3.5 Statutory Guidance confirms that pre-scrutiny of a proposed Executive decision might consist of (inter-alia) seeking the views of local stakeholders and interested parties, and advises that the Executive should take into account any views expressed by an Overview and Scrutiny Committee when determining their final decision. The Executive is not however limited to consideration only of the views of a Scrutiny Committee, and may take into account other factors in its decision making process and make other determinations as it thinks fit.
- 3.6 Legal provisions in respect of Call-in are set out at Section 9F of Part 1A of the Local Government Act 2000 and reflected within the Constitution (Part 6.9). The options available to the Resources and Place Scrutiny Committee are:
 - (a) To let the decision stand; or
 - (b) To state its views on the matter and refer the decision back to the Executive.
- 3.7 The Resources and Place Scrutiny Committee may make other recommendations as a result of the Call-In to relevant bodies, which shall be considered **after** a decision has been reached on the Call-In.

4 Appendices

- 4.1 Appendix A – Executive Report (EX4716) - Motion to Council: decisions following public consultation (inclusive of Motion presented to Council on 16 October 2025).

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Motion to Council: decisions following public consultation

Committee considering report:	Executive
Date of Committee:	17 March 2026
Portfolio Member:	Councillor Vicky Poole
Date Portfolio Member agreed report:	22 January 2026
Report Author:	Martyn Sargeant, Service Director – Strategy and Governance
Forward Plan Ref:	EX4761

1 Purpose of the Report

- 1.1 To consider the response to a Motion submitted to Council on 16 October 2025, which proposed ‘that where a decision is made contrary to the majority of residents’ opinions via a public consultation, then an explanatory statement should be made explaining the reasons for doing so’. A copy of the full Motion is attached as appendix A.

2 Recommendations

- 2.1 That the Executive is informed that The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 require local authorities to provide a record of relevant decisions, the reasons for decisions and any options considered but rejected.
- 2.2 That the Executive resolves to strengthen how the outcomes of consultations are reported through the Council’s consultation database.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	There are no financial implications arising from this decision. The approach proposed is already managed within the Council’s existing resources.
Human Resource:	None.

Motion to Council: decisions following public consultation

Legal:	The rationale for the proposed decision is in accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the Local Government Act 1972 and the Openness of Local Government Bodies Regulations 2014. Sarah Clarke, Monitoring Officer, 23 Dec 2025			
Risk Management:	No new risks have been identified in relation to the proposed decision.			
Property:	None.			
Policy:	None.			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		There are no equalities implications arising from the proposed decision. Individual decisions made by the Council are subject to consideration of the equality implications.
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		
Environmental Impact:		X		None.
Health Impact:		X		None.

Motion to Council: decisions following public consultation

ICT Impact:		X		None.
Digital Services Impact:		X		None.
Council Strategy Priorities:	X			This decision supports the strategy priority 'Services we are proud of' and the goal within it to 'treat our residents with respect, be transparent in our decision-making'.
Core Business:		X		This relates to business as usual, as the Council routinely publishes its decisions and the reasons for them.
Data Impact:		X		None.
Consultation and Engagement:	As the report relates to a general working principle rather than a specific issue, and was referred to the Executive by Council, no public engagement has been undertaken.			

4 Executive Summary

- 4.1 Transparency is a key principle of public life and administration – openness is one of the seven Nolan Principles (standards in public life). The Motion presented to the Council in October 2025 seeks to uphold that and ensure the public is informed about the decisions made on its behalf by the Council and the reasons for them.
- 4.2 Transparency in local authority decision-making is underpinned by The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, which set out the requirements for publicising key executive decisions. This is a legal requirement for the Council to which it already adheres. Although the decisions of Full Council sit outside the scope of the legislation, a similar approach has been adopted, publicising information related to those decisions as well, in accordance with the Local Government Act 1972 and the Openness of Local Government Bodies Regulations 2014.
- 4.3 Whilst the Council will welcome any opportunity to uphold openness and enable the public to understand options considered and decisions made, the information for publication suggested in the Motion is already routinely published for all decisions, whether supported by public consultation or not. Consequently, a further statement reiterating the same information is not required. However, there is scope to make a clearer link for the public so they can see whether and how consultation has informed the decision-making process.

5 Supporting Information

Background

- 5.1 At the Council meeting on 16 October 2026, a Motion was presented advocating that an explanatory statement should be published when a decision is made that is contrary to the option preferred by public consultation. The Council referred the Motion to the Executive for more detailed consideration. This report sets out the proposed response to the Motion and rationale for it.
- 5.2 The Council routinely consults on a wide range of issues. During 2024/25, there were 35 public consultations via the Council's consultation portal (2023/24: 43). This included consultations on the draft waste management strategy in 2024/25 and the draft domestic abuse strategy in 2023/24. So far in 2025/26, there have been 28 public consultations, including on the potential proposals for local government reorganisation in Berkshire/Oxfordshire. This is in addition to regular consultations required on regulatory matters (planning, licensing, etc.).
- 5.3 The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 set out requirements for all councils in relation to executive decision-making. In particular, Part 4, s12 states:
- 12.— (1) As soon as reasonably practicable after any meeting of a decision-making body at which an executive decision was made, the proper officer, or if the proper officer was not present at the meeting, the person presiding, must ensure that a written statement is produced for every executive decision made which includes the information specified in paragraph (2).*
- (2) The statement referred to in paragraph (1) must include—*
- (a) a record of the decision including the date it was made;*
 - (b) a record of the reasons for the decision;*
 - (c) details of any alternative options considered and rejected by the decision-making body at the meeting at which the decision was made;*
 - (d) a record of any conflict of interest relating to the matter decided which is declared by any member of the decision-making body which made the decision; and*
 - (e) in respect of any declared conflict of interest, a note of dispensation granted by the relevant local authority's head of paid service.*
- 5.4 Section 13 goes on to reiterate these requirements for individual executive decisions.
- 5.5 After an Executive decision-making meeting (individual or by the Executive members acting collectively), the Council publishes both the minutes of the meeting, which set out a summary of the discussion leading to a decision, together with a decision statement. This is in addition to the report published in advance of the meeting, which sets out the detail of any proposal, together with analysis of its implications, a summary of any related consultation and an explanation of alternative options considered. All of

Motion to Council: decisions following public consultation

this information is available on the Council's website and also in hard copy for public inspection. Together, these practices broadly fulfil the objectives of the Motion.

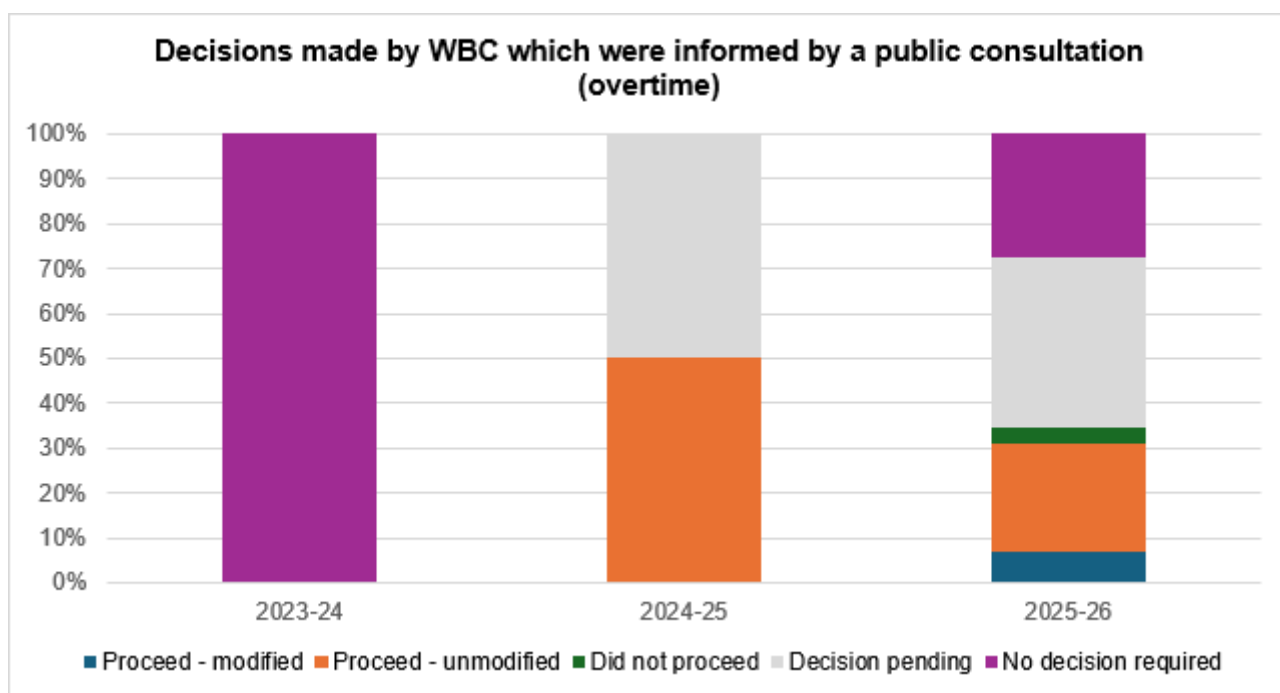
5.6 The Council's web-based database provides a comprehensive overview of consultations undertaken, providing details of the background, any proposals, the implications and impact, how somebody can contribute and what will happen following the consultation. However, it's not possible to see at a glance, looking at the list of consultations, what the broad outcome was in relation to the public's feedback. This can be easily rectified by categorising each consultation with an outcome as follows:

- Proceed - modified: proposal amended following consultation feedback.
- Proceed - unmodified: implemented as originally proposed following consultation.
- Did not proceed – this may be linked to the consultation or for other reasons.
- Decision pending: yet to be determined.
- No decision required: not linked to a specific decision but providing contextual feedback that informs future service delivery.

Proposal

5.7 In light of the Council's existing approach, set out above, which is in accordance with the legal framework, it is considered that producing a further statement providing the same information is unlikely to be any more helpful to members of the public. This could, potentially, create confusion by having multiple sources of the same material.

5.8 However, in order to enable members of the public to more easily understand the decision that has arisen following consultation, the published list can be given an outcome classification. A graph (example below) will be placed on the consultation page to provide a summary, with a link to more detail on the outcomes in relation to individual consultations.



- 5.9 The legislative requirements set out above only relate to Executive decision-making and not to any decisions reserved to the Council. However, the Council adopts a similar approach, making reports relating to decisions available publicly, which detail alternative options considered and, once a decision is made, minutes of the meeting summarising that decision. This is in accordance with the legal framework detailed above.

6 Other options considered

- 6.1 The current arrangements could be maintained as explanatory information is already provided to the public, meeting the legislative requirements.
- 6.2 It would be possible for the Council to issue an additional statement setting out information relating to the decision, the alternative options considered and the rationale for that decision. However, this option was rejected as it represented duplication of information already made available to the public.

7 Conclusion

- 7.1 The Council welcomes any opportunity to communicate more effectively with residents and to support understanding of decisions made about West Berkshire. Whilst the motion is therefore welcomed, providing duplicate information is not considered to be helpful for members of the public but it has highlighted a simple way in which the Council can communicate more effectively.

8 Appendices

- 8.1 Appendix A – Motion to Council, 16 October 2025

Background Papers:

None

Subject to Call-In:

Yes: ☒ No: ☐

Wards affected: All

Officer details:

Name: Martyn Sargeant
Job Title: Service Director – Strategy and Governance
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Appendix A

Motions submitted for debate at the Council meeting on 16 October 2025

(d) The following Motion has been submitted in the name of Councillor Ross Mackinnon:

That where a decision is made contrary to the majority of residents' opinions via a public consultation, then an explanatory statement should be made explaining the reasons for doing so

1. This Council considers that individual members, the Executive, and the Council itself should always be honest and transparent with, and accountable to, the residents of West Berkshire.
2. This Council notes with approval that the foreword to the Liberal Democrats' manifesto for the 2023 West Berkshire Council elections included the following commitment:

"A Liberal Democrat administration will be one that listens to you, and gives you a real say in the decisions that affect our area."

3. This Council recognises that in the event that:
 - i. residents are asked for their views on a particular proposal or policy via a public consultation, and
 - ii. residents' responses indicate a majority either for their approval or for their disapproval of that proposal or policy, and
 - iii. following the consultation process the relevant decision-making body (Council, Executive or Individual Executive Member) makes a decision not in accordance with the majority of residents' responses, then

there is a risk that public trust in the Council, the public's feeling that they are listened to, and the public's feeling that they have a real say in the decisions that affect our area, will be diminished.

4. This Council therefore considers that in the event a decision is made contrary to the majority of residents' opinions expressed via a public consultation, then a statement should be published on the Council's public website no more than 14 days after the making of the decision, written by:
 - the Chairman of Council in respect of a Council decision, or
 - the Leader of the Council in respect of an Executive decision, or
 - the relevant Individual Executive Member in respect of an Individual Executive Member decision,

clearly informing residents that a decision has been made contrary to the majority of residents' opinions expressed via a public consultation, and explaining the decision-maker's rationale for making that decision not in accordance with that majority of residents' opinions.

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Item Called-in following an Individual Decision: Parking Review Amendment Order No 37 (Lower Way in Thatcham)

Committee considering report:	Resources and Place Scrutiny Committee
Date of Committee:	12 May 2026
Portfolio Member:	Councillor Stuart Gourley
Report Author:	Stephen Chard
Forward Plan Ref:	ID4628

1 Purpose of the Report

- 1.1 This report presents the call-in request submitted on 9 April 2026 for the Resources and Place Scrutiny Committee to review the Individual Decision (ID4628) of 27 March 2026 concerning the decision in relation to Lower Way in Thatcham.
- 1.2 The call-in has been submitted in accordance with Part 6.9, Paragraph 13 of the Council's Constitution.

2 Recommendations

- 2.1 In accordance with the call-in request dated 9 April 2026, it is recommended that Members of the Scrutiny Committee review the Individual Decision (ID4628) of 27 March 2026 concerning the decision in relation to Lower Way in Thatcham.
- 2.2 The Resources and Place Scrutiny Committee may determine to:
 - (a) To let the decision stand; or
 - (b) To state its views on the matter and refer the decision back to the Executive.

3 Supporting Information

- 3.1 The Individual Decision on 27 March 2026 was to inform the Executive Member for Environment and Highways of the responses received during the statutory consultation for Parking Review Amendment 37 on the review and introduction of waiting restrictions within a number of West Berkshire's Wards and to seek approval of officer recommendations. The following proposals were approved:
- (a) The revisions and omissions recommended to the proposed parking scheme as detailed in section 6.2 of this report be approved which relate to East Lane and Hazeldene in Chieveley and Lower Way and Enterprise Way in Thatcham.
 - (b) The remaining proposed restrictions at Aldermaston, Beenham, Greenham, Hungerford, Newbury, Padworth, Purley-on-Thames, Stratfield Mortimer, Thatcham, Theale and Tilehurst be introduced as advertised.
 - (c) The respondents to the statutory consultation be informed accordingly.
 - (d) The parking scheme be monitored so that any parking displacement can be addressed as part of a future parking review.
- 3.2 On 9 April 2026, Councillors Owen Jeffery, Tony Vickers, Jeremy Cottam, Martin Colston and Stephanie Stevenson put the Monitoring Officer on notice that they wished to call in the decision in relation to Lower Way in Thatcham (AU74) – *the proposal to make the temporary No Waiting At Any Time restriction permanent be omitted from the final scheme and the yellow lines currently on site be removed*. They stated:

Reason: We object to the removal of the double yellow lines at Lower Way (Plan AU74) – Traffic Regulation Order Amendment No. 37, ID4628.

Despite the Council's efforts, cyclists continue to use the south-side path. If parking is reintroduced, cyclists are likely to use the south pavement to pass parked vehicles rather than safely overtaking on the road.

Limited off-street parking is a common issue on main roads. And the removal of the yellow lines is likely to cause traffic congestion, as westbound traffic joining along Lower Way from the Moors Roundabout will have to navigate parked vehicles, including at peak times.

There is no evidence that safety has worsened since the introduction of double yellow lines, unless supported by data showing increased incidents. Parked vehicles should not be used as a traffic-calming measure. In fact, the restrictions have improved traffic flow along this section of Lower Way.

Please note, we do not object to any of the other plans included within this Order.

Solution sought: To make the temporary No Waiting At Any Time restriction and the associated yellow lines permanent and for this to be included in the final scheme.

No other provisions of this ID to be affected.

We do not believe that the decision is contrary to the Budget and Policy Framework or contrary to or not wholly in accordance with the budget.

Background- legal and constitutional points

- 3.3 The role of a Scrutiny Committee includes both developing and reviewing policy and holding the Executive to account. A Scrutiny Committee may not however discharge any functions other than those conferred on it, and whilst it is perfectly proper for a Scrutiny Committee to offer advice and recommendations to an Executive decision maker, in law responsibility for an Executive decision is that of the Executive.
- 3.4 Statutory Guidance confirms that pre-scrutiny of a proposed Executive decision might consist of (inter-alia) seeking the views of local stakeholders and interested parties, and advises that the Executive should take into account any views expressed by an Overview and Scrutiny Committee when determining their final decision. The Executive is not however limited to consideration only of the views of a Scrutiny Committee, and may take into account other factors in its decision making process and make other determinations as it thinks fit.
- 3.5 Legal provisions in respect of Call-in are set out at Section 9F of Part 1A of the Local Government Act 2000 and reflected within the Constitution (Part 6.9). The options available to the Resources and Place Scrutiny Committee are:
 - (a) To let the decision stand; or
 - (b) To state its views on the matter and refer the decision back to the decision maker.
- 3.6 The Resources and Place Scrutiny Committee may make other recommendations as a result of the Call-In to relevant bodies, which shall be considered **after** a decision has been reached on the Call-In.

4 Appendices

- 4.1 Appendix A – Parking Review Amendment 37 (ID4628)

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Parking Review Amendment 37

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	27 March 2026
Portfolio Member:	Councillor Stuart Gourley
Date Portfolio Member agreed report:	January 2026
Report Author:	Gareth Dowding
Forward Plan Ref:	ID4628

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 37](#) on the review and introduction of waiting restrictions within the Aldermaston, Beenham, Burghfield & Mortimer, Chieveley & Cold Ash, Hungerford & Kintbury, Newbury Clay Hill, Newbury Central, Newbury Greenham, Newbury Wash Common, Padworth, Thatcham Central, Thatcham Colthrop & Crookham, Thatcham West, Theale and Tilehurst & Purley 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) The revisions and omissions recommended to the proposed parking scheme as detailed in section 6.2 of this report be approved which relate to East Lane and Hazeldene in Chieveley and Lower Way and Enterprise Way in Thatcham,
 - (b) The remaining proposed restrictions at Aldermaston, Beenham, Greenham, Hungerford, Newbury, Padworth, Purley-on-Thames, Stratfield Mortimer, Thatcham, Theale and Tilehurst be introduced as advertised.
 - (c) The respondents to the statutory consultation be informed accordingly.
 - (d) 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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Financial:	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.			
Human Resource:	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.			
Legal:	Before making the Order the Council, as Highway Authority, must consider all objections made and which have not been withdrawn. All objections must be considered with an open mind and once assessed should be formally accepted or rejected. All objectors must be notified in writing of the decision on whether (a) the TRO is made as advertised, (b) is modified or (c) is abandoned. Where any substantial modifications are proposed, the authority is required to inform those likely to be affected by such modifications and give them the opportunity to make representations which must again be considered. Should a decision be made to proceed, the Traffic Regulation Order will need to be sealed by the Legal Services team.			
Risk Management:	If implemented the project will be managed in accordance with the Environment Department's approach to risk management.			
Property:	None arising from this report.			
Policy:	The consultation was in accordance with the Council's consultation procedure.			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				

A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		N/A
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?	X			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. 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.
Environmental Impact:		X		N/A
Health Impact:		X		N/A
ICT Impact:		X		N/A
Digital Services Impact:		X		N/A
Council Strategy Priorities:		X		N/A
Core Business:		X		N/A
Data Impact:		X		N/A

Consultation and Engagement:	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. Councillors Nick Carter and David Marsh responded during the consultation period and indicated they supported the proposals in their Wards. Aldermaston Parish Council, Hungerford Town Council and Tilehurst Parish Council responded during the consultation period and indicated their support for the proposals in their area. Chieveley Parish Council was contacted following the end of the consultation period to clarify whether the complaints they had raised regarding East Lane parking was still an issue they wished to resolve in light of objections received, which they clarified. Englefield Parish Council responded during the consultation period and indicated their objection and additional comments to the proposals in their area. Affected Ward Members have been sent this report for comment. The following responses have been received: Councillor Paul Dick has confirmed he agrees with the recommendations outlined for the proposals in his ward within this report Any further comments received following publication of this report will be reported verbally at the Individual Decision meeting.
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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 37 addressed issues at 35 different locations across the district and primarily focussed on road safety, congestion and obstruction concerns, but in addition included proposals to improve loading facilities in Hungerford High Street and address inconsiderate parking on the Andover Road northbound cycle lane in Newbury.

Background

- 5.3 The proposals were detailed in the 35 plans listed under Background Papers.
- 5.4 The statutory consultation and advertisement of the agreed proposals was undertaken between 6th and 27th November 2025.
- 5.5 At the end of the statutory consultation period a total of 188 respondents had provided their comments of either objection, support or recording a neutral position to the proposals via the WBC Consultation and Engagement Hub, or directly to the Traffic & Road Safety team. The online Engagement Hub allowed respondents to comment on multiple sites that were included in the proposed scheme.
- 5.6 Responses were received from Aldermaston Parish Council, Hungerford Town Council, and Tilehurst Parish Councils indicating their support or no objection to the proposed scheme. Englefield Parish Council responded with comment and some objection to proposals in their area. Chieveley Parish Council was contacted following the end of the consultation period to clarify whether the complaints they had raised regarding East Lane parking was still an issue that they wished to resolve in light of objections received, which they clarified.
- 5.7 Councillors Nick Carter and David Marsh responded during the consultation period and indicated they supported the proposals in their Wards.
- 5.8 Thames Valley Police indicated they had no objection to the proposals
- 5.9 There were 60 objections received that gave no additional supporting detail or reason for the objection and these were discounted. It is a requirement under current legislation (Section 8(3) to Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996) that persons objecting to Traffic Order proposals must state the grounds on which their objection is made. This was made clear in the Consultation & Engagement Hub for anyone wishing to respond.

5.10 The responses by location are as follows:

- (a) Aldermaston Wasing Lane proposal received two objections and three responses in support.
- (b) Beenham A4 Bath Road (layby) proposal received two objections.
- (c) Chieveley East Lane proposal received 14 objections and five responses in support. One additional objection was received with no supporting detail or reason given and was discounted.
- (d) Chieveley Hazeldene proposal received three objections, five responses in support and five indicating a neutral position. Two additional objections were received with no supporting detail or reason given and were discounted.
- (e) Greenham Hambridge Lane proposal received three objections, one response in support and one indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (f) Hungerford Charnham Park proposal received three objections, five responses in support and two indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (g) Hungerford Tealgate proposal received two objections, three responses in support and three indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (h) Hungerford High Street proposal received six objections, two responses in support and one indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (i) Hungerford Salisbury Row proposal received two objections, five responses in support and two indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (j) Hungerford Fairfields Close proposal received one objection, two responses in support and five indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (k) Hungerford Tarrants Hill proposal received three objections, five responses in support and two indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (l) Hungerford Morley Place proposal received two objections, three responses in support and three indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (m) Newbury Andover Road proposal received eleven objections, 23 responses in support and five indicating a neutral position. Three additional objections were received with no supporting detail or reason given and were discounted.

- (n) Newbury Bartholomew Street proposal received five objections, six responses in support and eleven indicating a neutral position. Five additional objections were received with no supporting detail or reason given and were discounted.
- (o) Newbury Meadow Road proposal received two objections, nine responses in support and 13 indicating a neutral position. Three additional objections were received with no supporting detail or reason given and were discounted.
- (p) Newbury Orchardene proposal received three objections, seven responses in support and 14 indicating a neutral position. Two additional objections were received with no supporting detail or reason given and were discounted.
- (q) Padworth A4 Bath Road (layby) proposal received one response in support and one indicating a neutral position. Two objections were received with no supporting detail or reason given and were discounted.
- (r) Purely-on-Thames Long Lane proposal received 22 responses in support and three indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (s) Purely-on-Thames Wintringham Way proposal received two objections, eleven responses in support and nine indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (t) Purley-on-Thames Chestnut Grove proposal received five objections, eleven responses in support and seven indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (u) Stratfield Mortimer Tower Gardens proposal received two objections and seven responses in support. One additional objection was received with no supporting detail or reason given and was discounted.
- (v) Thatcham Lower Way proposal received seven objections, ten responses in support and one indicating a neutral position. Four additional objections were received with no supporting detail or reason given and were discounted.
- (w) Thatcham Green Lane proposal received five objections, eight responses in support and three indicating a neutral position. Three additional objections were received with no supporting detail or reason given and were discounted.
- (x) Thatcham Meadow Close proposal received four objections, eight responses in support and one indicating a neutral position. Four additional objections were received with no supporting detail or reason given and were discounted.
- (y) Thatcham Roger Croft Drive proposal received two objections, three responses in support and seven indicating a neutral position. Three additional objections were received with no supporting detail or reason given and were discounted.

- (z) Thatcham Victor Road proposal received two objections, four responses in support and five indicating a neutral position. Four additional objections were received with no supporting detail or reason given and were discounted.
- (aa) Thatcham Enterprise Way proposal received four objections, four responses in support and five indicating a neutral position. Two additional objections were received with no supporting detail or reason given and were discounted.
- (bb) Thatcham Colthrop Lane proposal received four objections, three responses in support and six indicating a neutral position. Two additional objections were received with no supporting detail or reason given and were discounted.
- (cc) Thatcham Gables Way proposal received two objections, three responses in support and six indicating a neutral position. Two additional objections were received with no supporting detail or reason given and were discounted.
- (dd) Theale Englefield Road proposal received two objections, nine responses in support and one indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (ee) Theale North Street proposal received two objections, seven responses in support and two indicating a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.
- (ff) Tilehurst Longleat Drive proposal received seven objections, 14 responses in support and three indicating a neutral position. Two additional objections were received with no supporting detail or reason given and were discounted.
- (gg) Tilehurst Voller Drive proposal received six responses in support and three indicating a neutral position. One objection was received with no supporting detail or reason given and was discounted.
- (hh) Tilehurst Highworth Way proposal received six responses in support and three indicating a neutral position. One objection was received with no supporting detail or reason given and was discounted.
- (ii) Tilehurst Heathfield Avenue proposal received six responses in support and four indicating a neutral position. One objection was received with no supporting detail or reason given and was discounted.

5.11 Appendix B provides a summary of those comments, together with officer comments and recommendations for the final scheme.

5.12 Appendix C provides full extract of comments received (names redacted where appropriate).

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 the following adjustments would address 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) **Chieveley – East Lane** (Plan AN46) – The proposal to introduce a No Waiting At Any Time restriction fronting the Downlands Pharmacy be omitted from the final scheme.
- (2) **Chieveley – Hazeldene** (Plan AN46) – The proposal to introduce a No Waiting At Any Time restriction at the junction to address potential displacement from the measures fronting the Pharmacy be omitted from the final scheme.
- (3) **Thatcham – Lower Way** (AU74) – The proposal to make the temporary No Waiting At Any Time restriction permanent be omitted from the final scheme and the yellow lines currently on site be removed.
- (4) **Thatcham – Enterprise Way** (AY75) – The proposal to introduce a No Waiting At Any Time restriction for the full length of the south side be amended, with the proposed waiting restrictions between Pipers Way and the entrance to the Forterra site omitted from the final scheme and the proposed waiting restriction opposite the Gist M&S site entrance remaining as part of the scheme.

7 Proposals

- 7.1 That the revisions and omissions recommended to the proposed parking scheme as detailed in section 6.2 of this report be approved which relate to East Lane and Hazeldene in Chieveley and Lower Way and Enterprise Way in Thatcham.
- 7.2 That the remaining proposed restrictions at Aldermaston, Beenham, Greenham, Hungerford, Newbury, Padworth, Purley-on-Thames, Stratfield Mortimer, Thatcham, Theale and Tilehurst 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. The parking restrictions will therefore 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.

Background Papers:

Consultation Plan Nos: L65, L66, L68, L70, M66, AL75, AL77, AL78, AL79, AN46, AN72, AP75, AQ75, AS73, AU74, AW74, AY75, AZ75, AZ76, BA75, BA76, BJ81, BL73, BM72, BT56, BT57, BX39, BX42, BX44, BX84, BX85, BY52, BZ37, BZ50 and BZ51.

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, Beenham, Burghfield & Mortimer, Chieveley & Cold Ash, Hungerford & Kintbury, Newbury Clay Hill, Newbury Central, Newbury Greenham, Newbury Wash Common, Padworth, Thatcham Central, Thatcham Colthrop & Crookham, Thatcham West, Theale and Tilehurst & Purley Wards.

Officer details:

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Job Title: Principal Engineer
Tel No: 01635 519226
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<https://www.westberks.gov.uk/parking-review-37>

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Parking Review Amendment 37

SUMMARY OF RESPONSES RECEIVED

1. General responses:

1.1 Thames Valley Police provided no objections and only requested that standard exemptions were included for emergency service vehicles in support of their duties.

a **Officer comment** – there is already a standard exemption for emergency service vehicles included in the Principal Consolidated Traffic Order from 2009 for our parking restrictions.

2. ALDERMASTON

2.1 **Wasing Lane (Plan BJ81)** Two objections and three responses in support of the proposals.

a **Objection summary** – Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds.

b **Officer comments** – Complaints were reported of regular obstruction issues for through traffic when vehicles parked on both sides of the road outside of Aldermaston CofE Primary School during school peak periods of drop-off and pick-up. The proposed restriction will prevent inconsiderate parking on the south side to address this. **It is recommended that the proposal is introduced as advertised.**

3. BEENHAM

3.1 **A4 Bath Road (layby) (Plan BL73)** Two objections to the proposals.

a **Objection summary** – Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds.

b **Officer comments** – The proposed restrictions will only apply to the layby and not the live A4 carriageway and will ensure turnover in the driver rest facility. There will be no impact on traffic speeds as a result of this proposal. **It is recommended that the proposal is introduced as advertised.**

4. CHIEVELEY

4.1 **East Lane (Plan AN46)** 14 objections and five responses in support of the proposals. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary**

(i) Stakeholders, including Downland Pharmacy, The Downland Practice, and members of the community, collectively objected to the proposal, which they considered unnecessary, disproportionate, and unsupported by evidence and were concerned would cause significant adverse impacts on access to essential healthcare services locally.

(ii) They considered there to be no recorded evidence of safety concerns associated with existing on-street parking and neither the

Pharmacy nor the Practice was aware of any accidents, near misses, visibility issues, or congestion problems that would justify the introduction of double yellow lines. They further complained that the justification for the proposal did not include collision data, enforcement records, or risk assessments.

(iii) The proposal incorrectly attributes parking demand to patients of The Downland Practice. The GP surgery has a large, dedicated car park for its own patients. In contrast, Downland Pharmacy customers have no alternative parking provision, despite representing the primary source of on-street parking. The pharmacy serves a wide catchment area and provides essential NHS services within a rural region recognised as a "pharmacy desert" and this proposal would have a direct negative impact on this facility.

(iv) A significant proportion of pharmacy users are elderly, disabled, mobility-impaired, or managing long-term conditions. The removal of proximate parking would create a substantial barrier to accessing vital healthcare services, exacerbating existing rural health inequalities. Concerns were also raised that the Council had not demonstrated compliance with its obligations under the Equality Act 2010, and no evidence has been presented to show that a suitable Equality Impact Assessment has been carried out.

(v) The proposed double yellow lines represent the most restrictive form of parking control. Stakeholders emphasise that less restrictive alternatives, such as short-stay bays, time-limited restrictions, or measures aligned with pharmacy operating hours have not been adequately considered, despite their potential to address any safety concerns while maintaining essential access.

(vi) The proposal is likely to produce negative unintended consequences, including displacement of vehicles into narrower and less safe parts of East Lane, increased congestion, and inappropriate pressure on the GP surgery's car park. These impacts may undermine both current and future healthcare provision and adversely affect community wellbeing.

(vii) Stakeholders requested that the proposals be withdrawn or reconsidered and a full evaluation of alternative measures that uphold both public safety and equitable access to healthcare be undertaken instead.

b Officer comments

(i) The request for parking restrictions was initially made in November 2017 by the Practice Manager at the Surgery at that time who raised serious concerns about inconsiderate parking and obstruction for emergency service vehicles. Unfortunately this location could not be included in any parking scheme during 2018/19 and the subsequent impact of Covid and resourcing issues within the Traffic & Road Safety team further delayed work on parking schemes for a lengthy period to date.

(ii) Chieveley Parish Council raised similar concerns about obstruction of the area fronting the Pharmacy in July 2023 and asked for yellow lines to encourage drivers to park in the available off-street car park spaces.

(iii) Following the significant level of objection to these parking proposals from the new Practice Manager for the Surgery and from the doctors and management staff at the Surgery, the Parish Council was contacted directly to confirm from a local perspective whether the parking continued to be a serious road safety concern. This was in order to help us determine whether the proposed restrictions should be introduced regardless of local objection.

(iv) Their response indicated that they now considered the parking to have a beneficial effect on traffic speeds and asked that the parking could instead be reconsidered at a point in the future if a local planning application for a new housing development was to go ahead.

(v) In light of these comments and the objections received it is recommended that the proposed restriction is OMITTED from the final scheme.

4.2 Hazeldene (Plan AN46) Three objections to the proposals, five responses in support and five wishing to record a neutral position. Two additional objections were received with no supporting detail or reason given and were discounted.

a Objection summary – Concerns were raised that the proposed yellow lines were linked to a planning application for a housing development in the vicinity and the restrictions would also impact on the viability of the Pharmacy and access to local healthcare, with similar complaints that were raised to the East Lane proposals above.

b Officer comments – The proposed yellow lines were intended as proactive measures to address potential displacement of parked cars from outside the Pharmacy and would also reinforce Rule 243 of The Highway Code relating to parking within 10 metres of a junction. If the Officer Recommendation for East Lane is approved and the proposed measures outside the pharmacy are omitted there should be no significant displacement. **In light of the objections received and comment from Chieveley PC it is recommended that the proposed restriction is OMITTED from the final scheme.**

5. GREENHAM

5.1 Hambridge Lane (Plan AP75 & AQ75) Three objections to the proposals, one response in support and one wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a Objection summary – There is already very limited parking in the industrial estate and the proposals would make it even worse. Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds.

b Officer comments – The proposals address a continuing obstruction issue on this only exit from the Hambridge Lane industrial area, with parked vans and cars causing congestion and road safety concerns close to the roundabout feature

on Hambridge Road. **It is recommended that the proposal is introduced as advertised.**

6. **HUNGERFORD**

6.1 **Charnham Park (Plan L66 & L67)** Three objections to the proposals, five responses in support and two wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** - The proposal is seen as a good start, but should go further and introduce 24/7 restrictions on both sides for the full length, not just restrictions prohibiting overnight parking by HGVs. The main parking problems occur during the day due to vehicles speeding past parked cars when there is opposing traffic, which is a hazardous overtaking manoeuvre due to the road being reduced to single lane. Double yellow lines on both sides would improve forward visibility for drivers, especially for visitors to the town unfamiliar with the road on completion of the new Wetlands Visitor Centre.

b **Officer comments** – The proposals are intended to address ongoing complaints regarding inconsiderate and obstructive parking and more recently a request from Hungerford Town Council to address environmental hazard concerns caused by HGV drivers using the area for overnight parking and as a toilet. The proposals will lengthen the existing double yellow line restrictions in order to shorten the space for overtaking parked cars on this busy industrial estate road, but does not remove all available parking. Experience shows that some level of on-street parking does have a beneficial effect on traffic speeds and on the lengths where forward visibility is good the daytime parking has been allowed to remain. **It is recommended that the proposal is introduced as advertised.**

6.2 **Tealgate (Plan L66 & L67)** Two objections to the proposals, three responses in support and three wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** - Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds and pollution. The proposals should not be introduced unless enforcement takes place.

b **Officer comments** – The proposals were requested by a local Site Manager to address obstruction concerns for large delivery vehicles accessing Units 1 & 2 in this industrial estate. **It is recommended that the proposal is introduced as advertised.**

6.3 **High Street (Plan L68)** Six objections to the proposals, two responses in support and one wishing to record a neutral position.. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** - Parking is already difficult and removing or restricting spaces will worsen the situation as it is considered important for visitors to the northern end of town and shouldn't be restricted to goods vehicles only. There was some support to prioritising goods vehicles but suggested that cars be allowed a short 2-minute stop, as many drivers only need to quickly post a letter and there's no nearby alternative.

b **Officer comments** – The bay is currently subject to a daytime ‘No Waiting’ restriction. Informally this allows the area to be used as a loading bay for local businesses. By converting the bay to a formal loading bay it will clarify the availability of this space and allow clearer signs to be erected on-site. Hungerford Town Council had asked that the bay also be made a ‘Coach parking’ facility for visitors to the town and local cafes, but it is not permitted to combine both restriction types. The bay could however be used by coach parties for short periods to allow passengers to drop-off and be collected. **It is recommended that the proposal is introduced as advertised.**

6.4 **Salisbury Row (A338) (Plan L70)** Two objections to the proposals, five responses in support and two wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** – Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds. The parking is fine as it is.

b **Officer comments** – The proposals are intended to shorten the available parking space and ensure that parked vehicles do not extrude out onto the live carriageway of the A338 and will address local road safety concerns. **It is recommended that the proposal is introduced as advertised.**

6.5 **Fairfields Close (Plan L70)** One objection to the proposals, two responses in support and five wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** - Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds and pollution.

b **Officer comments** – The proposed junction protection yellow lines will address road safety concerns in the area of Hungerford Primary School and ensure the dropped kerb pedestrian crossover is not obstructed. This road has been waiting for formal parking restrictions since it was adopted onto the highway network in 2018. **It is recommended that the proposal is introduced as advertised.**

6.6 **Tarrants Hill (Plan L70)** Three objections to the proposals, five responses in support and two wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** - The proposed changes are detrimental to road safety as the removal of parked cars would result in increased traffic speeds through the narrow section of Tarrants Hill and the proposal does not address displacement or suggest where vehicles could be parked instead. The proposed changes would also significantly worsen parking difficulties for residents of Orchard Park Close and those fronting Tarrants Hill lay-by. Parking is already extremely limited, often requiring residents to park several streets away. Further restrictions would make the situation worse.

b **Officer comments** – The proposed restrictions have been requested by local residents experiencing obstruction problems when exiting their driveways and also requested by Hungerford Town Council to address road safety concerns for vehicles turning off Salisbury Road and into Tarrant's Hill caused by vehicles parking close to the junction. Residents of Orchard Park Close do not immediately front this road and although parking may be at a premium locally there is an off-street block of 38 garages available for local properties that could be made better use of. **It is recommended that the proposal is introduced as advertised.**

6.7 **Morley Place (Plan L70)** Two objections to the proposals, three responses in support and three wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** - The proposed changes would significantly worsen parking difficulties for residents of Orchard Park Close and those fronting Tarrant's Hill lay-by. Parking is already extremely limited, often requiring residents to park several streets away. Further restrictions would make the situation worse.

b **Officer comments** – The proposed yellow lines will address road safety concerns at the junction with Tarrant's Hill and reinforces Rule 243 of The Highway Code related to parking within 10 metres of a junction where vehicles should not be parked anyway. Residents of Orchard Park Close do not immediately front this road and although parking may be at a premium locally there is an off-street block of 38 garages available for local properties that could be made better use of. **It is recommended that the proposal is introduced as advertised.**

7 NEWBURY

7.1 **Andover Road (A343) (Plan AL77 & AL78)** Eleven objections to the proposals, 23 responses in support and five wishing to record a neutral position. Three additional objections were received with no supporting detail or reasons given and were discounted.

a **Objection summary** –

(i) Removing roadside parking will create serious access issues for residents, especially for families with young children, elderly relatives, and people with mobility needs as the alternative layby parking is too distant and too small. In addition, the removal of convenient space for visitors would isolate residents and make routine family visits or tradespeople's access extremely difficult.

(ii) The alternative layby parking is always full and routinely used by non-resident commuters. The layby also has a history of vehicle theft/damage and is out of sight from homes leaving residents without safe reliable parking.

(iii) The proposed changes disproportionately benefit cyclists, despite low cycling traffic in the area and there are concerns about property devaluation and the long-term impact on residents without driveways.

(iv) If the proposals are introduced regardless of local objections the Permit parking should be provided free of charge as charging for them is seen as unfair and financially motivated.

(v) Several residents believe these proposed changes reflect political or personal motives, rather than community needs and feel the council's process lacks transparency, evidence and meaningful consultation.

b Officer comments

There is significant level of support for safety to be improved on this cycle facility, which has been in place since at least 2009. It is accepted that some residents with limited off-street parking may be negatively impacted by the proposals, but our priority is to support Active Travel measures and address road safety concerns along those routes where possible and provision has been made within the proposals to reserve daytime parking space in the layby area for those residents wishing to opt into a permit parking scheme should they choose to do so. Providing parking Permits free of charge would not however be allowed.

The proposals will remove commuter parking from the layby and provide space for residents and their visitors, although it is accepted that this may not be a convenient location for some residents. The majority of properties do however have some form of off-street parking available to them even if some of this space is limited.

It is recommended that the proposal is introduced as advertised.

7.2 Bartholomew Street (Plan AL75) Five objections to the proposals, six responses in support and eleven wishing to record a neutral position. Five additional objections were received with no supporting detail or reasons given and were discounted.

a Objection summary - Many restaurants and food venues rely on accessible parking and residents object to removing free parking after 6pm. This evening charge will deter people from going out and is unjustified.

b Officer comments – The proposed restriction addresses an anomaly in Bartholomew Street as this daytime loading bay is the only bay with no on-street charging in the evening and is unrestricted parking all day Sunday. This bay was omitted in error from Parking Amendment 34 in 2025. The proposed change ensures there is a consistent restriction in Bartholomew Street and avoids confusion for visitors to the town. **It is recommended that the proposal is introduced as advertised.**

7.3 Meadow Road (AL79) Two objections to the proposals, nine responses in support and 13 wishing to record a neutral position. Three additional objections were received with no supporting detail or reasons given and were discounted.

a Objection summary - The proposed parking restrictions are unnecessary and could harm local trade, as the area is commonly used for short-term parking by people conducting daily business.

b Officer comments – The proposed yellow lines will address road safety concerns at a junction in the vicinity of St Johns Infant & Nursery School and reinforces Rule 243 of The Highway Code related to parking within 10 metres of a junction. There is sufficient parking space remaining on Meadow Road away from

the junction that would meet the needs of customers to the local business. **It is recommended that the proposal is introduced as advertised.**

7.4 **Orchardene (Plan AN72)** Three objections to the proposals, seven responses in support and 14 wishing to record a neutral position. Two additional objections were received with no supporting detail or reasons given and were discounted.

a **Objection summary** – This area is needed by locals when visiting and there is no justification for the restriction.

b **Officer comments** – The proposal will only prevent parking on the north side where there are no residential frontages, as parking both sides in this road in the vicinity of St Joseph's Catholic Primary School has been raised by residents as being a road safety and obstruction concern. **It is recommended that the proposal is introduced as advertised.**

8 **PADWORTH**

8.1 **(A4 Bath Road (layby) (Plan BM72)** One response in support of the proposal and one wishing to record a neutral position. Two objections were received with no supporting detail or reasons given and were discounted.

a **Officer comments** – No valid objections received. **It is recommended that the proposal is introduced as advertised.**

9 **PURLEY-on-THAMES**

9.1 **Long Lane (Plan BX39)** 22 responses in support of the proposals and three wishing to record a neutral position. One objection was received with no supporting detail or reason given and was discounted.

a **Officer comments** – No valid objections received. **It is recommended that the proposal is introduced as advertised.**

9.2 **Wintringham Way (Plan BZ37)** Two objections to the proposals, eleven responses in support and nine wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** – A resident believes that parking should only be restricted on the Social Club side, not both sides (outside numbers 55–63). They state that inconsiderate parking on the Social Club side frequently blocks their driveway and that the proposed restriction would worsen access issues rather than solve them.

b **Officer comments** – The proposed restrictions were requested to address obstructive parking at the entrance into River Gardens who were concerned about emergency access and opposite the entrances to Purley Park Social Club, as it also presented problems for deliveries and visitors to the club. Parking in the area has been a regular reported problem since the Covid lockdown period when this estate became a favoured spot for locals visiting the area and walking the Thames towpath. Properties on the south side of this length of Wintringham Way have some off-street parking available to them however there is ample unrestricted parking space locally when they have visitors and are unable to access the off-street spaces. **It is recommended that the proposal is introduced as advertised.**

9.3 Chestnut Grove (Plan BZ37) Five objections to the proposals, eleven responses in support and seven wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** – The proposed clearway would force drivers to be on the wrong side of the road, creating unsafe conditions and increasing the likelihood of near misses near the junction. The bus sits stationary for long periods and this is unsafe for overtaking vehicles. Residents from River Gardens frequently relocate their cars to Chestnut Grove during flood threats and restricting parking would reduce essential flood-management parking space. The yellow lines are unnecessary.

b **Officer comments** – The proposal only formalises and slightly extends an existing Bus Stop Clearway that is in place and ensures buses are not obstructed on their approach to this terminal stop for the Route 16 Sky Blue Service with Reading Buses, which had been reported as presenting a problem and requiring bus drivers to reverse back into the Clearway. **It is recommended that the proposal is introduced as advertised.**

10 STRATFIELD MORTIMER

10.1 Tower Gardens (Plan BX84 & BX85) Two objections to the proposals and seven responses in support. One objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** – The proposals do not provide safe areas for delivery vans to stop. The current restrictions on The Street also do not extend far enough to stop cars from parking close to the Tower Gardens exit, which makes it difficult to see oncoming traffic.

b **Officer comments** – The proposal will extend the current yellow lines out onto The Street and prohibit parking within 10 metres to reinforce Rule 243 of the Highway Code. They will also formalise and make permanent the yellow line restrictions that were introduced under Temporary traffic Order. The housing development is still in construction phases and the parking restriction is still considered necessary to prevent obstruction for building materials and other plant for the site. Delivery drivers are permitted to park on yellow line restrictions for short periods while loading or unloading provided they do not cause an obstruction. **It is recommended that the proposal is introduced as advertised.**

11 THATCHAM

11.1 Lower Way (Plan AU74) Seven objections to the proposals, ten responses in support and one wishing to record a neutral position. Four additional objections were received with no supporting detail or reasons given and were discounted.

a **Objection summary**

(i) The original justification for the yellow lines which were introduced in 2020 due to the route forming part of National Cycle Route 4 is no longer valid as improvements to the existing pavements, shared-use paths, and a recently introduced traffic signal crossing already provide adequate provision for cyclists and pedestrians.

(ii) The original lines were implemented without proper engagement with residents and the restriction presents significant problems for those households with insufficient off-street parking space for visitors and family vehicles who now struggle to find alternative parking locally.

(iii) Safety has worsened rather than improved since the introducing of the temporary yellow lines, as traffic speeds have increased due to the lack of parked vehicles which used to act as a form of traffic calming on this busy distributor road.

b Officer comments – The double yellow lines on Lower Way were introduced under a Temporary Traffic Order as part of Active Travel enhancements for Thatcham. This proposal was intended to make those temporary measures permanent. It is however agreed that there is a formal segregated cycle facility already in place on the north side on that length of Lower Way between The Moors roundabout and the lane immediately west of No 16 Lower Way, with a newly introduced Toucan Crossing facility to link to the segregated facility on the south side past the new Lambourn Meadows housing development and there is no absolute requirement for cyclists to use the carriageway. **In light of these comments and the objections received it is recommended that the proposed restriction is OMITTED from the final scheme and that the double yellow lines on site are removed.**

11.2 Green Lane (Plan AU74) Five objections to the proposals, eight responses in support and three wishing to record a neutral position. Three additional objections were received with no supporting detail or reasons given and were discounted.

a Objection summary - Parking on Green Lane is considered essential for both the church and Crown Mead due to limited existing parking. Agreement that parking should be kept away from junctions but there is no reason to restrict parking along the straight length up to the chicane, as residents will simply park in Meadow Close instead. Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds and pollution. The proposal is a waste of money when you are looking to cut services and increase charges.

b Officer comments – The proposal will provide junction protection for Green Lane with Lower Way, where currently there is only a double yellow line restriction on the east kerbline. It will also prohibit parking opposite the junction with Meadow Close and will address residents' complaints related to turning in and out of their road and address visibility concerns for traffic turning into Green Lane from Lower Way. **It is recommended that the proposal is introduced as advertised.**

11.3 Meadow Close (Plan AU74) Four objections to the proposals, eight responses in support and one wishing to record a neutral position. Four additional objections were received with no supporting detail or reasons given and were discounted.

a Objection summary - Parking near the church is already inadequate, especially during stressful events like funerals and these proposals would make it worse. Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds and pollution. The proposal is a waste of money when you are looking to cut services and increase charges.

b **Officer comments** – The proposed yellow lines will prohibit parking on the junction with Green Lane only and reinforces Rule 243 of The Highway Code related to parking within 10 metres of a junction where vehicles should not be parked anyway. **It is recommended that the proposal is introduced as advertised.**

11.4 **Roger Croft Drive (Plan AS73)** Two objections to the proposals, three responses in support and seven wishing to record a neutral position. Three additional objections were received with no supporting detail or reasons given and were discounted.

a **Objection summary** - Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds and pollution. The proposal is a waste of money when you are looking to cut services and increase charges.

b **Officer comments** - The proposed yellow lines address reported road safety concerns from vehicles parking close to the junction with Pound Lane on this recently adopted road and reinforce Rule 243 of The Highway Code relating to parking within 10 metres of a junction. **It is recommended that the proposal is introduced as advertised.**

11.5 **Victor Road (AW74)** Two objections to the proposals, four responses in support and five wishing to record a neutral position. Four additional objections were received with no supporting detail or reasons given and were discounted.

a **Objection summary** - Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds and pollution. The proposal is unjustified.

b **Officer comments** – The proposal was requested following complaints received regarding significant damage to the wide grass verge continuing to occur at the junction splay and the hazard that mud presents to users of the footway as residents illegally cross the area to access their front gardens. The proposed junction protection yellow lines will prohibit vehicles from parking on the grass verge as restrictions apply to the full width of public highway. **It is recommended that the proposal is introduced as advertised and that preventative measures are introduced to physically address the issue of residents illegally using the footway and pedestrian dropped kerbs to access their front gardens.**

11.6 **Enterprise Way (Plan AY75)** Four objections to the proposals, four responses in support and five wishing to record a neutral position. Two additional objections were received with no supporting detail or reasons given and were discounted.

a **Objection summary**

(i) Formal objections were submitted by a consultancy of behalf of Forterra Plc who operate a major building supply production facility on the south side of Enterprise Way. The objections indicated that the removal of on-street unrestricted areas would significantly impact on the operational effectiveness of the business and if the proposal is introduced may result in

Forterra having to undergo costly redevelopment within site to compensate for lost parking.

(ii) The unrestricted spaces provide a useful stacking area for HGVs to wait as part of the production process of building blocks produced on site and if removed this could result in HGVs parking in less safe area, which would conflict with Statement of Reasons for this proposal and will have an adverse impact on the highway.

(iii) The proposal would remove approximately 30 parking spaces used by local businesses and HGVs and was unjustified and could result in vehicles displacing into nearby residential roads.

(iv) The objection concluded that the reasons for the proposal on road safety, road usability and amenity grounds and lack of any recorded traffic incidents in the last ten years demonstrated the proposals were not supported by local highway evidence.

b Officer comments

(i) The location was included within the parking scheme following complaints of obstruction for HGVs accessing the M&S distribution centre located at the end of Enterprise Way. The primary area of concern was however the area opposite the entrance to their depot as employees parked their despite having adequate parking space within site. This often results in incoming HGVs waiting along Enterprise Way and during busy periods an operative acts as guided assistance into the site and off the highway.

(ii) In light of the objections received and having given consideration to the primary highway concerns of Gist Ltd at the M&S depot it is recommended that the proposal is amended and the proposed waiting restriction between Pipers Way and the entrance to the Forterra site are OMITTED from the final scheme and that the proposed waiting restrictions opposite the Gist M&S site entrance should remain as part of the final scheme.

11.7 Colthrop Lane (Plan AZ75 & AZ76) Four objections to the proposals, three responses in support and six wishing to record a neutral position. Two additional objections were received with no supporting detail or reasons given and were discounted.

a Objection summary - Removing parking from the industrial estate will displace vehicles into nearby residential areas in Thatcham. The current parking is important for locals and business visitors and its removal would negatively affect trade. Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds and pollution. The proposals are a waste of money and there is frustration with the council's decision-making and consultation process.

b Officer comments – Displacement into residential areas is considered unlikely given the distances involved and whilst some businesses may consider the parking important for trade most have ample off-street parking available for their staff. The proposals were requested by businesses in the industrial estate to

address regular obstruction issues increasingly caused by large HGV trailer units being left unattached on the highway and introducing a safety concern for through traffic. In addition to businesses located on Gables Way and Colthrop Lane there is a significant number of large Vehicle Operating Centres located on the north side of the level crossing which all use this access road resulting in considerable number of traffic movements. Preventing trailer units being left on the highway is an enforcement matter for DVSA but historically this has been infrequent in our area and parking restrictions are considered necessary. **It is recommended that the proposal is introduced as advertised.**

11.8 Gables Way (Plan AZ76, BA75 & BA76) Two objections to the proposals, three responses in support and six wishing to record a neutral position. Two additional objections were received with no supporting detail or reasons given and were discounted.

a **Objection summary** - Obstructions such as parked vehicles act as traffic calming features and their removal will result in increased speeds and pollution. The proposals are a waste of money.

b **Officer comments** – The proposals were requested by businesses in the industrial estate to address regular obstruction issues increasingly caused by large HGV trailer units being left unattached on the highway and introducing a safety concern for through traffic. In addition to businesses located on Gables Way and Colthrop Lane there is a significant number of large Vehicle Operating Centres located on the north side of the level crossing which all use this access road resulting in considerable number of traffic movements. Preventing trailer units being left on the highway is an enforcement matter for DVSA but historically this has been infrequent in our area and parking restrictions are considered necessary. **It is recommended that the proposal is introduced as advertised.**

12 THEALE

12.1 Englefield Road (Plan BT56 & BT57) Two objections to the proposals, nine responses in support and one wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** - Englefield Parish Council objected to the proposals and the current restrictions which they state are routinely ignored and poorly enforced. They believe additional restrictions west of the school could displace parking further toward North Street, Deadman's Lane, and the A340, creating new hazards on bends and junctions and question the value of extending restrictions if current ones are unenforced. They also requested that the proposals be extended further, up to the Golf Club entrance on North Street. A resident requested that the restriction only operate during daytime, including weekends, to cover periods when the playing fields were being used.

b **Officer comments** – The advertised restrictions are intended to make permanent the yellow lines that were introduced under Temporary Traffic Order as part of the supporting works for the new Theale Primary School and are already in place. The current restrictions do not cover the junction with North Street and these proposals rectify that and will provide junction protection. Enforcement of parking restrictions outside schools is a problem across the district due to the wide area

the enforcement team has to cover, but the effectiveness of enforcement is not a consideration for this parking scheme. If displacement does occur along North Street up to the Golf Club this can be considered in a future scheme. A restriction that operates throughout the day and late into the evening was requested by Theale Parish Council for the area opposite the exit to the village recreation hall car park and a 'daytime only' restriction would not address the obstruction issues for exiting vehicles that had been raised. **It is recommended that the proposal is introduced as advertised.**

12.2 North Street (Plan BT56) Two objections to the proposals, seven responses in support and two wishing to record a neutral position. One additional objection was received with no supporting detail or reason given and was discounted.

a **Objection summary** – The proposals should be extended further, up to the Golf Club entrance on North Street as current parking behaviour by parents dropping off/picking up children from school is creating safety hazards for members and visitors to the golf club. Some of the problems would be addressed by providing additional parking for parents at peak times at the Recreation Hall.

b **Officer comments** – The advertised restrictions for North Street will provide junction protection and reinforce Rule 243 of the Highway Code relating to parking within 10 metres of a junction. If displacement does occur along North Street up to the Golf Club this can be considered in a future parking scheme. The Recreation Hall car park is already in use as a park & Stride facility for the school but unfortunately a significant number of parents continue to drive up to the school entrance and this scheme cannot address this inconsiderate behaviour. **It is recommended that the proposal is introduced as advertised.**

13 TILEHURST

13.1 Longleat Drive (Plan BX42) Seven objections to the proposals, 14 responses in support and three wishing to record a neutral position. Two additional objections were received with no supporting detail or reasons given and were discounted.

a **Objection summary** – The proposals would displace school-related parking into adjacent narrow residential roads, worsening congestion, introducing new obstruction problems in those roads for emergency service vehicles and delivery vehicles and would raise problems for elderly residents who rely on on-street parking to be available for regular visitors and carers. The existing restrictions are rarely enforced, so new ones will not solve the problem.

b **Officer comments** – The proposal to extend the current length of No waiting during school peak periods of drop-off and pick-up was requested by a resident and supported by the Ward Member at that time and prevents vehicles being parked on both sides of the road and causing obstruction problems. In order to address potential displacement into areas where parking would continue to cause concerns the proposal included junction protection measures to reinforce Rule 243 of The Highway Code related to parking within 10 metres of a junction, where vehicles should not be parked anyway. **It is recommended that the proposal is introduced as advertised.**

13.2 **Voller Drive (Plan BY52)** Six responses in support of the proposals and three wishing to record a neutral position. One objection was received with no supporting detail or reason given and was discounted.

a **Officer comments** – No valid objections received. **It is recommended that the proposal is introduced as advertised.**

13.3 **Highworth Way (Plan BX44)** Six responses in support of the proposals and three wishing to record a neutral position. One objection was received with no supporting detail or reason given and was discounted.

a **Officer comments** – No valid objections received. **It is recommended that the proposal is introduced as advertised.**

13.5 **Heathfield Avenue (Plan BZ50 & BZ51)** Six responses in support of the proposals and four wishing to record a neutral position. One objection was received with no supporting detail or reason given and was discounted.

a **Officer comments** – No valid objections received. **It is recommended that the proposal is introduced as advertised.**

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Parking Review Amendment 37

Consultation responses (full extract from WBC Consultation & Engagement Hub) Contents

- [Reponses to proposals in Aldermaston Parish](#)
 - Wasing Lane - (*Plan BJ81*)
- [Reponses to proposals in Beenham Parish](#)
 - A4 Bath Road (layby) – (*Plan BL73*)
- [Reponses to proposals in Chieveley Parish](#)
 - East Lane – (*Plan AN46*)
 - Hazeldene – (*Plan AN46*)
- [Reponses to proposals in Greenham Parish](#)
 - Hambridge Lane – (*Plans AP75 & AQ75*)
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 - Charnham Park – (*Plans L66 & L67*)
 - Tealgate – (*Plans L66 & L67*)
 - High Street – (*Plan L68*)
 - Salisbury Row (A338) – (*Plan L70*)
 - Fairfield Close – (*Plan L70*)
 - Tarrants Hill – (*Plan L70*)
 - Morley Place) – (*Plan L70*)
- [Reponses to proposals in Newbury](#)
 - Andover Road (A343) – (*Plans AL77 & AL78*)
 - Bartholomew Street – (*Plan AL75*)
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- [Reponses to proposals in Padworth Parish](#)
 - A4 Bath Road (layby) – (*Plan BM72*)
- [Reponses to proposals in Purley-on-Thames Parish](#)
 - Long Lane – (*Plan BX39*)
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- [Reponses to proposals in Theale Parish](#)
 - Englefield Road – (*Plan BT56 & BT57*)
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- [Reponses to proposals in Tilehurst Parish](#)
 - Longleat Drive – (*Plan BX42*)
 - Voller Drive – (*Plan BY52*)
 - Highworth Way – (*Plan BX44*)
 - Heathfield Avenue) – (*Plan BZ50 & BZ51*)

Consultation Responses

General comment – No specific location

1. **Thames Valley police** - Thank you for the consultation documents relating to Draft Parking Review - Traffic Regulation Order Amendment No 37 (Ref: PSA037). On street parking restrictions are a council led enforcement function. Thames Valley Police have no objections. May I ask that the usual exemptions are written into the TRO to allow police staff and other emergency services to park any vehicle where needed to execute their duties.
- 2.

	ALDERMASTON – Wasing Lane (Plan BJ81)
	I OBJECT TO THE PROPOSAL
1	As per normal. No where to park. Too many cars crammed into small spaces.
2	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
	I SUPPORT THE PROPOSAL
1	We welcome the restrictions to prevent inconsiderate parking outside the school and improve safety and visibility for pupils
2	Y road is littered with parked cars, all on the pavement. All cars have a drive way yet there not used. I live in a dead end people keep blocking my drive. Being disabled it causes me distress.
3	Support as many irresponsibly people park blocking the road.

	BEENHAM – A4 Bath Road (layby) (Plan BL73)
	I OBJECT TO THE PROPOSAL
1	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more & pollution. All roads outside and around schools should be 20mph automatically
2	Object. Not enough parking space.

	CHIEVELEY - East Lane (Plan AN46)
	I OBJECT TO THE PROPOSAL
1	On behalf of Downland Pharmacy, East Lane, Chieveley, I submit this formal and urgent objection to the proposed Traffic Regulation Order (TRO) in my capacity as the Hybrid Pharmacy Manager. The implementation of this measure would significantly compromise access to essential NHS pharmacy services for the local community without substantive evidence that it would deliver any meaningful improvement in road safety. Downland Pharmacy fully supports evidence-based initiatives to improve road safety. However, the proposal to remove parking directly outside the pharmacy is

neither necessary nor proportionate. Such a restriction would severely hinder public and patient access to vital NHS healthcare services, particularly for vulnerable and less mobile individuals who rely on immediate proximity to the pharmacy. This TRO is fundamentally flawed and appears to be based on a limited understanding of local needs. Parking on East Lane is essential for individuals who depend on Downland Pharmacy for urgent medications, clinical services, and expert health advice. It is not for unrelated or discretionary purposes. Background Downland Pharmacy is the sole community pharmacy serving Chieveley and the surrounding area. It is located at the front of the healthcare building on East Lane, providing a vital access point for NHS services across a wide catchment. Like most high street community pharmacies, Downland Pharmacy does not have dedicated parking. On-street parking on East Lane remains the only practical means by which patients including those with limited mobility can safely and conveniently access NHS medicines and healthcare services. Each day, 5–8 medication delivery vehicles supply Downland Pharmacy, ensuring timely and uninterrupted access to life-critical medicines for hundreds of residents. Inadequate parking arrangements will disrupt these essential deliveries, posing a direct risk to patient care and community health. To provide detailed information to dispel any misinformation local private schools and local residential facilities use Downland Pharmacy, primarily for their prescription services, and are not registered with the GP surgery on site. In addition to NHS Downland Pharmacy East Lane Chieveley Newbury Berkshire RG20 8UY 01635 248251 prescription services, customers from Berkshire and the surrounding counties drive to and use Downland Pharmacy for NHS Seasonal vaccinations such as COVID and Flu vaccines (via the National Booking Service), NHS blood pressure checks and NHS Pharmacy First scheme, where patients get treatment from the pharmacist without needing a GP appointment. The NHS 111 service also directs people to Downland Pharmacy for all the above services and more. Safety Concerns To my knowledge, there has been no history of personal injury accidents, recurring safety incidents, or substantiated complaints arising from the existing unrestricted parking outside Downland Pharmacy. There have been no complaints or formal representations to Downland Pharmacy regarding the parking on East Lane. I therefore respectfully request clarification of: 1. The specific safety risk the Council is seeking to mitigate at this location. 2. The evidence or data relied upon to demonstrate that the existing parking presents a demonstrable hazard. No evidence has been presented to explain why less restrictive alternatives would not adequately address the stated safety concerns. I believe the TRO is extremely flawed, as it does not acknowledge the correct business affected, which will have a significant impact on Downland Pharmacy providing essential services. The impact on Downland Pharmacy cannot have been considered as Downland Pharmacy customers haven't been correctly identified as the source of the parking in the TRO. Proportional Response Double yellow lines prohibit stopping at all times and represent the most restrictive parking control available. If the Council's concern relates to peak-time congestion or occasional obstruction, then the proposed measure goes beyond what is required to address those concerns. I am concerned that less restrictive, more balanced alternatives have not been adequately considered, such as: 1. Time-limited parking during off-peak hours 2. Peak-hour restrictions only 3. Three short-stay bays (e.g. 30 minutes) with clear signage. 10-20 minutes would be inadequate for some of the services the Pharmacy provides to its customers, such as Pharmacy First consultations. 4. A restriction aligned with pharmacy opening times (8.30-1pm, 2pm-6.30pm Monday to Friday at present) Having reviewed best practice in highway management I note the following are requirements: 1. The least restrictive effective measure is used 2. The impact on frontages and essential services is fully considered These options would allow the Council to address any safety concerns, if safety

	improvements are genuinely required, while maintaining safe access for vulnerable patients and without removing essential access to the pharmacy. Impact on Services The premises directly affected are a community pharmacy (Downland Pharmacy) providing essential NHS healthcare services to local residents and customers who travel from as far away as Hungerford due to the demise of community pharmacy in West Berkshire. Please see the National Pharmacy Association website: Deprived areas with greatest health needs worst hit by pharmacy closures - NPA National Pharmacy Association Pharmacy Closure Rates & Impacts in the Community West Berkshire has the highest per capita rate of pharmacy closures in the country. Between 2022 and 2024, the number of pharmacies per 100,000 people fell from 12.4 to 9.9. The area has been designated a “pharmacy desert” by the National Pharmacy Association (NPA), with approximately 1 pharmacy for every 7,200 residents, compared to the national average of 1 per 4,600. This is four times fewer pharmacies than in Westminster, the area with the highest provision. The closures mean residents must travel further for medication and advice, which puts significant pressure on the remaining pharmacies and local GP surgeries and helps explain why patients travel from as far as Hungerford to use Downland Pharmacy. Lee Dillon MP, a great champion of community pharmacy, recently visited Downland Pharmacy and has been a great supporter. A significant proportion of customers using Downland Pharmacy are: 1. Elderly 2. Disabled 3. Living with long-term health conditions 4. Collecting urgent or time-critical prescriptions, which include end-of-life medication for those choosing to die at home and medications for the Community Nursing (District Nurse) service. I am deeply concerned that the restrictions proposed to remove the availability of short, close parking immediately outside the pharmacy on East Lane will remove the already limited access to safe and equitable access to essential healthcare services. Creating a clear barrier to healthcare access for vulnerable residents, many of whom are unable to walk significant distances or safely carry medication from alternative parking locations adding to significant health inequalities faced by rural populations. Equality Act 2010 – Public Sector Equality Duty Even where a scheme is promoted on safety grounds, the Council remains subject to the Public Sector Equality Duty under the Equality Act 2010, which stipulates that West Berkshire Council has a duty to have due regard to the impact of its decisions on protected groups, including disabled people and older residents. Removing parking outside a community pharmacy disproportionately affects: 1. Disabled people 2. Older residents 3. Those with mobility limitations or urgent medical needs I formally request the Council to confirm: 1. Whether an Equality Impact Assessment has been carried out for this proposal. 2. Whether it specifically considers the effect of removing parking outside a Community Pharmacy, a essential healthcare service. In summary I submit that: 1. The safety justification for the proposed double yellow lines has not been adequately evidenced. 2. The proposal is not proportional to the stated risk and is punitive in nature. 3. Less restrictive, safety-compliant alternatives have not been explored. 4. The impact to essential healthcare and protected groups has not been adequately addressed and the business affected has not been correctly identified. I therefore request that the proposal to introduce double yellow lines outside Downland Pharmacy, the community pharmacy on East Lane, Chieveley, is reconsidered without delay and alternatives are assessed before the TRO advances.
2	On behalf of Downland Pharmacy, East Lane, Chieveley, I submit this formal and urgent objection to the proposed Traffic Regulation Order (TRO) in my capacity as the Hybrid Pharmacy Manager. The implementation of this measure would significantly compromise access to essential NHS pharmacy services for the local community without substantive evidence that it would deliver any meaningful improvement in road safety. Downland Pharmacy fully supports evidence-based initiatives to improve road safety. However, the proposal to remove parking directly outside the pharmacy is

neither necessary nor proportionate. Such a restriction would severely hinder public and patient access to vital NHS healthcare services, particularly for vulnerable and less mobile individuals who rely on immediate proximity to the pharmacy. This TRO is fundamentally flawed and appears to be based on a limited understanding of local needs. Parking on East Lane is essential for individuals who depend on Downland Pharmacy for urgent medications, clinical services, and expert health advice. It is not for unrelated or discretionary purposes. Background Downland Pharmacy is the sole community pharmacy serving Chieveley and the surrounding area. It is located at the front of the healthcare building on East Lane, providing a vital access point for NHS services across a wide catchment. Like most high street community pharmacies, Downland Pharmacy does not have dedicated parking. On-street parking on East Lane remains the only practical means by which patients including those with limited mobility can safely and conveniently access NHS medicines and healthcare services. Each day, 5–8 medication delivery vehicles supply Downland Pharmacy, ensuring timely and uninterrupted access to life-critical medicines for hundreds of residents. Inadequate parking arrangements will disrupt these essential deliveries, posing a direct risk to patient care and community health. To provide detailed information to dispel any misinformation local private schools and local residential facilities use Downland Pharmacy, primarily for their prescription services, and are not registered with the GP surgery on site. In addition to NHS prescription services, customers from Berkshire and the surrounding counties drive to and use Downland Pharmacy for NHS Seasonal vaccinations such as COVID and Flu vaccines (via the National Booking Service), NHS blood pressure checks and NHS Pharmacy First scheme, where patients get treatment from the pharmacist without needing a GP appointment. The NHS 111 service also directs people to Downland Pharmacy for all the above services and more. Safety Concerns To my knowledge, there has been no history of personal injury accidents, recurring safety incidents, or substantiated complaints arising from the existing unrestricted parking outside Downland Pharmacy. There have been no complaints or formal representations to Downland Pharmacy regarding the parking on East Lane. I therefore respectfully request clarification of: 1. The specific safety risk the Council is seeking to mitigate at this location. 2. The evidence or data relied upon to demonstrate that the existing parking presents a demonstrable hazard. No evidence has been presented to explain why less restrictive alternatives would not adequately address the stated safety concerns. I believe the TRO is extremely flawed, as it does not acknowledge the correct business affected, which will have a significant impact on Downland Pharmacy providing essential services. The impact on Downland Pharmacy cannot have been considered as Downland Pharmacy customers haven't been correctly identified as the source of the parking in the TRO. Proportional Response Double yellow lines prohibit stopping at all times and represent the most restrictive parking control available. If the Council's concern relates to peak-time congestion or occasional obstruction, then the proposed measure goes beyond what is required to address those concerns. I am concerned that less restrictive, more balanced alternatives have not been adequately considered, such as: 1. Time-limited parking during off-peak hours 2. Peak-hour restrictions only 3. Three short-stay bays (e.g. 30 minutes) with clear signage. 10-20 minutes would be inadequate for some of the services the Pharmacy provides to its customers, such as Pharmacy First consultations. 4. A restriction aligned with pharmacy opening times (8.30-1pm, 2pm-6.30pm Monday to Friday at present) Having reviewed best practice in highway management I note the following are requirements: 1. The least restrictive effective measure is used 2. The impact on frontages and essential services is fully considered These options would allow the Council to address any safety concerns, if safety improvements are genuinely required, while maintaining safe access for vulnerable

	patients and without removing essential access to the pharmacy. Impact on Services The premises directly affected are a community pharmacy (Downland Pharmacy) providing essential NHS healthcare services to local residents and customers who travel from as far away as Hungerford due to the demise of community pharmacy in West Berkshire. Please see the National Pharmacy Association website: Deprived areas with greatest health needs worst hit by pharmacy closures - NPA National Pharmacy Association Pharmacy Closure Rates & Impacts in the Community West Berkshire has the highest per capita rate of pharmacy closures in the country. Between 2022 and 2024, the number of pharmacies per 100,000 people fell from 12.4 to 9.9. The area has been designated a “pharmacy desert” by the National Pharmacy Association (NPA), with approximately 1 pharmacy for every 7,200 residents, compared to the national average of 1 per 4,600. This is four times fewer pharmacies than in Westminster, the area with the highest provision. The closures mean residents must travel further for medication and advice, which puts significant pressure on the remaining pharmacies and local GP surgeries and helps explain why patients travel from as far as Hungerford to use Downland Pharmacy. Lee Dillon MP, a great champion of community pharmacy, recently visited Downland Pharmacy and has been a great supporter. A significant proportion of customers using Downland Pharmacy are: 1. Elderly 2. Disabled 3. Living with long-term health conditions 4. Collecting urgent or time-critical prescriptions, which include end-of-life medication for those choosing to die at home and medications for the Community Nursing (District Nurse) service. I am deeply concerned that the restrictions proposed to remove the availability of short, close parking immediately outside the pharmacy on East Lane will remove the already limited access to safe and equitable access to essential healthcare services. Creating a clear barrier to healthcare access for vulnerable residents, many of whom are unable to walk significant distances or safely carry medication from alternative parking locations adding to significant health inequalities faced by rural populations. Equality Act 2010 – Public Sector Equality Duty Even where a scheme is promoted on safety grounds, the Council remains subject to the Public Sector Equality Duty under the Equality Act 2010, which stipulates that West Berkshire Council has a duty to have due regard to the impact of its decisions on protected groups, including disabled people and older residents. Removing parking outside a community pharmacy disproportionately affects: 1. Disabled people 2. Older residents 3. Those with mobility limitations or urgent medical needs I formally request the Council to confirm: 1. Whether an Equality Impact Assessment has been carried out for this proposal. 2. Whether it specifically considers the effect of removing parking outside a Community Pharmacy, a essential healthcare service. In summary I submit that: 1. The safety justification for the proposed double yellow lines has not been adequately evidenced. 2. The proposal is not proportional to the stated risk and is punitive in nature. 3. Less restrictive, safety-compliant alternatives have not been explored. 4. The impact to essential healthcare and protected groups has not been adequately addressed and the business affected has not been correctly identified. I therefore request that the proposal to introduce double yellow lines outside Downland Pharmacy, the community pharmacy on East Lane, Chieveley, is reconsidered without delay and alternatives are assessed before the TRO advances. Please ensure this objection is formally recorded and considered as part of the TRO decision-making process. I would welcome the opportunity to engage further or attend any relevant meeting.
3	I write as Senior Partner at The Downland Practice, East Lane, Chieveley, to submit a formal objection to the above Traffic Regulation Order, which the Council has indicated is being promoted on the grounds of addressing road safety concerns. While I fully support proportionate measures that genuinely improve highway safety, I do not believe the removal of parking directly outside Downland Pharmacy meets the test of necessity,

proportionality, or evidence-based decision-making, particularly given the impact on access to essential healthcare. I must also stress that the TRO is fundamentally flawed. The parking on East Lane is not the result of “parking by patients of The Downland Practice Surgery”. The parking on East Lane is a result of parking by customers using Downland Pharmacy, a community Pharmacy. Downland Pharmacy is a separate business to The Downland Practice (the GP surgery). Downland Pharmacy is situated at the front of the healthcare building that also houses The Downland Practice, fronting onto East Lane. The Downland Practice has extensive parking in the rear car park for its patients. In contrast, like most high street community pharmacies, Downland Pharmacy has no ownership or rent of parking spaces and relies on the on street parking on East Lane for its customers. Downland Pharmacy has an informal arrangement with The Downland Practice to use The Downland Practice’s rear car park for the 5-8 medication delivery trucks it receives daily, to avoid those 5-8 daily delivery trucks parking on East Lane. To explain further, it is often poorly understood that many individuals, local private schools and local residential facilities use Downland Pharmacy, primarily for their prescription services, and are not registered patients with The Downland Practice. In addition to NHS prescription services, customers from Berkshire and the surrounding counties drive to and use Downland Pharmacy for NHS covid and flu vaccinations (via NBS the NHS National Booking System), NHS blood pressure checks and NHS Pharmacy First scheme, where patients get treatment from the Pharmacist rather than needing an appointment with their Surgery. The NHS 111 service also directs patients who are not registered with the practice to Downland Pharmacy for all of the above services and more.

1. Safety justification must be supported by evidence Where a TRO is promoted on road safety grounds, it is reasonable to expect that it is supported by:

- Collision or near-miss data
- Recorded obstruction or enforcement issues
- Visibility or junction safety assessments

To my knowledge, there has been no history of personal injury accidents, recurring safety incidents, or substantiated complaints arising from the existing unrestricted parking outside Downland Pharmacy. As Senior Partner of The Downland Practice, I can confirm I am not aware of any complaints or formal representations to The Downland Practice regarding the parking on East Lane. I therefore respectfully request clarification of:

- The specific safety risk the Council is seeking to mitigate at this location
- The evidence or data relied upon to demonstrate that the existing parking presents a demonstrable hazard

2. Lack of evidence demonstrating necessity The existing unrestricted parking has operated for many years without causing:

- Documented safety issues
- Persistent obstruction
- Proven traffic flow problems

I respectfully request that the Council provides:

- Accident or safety data supporting the need for double yellow lines at this location
- Evidence that the current parking arrangement presents a demonstrable risk

Without such evidence, the proposal appears disproportionate, particularly given the severity of its impact on access to healthcare. Parking outside Downland Pharmacy is typically short-stay in nature, with high turnover and minimal dwell time, which materially differs from long-term or obstructive parking scenarios often associated with safety concerns.

3. Double yellow lines are a disproportionate response Double yellow lines prohibit stopping at all times and represent the most restrictive parking control available. If the Council’s concern relates to peak-time congestion or occasional obstruction, then the proposed measure goes beyond what is required to address those concerns. Best practice in highway management requires that:

- The least restrictive effective measure is used
- The impact on frontages and essential services is fully considered

No evidence has been presented to explain why less restrictive alternatives would not adequately address the stated safety concerns. I believe the TRO is fundamentally flawed as it does not acknowledge the correct business affected (Downland Pharmacy not The Downland

Practice), where there will be a significant impact on Downland Pharmacy's frontage and essential services. The impact on Downland Pharmacy's frontage and essential services can not have been considered as Downland Pharmacy customers haven't been correctly identified as the source of the parking in the TRO.

4. Reasonable, safety-compatible alternatives exist Double yellow lines represent the most restrictive option, removing all stopping at all times. I am concerned that less restrictive, more balanced alternatives have not been adequately considered, such as:

- Time-limited parking during off-peak hours
- Peak-hour restrictions only
- Three short-stay bays (e.g. 30 minutes) with clear signage. 10-20 minutes would be inadequate for some of the services the Pharmacy provides to its customers such as Pharmacy First consultations.
- A restriction aligned with pharmacy opening times (8.30-1pm, 2pm-6.30pm Monday to Friday at present)

These options would allow the Council to address any safety concerns, if safety improvements are genuinely required, while maintaining safe access for vulnerable patients and without removing essential access to the pharmacy.

5. Impact on access to an essential healthcare service The premises affected is a community pharmacy, Downland Pharmacy, providing essential NHS healthcare services to local residents and customers who travel from as far away as Hungerford due to the demise of community pharmacy in West Berkshire. Please see the National Pharmacy Association website: Deprived areas with greatest health needs worst hit by pharmacy closures - NPA | National Pharmacy Association

- Closure Rates: West Berkshire has seen the highest rate of pharmacy closures in the country on a per capita basis. Between 2022 and 2024, the number of pharmacies per 100,000 people fell from 12.4 to 9.9.
- Pharmacy Desert: The area has been designated a "pharmacy desert" by the National Pharmacy Association (NPA), with approximately one pharmacy for every 7,200 residents, compared to a national average of one per 4,600. This is four times fewer pharmacies than in Westminster, the area with the highest provision.
- Impact on Residents: The closures mean residents have to travel further for medication and advice, which puts significant pressure on the remaining pharmacies and local GP surgeries and helps explain why patients travel from as far as Hungerford to use Downland Pharmacy. Lee Dillon MP, who is a great champion of community pharmacy, has recently visited Downland Pharmacy and is of great support. A significant proportion of customers using Downland Pharmacy are:
- Elderly
- Disabled
- Living with long-term health conditions
- Collecting urgent or time-critical prescriptions, which includes end of life medication for those choosing to die at home and medications for the Community Nursing (District Nurse) service.

I am deeply concerned that the availability of short, close parking immediately outside the pharmacy on East Lane is essential for safe and equitable access to this essential healthcare service. Removing this parking will create a clear barrier to healthcare access for vulnerable residents, many of whom are unable to walk significant distances or safely carry medication from alternative parking locations. West Berkshire Council will already be aware of the significant work, resource and funding that the council and health and social partners are putting into projects addressing health inequality across the 136,000 residents of West Berkshire. This TRO will inadvertently worsen health inequality.

5. Equality Act 2010 – Public Sector Equality Duty Even where a scheme is promoted on safety grounds, the Council remains subject to the Public Sector Equality Duty under the Equality Act 2010, which stipulates that West Berkshire Council has a duty to have due regard to the impact of its decisions on protected groups, including disabled people and older residents. Removing parking outside a community pharmacy disproportionately affects:

- Disabled people
- Older residents
- Those with mobility limitations or urgent medical needs

I therefore ask the Council to confirm:

- Whether an Equality Impact Assessment has been carried out for this proposal
- Whether it specifically considers the effect of removing parking outside an essential healthcare provider

In my view, the

	proposed measure disproportionately impacts protected groups and risks failing the Council's Public Sector Equality Duty if appropriate mitigation is not provided. In conclusion, I respectfully submit that: • The safety justification for the proposed double yellow lines has not been adequately evidenced. • The proposal is disproportionate to the stated risk. • Less restrictive, safety-compliant alternatives have not been properly explored. • The impact on access to essential healthcare and protected groups has not been sufficiently addressed and the business and thus protected group affected has not been correctly identified. I therefore request that the proposal to introduce double yellow lines outside Downland Pharmacy, the community pharmacy on East Lane, Chieveley is reconsidered, and that access-preserving alternatives are assessed before the TRO proceeds.
4	I am writing as one of the Partners at the Downland Practice. I have considerable concerns about the restrictions that adding yellow lines to East Lane would have on our Practice. Putting these in place would prohibit customers of Downland Pharmacy from being able to park and utilise the community pharmacy, whose doors open onto East Lane. The Pharmacy does not have ownership of any parking spaces within the Practice carpark, which is a separate business. The Pharmacy is a vital community pharmacy for many patients travelling from far afield, and provides valuable services to the community. The addition of yellow lines outside this business would mean that frail patients would not have access to this Pharmacy and the services it provides, plus would risk further strain on the NHS Practice and carpark if this happened. We have not been made aware of any collisions, safety issues or traffic problems, and not encountered these as frequent users of the road. Therefore there is a lack of evidence and necessity to this proposal, as well as concerns that this will cause unnecessary strain on the Practice as the result of taking away the Pharmacy's access.
5	I write to formally object to the proposed installation of double yellow lines outside Downland Pharmacy and Hazeldene, East Lane, Chieveley, as set out in the above Traffic Resolution Order ("TRO"). Incorrect Attribution of Parking Demand: The TRO documentation appears to attribute parking demand on East Lane to patients of The Downland Practice. This assumption is incorrect. The Downland Practice is a separate entity and benefits from a substantial off-street car park located behind the surgery, which is routinely used by its patients. By contrast, Downland Pharmacy has no dedicated parking provision. Patients and service users attending the pharmacy are therefore reliant on short-stay on-street parking along East Lane in order to access essential healthcare services. Wider Catchment and Essential NHS Services A significant proportion of pharmacy users are not registered patients of The Downland Practice and travel from across West Berkshire and beyond. Demand has increased significantly following the closure of four community pharmacies in Newbury, since January 2023. Downland Pharmacy also provides commissioned NHS services including: COVID-19 and influenza vaccinations Pharmacy First consultations Blood pressure monitoring These services inevitably increase footfall and require safe, proximate access. Impact on Vulnerable and Protected Groups The proposed double yellow lines would have a disproportionate and adverse impact on elderly, disabled, clinically vulnerable, and mobility-impaired patients. Many pharmacy users are unable to walk longer distances due to frailty, disability, or illness. Patients frequently attend the pharmacy to collect urgent or time-critical prescriptions, including palliative and end-of-life medication for those choosing to receive care at home. Requiring such patients or their carers to park at a distance would present a significant barrier to access and poses clear risks to patient welfare. Downland Pharmacy performs a critical community function, being the only pharmacy serving an approximate 135 square mile catchment area. Restricting access at this location would therefore have far-reaching consequences. Traffic and Safety Considerations The proposed restriction is unlikely to

	achieve its intended traffic management objectives. Instead, it is likely to: Displace parking to less suitable locations further along East Lane Increase congestion rather than reduce it Create additional safety hazards, particularly given the limited footway provision in parts of East Lane This outcome would be contrary to the stated aims of effective traffic management and road safety. Failure to Properly Consider Equality Impacts West Berkshire Council is subject to the Public Sector Equality Duty (Section 149, Equality Act 2010), which requires the Council, in exercising its functions, to have due regard to the need to: Eliminate discrimination Advance equality of opportunity for protected groups Foster good relations Elderly and disabled persons are protected groups under the Act. The introduction of double yellow lines at this location would materially disadvantage these groups by restricting access to essential healthcare. Unless a robust Equality Impact Assessment has been undertaken and properly evidenced, the proposed TRO risks being inconsistent with the Council's statutory obligations. Request for Reconsideration and Alternative Measures Given the above, I respectfully request that West Berkshire Council reconsider the proposed double yellow lines outside Downland Pharmacy. A more proportionate and balanced solution would include: Time-limited short-stay parking Designated pharmacy/patient parking bays Limited operational hours for restrictions Such measures would address traffic concerns while preserving safe and equitable access to essential healthcare services. I trust the Council will give appropriate weight to patient safety, accessibility, and its statutory equality duties when determining this matter.
6	I object to this proposal as a partner at the Downland Practice. The Downland Pharmacy is an invaluable asset to the community, extending beyond just the village of Chieveley and the parking on East Lane is a result of parking by customers using Downland Pharmacy. Some of these customers may have a disability, be elderly, have long term health conditions or may be collecting urgent prescriptions. The availability of short, close parking immediately outside the pharmacy on East Lane is essential for safe and equitable access to this essential healthcare service. Removing this parking will create a clear barrier to healthcare access for vulnerable residents, many of whom are unable to walk significant distances or safely carry medication from alternative parking locations. I am not aware of any previous safety concerns or accidents in the area related to parking. I also feel that the measure of complete restriction has not been fully considered and is disproportionate. I strongly feel that this proposal needs to be reconsidered and other options for safe parking be considered [Name removed] (Partner Downland Practice)
7	I am objecting to the removal of the Downland Pharmacy parking at East Lane. I do not believe the removal of parking directly outside Downland Pharmacy meets the test of necessity, proportionality, or evidence-based decision-making, particularly given the impact on access to essential healthcare. I must also stress that the TRO is fundamentally flawed. The parking on East Lane is not the result of "parking by patients of The Downland Practice Surgery". The parking on East Lane is a result of parking by customers using Downland Pharmacy, a community Pharmacy which has no ownership or rent of parking spaces and relies on the on street parking on East Lane for its customers. In order for continued thriving of local businesses and community pharmacies in particular, parking for its customers is essential and also avoids taking up spaces within the carpark of The Downland Practice which is for patients of the practice and not customers of the pharmacy. Allowing no waiting at any time will drive cars to park further from the pharmacy and towards the bend which will become a bigger hazard.
8	1. Introduction I submit this objection in response to the proposed introduction of No Waiting At Any Time restrictions in the vicinity of The Downland Practice Surgery, which the Council states are intended to address road safety concerns arising from

	obstructive parking. While I acknowledge the Council's statutory powers under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004, I respectfully submit that the proposed restriction, as drafted, fails to satisfy the requirements of proportionality, reasonableness, and equality of access required under UK public law. 2. Mischaracterisation of Parking Demand The consultation justification asserts that parking demand arises from patients attending The Downland Practice Surgery. This is materially inaccurate. The surgery itself benefits from a large, dedicated off-street car park which provides sufficient access for surgery users. The on-street parking activity in question relates predominantly to access to the adjacent pharmacy, which is a separate healthcare service serving both registered and unregistered patients. There is no shared or alternative off-street parking provision available for pharmacy users. 3. Importance of the Pharmacy as an Essential Local Service The pharmacy has become a critical local healthcare hub following the closure of multiple nearby pharmacies, including Lloyds (Sainsbury's), Boots (Thatcham), and Superdrug (Newbury). As a result, a larger and more vulnerable population now relies on this single location for access to prescriptions and healthcare advice. Many users are elderly, infirm, or have limited mobility. Access to medication is not discretionary; it is an essential service. 4. Equality Act 2010 – Public Sector Equality Duty Under section 149 of the Equality Act 2010, the Council must have due regard to the need to eliminate discrimination, advance equality of opportunity, and remove disadvantages suffered by disabled persons. A blanket No Waiting At Any Time restriction would disproportionately disadvantage elderly and mobility-impaired individuals, particularly where pavements are limited or absent. 5. Proportionality and Reasonableness It is a well-established principle of public law that statutory powers must be exercised proportionately. Double yellow lines represent the most restrictive form of parking control. Less restrictive alternatives, such as short-stay parking or time-limited waiting, have not been adequately considered. 6. Conclusion For the reasons set out above, I object to the proposed TRO amendment and request that the Council reconsider the restriction, giving proper weight to equality impacts and less restrictive alternatives.
9	Users of the Downland pharmacy include those with disability. Restricting parking outside the pharmacy discriminates against users who are not able to park and walk. The pharmacy is used by members of the public from the whole Newbury area, not just the practice catchment. This is due to multiple pharmacy closures in Newbury, with increased footfall at the Downland pharmacy as a result. This is a separate service to that of the Downland Practice GP surgery. The pharmacy is now relied upon for medications for children and young adults with learning disability in Priors Court School. Close parking is essential.
10	On street parking at this location is due to the Downlands Surgery carpark having insufficient capacity to cope with the number of patients and those collecting prescriptions, even though it was recently extended. For those of us who attend from neighbouring villages such as Hermitage, walking or public transport are not viable options. If this proposal is enacted then suitable and sufficient alternative parking provision must be made nearby, and clearly signed before on street parking is prohibited. Removing the on street parking will not address the cause of the problem. People still need to attend the surgery and so sufficient parking must be provided. Without this, people will likely park on the road away from the restrictions.
11	There is insufficient parking at The Downland Surgery to support those using the surgery alongside those using the pharmacy for a short period of time. The only option is to park on the road which is wide enough between the Downland car park entrance and Hazeldene to allow other vehicles to pass through. Restrictions will limit those who have to drive to Chieveley to collect prescriptions, and those with poor mobility, being able to access the pharmacy at times when the car park is full. There is also a proposal

	to submit a planning application for houses in East Lane, which is of very high density for the area. It is likely that this parking restriction is preliminary to supporting a forthcoming planning application.
12	Prevention of parking in this area, notably the widest part of this particular section, will encourage parking in narrower sections. The pharmacy and surgery are some of the most valuable community resources and removal of parking will place further pressure on an already constrained car park. It should also be noted that the surgery kindly hosts the Downland Volunteers bus. As a frequent traveller along that road for decades, I have yet to witness any issue that could give any justification to such an order.
13	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
14	Parking is a contentious issue but it's seems as though the council are trying to make life more difficult for motorists.
15	Object to the restrictions on parking. No additional comment provided (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	I support the proposal subject to there always being sufficient space in the downlands practice car park for patients visiting the pharmacy. I support it (with the above proviso) because cars parked on that section of east lane do cause a traffic hazard. There is a bend in the road which makes it impossible to see if something is coming the other way when you're overtaking the parked cars.
2	Traffic as a result of parked vehicles in this position is dangerous. Vehicles are parked here throughout the day due to use of the GP surgery and Pharmacy. So impact is constant.
3	I understand why people are frustrated by inconsiderate parking at the surgery. Maybe more parking could be provided to avoid this
4	We welcome the restrictions to improve safety and visibility for walking & cycling
5	(No other comment provided)

	CHIEVELEY - Hazeldene (Plan AN46)
	I OBJECT TO THE PROPOSAL
1	There is insufficient parking at The Downland Surgery to support those using the surgery alongside those using the pharmacy for a short period of time. The only option is to park on the road which is wide enough between the Downland car park entrance and Hazeldene to allow other vehicles to pass through. There is also a good footpath between the Hazeldene junction and the surgery entrance. Restrictions will limit those who have to drive to Chieveley to collect prescriptions, and those with poor mobility, being able to access the pharmacy at times when the car park is full. There is also a proposal to submit a planning application for houses in East Lane, which is of very high density for the area. It is likely that this parking restriction is preliminary to supporting a forthcoming planning application.
2	Again for all of the reasons listed above, extending the double yellow lines along to Hazeldene would further reduce access to healthcare as detailed above.
3	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically

4	No additional comment provided (Note: Objections with no supporting reasons for objection can be discounted)
5	No additional comment provided (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	Blocking the junction with parked cars is dangerous for other motorists and for pedestrians
2	This area should extend up to the suggested yellow lining at the GP surgery entrance or people will just park between the two parking restriction areas.
3	We welcome the restrictions to improve safety and visibility for walking & cycling
4	No additional comment provided
5	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided

	GREENHAM - Hambridge Lane (Plans AP75 & AQ75)
	I OBJECT TO THE PROPOSAL
1	Please don't enforce any more parking restrictions. We need to get people out and shopping locally. Putting obstacles in the way for motorists will affect this.
2	There is already limited parking. This will make it even worse Why keep making life more difficult for users ?
3	No additional comment provided (Note: Objections with no supporting reasons for objection can be discounted)
4	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk& pollution. All roads outside and around schools should be 20mph automatically
	I SUPPORT THE PROPOSAL
1	We welcome the restrictions near to the junction to improve safety and visibility for walking & cycling
	I WISH TO RECORD A NEUTRAL POSITION
1	Parking on a junction has been reported to you due to many near miss accidents nothing ever was done. Most of the houses in greenham along the main nightingales don't have parking, bring home work vehicles and use my road to store them. They are all sat at the end of a junction at the bottom of a hill you can't see up or down, the amount of almost accidents is ridiculous. A neighbour reported this to you and you didn't want to know then so why now? You also can't see people when crossing if crossing between the vehicles parked. Greenham has become very over populated with vehicles as most homes now own more than 2 cars. I can't even park along my road due to the amount of cars my neighbours now own, thr carpark over the road is now used for people off the main nightgales road to store their holiday homes,and at

	times work vehicles. People who do have drives don't use them instead park on the side of the road.

	HUNGERFORD - Charnham Park (Plan L66 & L67)
	I OBJECT TO THE PROPOSALS
1	May i record that the proposal is a much welcomed start. Grasping of the nettle is now required to firm up the proposal, with a once and for all plan - "Right First Time" with a tweak to the plans proposed of simply North and South in its entirety of Charnham Park double yellow lines no waiting - no stopping clear way for any vehicles at any time of day or night 24/7 . Restricting the zone to no parking for HGV 6pm to 6 am has little benefit to relieve the daytime hazards which is a far greater problem. speed 80/90 mph is an attraction of this road with weaving in and out of parked cars Parked cars at any point along this stretch reduce to a single line - traffic flow north and south which is a destination of overnighted HGV's quite correctly servicing the industrial merchants. Speed restriction is required at 20 mph to appreciate this Charnham Park conservation area. My attention is drawn to the planning permission granted for the New Wetlands Conservation visitor centre. PP now granted will commence shortly with an expectation of 2 years to construct a visitor centre, extensive car parking, equipment to manage the wetland reinstatement. Upwards of 20,000 visitors per year, potentially with matching vehicle numbers of 1,666 per month. The site plan is unclear - it appears the site entrance / public entrance will be directly opposite an already dangerous - daily hazard of Kennet Way. Daily - Charnham Park now open over 20 years suffers from rat run traffic from Chilton Foliat to the A4 bypassing the town. The speed of vehicles can be as much as 80/90 mph with north and south drivers playing cat and mouse as to who gives way as Charnham Park is now a single lane road with the excessive nose to tail FREE parking, 24/7 North Bound. Current North Side restrictions from roundabout : yellow lines are abused with drivers of all types of cars/HGV's and unloading car transporters for BMW and Mini on this North Side creating havoc for drivers coming off the roundabout at speed overtaking these parked vehicles (that the drivers quite frankly believe with full road rage are in their way) hurtling past the junction of Kennet Way - meeting head on with residents of over 200 vehicles daily trying to safely exit Kennet Way usually turning right. Visibility for Kennet Way / Meadowview joining Charnham Park is extremely dangerous now with the speed, faded lines, sheer volume of traffic with visibility restricted both North and South . To exit Kennet Way drivers have to be in the middle of the road at the centre white line to see far enough to the left to pull out. Visibility to the right is a combination of being hemmed in at Kennet Way by traffic queuing southbound to the roundabout as far back as the bus stop with traffic queuing north bound as it cannot pass the parked cars and / or a vehicle is parked on the double yellow lines northbound having exited the roundabout which traffic is trying to queue around this whilst hemming in vehicles at Kennet Way. Visibility is further disadvantaged by weather conditions, speeding in the wet, the fog and mist from the river means drivers with no lights cannot be seen north or south. The road is subject to ice Aggression A female resident, local teacher in the high winds and heavy rain last week was forced to exit her car in the middle of road trying to exit Kennet Way to approach a male driver parked north bound on the double yellow lines close to the junction of KWay to bang on the window to ask him to move as she simply couldn't see. She was most distressed Residents feel enough is enough and many feel the only way it to move, myself included. Enforcement - Patrols to enforce required immediately and ramped up when construction work starts Safety - As above Whilst charging for parking

	raises funds and deters from parking, having now been made aware of the visitor centre build, access and conservation requirements there is only one solution for no parking in its entirety north - to south Kennet Way Residential Road. Please increase the no parking at any time double yellow lines into Kennet Way, continuing right the way from Charnham Park, across the front of the house 51 etc...to the Meadowview Entrance. On kerb pathway parking is a problem day and night, narrowing the entrances to Foundry house, Meadowview where parking on both sides of the road on the kerb corners especially close to the Thames Water Gates is so jam packed an emergency vehicle would not pass though. It's unfortunate the neighbour parks on the road opposite the Thames Water Gates is Gates so this restricts pulling out of Meadowview into Kennet Way with the vehicles parked on the kerb on your left. A road sign is required at the start of Kennet Way - to state "On road Car Parking is for Kennet Way residents only) This will be needed as of course we would be subjected to contractors for the new site looking to park whilst they create a site entrance initially The Highways will need to ensure mud on the site, stays on the site and is not transferred onto the Charnham Park Road Thank you for reading my comments.
2	Need to be able to park on road due to limited car parking at meadowview flats.
3	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk& pollution. All roads outside and around schools should be 20mph automatically
4	No additional comment provided (Note: Objections with no supporting reasons for objection can be discounted)
I SUPPORT THE PROPOSALS	
1	It is always difficult driving down this road when there are cars and lorries parked all the way down. Because of the bend it is difficult to see what is coming the other way sometimes.
2	The sites in question directly affect me as I live and work here. Each one should be restricted/prohibited for the reasons quoted, mostly obstructing the carriageway, or junction visibility. With traffic increasing in the town, more cars on the roads generally and associated parking problems on the rise, measures are needed to prevent a "free for all" and irresponsible parking. Can only be a good thing.
3	We welcome the parking restrictions to improve safety and visibility for walking & cycling & to address environmental concerns of overnight parking
4	Need to stop lorries parking blocking visibility and littering (Hungerford Town Council)
5	Road safety and environmental improvement
I WISH TO RECORD A NEUTRAL POSITION	
1	No additional comment provided
2	No additional comment provided

	HUNGERFORD - Tealgate (Plan L66 & L67)
I OBJECT TO THE PROPOSAL	
1	My explanation above includes the entire Charnham Park Rat Run with a "free for all parking" which is unmonitored. - enforcement desperately needed with yellow lines no waiting for any vehicle 24/7 with the addition of the visitor centre construction site - soon to be on us.

2	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
3	No additional comment provided (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	We welcome the parking restrictions to improve safety and visibility for walking & cycling & to address environmental concerns of overnight parking
2	Need to stop lorries parking blocking visibility and littering (Hungerford Town Council)
3	Road safety
	I WISH TO RECORD A NEUTRAL POSITION
1	Difficult to see the situation as it is in the corner of the map and the map doesn't even show the full extent of the area proposed.
2	No additional comment provided
3	No additional comment provided

	HUNGERFORD – High Street (Plan L68)
	I OBJECT TO THE PROPOSAL
1	This loading bay is valuable for visitors to the northern end of town. It should not be reserved for goods vehicles only.
2	I think that in principle this bay should be mainly for goods vehicles, but perhaps cars could be limited to a 2 minute stop as it is used very often for people stopping to just post a letter on their way through the town. There is nowhere else nearby to be able to do this.
3	• Loading Bays (High Street Hungerford, Bartholomew Street Newbury): The introduction or extension of loading-only restrictions may increase short-term stopping and starting traffic. We recommend monitoring these areas to ensure they do not create pinch points or hazards for cyclists and other vulnerable road users.
4	It's difficult enough to park in Hungerford. Don't make it harder.
5	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
6	It will be ignored
7	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	The sites in question directly affect me as I live and work here. Each one should be restricted/prohibited for the reasons quoted, mostly obstructing the carriageway, or junction visibility. With traffic increasing in the town, more cars on the roads generally and associated parking problems on the rise, measures are needed to prevent a "free for all" and irresponsible parking. Can only be a good thing.
2	Loading bay needed to stop vehicles parking on footway and blocking high street (Hungerford Town Council)
	I WISH TO RECORD A NEUTRAL POSITION

1	No additional comment provided

	HUNGERFORD - Salisbury Row (A338) (Plan L70)
	I OBJECT TO THE PROPOSAL
1	It's fine as it is.
2	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	I'm very keen for this to be implemented as I curse every time I drive past to have to pull out around the one car that is always parked there. I think it is made worse by the fact that it is just after the mini roundabout so coming off the roundabout driving on the extreme left. I assume it is outside their house and the spaces further along are used by the residents outside their houses, but it always feels like an obstruction because it is not a small car either.
2	Needed because of safety and visibility concerns (Hungerford Town Council)
3	You will not have to pull over as you go up Salisbury road.
4	There are always cars parked half in the road and obstructing the highway. Extension of the double yellows will prevent this.
5	Supportive of any restrictions in Hungerford, Theale, Purley, and Tilehurst that protect sightlines, reducing collision risks for cyclists. These changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided

	HUNGERFORD – Fairfield Close (Plan L70)
	I OBJECT TO THE PROPOSAL
1	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
2	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	we support this change as it will make it safer for the school.
2	Needed because of safety and visibility concerns (Hungerford Town Council)
	I WISH TO RECORD A NEUTRAL POSITION

1	I can't say I have noticed any problems on this junction when walking past, even when it is school time, but I think ensuring that there is no parking at the top where people are trying to cross is no bad thing.
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided

	HUNGERFORD – Tarrant's Hill (Plan L70)
	I OBJECT TO THE PROPOSAL
1	I would like to raise my objections proposed changes to the parking restrictions on Tarrant's Hill. Firstly the road narrows to only allow one vehicle to pass even without vehicles there. The parking of vehicles on the lower part of Tarrant's Hill serve to slow traffic before the footpath at the bottom of Tarrant's Hill. Without vehicles parked on the hill vehicles travel at higher speeds and pull into the entrance to the footpath to pass each other. The proposed changes are detrimental to road safety and I would like to request a reply to address my concerns on this matter. My second issue is to do with the where you propose all the cars, currently using the stated areas to park, are going to be relocated too?
2	This will have a significant impact on parking for residents of Orchard Park Close who already have very limited parking options on both Orchard Park Close and the layby on Tarrant's Hill. The parking options are already too limited with us often having to search several roads away from our house for parking. If these restrictions are put into place, parking will become even more limited.
3	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
4	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	I support all the proposals but feel that pressure on spaces on the lay-by on Tarrant's Hill will increase. It needs to be re-surfaced as it is lethal when dark, and then bay lines drawn like the lay-by at the top of the High St, to discourage drivers from uneconomical parking. If there is a 2-car gap they will park in the middle of the gap. Also, too many people double-park vans and cars on the road against the lay-by making it difficult for the residents opposite to get in and out of their drives. Can there be double yellow lines on the road on the side of the layby to stop this anti-social practice.
2	We support this change to make the road safer and also to stop cars parking opposite the junction at the bottom of Tarrant's Hill one way system, so Lorries and also ambulances/fire engines can get round.
3	Overloaded with parked cars, sometimes double parked and blocking the road.
4	Needed because of safety and visibility concerns (Hungerford Town Council)
5	Supportive of any restrictions in Hungerford, Theale, Purley, and Tilehurst that protect sightlines, reducing collision risks for cyclists. These changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.

I WISH TO RECORD A NEUTRAL POSITION	
1	No additional comment provided
2	No additional comment provided

HUNGERFORD - Morley Place (Plan L70)	
I OBJECT TO THE PROPOSAL	
1	This will have a significant impact on parking for residents of orchard park close who already have very limited parking options on both orchard park close and the layby on tarrant's hill. The parking options are already too limited with us often having to search several roads away from our house for parking. If these restrictions are put into place, parking will become even more limited.
2	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
I SUPPORT THE PROPOSAL	
1	I support all the proposals but feel that pressure on spaces on the lay-by on Tarrant's Hill will increase. It needs to be re-surfaced as it is lethal when dark, and then bay lines drawn like the lay-by at the top of the High St, to discourage drivers from uneconomical parking. If there is a 2-car gap they will park in the middle of the gap. Also, too many people double-park vans and cars on the road against the lay-by making it difficult for the residents opposite to get in and out of their drives. Can there be double yellow lines on the road on the side of the layby to stop this anti-social practice.
2	this will make it easier when coming out of Morley place to have unobstructed sight line up and down Tarrant's hill, so you can see any traffic coming in each direction.
3	Needed because of safety and visibility concerns (Hungerford Town Council)
I WISH TO RECORD A NEUTRAL POSITION	
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided

NEWBURY - Andover Road (A343) (Plan AL77 & AL78)	
I OBJECT TO THE PROPOSAL	
1	There are many reasons for my (and many people's) objection to these plans, which I'll list below: Firstly, the designated parking bay that is there currently is fundamentally not big enough. It is almost always full - mornings, afternoons and evenings. The vast majority of these cars are not owned by people who live along Andover Road - commuters, tradespeople, weekenders and people living in and visiting Carnarvon Court also fill this bay. I do not use it because, quite simply, I literally can't. I can't because it is always full. If it's full now, how is this going to work out when roadside parking is banned completely, and everyone in this entire area is vying for one single tiny bay? If these proposals go ahead, I fully expect there to be guaranteed, free permit parking for residents of 16-34 Andover Road. It must be free because otherwise the

council will literally be taking away the roadside parking that was guaranteed when we bought the house 28 years ago, and selling us back the right to park near our own house. This would be pure profiteering, and if the council can afford to scrap the non-blue badge parking spaces that were raking in revenue in Newbury Wharf car park for the sake of an unfinished garden that cost £800,000, then that says to me that it can do without profiteering from bay parking that is currently free. Anything less is simply financial mismanagement. If there is a cost for residents' permit parking, it will only confirm that this is a purely political choice. It seems apparent that Newbury town council chooses where they put their policies into place completely without thought as to the day-to-day lives and non-negotiable needs of Newbury locals. We have the right to a choice over where our cars go, a right that came with the house when it was bought, with parking perfectly allowed. The changes to parking in the last few years, along with those proposed, deliberately target residents of houses without driveways and will devalue houses along this stretch. One of the points that is forever being touted is that the road will be safer for cyclists following the implementation of these changes. But I seldom, if ever, see cyclists along this stretch - I might see a handful a week, and I have never heard of someone being injured. Meanwhile, my 6 year old nephew and the toddlers next door will all be forced to cross roads to make it to their houses, when they could simply be taken out of the car in front of the house. This is even before we take into account damage that could be done to our vehicles - currently, we have a camera system in place that has a view of the front of our house, including our cars. That view does not extend to the bay, which is out of view of our house, and so our vehicles will have less security. Then there's the fact that, by removing parking and suggesting only a select number of permit parking spots, everyone along Andover Road is essentially being denied visitors. Unless guest permits/visitor parking is also arranged, these proposed changes will impose isolation on those living along Andover Road, as there will be literally no way for them to park, not with the bay opposite constantly full all day, every day, even before these changes are pushed through. Many of the people who occupy this stretch are older people who rely on visitors, not to mention newcomers to the street and young families who lead busy lives, with lots of family members visiting to provide childcare. How does this work when people visiting in person cannot park? It seems clear to me that these proposals are designed to force long-term Newbury locals out of the area, by making it impossible for them to live where they have made their homes. It's also clear to me that there are ulterior motives at hand, and that this follows a long and sustained campaign of disregard for actual residents of the road who have been quietly living their lives, paying their council tax, for decades. This disregard was demonstrated most traumatically when my dad received a parking ticket on his car following the first round of changes to the road, one that he could not pay because he had passed away, although it seems the council doesn't care how they make their cash grabs. These ulterior motives stem from the fact that the proposed changes only appear to serve one small demographic, and are being championed by that same demographic - cyclists - which is nothing even remotely resembling the demographic that is due to be impacted most by these proposed changes - the people actually living along Andover Road, not the handful of people at best that cycle down it each week. I can clearly see that these proposals are driven directly by personal interest rather than actual needs, given that the council is chaired by none other than Tony Vickers, an avid cyclist with a long and well-documented involvement with cycling organisations, e.g., Spokes. Can he say, in absolute truth, that his own interests in cycling have 100% nothing at all to do with the proposals? It appears that Newbury is under a council led by personal whims rather than the 'forward together' approach he spoke of when he was elected. Should the proposed changes go through, they will be absolute, concrete proof of self-serving, self-interested policy-making, and I know this to be true because I

	know how deeply they were opposed the first time around, as evidenced here - https://www.newburytoday.co.uk/news/will-it-devalue-our-house-price-9266873/. These ideas are plainly designed to quite literally force drivers to give up their cars as part of an irrational and ongoing vendetta against car owners - but here's the thing: if these proposals are passed, the people along Andover Road can't just give up their cars. Our livelihoods depend on getting to and from our jobs, and those jobs aren't scheduled according to public transport timetables. Even if they were, there's the cost of public transport, which, for many people, is quite simply unaffordable. All these proposed changes will do is create an insane demand for an insanely small number of spaces. A single bay is not enough to service an entire street of houses, let alone the residents of Carnarvon Court, who often park in it. It's simply not possible. The fact that there has already been significant objection to parking changes along this road, which has clearly been completely ignored, makes me surmise that we are being strategically victimised because we are not cyclists, unlike those forcing these policies upon people with young families, older relatives, jobs, hobbies and busy lives with places to go, things to do and a non-negotiable need for parking that doesn't stop being a need simply because Tony Vickers wants that to be the case.
2	It will make it very difficult for me to visit my family - parking spaces will be even harder to get and there will be even more competition for them, so it will limit me being able to spend time in my hometown.
3	North Bay does not offer enough parking to replace current demand (north+south combined). The 2 hour limit in day and no limit 6pm-8am on this North bay will still be used by non-residents (both day and night) due to it's close proximity to town centre attractions, making it difficult for residents to access any parking on a dependable basis. No alternative parking in nearby roads due to local school restrictions and other permit areas/parking restrictions. Further consideration should be made. Thank you for your time.
4	The properties were built and purchased before any of the cycle lanes were put down on the side of the road and those that have no parking will have to cross a very busy road with children and bags. The suggested parking spots are in an unsecured and none monitored place and when a car had been left in that spot before it had it's catalyst converter removed and stolen. There is plenty of space on the other side where a double cycle lane could easily be placed
5	I live on Andover Road at number [removed]. We do not have ample driveway space, added to which the council has not dropped the curb outside our house. The driveway is narrow and due to the curb, virtually inaccessible. We have a baby and a toddler and would not have the space to open the doors to get them in and out. While I appreciate that the lay-by may become permit only, it is still a long way from our door and when trying to corral a 2 year old, carry a baby and any shopping, it will be difficult at best and dangerous at worst. We are currently a one car family but due to my husband's work will soon go up to two. We would need at the very least to have the curb dropped AND a permit for the lay-by. It would still be unworkable and we would be obliged to knock down the wall outside our house in order to make our car accessible for getting in and out of. I would propose instead that the road is permit only, thereby avoiding people parking to walk into town, or parking for school pick ups
6	My families home will be affected by the parking ban. The house has no driveway or alternative parking available. The layby opposite is always full and therefore unusable. This cause issues for me as I have a young child and older parent with mobility issues that rely on parking close to the house for their safety.
7	The parking in the lay-by if used for visitors of the 15 flats next to it. By taking this parking away, it means there is no additional parking for residents who own more than one car and no visitor spaces for anyone in the flats. By taking this away there is no

	space for work vehicles to park when work is being carried out in the flats (such as British Gas, Sovereign, etc) the car park for the flats allows one space per flat, some of us have to have two cars for working couples, and no visitors spaces provided. There is no where else close that is suitable to park as i have two young children and getting rid of a vehicle is not possible as i am disabled so need the second car.
8	When you built the cycle lane, the proposal was to introduce a semicircular bus stop and parking for residents in part of the gardens directly opposite our house, and that you would extend the layby and make the parking there residents' only. These two things never happened, and you impacted the value of our property (which did not at the time have any off road parking). We have two young children, and when you implement these changes, their extended family will have to park miles away in order to visit them.
9	There is a need to park here and restrictions could not only be dangerous as people will park in other places instead
10	We have permit parking in Gloucester Rd. Which has been reinstated after resurfacing. The council clearly did not take account of the width of cars growing on average 1cm / year which has meant that marked parking spaces block access to the highway from roads. Any new plans need to be redrawn to take account of this or there will be damage to vehicles and possible injuries.
11	I have only reviewed the Newbury changes as I do not know the other areas well, but I feel my comments apply for all. I find it hard to come to a decision because I feel I have not been given all the information I need to make an informed decision and the only reason you give is a blanket statement of "help manage traffic on our network, improve road safety and support wider transport objectives from any revenue raised.". It just gives me the impression this is some sort of "box ticking" exercise rather than a meaningful attempt at review and consultation? To get a better understanding of why these changes are being done and what they mean I would firstly expect you would fully indicate what the current status of street parking in the area is. Although the plans indicate boxed areas with different colours and shadings, there is no key or labels to explain what the different areas are. Secondly, even with the clear indications mentioned above, I would expect to know a more specific reason for each new proposal. Has the current state of affairs led to numerous complaints and reports? Is it purely to try and boost Council revenue? Is this part of some sort of council drive against motorists in general?
12	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
13	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
14	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	We welcome the parking restrictions to improve safety for cycling. The cycle lane is pointless without the parking restrictions - this is a major arterial route for residents to access the station, school and town centre. Almost all these properties have off-street parking. It is more important and aligns with West Berkshire Council's active travel policy to reallocate the roadspace to protected space for cycling, not parking.[West Berkshire Spokes.org]
2	I support the moves to remove parked cars from the dashed cycle lanes along the north side of Andover Road leading to St Johns Roundabout. Cars parked there during rush hours makes cycle travel very unsafe, especially as temp parking for delivery

	vans. for too long residents have used the sidewalk parking as an option rather than using their own private allocated parking spaces .
3	The prevention of car parking across the north side Andover road is essential for safe cycling. Currently cars park on the cycle lane. This forces cyclists travelling down Andover Road to st John roundabout who are using the cycle lane to deviate into the main traffic whilst travelling at speed. Sometimes on multiple occasion to cycle around cars parked across the cycle lane. This manoeuvre is dangerous and is not what cars travelling in the same direction are expecting. It is only a matter of time before this results in a serious accident. I support the proposal to prevent cars parking in the cycle lan
4	This is a significantly busy area, especially at school times. With cars currently parking over the pavement and cycle lane it forces cyclists heading towards St Johns roundabout off the cycle lane into the main carriageway. My experience of cycling this is the cyclist has to move into the path of the traffic when its expected you'll to remain on the cycle lane.
5	The proposals would prevent vehicles from parking in the existing cycle lane on the north side of Andover Road. Parked cars associated with the adjacent properties regularly obstruct the cycle lane, forcing cyclists out into the path of approaching traffic, which represents a significant threat to cyclists' safety. I cycle this route regularly and have had near misses on a number of occasions, where drivers do not anticipate that I would need to pull out to go round parked cars. This is a key route that connects the residential area of Wash Common to the town centre. It also links St Bartholomew's School to the town centre. As a key cycling corridor, this should have the highest level of provision. Waiting restrictions to keep vehicles out of the cycle lane would be a good start, but should be seen as the bare minimum. Physically segregated facilities should be provided where possible. It is likely that there will be objections to this proposal from property owners, but I would stress that they do not have any right to park on the road outside their property and the safety of vulnerable road users should come first. It is good to see that parking has been made available on the other side of the road. Priority for parking permits should be given to residents of those properties directly affected by this scheme.
6	I understand the purpose of the review and consultation but this really is common sense why have a cycling lane if it is just blocked by cars. - Improves safety for cycles - maintains a continuous, predictable cycling lane - reduces traffic congestion - supports active traffic goals - improves visibility and clarity for drivers - enables enforcement by authorities - reduced damage to infrastructure - encourage greener modes of transport - supports emergency vehicle movement - reduces door opening risks - improves driver behaviour and road etiquette - protects investment in cycling infrastructure - reduces noise and pollution - increases public confidence in cycling - enhances accessibility for vulnerable road users In addition, the council should exercise their authority to implement a 20mph zone on Andover Road with speed bumps due to its proximity to the town centre, a school, and it is an area with high pedestrian / cycling activity. The residential properties on Andover road potentially impacted are numbers 16,18,20,22,24,26,28,30,30a,32,34, of these eleven properties numbers 20,22,24,26,30,30a,32,24 all have off street parking. Therefore only 3 properties (16/18/28) can begin to attempt a valid objection, but they will be provided a sufficient residential parking area. Which will also increase the income for a debt stricken council. However, diplomatic this process is attempting to be the answer is clear. It just highlights the cost and waste of this review is.
7	I am writing to express my strong support for the implementation of yellow lines in the cycling lanes near St Barts school to prevent vehicles from parking in designated bike bays. As a mobility scooter user, I find it increasingly difficult and unsafe to navigate

	through areas where vehicles park in cycling lanes, particularly near schools, where the flow of both foot and bike traffic is high. The obstruction of cycling lanes by parked vehicles directly impacts my ability to move safely along the street. When vehicles block the bike lanes and the curb, poses a significant risk to my safety due to creating a narrow passage and the presence of pedestrians and bicycles. This is not just an inconvenience—it is a daily challenge that heightens my fear of accidents or collisions. Cycling lanes are essential for both cyclists and pedestrians to move safely and efficiently, but when those lanes are obstructed by parked vehicles, it causes dangerous situations for everyone. Cyclists, who are already struggling with limited space on the road, are pushed onto the curb to avoid collisions with parked cars. This forces them directly into pedestrian paths, which not only puts cyclists at risk of falling but also endangers pedestrians, especially those with limited mobility or children. I believe that the introduction of yellow lines to clearly mark no-parking zones in the cycling lanes would greatly enhance safety for everyone involved—drivers, cyclists, and pedestrians. It would allow all road users to have clear, unobstructed pathways, making it easier for me and others with mobility challenges to travel without fear of collision or further risk to our safety. Please consider taking action to implement this simple but effective solution for the benefit of all road users, and to foster a safer and more accessible environment for the community. Thank you for your time and consideration.
8	Comments via WDM - E47074 “I am writing to raise an urgent concern regarding the frequent and dangerous issue of cars parking in the designated bicycle lane along Andover Road, which is a main route used by school children. This ongoing problem not only puts adult cyclists at risk but also endangers the safety of young students who rely on this lane to safely travel to and from school. The bicycle lane is regularly obstructed by parked cars, forcing cyclists, including children, to swerve into moving traffic. This creates a serious hazard, particularly during peak school hours when there are large numbers of children on bicycles. The lack of clear yellow line markings or visible signage further exacerbates the issue, as drivers are often unaware that they are blocking a vital cycling route. As a community that is working to promote cycling and reduce traffic congestion, it is crucial that we provide safe, unobstructed bike lanes, especially on routes that are heavily used by school children. The absence of proper road markings and enforcement sends the wrong message and contradicts our efforts to encourage active travel and improve public safety. I urge the council to take immediate action to address this issue. This could include adding clear yellow line markings, improving signage, and increasing enforcement to ensure the bike lane remains safe and accessible for all cyclists, particularly school children. Thank you for your attention to this important matter. I look forward to seeing improvements that will better protect the safety of young cyclists and encourage more children to bike to school in a safe and supportive environment.”
9	This is the most important change WBC could make and I hope it goes through. The curb and cycle path are not currently safe for children (but also adults). Cars go flying down this road (despite the 30 speed limit) and because of cars/vans parked on the curb they have to go on the road to cycle or walk to school.
10	I support the proposal to add yellow lines in the bike lane because it creates a clearer, more enforceable boundary that keeps cars from parking where cyclists need safe, unobstructed space. When vehicles block bike lanes—even briefly—they force cyclists into traffic, increasing the risk of collisions and slowing down everyone on the road. Clear yellow lines make it obvious that the area is reserved for bikes, help enforcement officers issue penalties when needed, and remind drivers to respect shared road infrastructure. Overall, this simple measure can significantly improve safety,

	predictability, and comfort for cyclists while supporting a more efficient and considerate transportation environment.
11	I have read the plan and feel that further information could be provided. Originally, the lay-by had restricted times during the daytime which worked very well. When the lay-by was extended, the restrictions were removed, the lay-by has become a car park, and is full for most of the time, all day and every day, mainly due to so many roads in South Newbury now having charges for parking. Indeed, some cars are now in the lay-by people daily parking in the lay-by all day whilst the drivers go into town to work. There is one lady who parks there who, on getting out of her car, opens her boot and takes out a fold up bicycle, and rides into town, so her car is there all day. The current situation is that casual visitors to the post office and Thurlow Grange have nowhere to park for the short times that they need. Your description of the changes includes permits to be given to those on the north side of Andover road who currently block the cycle lane. These permits are to have no restrictions on parking in the lay-by, thus continuing its use as a car park, rather than for its purpose when it was first built. The plan gives no idea as to the number of permits to be issued, or whether access to the lay-by without restriction will be monitored. Perhaps the lay-by could be further extended a little past the bus stop, for the non-restricted cars with permits, leaving the rest of the lay-by having a 2 hour waiting restriction from 8am to 6pm. This will allow short time visitors to park legally. More information about the plans would be appreciated. I would hope that you would ensure that the plan takes account of everyone's needs rather than just giving precedence to on small group of drivers who, it seems, would be given that precedence for 24 hour parking. Having said that, I agree that the cycle lane referred to must be left clear of traffic at all times., and that no waiting signs and double yellow lines are placed on the section of the road affected
12	I also support this change because my child uses the bike path every day to travel to and from school, and their safety is my top priority. When cars park in the lane, it forces them to swerve into the main road, which is especially dangerous for young, less experienced cyclists. Clear yellow lines would help ensure that the path stays open and predictable, giving my child—and all children who cycle—a safer, more consistent route. Knowing the lane is protected offers parents greater peace of mind and encourages more families to choose cycling as a healthy, environmentally friendly way to get to school.
13	Supportive of Removal of unrestricted parking and introduction of No Waiting At Any Time restrictions to prevent obstruction of the cycle lane as These changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
14	Current arrangements force cyclists into main carriageway. I have had several near misses due to drivers not paying attention and pinching me against parked cars
15	I fully support the proposal, Cyclist tend to use the pavement instead of the current cycle path and when vehicles are parked on the pavement and across the cycle path it is dangerous for both cyclists and pedestrians. Speed limit signs should also be considered or some form of traffic calming especially between St Johns Post office and the Speed cameras.
16	Also in addition, to avoid parking congestion on residential streets, can we make parking on the street only for those with permits (live there) as we often get out of town folk parking and blocking those spaces who live there as they get 2hrs free on a weekday and all day Sunday. They use this as a way to avoid in town parking but it's a nightmare for those residents living on the streets who then often have to block another parking space often on another st. (St Davids, Michael's etc)

17	The obstruction of the cycle path is dangerous and the cars obstruct both the pavement and the carriageway. When a bus is waiting at the bus stop, its chaos.
18	The parking at the bottom of the hill just after the St Bart's junction causes traffic issues and makes it nervewracking to ride on a bike
19	I support this proposal. The bike lane is currently unusable due to cars being parked over it . This forces cyclists onto the road.
20	Good. It will be nice to cycle down Andover Road without the cars parked in the cycle lane.
21	I think it's a wonderful idea can you get on with it as soon as possible please. The lay-by is used for cars to park and catch the train so I can't wait for you to start on it
22	No additional comment provided
23	No additional comment provided
I WISH TO RECORD A NEUTRAL POSITION	
1	Understand reasons for doing, but displaced traffic will crowd the already crowded Argyle road, derby road & even Pound at on street parking which suffers from frequent violation and gross under policing/ enforcement affecting the amenity of local residents and businesses.
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided

NEWBURY - Bartholomew Street (Plan AL75)	
I OBJECT TO THE PROPOSAL	
1	People wanting to go into town will have yet another obstacle to shop The town will become even more deserted
2	There are lots of restaurants and other food outlets along the street and I object to the lack of free parking along bartholomew street after 6pm
3	Please don't enforce night time charges. People will stop going out!
4	I have only reviewed the Newbury changes as I do not know the other areas well, but I feel my comments apply for all. I find it hard to come to a decision because I feel I have not been given all the information I need to make an informed decision and the only reason you give is a blanket statement of "help manage traffic on our network, improve road safety and support wider transport objectives from any revenue raised.". It just gives me the impression this is some sort of "box ticking" exercise rather than a meaningful attempt at review and consultation? To get a better understanding of why these changes are being done and what they mean I would firstly expect you would fully indicate what the current status of street parking in the area is. Although the plans indicate boxed areas with different colours and shadings, there is no key or labels to explain what the different areas are. Secondly, even with the clear indications mentioned above, I would expect to know a more specific reason for each new proposal. Has the current state of affairs led to numerous complaints and reports? Is it purely to try and boost Council revenue? Is this part of some sort of council drive against motorists in general?
5	Observation : • Loading Bays (High Street Hungerford, Bartholomew Street Newbury): The introduction or extension of loading-only restrictions may increase short-

	term stopping and starting traffic. We recommend monitoring these areas to ensure they do not create pinch points or hazards for cyclists and other vulnerable road users.
6	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
7	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
8	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
9	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
10	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	Also in addition, to avoid parking congestion on residential streets, can we make parking on the street only for those with permits (live there) as we often get out of town folk parking and blocking those spaces who live there as they get 2hrs free on a weekday and all day Sunday. They use this as a way to avoid in town parking but it's a nightmare for those residents living on the streets who then often have to block another parking space often on another st. (St Davids, Michael's etc)
2	These restrictions would ensure safe passage for children
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	The issue in the evening here is cars and bikes collecting takeaways. It makes Bartgolomew street difficult to navigate safely.
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
7	No additional comment provided
8	No additional comment provided
9	No additional comment provided
10	No additional comment provided
11	No additional comment provided

	NEWBURY - Meadow Road (Plan AL79)
	I OBJECT TO THE PROPOSAL
1	This is an area where traffic looks to park to conduct daily business Again restrictions are not only unnecessary but will lead to loss of trade and activity
2	I have only reviewed the Newbury changes as I do not know the other areas well, but I feel my comments apply for all. I find it hard to come to a decision because I feel I have not been given all the information I need to make an informed decision and the only reason you give is a blanket statement of "help manage traffic on our network,

	improve road safety and support wider transport objectives from any revenue raised.". It just gives me the impression this is some sort of "box ticking" exercise rather than a meaningful attempt at review and consultation? To get a better understanding of why these changes are being done and what they mean I would firstly expect you would fully indicate what the current status of street parking in the area is. Although the plans indicate boxed areas with different colours and shadings, there is no key or labels to explain what the different areas are. Secondly, even with the clear indications mentioned above, I would expect to know a more specific reason for each new proposal. Has the current state of affairs led to numerous complaints and reports? Is it purely to try and boost Council revenue? Is this part of some sort of council drive against motorists in general?
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
4	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
5	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	I think this is really important. At school drop-off and pick up hours, cars park everywhere making it very difficult to walk on the curb and cross that junction safely
2	These restrictions would ensure safe passage for children
3	Also in addition, to avoid parking congestion on residential streets, can we make parking on the street only for those with permits (live there) as we often get out of town folk parking and blocking those spaces who live there as they get 2hrs free on a weekday and all day Sunday. They use this as a way to avoid in town parking but it's a nightmare for those residents living on the streets who then often have to block another parking space often on another st. (St Davids, Michael's etc)
4	We welcome the parking restrictions to improve safety and visibility at junctions for both walking & cycling
5	Can this also be done at Croft road (Paddock Rd end) as cars are always parked opposite the exit of the road. No cars should park opposite any junction!
6	No additional comment provided
7	No additional comment provided
8	No additional comment provided
9	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
7	No additional comment provided
8	No additional comment provided
9	No additional comment provided
10	No additional comment provided
11	No additional comment provided
12	No additional comment provided
13	No additional comment provided

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	NEWBURY - Orchardene (Plan AN72)
	I OBJECT TO THE PROPOSAL
1	Locals need this to park while visiting as there is already few available spaces Why change something that works ?
2	Why put out a survey when you know you will do just as you like,
3	I have only reviewed the Newbury changes as I do not know the other areas well, but I feel my comments apply for all. I find it hard to come to a decision because I feel I have not been given all the information I need to make an informed decision and the only reason you give is a blanket statement of "help manage traffic on our network, improve road safety and support wider transport objectives from any revenue raised.". It just gives me the impression this is some sort of "box ticking" exercise rather than a meaningful attempt at review and consultation? To get a better understanding of why these changes are being done and what they mean I would firstly expect you would fully indicate what the current status of street parking in the area is. Although the plans indicate boxed areas with different colours and shadings, there is no key or labels to explain what the different areas are. Secondly, even with the clear indications mentioned above, I would expect to know a more specific reason for each new proposal. Has the current state of affairs led to numerous complaints and reports? Is it purely to try and boost Council revenue? Is this part of some sort of council drive against motorists in general?
4	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
5	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	We welcome the parking restrictions to improve safety and visibility for pupils attending the school
2	Also in addition, to avoid parking congestion on residential streets, can we make parking on the street only for those with permits (live there) as we often get out of town folk parking and blocking those spaces who live there as they get 2hrs free on a weekday and all day Sunday. They use this as a way to avoid in town parking but it's a nightmare for those residents living on the streets who then often have to block another parking space often on another st. (St Davids, Michael's etc)
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
7	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided

6	No additional comment provided
7	No additional comment provided
8	No additional comment provided
9	No additional comment provided
10	No additional comment provided
11	No additional comment provided
12	No additional comment provided
13	No additional comment provided
14	No additional comment provided

	PADWORTH – A4 Bath Road (Plan BM72)
	I OBJECT TO THE PROPOSAL
1	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
2	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	Parking is blocking the road
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided

	PURLEY-ON-THAMES - Long Lane (Plan BX39)
	I OBJECT TO THE PROPOSAL
1	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	The traffic calming measures are significantly affected by vans from a neighbouring house which are constantly parked by them. This creates an additional obstruction, akin to a super long chicane, which increases the amount of space and time needed to pass the actual chicane. The result of this is that people take unnecessary chances to pass the obstruction and are blatantly rude about not waiting at the 'give way' as they should do. Traffic travelling north is frequently made to stop abruptly because cars wish to pass the chicane and the vans. It is downright dangerous. Making the road no stopping at any time will be a great step forward in making this part of the road safer and will reduce people taking outrageous chances
2	Please implement these proposals! As a resident of Long Lane these restrictions are long overdue.
3	The parking outside No 19 is a nuisance for the car users and pedestrians who are using the width restriction area to cross the road. Most of time, a few big vehicles are parked there which restricts the view. At dark, it is even worse. The lazy parking during school's drop-off & pick-up times near both Long Lane Primary and Denefield School on Long Lane should be banned for the safety of other pupils who walk to

	schools. And, entire Long Lane should have speed limit in place or speed cameras for the safety of school pupils. There are a handful of school in this area, eg Denefield Secondary School, Long Lane Primary, Downsway Primary, Westwood Farm Primary plus Brookfield Special Needs School. Also, every width striction area on Long Lane should have double yellow lines to stop drivers to park cars on their own convenience. Fully understand that many parents have to dash off for work right after dropping off children to schools. But a pity that some don't show any respect to other road users and residents. Residents who live near schools try not to leave house if possible during school's drop-off and pick-up times due to this mad and lazy parking by both schools.
4	The no restrictions stretch on Long Lane always causes obstruction as there always seems to be 2 vans parked there which restrict vision. School times are problematic too as drivers ,"stretch" the allowed parking area. Please note that any restrictions (particularly outside schools) should be better policed. There is very little of this and the restricted areas are abused every day at school times. Obstructive parking is causing problems.
5	Vehicles (regularly more than 1) parked in the area marked on map make it difficult to pass safely when approaching from A329 lights.
6	Vehicles parked in this space block vision for other drivers coming from Oxford Road and it is difficult to pull in the small space available when traffic is coming from the other direction. This is particularly a problem when traffic is busy due to the 2 schools in Long Lane and as the space is used almost all day every day by 2 large vans which seem only to go out at night,.
7	Very supportive of this and think it will greatly increase safety. Current vehicles parking behind the traffic island significantly block visibility for those coming up Long Lane. This forces traffic to commit to unsafe road positioning which cannot easily be corrected (due to the distance to clear these vehicles). These are parked here at all hours. Very supportive and hope this is implemented ASAP.
8	Desperately needed - the place is a zoo at start and end of school day with cars all over the place. Also some residents park large vans on the road and footpath blocking flow and sight lines. A very bad spot.
9	Supportive of junction Visibility Improvements in Purley that protect sightlines, reducing collision risks for cyclists. These changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
10	Parking around the school in particular has become incredibly dangerous with several drivers parking on pavements, double yellow lines and residents driveways. This proposal should make this area safer for children and families of Long Lane Primary and Purley Pre School as well as ensure residents can access their driveways
11	The commercial vehicles parked by traffic calming causing dangerous obstruction as you have no sight lines on the give way. Surprised there has not been an accident as it is impossible to see if cars are coming towards you until it is too late.
12	It is impossible to see with cars/vans parked in this position, you have to move out into potentially on coming traffic to see if it is clear. This is especially dangerous with children going to/from school
13	Free flow easy access for emergency services and non obstruction of bus routes.
14	Support because it is a problem for vehicular access
15	We welcome the parking restrictions to improve safety and visibility at this location for walking & cycling
16	No additional comment provided
17	No additional comment provided
18	No additional comment provided
19	No additional comment provided

20	No additional comment provided
21	No additional comment provided
22	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	If this goes ahead, then more parents will park cars in Orchard Close, and Highfield road. This is inevitable. I would like to see the double yellow lines at the entry to Orchard close extended so that cars entering from Long Lane are not confronted head on by a car at the entry due to cars parked nose to tail on the south side as they do at present. On the east side of Long Lane, just north of the road narrows, there is parking available just south of the road narrows restriction. There are usually 2 panel vans parked there. South bound traffic has very reduced visibility when going out round the restriction, also because of the vans the restriction is more than trebled in length. I would like to see the parking removed and replaced with double yellow lines.
2	This proposal penalises the residents while it will NOT stop parents dropping off and picking up children from Long Lane school. These parents constantly park on the double yellow lines obscuring the view for other drivers and road users of the crossing. Unless this area is constantly monitored it will not be taken seriously by these very inconsiderate and often very rude parents.
3	No additional comment provided

	PURLEY-ON-THAMES – Wintringham Way (Plan BZ37)
	I OBJECT TO THE PROPOSAL
1	It is unclear from the drawings if this is to restrict parking on both sides of Wintringham Way however from the text I assume that it is on one side only. I have objected to this proposal although I'm agreement that restricting parking to one side on this stretch of Wintringham Way is necessary but on the basis that you have selected the wrong side of Wintringham Way. As I live opposite the Social Club in Wintringham Way, it is not the parking on my side of the road that is the problem. By only allowing parking on the Social Club side my access issues will not be resolved - it is often extremely difficult to get out of my driveway due to inconsiderate parking on that side of the road. I feel that this could only get worse if this is the only side of Wintringham Way where parking is allowed. My suggestion is to restrict parking on the Social Club side of the road to alleviate the issue rather than the side in front of 55, 57, 59, 61 and 63 Wintringham Way
2	The yellow lines should go, this is affecting businesses.
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	Free flow easy access for emergency services and non obstruction of bus routes. But especially for emergency services accessing the river end residents of Wintringham Way (and River Gardens) - currently, with no parking restrictions, cars parked on the road outside the Purley Riverside Social Club and towards River Gardens block access for any emergency vehicles, especially if a fire engine needed to get through - most of the time they would not be able to access past the Chestnut Grove junction because of parked cars.

2	As a resident of River gardens, i broadly support the proposal. The restriction at the social club end of wintringham is essential for access to river Gardens, for residents, bin collection, post deliveries, other deliveries and couriers, and most importantly for emergency vehicle access. These have all become an increasing issue over the last year. I have one concern. The restriction in Brading way would potentially prevent river gardens residents parking their cars their when threatened by flooding, or during a flood event. Vehicles need to be removed from river gardens during floods and without the option of parking on Brading way, it would be a problem as there is no current alternative.
3	It can be incredibly difficult to utilise the car park at the social club and cafe as drivers park up across the road from the entrance.
4	Supportive of junction Visibility Improvements in Purley that protect sightlines, reducing collision risks for cyclists. These changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
5	Inconsiderate parking has been going on for years - blocks the buses, refuse collection and commercial deliveries. Several campaigns by the council and residents has failed to solve the problem
6	Access into River Gardens is currently impeded on numerous occasions. Hopefully this will ease the situation as particularly concerned about emergency vehicle access
7	We welcome the parking restrictions to prevent obstructive inconsiderate parking, this will make it safer for walking & cycling
8	Support so buses can safely drive and not blocked by inconsiderate drivers
9	No additional comment provided
10	No additional comment provided
11	No additional comment provided
I WISH TO RECORD A NEUTRAL POSITION	
1	It does not affect me. The only issue is the bus being able to get through and emergency vehicles.
2	I do not use these roads enough to comment.
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
7	No additional comment provided
8	No additional comment provided
9	No additional comment provided

PURLEY-ON-THAMES – Chestnut Grove (Plan BZ37)	
I OBJECT TO THE PROPOSAL	
1	The proposed clearway will force the bus route to be driving on the wrong side of the road. This is unsafe. There are already regular near misses when the bus sits stationary for long periods of time and cars have to drive around it. By making the side of the road opposite the bus a clear way only encourages this bad behaviour. There are issues with the side proposed as when busses stack (2 stationary is regular occurrence) this will force the stacked bus to park on the wrong side of the road to the

	bus stop. Please stop the insanity and make the clearway the correct side of the road. The side the bus drives on!!!
2	As explained above, river gardens residents move their cars to Chestnut Grove and particularly Brading Way when there is a threat of flood, or an actual flood event. If parking is restricted on these roads it would severely impact flood management.
3	The bus is forced onto the wrong side of the road. Shouldn't this be considered?
4	These yellow lines need to be gone. We never used to have a problem down here.
5	Not needed, please publish the results of this survey, 20 houses in the street and zero want the double yellow lines.
6	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	Inconsiderate parking has been going on for years - blocks the buses, refuse collection and commercial deliveries. Several campaigns by the council and residents has failed to solve the problem.
2	Free flow easy access for emergency services and non obstruction of bus routes.
3	Support so buses can safely drive and not blocked by inconsiderate drivers
4	as above, we welcome the parking restrictions to improve safety and visibility at junctions for walking & cycling
5	The bus often struggles to get through.
6	Access into River Gardens is currently impeded on numerous occasions. Hopefully this will ease the situation as particularly concerned about emergency vehicle access
7	Supportive of junction Visibility Improvements in Purley that protect sightlines, reducing collision risks for cyclists. These changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
8	No additional comment provided
9	No additional comment provided
10	No additional comment provided
11	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	I do not use these roads enough to comment.
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
7	No additional comment provided

	STRATFIELD MORTIMER – Tower Gardens (Plans BX84 & BX85)
	I OBJECT TO THE PROPOSAL
1	The restriction does not go far enough on The Street to stop the parking of cars near to the exit of Tower Gardens onto The Street. It is impossible to see oncoming traffic and make a safe exit. Double yellow or better, single yellow lines should be extended with restrictions during school drop offs and pick ups. Delivery vans will not have any safe

	stop along Tower Gardens restriction. There needs to be single yellow lines with specific times restrictions during school drop off and pick up.
2	With limited parking facilities in the village. And the no waiting at anytime zone on the street, this will create even more difficulties for the parents of Mortimer schools.
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	Parking leading up to the Tower Gardens junction (up to 5 cars at a time) both in the morning and evening during term time and on the main road either side of the junction means you are unsighted. This very dangerous particularly at night or bad weather. A similar scenario also occurs on Tuesday lunchtimes. I should point out that trucks for the TA Fisher site often block park on the road (3-5 trucks at a time) and waiting to get in. This can start from 7:15 am.
2	At certain times of day (typically school opening and closing or events at the nearby amenities) there is no visibility to safely pull out of Tower Gardens on either a bicycle or car. The visibility is constantly being blocked by cars parked blocking the exit/junction. School children walking to school and bus stops are at risk of cars turning in with poor visibility. It is unsafe and something needs to be done.
3	I live in Tower Gardens and there is a safety concern regarding the parking situation in Tower Gardens, particularly during school drop-off and pick-up times. As a member of the community, I have observed the growing number of vehicles that are parked also illegally along the double yellow lines within the main entrance in the mornings. This is causing significant traffic congestion and, more importantly, creating dangerous conditions for both drivers and pedestrians. Also pulling out onto The Street, cars are parked either side of the junction which severely limits visibility and make it extremely difficult for drivers to safely pull out, increasing the risk of accidents. The congestion, particularly during peak hours, already poses a risk to children, parents, and other pedestrians who are moving around the area. When vehicles park on the double yellow lines, it not only reduces the available space for moving traffic but also forces vehicles to make unsafe manoeuvres when exiting, as they have limited sightlines due to parked cars. This combination of factors is a recipe for an accident waiting to happen. I understand the challenges that come with managing traffic around schools, but I would like to stress that this situation needs urgent attention. It may be beneficial to consider increased enforcement of parking restrictions or to explore alternative traffic management strategies during school hours, including possible signage, fines, or temporary restrictions on parking. I look forward to seeing positive changes in the area soon.
4	Background I discussed the matter with officers to get a clear understanding of the context, proposal and the options. I understand that MOST of the section of parking restriction that is proposed to be formalised under this proposal, is already marked on the ground, and that BROADLY all we are proposing to do here is formalise what exists, now that a section of road has been adopted. I understand that the current on-the-ground markings were applied by the house builder, to try to dissuade cars - assumed to be school parents - from parking on the approach to the new estate, to avoid obstructing construction traffic. I am not sure whether it is "OK" for a developer to do this, but that appears to be what happened. Analysis 1) I don't think that the whole stretch needed such extensive parking restrictions in the first place. The approach road is reasonably wide and has a straight section. As with any restriction, the questions include why is it needed, where will cars that parked there go instead? Might they go somewhere "worse"? And we have to consider whether drivers will take notice of double lines. Whilst cars parking along one side probably impacted

	construction traffic, that work is close to completion. There seem to me to be an argument for removing some of the restrictions. 2) the proposed restricted area, goes beyond (north of) the junction of the Tower Farm entrance road and The Street. Whilst the red line on the drawing understandably goes round the road junction, east and west, the current on-the-ground markings do not. I am opposed to spending council time and money (we don't really have) adding road markings to match the drawing(s). I think the drawings should be amended to match the as-is/on-the-ground situation. The Highway Code after all supports the fact that no one should park on the corner of the junction. Conclusion: 1) I rule out asking for a section of lines to be removed, along one side of the carriageway, as being too much effort/cost versus reward. I suspect parents will still park/wait on the double yellows if they can't find somewhere else to park. 2) I approve the scheme with the proviso that a) the drawing be amended to match the on-the-ground restriction - so that the drawn lines stop at the junction of Tower Farm approach and The Street as they do on the ground 2) no signage is added (I know none is intended or needed, but I just document this for the record/clarity). I have an on-the-ground photo I have sent to officers to support my description. Thanks [name removed] Ward Member, Burghfield & Mortimer etc
5	We welcome the parking restrictions to prevent obstructive inconsiderate parking, this will make it safer for walking & cycling
6	No additional comment provided
7	No additional comment provided

	THATCHAM – Lower Way (Plan AU74)
	I OBJECT TO THE PROPOSAL
1	Survey Response – Objection to Making Double Yellow Lines Permanent on Lower Way I strongly object to making the existing double yellow lines on Lower Way permanent. These restrictions were introduced on 5 October 2020 without proper justification, and they should not be legalised now. 1. The original imposition was improper and unjustified According to WBC's own explanation at the time, the lines were installed because this section is part of National Cycle Route 4. This reasoning is no longer valid. The cycle paths- traffic signal and pavements already provide sufficient space for cyclists and pedestrians, and the restrictions have created more safety problems than they solved. 2. Removal of on-street parking in this section of the Lower Way has created a dangerous road environment Since parking was prohibited, traffic speeds have increased significantly. Parked vehicles previously acted as natural traffic-calming. Their removal has resulted in: excessively fast traffic, increased noise, and higher pollution levels. This road is residential, not a through-route or high-speed corridor. 3. The restrictions leave residents without adequate parking When I purchased my home in 2017, on-street parking was permitted. My driveway, at 2.5m wide, does not meet the recommended 3m width and cannot safely accommodate three vehicles. The Council's actions have effectively removed essential parking provision for multiple households. 4. The changes negatively affect residents' wellbeing and right to peaceful enjoyment of their homes The combined impact of these measures over the last five years has been deeply detrimental to health, wellbeing, and quality of life. The situation undermines residents' ability to peacefully enjoy their homes, which is protected under Articles 1 and 8 of the Human Rights Act 1998. 5. The appropriate solution is traffic-calming, not punitive restrictions Instead of legalising these improperly imposed restrictions, the Council should: Remove the double yellow lines, and Impose a 20mph speed limit from the Moor's roundabout to

	the new traffic signals, to address the increased speeding, noise, and emissions. This would improve safety for cyclists, pedestrians, and residents. Final Statement The double yellow lines were imposed without proper justification, have damaged residents' quality of life, and have made the road less safe. Making them permanent would further entrench an unnecessary and harmful measure. I strongly urge the Council to remove the lines and take genuine safety-focused action instead.
2	The map says the proposal is to keep the yellow lines "to prevent obstruction of on-carriageway cycle lane". The cycle lane on this part of Lower Way is on the north side and it is shared with pedestrians. It isn't 'on-carriageway' and so the justification doesn't exist and so the lines should be removed. I'm not saying that cars should be parked on the road all the time but most residents wouldn't do that anyway and the excuse used to keep the lines is incorrect. It's a straight road and if an occasional car parks here it isn't any more of a problem than nearly every other road in Thatcham and we're told by highways when we make complaints about parking in other roads that it helps keep traffic speeds down.
3	Regarding the lower way stretch there is total confusion where the cycle lane is markings are poor and it won't be long before a cyclist is injured as they use the foot path daily. Secondly the double yellow lines has made it into a race track on this stretch. Some drivers cannot get cars off the road as they are too small. It's easy to make these new rules without proper investigation. 20mph required on this stretch. Please investigate [name removed]
4	This is used to park while attending the park or local facilities There will be reduced usage if once again parking is restricted
5	If I'm reading your proposal correctly, wbc have already put the lines on lower way without consultation with the residents. I visit friends, in ill health, regularly in lower way. Their driveway does not have capacity for additional cars. I now have to park in the estate opposite. I have on occasion been verbally abused for doing so, despite not being illegally parked. In addition, the speed on lower way has now increased because there are no obstructions to slow traffic down. These lines were put in place on the whim of a local cyclist, and passers by who don't like having to slow down. There is no logical reason for these double yellow lines whatsoever.
6	Driving around Thatcham is slow as it is, the roads are not frequently involved in dangerous crashes. Total waste of money whilst you're looking to cut services or increase charges elsewhere to balance your huge debt next year. Stop wasting money!
7	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
8	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
9	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
10	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
11	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
I SUPPORT THE PROPOSAL	
1	I strongly support the proposed parking restrictions at this location to prevent motorists from parking on this busy cycling corridor. This will improve road safety for cyclists as they will not have to pull out into approaching traffic to get around parked vehicles. All of the adjacent properties have off-road parking, so they would not be inconvenienced by the waiting restrictions.

2	I support this proposal. The parking restrictions are required to compliment the changes and improvements to the cycle way along Lower Way. The on street parking for Lower Way ensures that the cyclists have a clear line of sight from the Moors roundabout to the pedestrian crossing.
3	Access to Green Lane from Church gate has become difficult with minimal visibility because of cars parked immediately after the junction. These steps will help. It would be wonderful if parking on pavements could be regulated. As a pensioner I try walk rather than drive into the village centre and I always have to walk in the road, often directly from my home at 1 Rosedale Gardens. There are numerous green verges that could be converted into proper parking spaces, instead of the quagmire they have become as people park on them regardless. Mainly though, any parking/traffic regulations need to be enforced or they will just be ignored. [name removed]
4	Despite double yellow lines, there is still unnecessary parking at times.
5	100% behind this We have had countless accidents and near misses at the Meadow Close / lower way Junction This proposal would help a lot
6	I fully support this as so may cars are parked up and causing backlog of traffic during school run / working hours in rush hour(s) there has been a numerous of near-misses with cars going round and leaving the drivers to break or stop. I personally think there should be double yellows all the way through Ilkley Road in Thatcham. I've had a near-miss here several of times. Cars and a white van parked just outside of one of the roads off Ilkley Road which restricts the view of pulling out and going round when turning. A person that lives on Ilkley Road has his own drive way and every morning he will move his car to the road on a bend and leaves it until after school run in the morning and then does it again in the afternoon. I've witnessed him doing this in the mornings. During the school holiday he leaves the car on his car most of the time but occasionally moves it to the road.
7	These changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
8	We welcome the parking restrictions to make it safer for walking & cycling. This is a weak point in the active travel route and these will improve it
9	No additional comment provided
10	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	Whilst pavement access is an issue, the allowance for vehicle parking is rarely allowed for in the planning of newer housing developments. How long before this change is being considered in a badly designed new development?

	THATCHAM – Green Lane (Plan AU74)
	I OBJECT TO THE PROPOSAL
1	I believe parking in this area is helpful and useful for both the church and Crown Mead in view of inadequate parking available for both. Even if on street parking was for a limited time, such as 2 hours, rather than not at all.
2	Regarding the lower way stretch ther is total confusion where the cycle lane is markings are poor and it won't be long before a cyclist is injured as they use the foot path daily. Secondly the double yellow lines has made it into a race track on this stretch. Some drive cannot get cars off the road as are too small. Its easy to make these new rules

	without proper investigation. 20mph required on this stretch. Please investigate [name removed].
3	Keep cars away from the junctions but there's no reason to prevent parking on the straight lengths up to the chicane as residents have nowhere else to park and they'll just move into Meadow Close
4	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
5	Driving around Thatcham is slow as it is, the roads are not frequently involved in dangerous crashes. Total waste of money whilst you're looking to cut services or increase charges elsewhere to balance your huge debt next year. Stop wasting money!
6	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
7	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
8	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	I support this proposal. When walking into Thatcham town centre I walk over Green Lane. This can be quite difficult when the cars are parked and other cars are entering or leaving the Green Lane junction with Church Gate. From the path I do not have a clear sight line up Green Lane to the A4. With the no waiting the view up Green Lane will be very much improved.
2	Access to Green Lane from Church gate has become difficult with minimal visibility because of cars parked immediately after the junction. These steps will help. It would be wonderful if parking on pavements could be regulated. As a pensioner I try walk rather than drive into the village centre and I always have to walk in the road, often directly from my home at 1 Rosedale Gardens. There are numerous green verges that could be converted into proper parking spaces, instead of the quagmire they have become as people park on them regardless. Mainly though, any parking/traffic regulations need to be enforced or they will just be ignored. [name removed]
3	Turning onto Green Lane from church gate very dangerous due to parked cars obscuring ability to see oncoming traffic. Also very dangerous for pedestrians crossing. I've witnessed several near misses involving cars and pedestrians here and feel it's only a matter of time before an injury occurs.
4	It is next to impossible to see on coming vehicles when turning in to green lane from church road. Very dangerous when cars are parked
5	I live down meadow close and the parking on green lane is very dangerous you have a restricted view of what is coming the other direction and there is also no need to park along there
6	The junction at Green lane is dangerous with parked vehicles.
7	We welcome the parking restrictions to prevent obstructive inconsiderate parking, this will make it safer for walking & cycling
8	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided

	THATCHAM - Meadow Close (Plan AU74)
	I OBJECT TO THE PROPOSAL
1	I believe parking in this area much be very useful for the church in view of the very inadequate parking for the church, especially at times of attendance for stressful things such as funerals. Again, a limited timeslot would be better than no parking at all and would allow time for a church service, after all, the church was there first!!
2	Regarding the lower way stretch there is total confusion where the cycle lane is markings are poor and it won't be long before a cyclist is injured as they use the foot path daily. Secondly the double yellow lines has made it into a race track on this stretch. Some drive cannot get cars off the road as are too small. Its easy to make these new rules without proper investigation. 20mph required on this stretch. Please investigate [name removed].
3	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
4	Driving around Thatcham is slow as it is, the roads are not frequently involved in dangerous crashes. Total waste of money whilst you're looking to cut services or increase charges elsewhere to balance your huge debt next year. Stop wasting money!
5	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
6	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
7	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
8	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	I support this proposal. If the no waiting at anytime is not implemented here and Green Lane is, the cars may just move over to this area of the road to park.
2	100% behind this We have had countless accidents and near misses at the Meadow Close Junction This proposal would help a lot
3	We welcome the parking restrictions to prevent obstructive inconsiderate parking, this will make it safer for walking & cycling
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
7	No additional comment provided
8	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided

	THATCHAM – Roger Croft Drive (Plan AS73)
	I OBJECT TO THE PROPOSAL

1	Driving around Thatcham is slow as it is, the roads are not frequently involved in dangerous crashes. Total waste of money whilst you're looking to cut services or increase charges elsewhere to balance your huge debt next year. Stop wasting money!
2	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
4	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
5	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	We welcome the parking restrictions to prevent obstructive parking in the vicinity of the junction, this will make it safer for walking & cycling
2	No additional comment provided
3	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
7	No additional comment provided

	THATCHAM – Victor Road (Plan AW74)
	I OBJECT TO THE PROPOSAL
1	Absolute joke roads been there for years no planning bypass required
2	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
4	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
5	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
6	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	We welcome the parking restrictions to prevent obstructive parking in the vicinity of the junction, this will make it safer for walking & cycling
2	No additional comment provided
3	No additional comment provided

4	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided

	THATCHAM – Enterprise Way (Plan AY75)
	I OBJECT TO THE PROPOSAL
1	1.0 Background 1.1.1 SLR Consulting Limited (SLR) has been instructed by Forterra to review the amendment of on-street parking restrictions proposed by West Berkshire Council. 1.1.2 Forterra operate a building supply production facility located on Enterprise Way, Thatcham (the Site). The Site is served by typical HGV distribution of inbound raw materials and outbound finished product. 1.1.3 West Berkshire Council are undertaking statutory consultation on the amendment of onstreet parking restrictions. The proposals seek to remove sections of unrestricted waiting/parking on Enterprise Way. 1.1.4 The following provides a review of the local highway conditions and how the parking amendment proposals could affect the local highway and the operation of the Enterprise Way Forterra site. 1.1.5 This Technical Note concludes that the parking amendments are not necessary and will in fact have an overall adverse impact on the local highway. 1.1.6 Forterra therefore strongly object to the proposed parking amendments detailed within Area AY75 and request that these elements are removed from the overall scheme. 2.0 Local Conditions 2.1 Enterprise Way 2.1.1 Enterprise Way is a single carriageway road, subject to a 30mph speed limit, which serves commercial/industrial land uses. There are street-lit footways on both sides of the carriageway. 2.1.2 Enterprise Way forms a simple priority junction with Pipers Way at the west and runs in a west-to-east alignment for approximately 600 metres where it terminates with a turning head. A map showing Enterprise Way in its local context is provided within Figure 2-1. 2.1.3 There are four main businesses served directly off Enterprise Way; Forterra, Gist Limited, an M&S distribution centre and SSE (rear access only). Enterprise Way also serves Berkshire Drive where there are a number of smaller industrial/commercial uses. 2.1.4 Forterra makes up the majority of the southern side of Enterprise Way, other than businesses served off Berkshire Drive to the west, and has two points of access/egress. 2.1.5 Enterprise Way is covered by an on-street parking restriction (double yellow lines), other than three uncontrolled sections (unmarked) on the southern side of the road which measure approximately 40 metres, 105 metres and 40 metres. The uncontrolled sections are used for on-street parking and waiting by cars and HGVs. These sections have the capacity to accommodate approximately 30 cars (if exclusively cars). 2.1.6 The first 100 metres of Enterprise Way from its junction with Pipers Way is covered by double yellow lines. 2.2 Local Highway 2.2.1 Access to the strategic road network is via Pipers Way, which links with the A4 Bath Road to the north. 2.2.2 Pipers Way is largely unrestricted in terms of on-street car parking, but parking tends not to occur. A review of the 'West Berkshire Interactive Parking Restrictions Map1' available online indicates that no waiting/parking is allowed on the footway or verges at any time. 2.2.3 The A4 Bath Road and its roundabout junction with Pipers Way is signed as a 'Clearway', therefore vehicles are not permitted to stop on this link. 2.2.4 Surrounding

residential streets, served off Falmouth Way and Agricola Way are unrestricted in terms of on-street parking, which are all located within an 800m distance (10 minutes walk time at industry acknowledged average pace) from Enterprise Way.

2.3 Accident Data Review

2.3.1 A review of Personal Injury Accident (PIA) data available on the web-based database Crashmap2 indicates that there have been zero incidents recorded during the most recent 10-year period on record anywhere on Enterprise Way or in the proximity of its junction with Pipers Way. An extract of the data is provided at Figure 2-2.

2.3.2 The above indicates that there are no highway safety issues on Enterprise Way

3.0 Proposed Parking Amendments

3.1 Context

3.1.1 West Berkshire Council are undertaking statutory consultation on the amendment of onstreet parking restrictions. The Statement of Reasons for the proposed amendments are as follows: 'WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING, PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NO 37) 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, this Order will address concerns related to inconsiderate parking in the vicinity of the mandatory cycle lanes on Andover Road in Newbury and Lower Way in Thatcham and address HGV parking on Charnham Street in Hungerford. 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) this Order is necessary 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'

3.2 Area Code AY75 Enterprise Way

3.2.1 Enterprise Way is located within Area AY75. An extract is provided within Figure 3-1, the plan is attached in full at Appendix A.

3.2.2 The above plan shows that the three sections of unrestricted on-street parking on the southern side of Enterprise Way will be amended to 'No Waiting at Any Time' consistent to the rest of Enterprise Way. This will be marked by double yellow lines.

3.2.3 These amendments remove local on-street parking capacity by approximately 30 cars, or a combination of cars and waiting HGVs.

4.0 Overview and Potential Implications

4.1.1 The proposed amendments seek to remove the three sections of Enterprise Way on-street parking, which equates to a capacity of approximately 30 cars, or a combination of cars and waiting HGVs.

4.1.2 West Berkshire Council have stated that the parking amendments may be required for the following reasons:

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

4.1.3 Enterprise Way serves an established industrial/commercial area with no through route. It is street-lit and has standard footways on both sides of the carriageway which are not impeded by on-street parking activity. Enterprise Way has a carriageway width of 7 metres which is wide enough for a HGV to pass a parked/moving HGV without any issues.

4.1.4 The first 100 metres of Enterprise Way from Pipers Way is covered by double yellow lines restricting any parking/waiting close to the junction, as to not impact the operation of the junction.

4.1.5 A review of accident data has determined that there have been no incidents recorded on Enterprise Way or its junction with Pipers Way in the most recent ten-year period on record.

4.1.6 The proposals are likely to result in the displacement of existing car parking to nearby roads without restrictions; this could be Pipers Way or surrounding residential streets, served off Falmouth Way and Agricola Way which are all located within a 800m distance (10 minutes walk time at industry acknowledged average pace) from Enterprise Way.

4.1.7 The proposals are likely to result in the displacement of HGV parking/waiting which is currently accommodated

	within Enterprise Way to elsewhere on the highway network. 4.1.8 On the basis of the above review, it is deemed that the parking amendments proposed on Enterprise Way are not justified by the West Berkshire Council Statement of Reasons and will in fact have an overall adverse impact on the local highway. 4.1.9 Additionally, the parking amendments may result in the need for costly redevelopment of the Site's layout on Enterprise Way to accommodate additional car parking and HGV parking/waiting. 5.0 Objection 5.1.1 In view of the above, Forterra strongly object to the proposed parking amendments detailed within Area AY75 and request that these elements are removed from the overall scheme.
2	Business require the ability to park here and have access to services
3	Driving around Thatcham is slow as it is, the roads are not frequently involved in dangerous crashes. Total waste of money whilst you're looking to cut services or increase charges elsewhere to balance your huge debt next year. Stop wasting money!
4	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
5	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
6	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	We welcome the parking restrictions to prevent obstructive parking in the vicinity of the junction, this will make it safer for walking & cycling
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided

	THATCHAM – Colthrop Lane (Plan AZ75 & AZ76)
	I OBJECT TO THE PROPOSAL
1	You will simply force the drivers parking in the industrial estate to find alternative places to park which will be in residential areas in Thatcham - where else do you think they will go. Have you considered this - probably no! Why don't you just leave things as they are. I am fed up with this council making stupid decisions with tick box consultation exercises. You are the most unpopular council ever and you will be forced out at the next local elections.
2	This is used by locals and business visitors. Without parking the ability to trade will be affected
3	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically

4	Driving around Thatcham is slow as it is, the roads are not frequently involved in dangerous crashes. Total waste of money whilst you're looking to cut services or increase charges elsewhere to balance your huge debt next year. Stop wasting money!
5	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
6	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	We welcome the parking restrictions to prevent obstructive parking in the vicinity of the junction, this will make it safer for walking & cycling
2	No additional comment provided
3	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided

	THATCHAM – Gables Way (Plan AZ76, BA75 & BA76)
	I OBJECT TO THE PROPOSAL
1	Driving around Thatcham is slow as it is, the roads are not frequently involved in dangerous crashes. Total waste of money whilst you're looking to cut services or increase charges elsewhere to balance your huge debt next year. Stop wasting money!
2	Any obstructions that slow traffic is a good thing. Removing parking speeds up roads causing more risk & pollution. All roads outside and around schools should be 20mph automatically
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
4	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	We welcome the parking restrictions to prevent obstructive parking in the vicinity of the junction, this will make it safer for walking & cycling
2	No additional comment provided
3	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided

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	THEALE – Englefield Road (Plan BT56 & BT57)
	I OBJECT TO THE PROPOSAL
1	I am writing in my capacity as Clerk to Englefield Parish Council in response to this statutory consultation on the amendment of on street parking restrictions. Englefield Parish Council's concerns relate to Amendment 37 and the proposals affecting Englefield Road, Theale, which will also affect Englefield Parish. Whilst Englefield Parish Council supports practical and proportionate measures to improve the safety of road users and pedestrians around Theale Primary School, we wish to object to these proposals on the following grounds: 1. We are concerned that the current restrictions are already being ignored and not effectively enforced by the authorities. We attach photographs showing examples of this and what is happening in practice in North Street too. 2. We understand that the proposals are in response to concerns due to an incident or incidents relating to parking adjacent to Nos. 63 & 64 Englefield Road and the entrance to Theale Social Club, which lies to the east of the school, whereas these proposals also extend over a much larger area to the west of the school and into North Street itself, albeit not far enough into North Street. 3. We are very concerned that the additional restrictions to the west of the school on Englefield Road will have the unintended consequence of creating more danger than at present by displacing parking westwards around the North Street and Deadman's Lane junctions, on a bend in Englefield Road, and towards the A340. Has the Council undertaken a traffic study and risk assessment to model the impact of these proposals? 4. We would urge the Council to consider whether the additional restrictions to the west of the school will be effective, especially if the current restrictions are not being enforced. 5. Whether or not these proposals proceed, Englefield Parish Council requests that robust parking restrictions must be in place and enforced around the North Street junction and into North Street itself but extending further than now proposed to go beyond the Golf Club drive up to the point at which North Street narrows. We attach your plan ref BT56 with that additional area shaded in blue.
2	We object to your proposal to restrict the parking seven days a week, twenty four hours a day. We agree that there is an issue with parking during school term times and on Saturday mornings when Theale Parish Council allow football matches to be played on the North Street recreation ground. We suggest that a more effective solution would be restricted parking between 8 am and 5 pm Monday to Saturday by way of a single yellow line with appropriate signage, as is the case further down Englefield Road near St Luke's Church.
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	I support this proposal as the road gets very busy and congested during school drop off and pick up times. it is a death trap and I worry every morning and afternoon when taking and collecting my children from school. I do wish the council would install double yellow lines along the Englefield Road from outside the school to the narrowing before the doctors surgery and to install a zebra crossing outside the school gates! like the have with every other school in the borough, I don't why the new development in Theale has been granted a zebra crossing to the secondary school however we have

	been told no to the primary school. Waiting for an accident to happen is an absolute disgrace!
2	As a North St resident, it is impossible for us to leave North St and drive into Theale during 8.30am - 8.50 and then again at 3pm - 3.30pm as cars are parked along this road waiting to get into kiss and drop. Unless there is a person managing this I doubt anything will change. You certainly cannot try and get to the Dr's surgery or the village during this time period.
3	I support the proposal to alleviate the need at certain times to drive in the wrong side of the road right up to the junction on North street/Englefield Road due to parked cars dropping or collecting children. I have had approximately 7 near misses in 2025 alone of cars turning into the top of north street and narrowly avoiding accident due to my forced position in the road. I also feel the restriction at the top of north street doesn't extend far enough down North street and should continue to the next junction towards Theale Golf club behind the Primary school. This also needs to be strictly enforced during peak times as I feel a simple signage and road markings will not prevent this dangerous issue.
4	Supportive of junction visibility improvements in Theale as these changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
5	The issues were highlighted before the Primary School was built, so these additions are welcome. A Zebra Crossing should also be considered for additional safety.
6	We welcome the parking restrictions to prevent obstructive parking in the vicinity of the new school, this will make it safer for pupils to travel by walking or cycling
7	No additional comment provided
8	No additional comment provided
9	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	More needs to be done to stop cars parking along entire stretch of North Street between the junction with Englefield Road and the entrance road to the golf club. Cars park all the way along this stretch such that often vehicles heading south to Englefield Rd are forced to travel that entire length on the wrong side of the road. Several near misses have occurred when vehicles then turn into North Street at the same time. Cars also park on the pavement opposite the golf club road entrance blocking the pavement and endangering pedestrians. With the proposed restrictions on Englefield Road more cars will seek to park on that stretch of North Street inappropriately. They have even blocked the road due to bad parking and trying to park on the single carriageway part!

	THEALE – North Street (Plan BT56)
	I OBJECT TO THE PROPOSAL
1	The on-street parking restriction should be extended to include the section of North Street from and including the junction of North Street and Englefield Road, on both sides of North Street, to the point where the road narrows to a single track about twenty metres north of the junction with the access road to Theale Golf Club. The current parking behaviour of parents dropping off and picking up children means that the junction is rendered unsafe to traffic, cyclists and others who are forced to leave North Street on the wrong side of the road and who then, in turn, block entry to any vehicle,

	cyclist or other user entering North Street from the Englefield Road. Additional parking for parents at peak times, perhaps at the Recreation Hall could provide a solution.
2	The proposed on street parking restriction does not go far enough down North Street. Parents will continue to park down North Street to where the road becomes single track, blocking residents access to their homes in North Street. They will also use the access road to Theale Golf Club to park!
3	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
I SUPPORT THE PROPOSAL	
1	There should be no waiting or parking at the end of North street and between entrance of golf club , as cars coming in and out of north have no alternative to be on the wrong side of the road another accident waiting to happen , parents and guardians sit in their cars till pick up time and even more dangerous with people opening their doors on the drivers side of the car creating a dangerous situation and not acceptable for residents of north st as it is a sixty mile an hour road which is also dangerous and many accidents on north street with Amazon drivers
2	I have had approximately 7 near misses in 2025 with vehicles turning into the top of north street and narrowly avoiding accident due to my forced position in the road. I also feel the restriction at the top of north street doesn't extend far enough down North street and should continue to the next junction towards Theale Golf club behind the Primary school. This also needs to be strictly enforced during peak times as I feel simple signage and road markings will not prevent this dangerous issue.
3	As a resident of North Street put at risk by the large number of cars parking at the end of North street between the golf course entrance an the Englefield Road to collect children at the end of school I support this proposal BUT IT NEEDS EXTENDING UP NORTH STREET FROM THE ENGLFIELD ROAD TO THE GOLF COURSE DRIVE ENTRANCE TO REMOVE THE CONGESTION AND DANGER FROM CARS PARKING ERRATICALLY AND PULLING OUT AND TURNING IN THIS NARROW LANE.
4	We welcome the parking restrictions to prevent obstructive parking in the vicinity of the new school, this will make it safer for pupils to travel by walking or cycling
5	The issues were highlighted before the Primary School was built, so these additions are welcome.
6	Supportive of junction visibility improvements in Theale as these changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
7	No additional comment provided
I WISH TO RECORD A NEUTRAL POSITION	
1	More needs to be done to stop cars parking along entire stretch of North Street between the junction with Englefield Road and the entrance road to the golf club. Cars park all the way along this stretch such that often vehicles heading south to Englefield Rd are forced to travel that entire length on the wrong side of the road. Several near misses have occurred when vehicles then turn into North Street at the same time. Cars also park on the pavement opposite the golf club road entrance blocking the pavement and endangering pedestrians. With the proposed restrictions on Englefield Road more cars will seek to park on that stretch of North Street inappropriately. They have even blocked the road due to bad parking and trying to park on the single carriageway part!
2	As a North St resident, it is impossible for us to leave North St and drive into Theale during 8.30am - 8.50 and then again at 3pm - 3.30pm as cars are parked at the end of North St, between the Englefield Road and the Golf course junction. This end of

	North st is already a serious road safely issue as you have to drive on the wrong side of the road up to the junction. By changing to No Waiting on Englefield road, my concern is that more parents will try and park along this end of North St and start parking on both sides of the road. If you add no waiting on Englefield road, this should be brought all the way down from the Junction on Englefield Road to where the road narrow's as there is no footpath for parents to park along. I have some photo's to explain better but not sure I'll be able to attach to this survey. We have some elderly residents and they struggle to get to Doc's appointments/Pharmacy during this time of the day.

	TILEHURST – Longleat Drive (Plan BX42)
	I OBJECT TO THE PROPOSAL
1	Barbara's Meadow and Conifer Drive are already almost impassable to residents during the morning school rush-hour. Preventing parking on Longleat will push more parking into Barbara's Meadow and Conifer Drive. It's better to have it spread out across all the roads. Rather than just shifting the problem, Denefield School needs to do more to discourage parents from driving their children; the vast majority of kids live close enough to cycle or walk to school. Or perhaps create a safe drop-off area within the school grounds?
2	I am objecting to the proposal contained in Area Code BX42 for Longleat Drive, Tilehurst. The Two proposed NO WAITING AT ANY TIME zones will result in School Staff & Pupils from Denefield School parking all-day in Cranmer Close and Hawthornes. The subsequent inconsiderate parking will block access to the Residents of both cul-de-sacs. I have seen your Refuse/Recycling lorries and Home Delivery lorries struggle to drive through Longleat Drive due to all-day parking on both sides of the road. Because of the relatively narrow widths of Hawthornes and Cranmer Close, the inconsiderate all-day parking will result in more difficulty to these larger vehicles which occasionally must use these roads. This is in addition to problems we will face using our household driveways with vehicles parked opposite. At present we can ask a neighbours visitor to move, if we have problems accessing our drives. Nobody from West Berkshire Council ever monitors or enforces the current No Parking or Waiting Restricted zones in Long Lane, Knowsley Road or Longleat Drive. Parents picking up School Children are often stopped for about ½ hour waiting for them to come out of School. Many drivers park half on the Pavement believing they are not obstructing the Road and therefore complying with the Parking/Waiting restrictions currently in place. Denefield School should provide sufficient On-Site parking for their Staff and many car using Students. If they cannot park near to the School, they park all-day in adjacent Residential roads such as Barbaras Meadow, Confer Drive, White Lodge Close, Addiscombe Chase & Rosemead Avenue. Again, causing nuisance to those Residents. These points are a complete contradiction to your three published Statement of Reasons to justify the proposed parking amendments. 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.
3	Received by post on 17/12/25 reads: We wish to object to the proposed new parking restrictions around the area of Denefield School. Firstly, these restrictions should be extended to the whole of Hawthorne's and not just the junction. This is a small cul-de-sac and by restricting parking in other surrounding roads it will cause drivers to park in Hawthorns causing a huge problem for the residents. The second problem is that its not just the drop off times that are a problem. Now children attend school until they are

	18 they drive to school parking on both sides of the road. As well as causing problems for the residents emergency vehicles would not be able access these roads. We would ask that parking should only be for residents of these small roads. these school should provide parking for their students so it doesn't impact our lives. we hope you will give this your urgent attending as the proposal offered will cause major problems to us. we look forward to your reply and view on our situation.
4	Received by post on 18/12/25 reads: I am writing with regard to the proposal to have no parking restrictions along Longleat Drive, Tilehurst to try to alleviate the road being used by parents and older students of Denefield School as a car park. Whilst this may seem a good idea on paper, in reality it will only result in Cranmer Close and Hawthorns being used as car parks instead. Both roads are usually quiet with a number of elderly residents having frequent visitors and obviously this would cause more problems. I realise something needs to be done about the parking in Longleat Drive and also at the end of the road in Long Lane with parents waiting to pick up their children as the roads aren't wide enough to help the traffic proceed, especially if emergency services are needed. For example, a fire engine would never manage to get through the cars which are often parked on both sides of Longleat Drive. I hope you can give further thought to this problem and find a solution which would please everyone, especially local residents. Just a thought, could some money be found to put hard standing for cars in the grounds of the school?
5	Received by post 17/12/25 reads: i am writing to you to lodge my complaints to you proposal to increase the parking restrictions in Longleat Drive. It seems to me that you have not considered the knock on effect that these proposed changes would have on the two small cul-de-sac roads that lead off Longleat Drive, both in the Hawthornes and Cranmer Close. Our lives at certain times of the day are already a nightmare with the volume of school traffic that we have to endure. Unfortunately, we are pretty much equal distance between two schools - Denefield Secondary school and Downsway Primary School, therefore we already endure the traffic from not just one school but two! I believe your proposal will make our lives even more stressful during school times, particularly drop off and pick up times. At these times it is not only difficult to get in and out of our roads but even on and off our drives! Larger vehicles such as delivery and refuse lorries already struggle accessing our roads so again, I think this will only get a lot worse with your proposals. Vehicles already illegally park everywhere in our roads so I do not think your proposal will make any difference to that particularly as no enforcement of any restriction is ever undertaken or likely to be. Due to the nature of most properties in Hawthornes, a lot of elderly retired people live in the cul-de-sac. Some of these have care visitors several times a day. if the road becomes full of parked cars, where are these care visitors going to park? To make matters worse, a considerable number of the older pupils at Denefield School now have cars and drive them to school. they do not park in the school grounds they park all day in our roads and use them as meeting places at times with their friends to play music at elevated levels and use the road as the school litter bins! there is so much spare land with the confines of Denefield School. why cant extra car parking be provided within the school boundaries for their own pupils rather than using our roads as their school car park? i thought the idea of local councils was to improve the quality of life for its residents? I think West Berkshire is hell bent on doing exactly the opposite of this!
6	Cars already parking at school times in Cranmer Close - this will just make people use the offshoot roads instead.
7	There is little evidence of this need other than a few residents complaining to their councillor. No drive ways are blocked and there have been no accidents recorded. When a traffic officer attended to see what was going on he found nothing.

8	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
9	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	I am a resident of Longleat Drive. Both parents and pupils continue to park dangerously on Longleat Drive, in violation of the highway code. We have complained to Denefield school previously but nothing has changed. They park opposite junctions and on both sides of the road. They are obstructing access for emergency services, and it is dangerous for other road users and residents.
2	The school traffic is horrendous- parents have no regard to safety of the children and other road users. Such a shame they have to park as near as possible some nearly an hour before school is let out.
3	I support the proposal and would go further and suggest that the no waiting time be extended in the morning from 8.30 to 10am. Not only do we suffer from frankly dangerous drop offs and pick ups, we also have poor parking by school students throughout the day. I live in Cranmer Close and the junction restrictions will help. I do have a concern though and this is that the restrictions will not change behaviour, they will simply shift it down the road, impacting further on residents. Other suggested improvements: 1) From the plans, it seems that the stretch of road after the restriction and directly opposite the junction with Longleat Drive on the school side will not be restricted. Cars are regularly parked here in the morning/afternoon, causing obstructions and making it difficult to turn right into Longleat Drive. Please consider extending the no waiting area to include this stretch of road. 2) I believe I'm right in saying that at the new primary school in Thele, that parents are able to drive in and out at drop off? If that is the case, could this be considered at Denefield? This will keep traffic flowing. We are fortunate in that when our child was at school, they were walking distance from Downsway and Denefield but I do appreciate that not all students/parent are able to do this and that a lot of drop-off are on the way to work. Being able to drive in and out of the school would help. I appreciate that there may be other factors such as security that may make this unworkable. 3) Can students be allowed to park on-site at Denefield? They park dreadfully and often leave litter in their wake 4) Possibly off topic but please please please consider removing the restrictions along Long Lane and in conjunction with road humps and flashing speed signage, move to a 20mph zone. Having lived with this for a number of years there are negatives associated with it. a) It causes drivers to drive dangerously, speeding up to get through (I have seen many near misses) b) It creates congestion at peak times, harming the air quality due to vehicles idling c) it creates congestion at non-peak times (school holidays and weekends), harming air quality due to vehicles idling. I would be happy to be part of a focus group if that is something you are planning.
4	As a resident of Long Lane this proposal and these restrictions are long overdue. At school drop-off and collection times I'm either a prisoner in my home or excluded from getting to my home by inconsiderate and sometimes abusive parents! I'm also treated to parents turning around in my drive. Personally I'd like to see double yellow lines on the whole of Long Lane on both sides of the road. If this isn't practical or possible then at least down to White Lodge Close. Finally, it's all well and good having restrictions but how do you plan to enforce these restrictions? And by who?
5	As for the proposed parking restrictions I am for them , however have reservations on how they will be controlled or adhered too by the drivers. The present plan would result in all school parking , pickup and drop off , being carried out in our small close, pushing the present parking chaos, into the Hawthornes. Without further restrictions at present

	the traffic during school hours is madness resulting in blocked drives ,roadways there is no way any emergency services would gain access to the close due to (park anywhere at any costs) regardless Of any consequence. We have a motorhome which we can only use outside school hours, due to the parking both sides of the road in Longleat drive In most cases a long way out from the curb, thus considerably reducing the width most days. Therefore in an Emergency a Fire engine would not get through which could result in dire consequences. We would request further parking restrictions ,be included to the full length of the entrance to Hawthornes without the parking restrictions during School times, we fear the close will become a no go area during school hours for residents. This will cause friction between road users and residents as most are very elderly which could result in delaying the Emergency services during a critical timespan.
6	Fully support this proposal. I live in a road near Longleat Drive and regularly see the road full of cars at both drop off and pick up times, mainly for Denefield school, but also for Downsway. The road typically stays heavily congested during the day as sixth formers at Denefield park their cars there. My one concern if this proposal proceeds is that it will push more vehicles to Barbara's Meadow. This road is also heavily congested during drop off and pick up times, and usually has about 5 cars per day left by sixth formers. I fear this road will end up with even more sixth formers leaving their cars there all day if no similar parking restrictions are implemented.
7	Received by post 17/12/25 reads: whilst I agree with the parking proposal, I would like you to consider a restriction on parking in Long Lane, opposite Longleat Drive as per the Highway Code. Also, if the hedge of 137 Long Lane could be cut back which restricts the view when pulling out of Longleat Drive. Both of these issues are concerning, when pulling out into Long Lane and vehicles are coming through the traffic calming on the wrong side of the road at speed.
8	I feel this is a good idea having seen the amount of parents and students who park here causing a dangerous situation.
9	Inconsiderate parking by parents and pupils is unacceptable. Residents and their visitors are not easy to access their own properties.
10	We welcome the parking restrictions to prevent obstructive parking in the vicinity of the school, this will make it safer for pupils to travel by walking or cycling. Parking restrictions are needed at the junction for visibility
11	It's an accident waiting to happen it's well overdue
12	Supportive of junction visibility improvements in Tilehurst as these changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
13	No additional comment provided
14	No additional comment provided
I WISH TO RECORD A NEUTRAL POSITION	
1	Received by email 16/12/25 - I would like to provide you with some feedback from Denefield School on your proposals, forming part of your parking review (Ref: PSA037). Denefield School are broadly supportive of any measures that will increase the safety of pedestrians and drivers, including around Long Lane and Knowsley Road. There are already a number of parking restrictions around Denefield School, unfortunately we do not believe these are currently being enforced by the LA, which leads us to believe that the amendments proposed in plan BX42 will not be enforced either. The first step in public safety is to ensure that current restrictions are enforced before further restrictions are added. The school believes that if the measures in BX42 concerning Long Lane and the junctions with Longleat Drive and Knowsley Road are introduced, they will aid public safety if enforced. The school believes that the proposals to

	restrict parking further into Longleat Drive do nothing to aid public safety. In my consultation with Residents, specifically those that live in Barbara's Meadow, The Hawthornes and Cranmer Close, we all believe that restricting parking in Longleat Drive will push parking into those roads, which are narrower and harder to negotiate, making it an unacceptable change for them, and will do nothing to aid public safety. We also believe that, if you wish to restrict parking associated with picking up and dropping off, the restriction times should reflect our start and end times. An 8.30 start for restrictions is too late, as the children are supposed to be in the school by 8.28
2	Letter received through the post 17/12/25 reads: I am writing to you in regard to the latest parking restrictions for Longleat Drive and Canmere Close. As I also live in Hawthorne's this will probably have a knock on effect on us in Hawthorne's. I would just like you to consider that when doing this.
3	No additional comment provided

	TILEHURST – Voller Drive (Plan BY52)
	I OBJECT TO THE PROPOSAL
1	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	Supportive of junction visibility improvements in Tilehurst as these changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
2	Parking restrictions are needed at the junction for safety & visibility
3	No additional comment provided
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
	I WISH TO RECORD A NEUTRAL POSITION
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided

	TILEHURST – Highworth Way (Plan BX44)
	I OBJECT TO THE PROPOSAL
1	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
	I SUPPORT THE PROPOSAL
1	I support this due to the many near misses I've had driving in and out of Highworth Way when the occupants of no.1 park their vans and pick up truck outside their house and along the road. My only reservation is that they will just park further down the road causing issues further along.

2	Supportive of junction visibility improvements in Tilehurst as these changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
3	Parking restrictions are needed at the junction for safety & visibility
4	No additional comment provided
5	No additional comment provided
6	No additional comment provided
I WISH TO RECORD A NEUTRAL POSITION	
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided

TILEHURST – Heathfield Avenue (Plan BZ50 & BZ51)	
I OBJECT TO THE PROPOSAL	
1	Object to the measures proposed. (Note: Objections with no supporting reasons for objection can be discounted)
I SUPPORT THE PROPOSAL	
1	It is extremely dangerous as the online parking causes a blind spot when driving from Fairway going through Heathfield and then onto Halls Road. Also the reverse is true. I often find myself having to pause while waiting for oncoming traffic to come from Fairway. But I have already committed. So traffic continuing on Halls Road have to swerve. Restrictions would mean safe access both in and out of Fairway. As a resident of Fairway I applaud this proposal.
2	Over the last few years these junctions have become dangerous due to inconsiderate parking right up to the road junction. We know that the owners of the cars doing this do not even live in Heathfield Ave. Large delivery lorries have real problems negotiating between the cars. it is only a matter of time before a serious accident occurs.
3	Cars have parked all alongside that road for years now, right up to the junction. Often cars park so close to the junction, that you can't pull over to the left hand side and have to sit dangerously in the middle of the road. They are definitely not residents of Heathfield. When you coming out of the road and a car is coming in the opposite direction, there is nowhere to pull over. Accidents nearly happen every day. You can not cross the road very well because you can't see beyond the cars until you are in the middle of road. Plus, I can't image what it is like for the two ho
4	Supportive of junction visibility improvements in Tilehurst as these changes will significantly enhance safety, encourage active travel, and align with West Berkshire's wider commitments to sustainable transport.
5	The cars have increased to the whole of Heathfield, right up to the end of the road. It's very dangerous turning into the road and is an accident waiting to happen.
6	Parking restrictions are needed to prevent obstructive parking which is unsafe for walking and cycling
I WISH TO RECORD A NEUTRAL POSITION	
1	No additional comment provided
2	No additional comment provided
3	No additional comment provided

4	No additional comment provided

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Adoption of the Playing Pitch Strategy

Committee considering report:	Executive
Date of Committee:	21 May 2026
Portfolio Member:	Councillor Nigel Foot
Report Author:	Drew McHenry
Forward Plan Ref:	EX4737

1 Purpose of the Report

- 1.1 To propose the adoption of the final Playing Pitch Strategy (PPS) 2026-2041, including the Executive Summary and Appendices.
- 1.2 The draft strategy was publicly consulted on at the end of 2025 and consultation feedback was gathered and used to produce the final strategy. This final strategy is supported by the PPS Steering Group, consisting of Sport England, National Governing Bodies (NGBs) and officers, with members of the Steering Group noting that the final strategy had very little material change to the draft.
- 1.3 The full PPS pack recommended for publication includes a range of documents to accompany the main strategy, that provide additional detail, and guidance.

2 Recommendations

- 2.1 To adopt the final Playing Pitch Strategy 2026-2041.

3 Implications and Impact Assessment

Implication	Commentary				
Financial:	The available PPS capital budget (85199) is detailed below.				
		25-26	26-27	27-28	28-29
	85199 (PPS)	£193,510	£300,000	£500,000	£500,000
	Total	£193,510	£300,000	£500,000	£500,000

Adoption of the Playing Pitch Strategy

Human Resource:	The delivery of the strategy will be undertaken within existing resources
Legal:	None
Risk Management:	None
Property:	None
Policy:	The National Planning Policy Framework sets out the requirement of Local Authorities to establish and provide adequate and proper leisure facilities to meet local needs. The Playing Pitch Strategy forms part of the requirement. The Playing Pitch Strategy has been developed with reference to the West Berkshire Local Plan, Football Foundation's Local Football Facility Plan and Sport England's Playing Field Policy.

	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		

Adoption of the Playing Pitch Strategy

Environmental Impact:		X		
Health Impact:	X			If the strategy is adopted, and actions are undertaken as part of the live delivery plan, there will be increased availability of pitches and courts for residents to exercise.
ICT Impact:		X		
Digital Services Impact:		X		
Council Strategy Priorities:	X			Thriving communities with a strong local voice. This priority will be supported by the adoption of the new PPS, as the data will be accurate and robust and therefore provide an up-to-date evidence base to support actions in improving leisure availability and quality. Provision under the PPS will improve the local sports infrastructure and, thereby, contribute to supporting the health and wellbeing of the population of West Berkshire. <u>Leisure strategy</u> 1.3. Work across the Council to improve use and accessibility of leisure activities, facilities and greenspace;
Core Business:		X		
Data Impact:		X		
Consultation and Engagement:	Public consultation undertaken from 19 November 2025 to 04 January 2026			

	• PPS Steering Group (WBC officers including Leisure, Countryside and Planning, Sport England, NGB's for all named sports) • Consultation with pitch and court users and holders
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4 Executive Summary

- 4.1 West Berkshire has an ageing population, and it is crucial that health is maintained throughout residents' lifetimes. Increasing uptake in physical activity supports this as a preventative measure. A Playing Pitch Strategy gives the Council a clear approach to the provision of additional and improved pitches and courts to enable residents more access to active leisure spaces. Evidence suggests that West Berkshire adult residents are less inactive than CIPFA neighbours and require spaces to exercise. Equally, improved availability of pitches and courts will support children and young people in reducing inactivity levels. This is vital for physical, social and mental wellbeing.
- 4.2 The Playing Pitch Strategy (PPS) has been commissioned by West Berkshire Council to understand the existing and future demand on pitches and courts in the district.
- 4.3 The PPS relates to football, rugby union, hockey, cricket, tennis, netball and lacrosse provision and is the result of detailed investigation and analysis supported by a Steering Group which has included the National Governing Bodies for Sport (NGBs) and Sport England, as well as pitch and court holders and users. The Portfolio Holder will attend the PPS Steering Group meetings going forward.
- 4.4 The strategy provides evidence and recommendations for the Council to strategically plan the provision of pitches and courts for current and future demand, until 2041.
- 4.5 The Draft PPS was subject to public consultation undertaken from 19 November 2025 – 04 January 2026. Over three hundred responses were received and the strategy has been amended to provide additional clarification on the recommendations. However, the final strategy has not changed materially compared to the consultation draft. The final strategy has been supported by the PPS Steering Group.
- 4.6 It is proposed that the final strategy is adopted from 2026-2041. A PPS live delivery plan is being developed which will be managed by officers and members of the PPS Steering Group through PPS Stage E (delivery, monitoring and review). The PPS live delivery plan will be created using the detailed recommendations and data derived from the PPS process.
- 4.7 This delivery plan will be available for viewing on the council website and will be updated by officers following steering group meetings, or when actions are completed. The full PPS steering group will work towards completing the actions during the PPS lifespan (2026-2041), as opportunities arise.
- 4.8 The Playing Pitch Strategy will provide recommendations to allow officers and members of the PPS Steering Group to implement actions based on a robust evidence base. The

PPS lists recommendations against three sub-groups; Protect, Enhance and Provide, to suggest actions to increase the availability and quality of pitch and court leisure facilities in the district.

5 Supporting Information

Introduction

- 5.1 The Playing Pitch Strategy (PPS) has been prepared to understand the existing and future demand of pitches and courts in the district in accordance with the PPS framework. Further to public consultation, the final strategy is now recommended for adoption.

Background

- 5.2 The previous PPS was adopted in February 2020, and a Stage E Review (update of data) was undertaken in January 2022.
- 5.3 A Playing Pitch Strategy is recommended as part of the National Planning Policy and follows guidelines set out by Sport England. The process involves data analysis of pitches, courts and ancillary facilities and feedback from users to produce recommendations on facility provision within the district.
- 5.4 The strategy relates to football, rugby union, hockey, cricket, tennis, netball and lacrosse provision and is the result of detailed investigation and analysis supported by a Steering Group of National Governing Bodies (NGBs) and Sport England, as well as pitch and court holders and users. The strategy outlines the views of these groups across the district and is supported by data including usage figures to give an accurate, detailed overview of sport in West Berkshire. The strategy provides evidence and recommendations to enable the Council to strategically plan the provision of pitches and courts for current and future demand, until 2041 although this will be subject to a refresh of the data when required.
- 5.5 The Playing Pitch Strategy provides the Council with an evidence-based live delivery plan, to provide the best opportunities for leisure and sport within the district, with regard to pitches and court spaces.
- 5.6 The live delivery plan will be monitored by the Steering Group with each party being responsible for completing assigned actions and updating the group. The actions are directed from the full recommendations of the PPS, as a non-ordered list.
- 5.7 The strategy is divided into the categories of Protect, Enhance and Provide, each with their own focussed strategies, to protect the sites currently available for use, enhance where improvements can be made and provide new facilities.
- 5.8 The Playing Pitch Strategy provides a 'direction of travel' for the Council, rather than an exact blueprint, to allow for adaptations to be made where appropriate, due to the dynamic nature of planning.

Key strategy headlines (please refer to Appendix 2 – Glossary, if required)

- 5.9 Detailed recommendations are included in background document 1, which offers a more extensive review of the Strategy and details specific sites for improvement, following the PPS structure of 'Protect, Enhance, Provide'.
- (a) Protect - A key theme, across all sports, is to protect sites that are already used as pitches and courts. Recommendations include securing tenure of existing sites and protecting headroom on surplus pitches for future use, when demand arises.
 - (b) Enhance - The strategy also focusses on enhancing existing sites across the sports, with recommendations to improve poor quality pitches and ancillary facilities that are not up to standard. The latter is vital in increasing accessibility to sport for the rising number of girls' and women's teams.
 - (c) Provide – Additionally, the strategy proposes new facilities including grass and artificial grass pitches (AGPs), new ancillary facilities and floodlighting to increase the availability of training hours during the week.
- 5.10 Data demonstrates that there is currently a deficit of 7.4 3G football pitches across the district, rising to 9.7 by 2041. The placement of these is recommended to be spread evenly throughout the three sub-areas (detailed in the strategy), with key new sites being named but not ordered, as Henwick Worthy, Faraday Road, St. Bartholomew's School, Trinity School, Kennet School, The Downs School and Theale Green School.
- 5.11 It is also recommended that the availability of grass football pitches across the various age ranges and sizes is increased, though some of this demand would be met through any introduction of 3G pitches.
- 5.12 The strategy recommends that rugby union will need to see an increase of 2.51 grass pitches across the district by 2041.
- 5.13 Additionally, it is recommended that hockey will require two additional lit AGPs across Newbury and Thatcham, one to be built at Henwick Worthy, the other to be met through improvement to an existing pitch through sports lighting.
- 5.14 It is also recommended that cricket will require an additional 107 grass wickets, or 9 artificial wickets.
- 5.15 Netball recommendations are to work with providers in offering ease of booking and ensuring facilities, including ancillary buildings, are up to standard.
- 5.16 Specific tennis recommendations are to make courts more accessible to the public, which recent works to Henwick Worthy courts and Kennet School courts contribute to, and to also provide padel facilities.
- 5.17 Recommendations for Lacrosse are to work with St Bartholomew's school to increase accessibility for the sport as this is the only location offering lacrosse facilities.

Key changes following consultation

5.18 Public Consultation on the PPS draft was helpful in highlighting the demand from residents for spaces to participate in sport throughout the district, further supporting the need for the PPS. Many comments reflected the recommendations of the PPS draft, in demonstrating the requirement for additional pitches at specific sites and improvements to be made throughout the district. A summary of the public consultation responses is attached as Appendix 7.9. The strategy is unchanged materially from the draft strategy, with only minor updates and changes resulting from the consultation. This was expected, due to the extensive data gathering at the start of the PPS process.

5.19 The key changes following consultation are:

- (a) Minor wording changes to widen the interpretation of the meaning of 'ancillary' to cover 'supporting infrastructure'.
- (b) A reference in the strategy document to the importance of clubhouses playing a key role in helping to sustain the viability of clubs.
- (c) An additional recommendation under 'Provide - All sports', to the effect that clubs and pitch provision should be supported by the relevant and necessary type, size and composition of supporting infrastructure such as changing facilities to meet the needs of the teams and players using the sites / grounds.
- (d) An additional sentence in the football recommendations around the requirement for new 3G pitches to be on the FA pitch register, which was previously deemed as understood.

Proposals

5.20 This report seeks to outline the process that has led to the final PPS being created, including public consultation, and seeks approval to adopt the final strategy.

6 Other options considered

6.1 No other options were considered as the Playing Pitch Strategy must be updated following the Sport England guidelines. The current PPS is outdated, and the new strategy has been produced supported by evidence.

7 Appendices and Background Documents

7.1 Strategy Document

7.2 Executive Summary

7.3 Appendix 1 – FAQs

7.4 Appendix 2 – Glossary

7.5 Appendix 3 – Exploring Decarb Sust Travel Climate Change

7.6 Background Document 1 – Full Recommendations

Adoption of the Playing Pitch Strategy

7.7 Background Document 2 – Guidance for LA Officers

7.8 Background Document 3 – Maps Informing the Assessment

7.9 Consultation Summary

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, Task Groups within preceding six months ☒

Item is Urgent Key Decision ☐

Report is to note only ☐

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West Berkshire Council

PLAYING PITCH STRATEGY

2024 - 2041

Produced by:  **Stuart Todd Associates**
planning | policy | strategy | partnership

Produced for:  **WestBerkshire**
COUNCIL

Version record

1 st draft (Steering Group)	August 2025
Final draft (Steering Group)	October 2025
Consultation draft	October 2025
Final	January 2026

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1. INTRODUCTION

This Playing Pitch Strategy (PPS) for West Berkshire covers the period to 2041 and is compliant with the most up-to-date Sport England guidance¹. At its heart has been close liaison between the consultants commissioned to develop the strategy (Stuart Todd Associates), West Berkshire Council, National Governing Bodies (NGBs) and Sport England, while consultation with clubs, operators, owners and providers of pitches and courts has been critical to understanding the needs of sports.

The strategy covers grass and artificial pitches used for football, rugby union, hockey, cricket and lacrosse and outdoor courts used for tennis and netball.

A PPS serves multiple functions across sport, leisure, planning and public health. It supports not only formal club-based sport but also social, casual and informal sport, encouraging broader participation and increased physical activity. It provides an audit of the quality, quantity and accessibility of playing pitches, establishes the current levels of demand (and therefore whether pitches are being over or under used) and identifies future levels of demand to the end of the strategy period. In doing so, it seeks to ensure that the appropriate level of pitch provision is aligned with both current needs and anticipated growth, enabling effective long-term planning.

The Playing Pitch Strategy plays the following roles:



1. Evidence base

- Provides robust evidence to protect existing provision in the planning system, helping to defend against inappropriate loss of pitches and courts.



2. Quality

- Helps identify improvements to quality and condition of pitches, courts and ancillary facilities (including infrastructure such as clubhouses, changing facilities, pavilions, sports-lighting, dugouts, etc.).



3. Future Provision

- Provides a strategic view and options for the provision of pitches during the strategy period.



4. Investment

- Informs the investment to be made into club sites.
- Can be used to support funding applications for improvements to quality, quantity and accessibility.



5. Development

- Informs the planning of new developments and on/off-site contributions for pitches and courts, ensuring they are consistent with national and local policy.



6. Planning Policy

- Informs planning policy development.



7. Health and Wellbeing

- Forms an important part of the “package” of strategies, evidence and actions which can contribute towards improving the physical and mental health and wellbeing of those who live and work in the area.

¹ See https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=assessing_needs_and_playing_pitch_strategy_guidance

What the strategy does not and cannot do is provide a blueprint for change to 2041. The strategy can present options based on evidence and assessment of it (and indeed recommendations), but cannot do the work necessary (for example, logistical, feasibility and viability work) required to confirm actions with 100% certainty and make things happen “on the ground”, which is the task of the many stakeholders (such as clubs, providers, owners and managers of pitches) and organisations (such as the Council, sports governing bodies and Sport England) responsible for delivery of pitches and ancillary facilities (including infrastructure such as clubhouses, changing facilities, pavilions, sports-lighting, dugouts, etc.).

Without regular monitoring and review of its recommendations during stage E (the delivery stage), the strategy could be considered out-of-date in around 5 years time.

The strategy’s Vision is as follows.

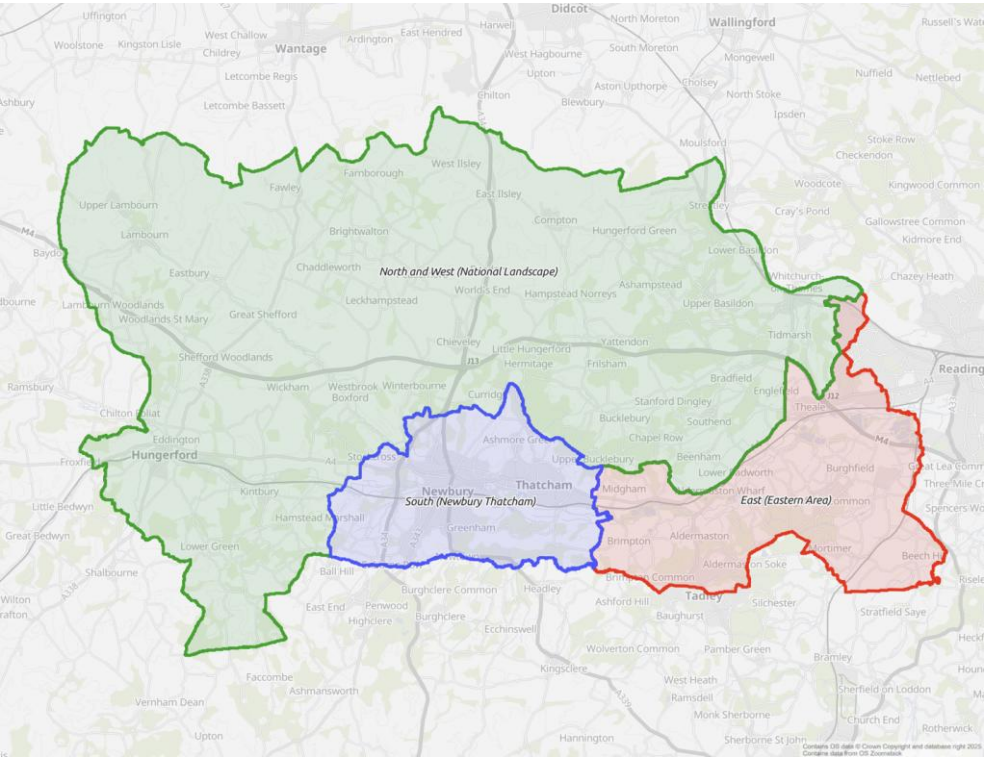
Vision

“The PPS seeks to support the Council and its partners in the creation of an accessible, high quality and sustainable network of sports pitches and other outdoor sports facilities which supports increased sports participation by all residents, at all levels of play, from grassroots to elite.”

The study area for the PPS is the whole of the West Berkshire Council (WBC) area, as shown below (Figure 1). The map also shows the sub-areas used for analysis and presentation of the strategy’s

recommendations and actions. These sub-areas align with the areas used for planning policy purposes.

Figure 1: The Study Area and Sub-Areas



This PPS is a strategy for pitch sports. While the development of the strategy was commissioned by West Berkshire Council (and therefore “ownership” of the strategy rests principally with the local authority), this does not mean that all recommendations must be delivered solely by the Council. Delivery is the responsibility of all members of the steering group, and also of other key stakeholders such as (but not limited to) clubs, providers, operators and land owners.

This strategy document is intentionally brief, structured as follows:



Assessment Summary

- Baseline data: the position now
- Looking forward: identifying key issues from the assessment



Strategic Priorities

- Headline priorities providing the main focus of the strategy's direction.



Delivering the strategy

- Strategic recommendations and Action Plan Priorities



Appendices and Background Documents

- Appendix 1 sets out further details about the process which has been followed to develop this PPS in a “Frequently Asked Questions” format.
- Appendix 2 is the PPS Glossary.
- Appendix 3 explores decarbonisation and climate change issues.
- Background Document 1 sets out the strategy's detailed “Protect”, “Enhance” and “Provide” recommendations for the local authority area, sub-areas and specific sites for each sport.
- Background Document 2 sets our guidance for local authority officers on use of the PPS.
- Background Document 3 sets-out maps which have informed the PPS.

2. ASSESSMENT SUMMARY

2.1 Setting the Scene: Key Basic Data

The summary of current supply and demand data for each main pitch sport follows and sets the position for pitch sports in West Berkshire now. “Headline data” only are provided to give brief context. Maps showing the locations of pitches and courts are set-out in Background Document 3.

Baseline data was collected in the 2024/25 season. It is recognised that basic data changes from season to season. The Steering Group overseeing delivery of the strategy will monitor change and its impact over time.

Football

In the WBC area, based on Berkshire and Buckinghamshire Football Association (BBFA) affiliation data and updated with club survey responses in the 2024/25 season suggests that there were a total of 392 teams, of which 65 are adult teams. Of these adult teams, 8 are ladies teams 53 are men’s teams (1 of which is a veterans’ side) and 4 are walking football sides. There are 327 youth and junior / mini teams (U7-U18), of which 53 are girls’ teams). Within this figure, U7-U10 teams account for 121 teams. There are 6 disability teams across all age groups.

In West Berkshire, the largest clubs (with around 20 teams or more), based on data provided for the 2024/25 season, are:

- Barton Rovers FC (32 teams)
- Hungerford Town Juniors (23)
- Burghfield (51)
- Thatcham Tornados (48)
- Cold Ash Boys and Girls (26)
- Westwood Wanderers (35)
- CSA 07 Youth (20)

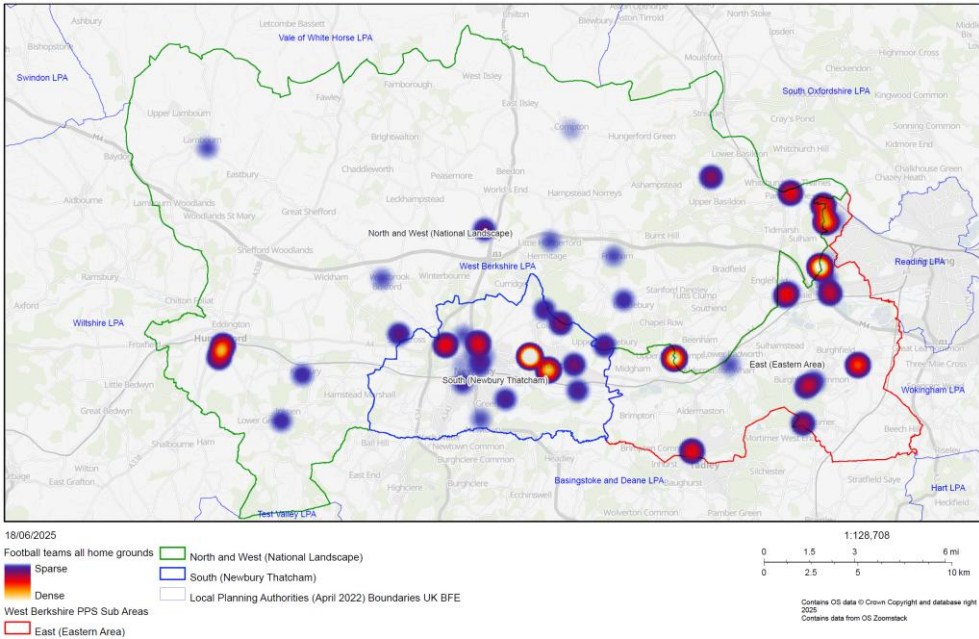
The breakdown of team numbers data by affiliation age group and sub-area is as follows.

Sub-area	Number of Teams					
	Team Age Group and Format					
	U7/U8*	U9/U10	U11/U12	U13/U18	Adult^	Total
North and West	20	18	27	43	13	121
South	24	29	15	44	19	131
East	12	18	26	51	33	140
West Berkshire	56	65	68	138	65	392
<i>Outside of WBC area**</i>	<i>14</i>	<i>16</i>	<i>16</i>	<i>5</i>	<i>5</i>	<i>56</i>

Notes: does not include Tadley Cavella FC teams given that, although they play within the WBC area, they relate more closely to Tadley in the Basingstoke and Dean local authority area. * does not include U5/U6 development teams, of which there are 3 in East, 1 in North and West and 2 in South. There is 1 exported / displaced outside of WBC. ** exported / displaced demand. ^ Including U19s and Veterans’ teams, but not including walking football teams.

Figure 2 shows a heat map for team numbers and locations of home grounds in the WBC area, suggesting that the highest demand is focused around main centres of population.

Figure 2: Heat Map showing Numbers of Teams by Home Ground Location



The number of pitches by size and security of community use, not including overmarked pitches, is as follows.

Sub-area	Number of Grass Pitches				
	Pitch Size (pitches currently in use)				
	5v5	7v7	9v9	11v11 (youth)	11v11 (adult)
North and West	3	4	9	8	8
South	7	7	7	8	10
East	2	4	5	5	21
West Berkshire	12	15	21	21	39

Sub-area	Number of Grass Pitches					
	Total pitch numbers currently in use	Of which are		Avail. for use but not used	Not avail-able *	Dis-used
		Secure	Unsecure			
North and West	32	2	30	19	23	0
South	39	18	21	19	12	1
East	37	7	30	24	24	0
West Berkshire	108	27	81	62	59	1

Notes: * for community use (i.e. accessible for clubs to use)

Considering the current picture of supply and demand on grass pitches currently used by clubs, figures suggest that 9v9 and youth 11v11 pitches in particular see overplay across the district, suggesting a need to make-up that deficit.

The following table sets out the number of 3G AGP by sub-area and size and sand based AGPs which are used for informal football use as well as for hockey (i.e. have community use). It should be noted that the FA sanctions matches and prefers training for clubs on 3G pitches. 2 x 3Gs are on the FA 3G Register, formally sanctioned for competitive football matches (affiliated for FA and FIFA football). Of these numbers, there are 4 AGPs with secure community use 2 of which are 3Gs) and 6 which have unsecure community use.

Sub-area	Type	Size*				Of which are	
		11v11	9v9	7v7	5v5	Sports-lit	FA Register ²
North and West	3G	1	0	0	0	1	1
	Sand	0	0	0	0	0	-
South	3G	1	0	0	0	1	0
	Sand	4	0	1	0	5	-
East	3G	1	0	0	0	1	1
	Sand	1	0	1	0	1	-
West Berkshire	3G	3	0	0	0	3	2
	Sand	5	0	2	0	6	-

* pitches slightly smaller than recommended dimensions are included. E.g. a pitch measuring slightly smaller than a 7v7 is included in figures for 7v7 pitches.

Rugby union

In West Berkshire (in the WBC area) in the 2024/25 season there were 5 Rugby Football Union (RFU) voting (affiliated) clubs, as follows:

- Aldermaston RFC
- Hungerford RFC
- Newbury RFC
- Tadley RFC
- Thatcham RFC

Between them the make-up of teams across the sub-areas, based on RFU affiliation data, are as follows.

Rugby	North and West	South	East	Totals
Adult Ladies	0	1	0	1
Adult Men	2	6	3	11
Age Grade (Girls U13-U18)	0	1	0	1
Age Grade (Boys U13-U18)	4	9	5	18
Age Grade Mixed (U7-U12)	6	10	6	22
Totals	12	27	14	53

At club home grounds, there are the following numbers of senior pitches (based on pitches with posts installed, but not including informal training grids).

Club	Sub-area	Sports-lit Pitches (fixed lighting)	Full-size Pitches (total, including sports-lit)
Aldermaston RFC	East	0	2
Tadley RFC		1	3
Hungerford RFC	North and West	1	4
Newbury RFC	South	2	4
Thatcham RFC		0	2
West Berkshire		4	15

There are no (0) World Rugby 22 compliant 3G pitches in the WBC area.

² See <https://footballfoundation.org.uk/3g-pitch-register>

Hockey

In the 2024/25 season, there were 2 hockey clubs (HC) which have a home ground within the WBC area, as follows.

Club Name	Site Name (Home Ground)	Sub Area
Newbury and Thatcham HC	Henwick Worthy, Thatcham	South
Scarlett Runners Ladies HC	Elstree School (matches) / Willink Leisure Centre (training)	East

Clubs have the following numbers of teams, based on 2024/25 data.

Category	East (Scarlett Runners HC)	South (Newbury and Thatcham HC)	Totals
Adult Ladies	1	5	6
Adult Men	0	6	6
Vets Ladies	0	1	1
Vets Men	0	0	0
Informal / friendly only	0	1	1
Back to Hockey	0	1	1
Flyerz (disability)	0	1	1
Walking Hockey	0	0	0
Boys 14-16	0	0	0
Girls 14-16	0	3	3
Boys 11-13	0	2	2
Girls 11-13	0	1	1
Mixed 5-10	0	1	1
Totals	1	22	23

Cricket

There are 23 clubs that played and have a home ground in the WBC area.

East	North and West	South
AWE Tadley CC	Bradfield CC	Cold Ash & Ashmore Green CC
Bucklebury CC	Chaddleworth CC	Donnington CC
Mortimer & West End CC	Chieveley CC	Falkland CC
Sulhamstead & Ufton CC	Englefield CC	Newbury CC
Theale & Tilehurst CC	Hampstead Norreys CC	Thatcham Town CC
	Hungerford CC	
	Inkpen CC	
	Purley on Thames CC	
	Swindon Titans CC	
	The Bell Inn Aldworth CC	
	Welford Park CC	
	West Isley CC	
	Yattendon & Frilsham CC	

Clubs have the following numbers of teams that play cricket in the WBC area, based on 2024 data.

Cricket	East	North & West	South	Totals
Adult Men (Open)	27	46	23	96
Adult Women	2	6	5	9
Junior Boys (open) - (7-18)	14	24	27	65
Junior Girls (open) - (7-18)	7	5	10	22
Totals	50	81	65	196

There are 26 cricket grounds that use grass pitches with community usage in West Berkshire (WBC area). Within these there are 5 artificial pitches. There are a further 4 standalone artificial pitches which are grounds without any grass pitches and are available for community use. There are only 14 sites that don't have secure community usage.

A breakdown of all the pitches across the sub areas are:

Sub-area	Number of Cricket Grounds and Pitches			
	Grass Grounds		Non-Turf Pitches	
	Adult	Junior	Stand-alone	On Grass Pitch
East	8	0	1	0
North & West	12	0	2	4
SouthClick or tap here to enter text.	6	0	1	1
West Berkshire	26	0	4	5

Tennis

In the WBC area, based on Lawn Tennis Association (LTA) affiliation data and updated with club survey responses, there are a total of 2,471 members. The largest clubs are located in Pangbourne (311 members), Cold Ash (300), Bucklebury (299) and Bradfield (256).

Sub Area	Club Name	No. of members
East	Douai Park Tennis Club	104
North and West	Boxford Tennis Club	112
	Bradfield Tennis Centre	256
	Bucklebury Tennis Club	299
	Chieveley Tennis Club	165
	Kintbury Tennis Club	127
	Purley (Berks) Tennis Club	120
	Hungerford Tennis Club	165
	Pangbourne Tennis Club	311
	Basildon Tennis Club	137
South	Yattendon and Frilsham TC	105
	Newbury Tennis Club	150
	Thatcham Tennis Club	120
	Cold Ash Tennis Club	300

There are two LTA-registered public park venues (five courts) and 14 LTA-registered club venues (42 courts) within the WBC area. The remaining, LTA non-registered/non-club sites, are venues that either lack LTA affiliation or hold LTA registration but do not operate as clubs.

A breakdown of all the tennis courts across the sub areas are:

Sub Area	LTA-reg. park/club		LTA non-reg./non-club		Totals
	Lit courts	Non-lit courts	Lit courts	Non-lit courts	
East	0	8	12	16	36
North and West	19	11	6	25	61
South	7	4	14	28	53
West Berkshire	26	23	32	69	150

Netball

The EN-affiliated club member numbers and venues in the WBC area are:

Sub Area	Venue Name	No. of Members (2024-25)
East	Theale Green School	Thunderbirds NC: 110
	Willink School (Willink LC)	Bowmore NC: 14
South	Kennet School (Kennet LC)	NetballStars: 10
	St Bartholomew’s School	Academy NC: 65
	St Gabriel's School	Newbury Junior NC: 110

Theale Green School serves as the competition venue for EN member leagues during the 2024–25 season:

- Reading & District Netball League – Saturday: 25 teams (3 divisions)
- Reading & District Netball League – Wednesday: 36 teams (4 divisions)
- Reading & District Netball League – Thursday Social: 8 teams (1 division)

- Theale Green School is also a central venue for Reading Junior Netball Club: (6 teams, 1 division) and Reading Social League.

There are four EN-member club venues and one EN central league venue in the WBC area, totalling 22 courts. The remaining venues, EN non-member venues including commercial, 32 sites totalling 72 courts.

A breakdown of all the netball courts across the sub areas are:

Sub Area	EN member club / central league		EN non-member inc. commercial leagues		Totals
	Lit courts	Non-lit courts	Lit courts	Non-lit courts	
East	4	4	4	10	22
North and West	0	0	6	22	28
South	12	2	4	26	44
West Berkshire	16	6	14	58	94

Lacrosse

There is one club playing in West Berkshire, playing on a school site, as follows.

Sport	Club	Site Name	Sub Area
Lacrosse	Phoenix Lacrosse Club (Newbury)	St Bartholomew’s School	South

2.2 Looking Forward: Identifying Key Issues

Considering all data and information gathered during the PPS process during the 2024/25 season and projecting demand for each sport forwards to 2041 leads to the following key issues arising for each sport. These provide the basis for action which needs to take place to implement the strategy. A detailed site-by-site and place-by-place action plan will be used by the PPS steering group to aid delivery and monitor change.

Football

General

- Making improvements to both grass pitch capacity and ancillary facilities (including infrastructure such as clubhouses, changing facilities, sports-lighting, dugouts, etc.) will be key to sustaining and growing the game. Sometimes, even small amounts of funding for a club can make a big difference in improving quality and retaining and attracting players. The presence of social areas / clubhouses at grounds can be important to help sustain the viability of a club(s) or ground.
- Quality and accessibility of provision of both existing and future provision of pitches and facilities must recognise the needs of people with disabilities, girls and women, given continued likely growth in the game for these sectors / formats.
- Pitches with unsecure community use for clubs should be brought into secure community use where possible.
- The network of pitches and ancillary facilities should support clubs to progress up the FA pyramid if they secure promotion.
- Larger housing development sites present an opportunity to deliver multi-pitch / hub sites, particularly grass pitches. Named host, home or operating clubs can be “allocated” to the site to facilitate use and absorb demand from new residents and if there is a shortage of pitch provision and / or pitch capacity in the area. It is important to be aware that additional playing pitches provided on housing allocation sites, or elsewhere, are also likely to require ancillary facilities. For many smaller scale housing developments, off-site financial contributions can help enhance existing pitch and facility provision, for example, improvements to ancillary facilities and the quality of pitches, rather than provision of additional, perhaps single pitch space on-site.
- “Headroom” capacity, where referenced, should not be considered as “surplus” to need or demand or “spare” for disposal. It is simply the result of a calculation comparing supply and demand and does not factor in “reality” issues such as suitability or availability of capacity at appropriate times.
- Data on its own can mask the picture “on the ground” and it could be the case that for both grass and 3G provision, further consideration is needed during stage E of the appropriate locations for improving capacity in relation to clubs which may be currently based in the North and West sub-area but which better relate to the centres of population in the South and East sub-areas. Recommendations with regard to future pitch provision will need to reflect the flexibility needed to apportion additional capacity from one sub-area to another to best reflect clubs’ demands for preferred locations of pitches.

Grass pitches

- Projecting demand forward for grass pitches, across WBC as a whole, with no intervention to improve the quality of the existing supply of pitches which are “poor” and “standard” quality and not maximising use of existing pitches with headroom capacity, demand to 2041 is projected as being for an additional 6.36 (7) x adult / 11v11 pitches, an additional 18 x youth 9v9 or 11v11 pitches and 13 x 5v5 or 7v7 pitches.
- However, making the most of existing supply, for example by maximising use of headroom capacity, using pitches which are available but currently unused and by improving the quality of pitches which are either poor or standard quality to good quality (and thus increasing their carrying capacity to host matches), changes the amount of additional new pitches required, with most pitch sizes having varying degrees of headroom capacity across the local authority area as a whole by 2041. Figures change again when a cap is placed on mini and youth pitches based on kick-off times at weekends and if current exported demand is brought back into the district. The variability of measures open to address current deficit / overplay of provision and accommodate future and exported demand means that a range of pitches is the best lens through which to see how much provision is likely to be necessary by 2041. This range of demand is as follows.

Football Supply / Demand Grass Pitches Snapshot if Quality Solutions can be Maximised		
Sub-area	Pitch Type	Range of demand to 2041 (no. of pitches required / headroom, of “good” quality)
North and West	11v11 adult	3-7 pitches headroom capacity
	11v11 youth and 9v9	6 pitches required – 1 pitch headroom capacity
	7v7 and 5v5	4-5 pitch headroom capacity
South	11v11 adult	3-6 pitches headroom capacity
	11v11 youth and 9v9	7 pitches required – 1 pitch headroom capacity
	7v7 and 5v5	3-7 pitches headroom capacity
East	11v11 adult	1-8 pitches headroom capacity
	11v11 youth and 9v9	5-10 pitches required
	7v7 and 5v5	5-6 pitches headroom capacity

It is important to stress that these figures “do not tell the whole story” with regard to provision. Planning for pitch provision should be done based on additional pitches required as a basis and not be reliant on other factors, for example, improving all less than good quality pitches or assuming that quality improvements automatically means that the additional capacity provided can feasibly or practically be used by teams at the times they need to play matches.

- However, while it is unlikely that all pitches which are poor or standard quality will all be improved and not all pitches with headroom capacity will have availability for use at the time that teams need them, it is clear that the approach to make better use of existing supply should feature as a focus for the strategy. Alongside this, bringing currently unused pitches which are available for community use, into use can also provide a role in

introducing additional supply. Notwithstanding these measures, it is likely that there will be a need for some new additional grass pitches in locations where quality improvements cannot be made, existing headroom capacity cannot be maximised and larger clubs are outgrowing their pitch supply. The detailed site-by-site and place-by-place action plan will be used by the PPS steering group to understand the reality of types of provision needed.

- Changing pitches from one size to another for a season or two could also help to rebalance any deficits in supply and overplay. This will help to maximise existing pitch assets without needing to find land for additional pitches. For example, headroom capacity provided by 11v11 adult, 7v7 and 5v5 pitches available for community use but unused could be reconfigured to help address the deficit in supply to 2041 of 11v11 youth and 9v9 pitches.
- Figures are numerical only. They do not provide the specificity with regards to the “on the ground” availability of pitches and so maximising the use of pitches which have some headroom capacity might not be feasible in reality. This would then mean that there could be a higher number of pitches required in addition to current supply or less capacity available for actual use the figures suggest.

3G pitches

- There is a current deficit of 3G pitches in the district amounting to around 7-8 full-size 11v11 sports-lit pitches. With only 3 full-size sports-lit 3G pitches in supply, there is plenty of football use, including training, taking place on sand-based AGPs and there are indications of significant levels of unmet demand for 3G use.
- Projecting demand forward, just over 2 additional full-size 11v11 sports-lit 3Gs are needed to satisfy additional demand to 2041. This figure include building in anticipated demand arising from the small sided / casual / informal game.

- There is currently around 2.3 pitch’s worth of demand being accommodated on sand-based AGPs. Providing the number of 3G pitches identified in the deficit figure will accommodate this number.

Summary of proposed additional capacity:

3G additional demand to 2041 (WBC area)	Number of 11v11 full-size sports-lit 3G pitches
Existing deficit in supply	7.4
Projected future additional demand including informal / small-sided play “buffer”	2.3
Total required (rounded range)	9-10

- The total number of 9-10 pitches being required is likely to round up to 10 rather than down if, for example, some rugby training needs to be accommodated on weekday evenings for training during the peak of the wet winter months and if on a WR22 compliant 3G pitch.
- The total number of 3G pitches required across the district (rounded) is comprised of the following:
 - 3 in the North and West
 - 3 in the South
 - 4 in the East

These figures are an approximate split between sub-areas, particularly in relation to provision on the edge of the North and West and East sub-areas, where some of the indicated demand is likely to arise in close proximity to Newbury and Thatcham, along the A4 corridor and on the edge of Reading.

- Moving forward, the provision of 3G pitches may continue to need to be supplemented by sand based pitch use, particularly for the casual / informal / small-sided leagues game, while the inter-relationship between sports and multi-sport aspect of both sand

based pitches (with hockey) and 3G (with rugby where WR22 compliant) must be recognised as a strand of the strategy in some locations. A preferred strategy for 3Gs which benefits sport as a whole and residents' access to provision will need co-ordinating with the RFU and EH, as will delivery of additional capacity.

- The sequence of provision of additional 3G capacity is important. For example, provision of 3G capacity in the Thatcham area will help to free-up additional time for Newbury and Thatcham HC to use for weekday evening training at the existing sand AGP if football play can be migrated away from the pitch to a new 3G.

Rugby Union

- Priority issues from the assessment can be summarised as:
 - improving quality of existing pitches as a priority to support existing demand and reduce overplay;
 - ensuring that sports lighting can be provided to enable additional evening use for training in co-ordination with pitch quality improvements;
 - supporting club aspirations to improve the quality and capacity of changing facilities and clubhouses to cater for existing and future demand and to help support growth in the game;
 - exploration of the role that WR22 compliant 3G pitches could play for some clubs to support growth and negate the need for additional grass pitches to be provided; and,
 - if 3G capacity proves not to be an option, how and where best to find additional grass pitch capacity close to existing grounds to cater for demand which ensure club use away from the home ground.
- Pitches which have unsecure community use (Aldermaston RFC and Hungerford RFC) pose a risk to sustaining, improving and

growing the club on the sites, and securing tenure will be an immediate priority for those grounds;

- If measures are taken to improve both the quality of standard quality rated grass pitches and additional sports-lighting is introduced, both measures which can improve the capacity of pitches to accommodate play, on all clubs sites, apart from one (at Newbury RFC), existing deficits in capacity / overplay can be accommodated. This is before factoring additional demand on pitches from club growth to 2041.
- If projected growth comes to fruition, by 2041, an equivalent of an additional 2.51 full-size grass pitches will need to be provided across the WBC area if capacity cannot be accommodated on existing club pitches following improvements to quality and additional sports lighting. Existing grounds at Hungerford RFC and Aldermaston RFC should have sufficient capacity on-site to accommodate future demand if quality and capacity improvements are made. Tadley RFC, Newbury and Thatcham RFCs may need additional grass pitch capacity or access to a WR22 3G for training should future projected growth come forward.
- WR22 compliant 3G pitches are likely to be able to play a role in supporting clubs' demand in some locations, particularly in relation to satisfying training needs in the wettest winter months, if new additional 3Gs in the right locations can be provided to meet the WR22 standard. The RFU's priority is to retain as much play as possible at club home grounds by making improvements to maximise capacity, prior to clubs having to rely on 3G capacity. Therefore, while it is important to recognise the potential role of and need for 3G access for some clubs, 3G provision is not factored into the assessment as a definite solution to accommodate demand which is not yet demonstrable on the ground in most cases.
- The presence of social areas / clubhouses at grounds can be important to help sustain the viability of a club or ground.

Hockey

- There are 2 clubs playing in the WBC area, with a total of 23 teams between them. 22 of these teams are at Newbury and Thatcham HC in the South sub-area), with the other team at Scarlet Runners HC (East sub-area).
- Spatially, most of the district is within a 20 minute drive-time catchment of a full size and or sports-lit sand AGP. Newbury and Thatcham HC uses 3 pitches, with its main home ground at Henwick Worthy, supplemented by Trinity School (matches) (for 2025/26 at least) and a small amount of training at the Downe House School.
- There are no clubs playing in the North and West sub-area, although players living in this area are likely to play either at one of the clubs in WBC or travel to other clubs, for example, based in Swindon or Wallingford. Some players in the eastern part of the District may travel to Reading to play.
- There are opportunities to build on already established Flyerz (disability) and Back to Hockey (informal play) at Newbury and Thatcham HC.
- 3 of the 5 pitches currently used by clubs are considered to have unsecure community use, putting varying degrees of risk for clubs' future certainty of use. A priority for the strategy is likely to be the need to gain greater security of tenure in the long-term for clubs if they continue to have to use these pitches or others with unsecure community use.
- For the future long-term sustainability of hockey clubs (with regard to financial viability and maximising the availability of volunteer / coaches' time) a "one site model" is preferred by England Hockey, focusing club activity on one central site where possible. At the current time, the split of larger clubs playing on more than one site makes this difficult to achieve.
- When comparing current supply and demand on club used pitches, there is notionally headroom capacity to accommodate additional hockey on most pitches, but this not available at the times needed by clubs.
- Key issues for Newbury and Thatcham HC include: the spread of play across 3 pitches, with a preference to consolidate on one 2-pitch site; their lack of time slots at the right times is starting to constrain the ability of the club to sustain and grow; there is shared use of the AGP at Henwick Worthy with football and so this pushes some training to an alternative site; the changing and clubhouse facilities at Henwick Worthy are in need of improvement; and, adding current existing and unmet demand to future demand sees the club needing 2 x full-size sports-lit pitches to accommodate this demand, for matches and training, if it has sole use of these pitches. If a second hockey AGP is delivered at Henwick Worthy, the pitch must demonstrate viability in the long-term from either hockey only use or dual use with football, with hockey needs having priority and should 3G capacity be increased to cater for football.
- Scarlet Runners HC will need additional time slots moving forward, with a total need by 2041 for 2.5 hours at the weekend for matches and 3.5 hours for training on weekday evenings, preferably Monday and Thursday. Their current situation sees them needing additional training time, but this is difficult with much of the rest of the peak time slots during the week used for football. The club plays across 2 sites, with one pitch being full-sized but having no lighting to enable training to take place, and the other pitch having lighting but only being half size and so unable to host matches. 1 full-size sports-lit pitch will have sufficient capacity to accommodate the club's demand to 2040, if the current arrangement across 2 pitches is not sustainable for any reason.
- Financial, off-site, contributions from strategic housing allocations should be channelled into the closest club or clubs or their home

grounds within the sub-area, focused on priority actions which can help to sustain and grow clubs, as identified in the PPS.

Cricket

- There is an under supply of cricket pitches to cater for current demand. This undersupply is located close to the more densely populated areas of Newbury, Thatcham, Reading fringe and the A4 corridor between Thatcham and Reading.
- Clubs in the study area are growing, and this growth is coming from junior and the women market where there has been significant growth in recent years. This growth is predicted to continue and is generally concentrated at clubs with existing junior sections. These clubs are generally already at or close to capacity so there is minimal room for further growth without access to more pitches.
- Projections for growth suggest that the junior game and Women & Girls cricket would see most growth.
- Clubs with junior sections are continuing to grow and have / will outgrow their existing facilities. These clubs are looking for additional grounds to continue to service their membership and growth.
- Many ancillary facilities (including infrastructure such as changing facilities, toilets and pavilions) are not fit for purpose for Women & Girls, and this market is likely to grow very fast over the period of the strategy.
- More artificial pitches and practice facilities will be required to help protect the grass pitches by providing additional capacity to host junior matches and provide training facilities for both juniors and seniors.

- Securing community use at club home grounds where there is currently unsecure community use is important to give clubs certainty.
- There is very limited use of school sites as venues for community cricket clubs. Opening up these facilities in areas that have an undersupply of pitches could help to alleviate some of this overplay while creating partnerships with the schools. This is already being explored by some clubs.
- Many clubs use volunteers to prepare their pitches and are over reliant upon this resource. It is generally an ageing workforce and the demands of the role have increased due to the growth of junior cricket and many sites being in use 6 or 7 days a week.
- If projected growth comes to fruition, by 2041, then the shortfall in cricket provision will get worse. Where possible strategic allocation sites should be explored to provide additional capacity for cricket, through providing new sites and pitches, and through off site contributions to existing sites.

Tennis

- West Berkshire's tennis court capacity is unevenly distributed. Some club venues are operating well over capacity, while other venues run significantly below their limits.
- Most LTA-registered clubs are within a 10-minute drive for car users, but underserved areas and non-car users experience noticeable coverage gaps.
- No padel courts currently exist despite an estimated 2,461 local players, indicating the need for at least 12 dedicated courts.
- Facility quality varies widely: many courts suffer from worn surfaces, absent sports-lighting and minimal ancillary services.

Upgrading non-registered community and educational sites could strategically fill geographic shortfalls.

- Encouraging pay-and-play access at club sites and optimising public parks would broaden casual and non-member participation. Booking and access systems are inconsistent; wider adoption of automated, smart-access technology would maximise availability.
- A coordinated investment plan is required to rebalance capacity, modernise courts, introduce padel facilities, standardise access models and ensure consistent quality.

Netball

- All netball courts are shared surfaces which limits dedicated netball capacity and causes scheduling conflicts. Clubs report unsecured access to venues, reducing reliable court time despite apparent overall supply.
- Facility quality is largely “Standard,” with some school courts rated “Poor” or “Unplayable” due to moss, wear and outdated infrastructure. Ancillary amenities (changing rooms, lighting, signage) require targeted upgrades to meet safety, competitive and community expectations.
- Immediate refurbishment of poor or unplayable courts and ancillary improvements are essential to ensure consistency across all sites.
- Most courts lie within a 30-minute drive for car owners, but community access is often restricted at school-managed sites, creating geographic gaps.
- Secured community-access protocols and dependable booking systems or dedicated time slots are needed at schools and outsourced facilities.

- Leveraging EN non-registered sites owned by local authorities or educational institutions would relieve pressure on existing venues and offer flexible, community-focused options.

Lacrosse

- Phoenix Lacrosse Club (Newbury) struggle to access pitches with Lacrosse markings to cater for both training and matches. This is in terms of all year round and during peak periods of weekends for matches.
- The club are not able to grow anymore due to the lack of facilities. There is women’s team that has formed but can’t play matches due to no lacrosse pitch being available on Sundays.
- Lacrosse coaches are hard to find so this can be a challenge with a growing membership.
- Competition from other traditional larger sports mean that the club often gets overlooked and not prioritised for AGP bookings.
- The club has no where they can call ‘home’ so struggle with a disrupted and disjointed offering for its members.

3. STRATEGIC PRIORITIES

From the assessment undertaken, strategic priorities can be identified. These set the core “thrust” of the strategy in broad terms, providing the overarching context for the detailed and site-specific “Protect”, “Enhance” and “Provide” recommendations (set out in full in Background Document 1) and delivery of priority actions set out in the next section. The strategic priorities, across sports, are as follows.



1. PROTECT

- i. **Protect existing supply** of grass playing pitches and AGPs, both those in use which currently host known demand and those not currently in use (including those available but unused, those not available for community use and disused sites) on the basis of the need to address lack of capacity for some sports in the WBC area, the need to introduce a “reservoir” of grass pitch supply to provide additional capacity during the winter months, the lack of any “new” greenfield sites to introduce additional supply and the potential for future demand also requiring their use. Any proposals for change of use or development of pitches must pass the Sport England Playing Fields Policy tests and relevant National Planning Policy Framework requirements.



2. ENHANCE

- i. **Improve existing pitches, courts and ancillary facilities**, where possible, to make better and maximise use of supply:
 - a) to grass pitch quality to increase carrying capacity, reduce overplay / deficit of capacity and improve reliability of use during wet winters for football and rugby union, prioritising improvements where

increased usage is demonstrably practical and feasible;

- b) to increase provision of lighting on grass rugby pitches where this is in sync with quality improvements and improved maintenance;
- c) to substandard surfaces and lighting on identified AGPs;
- d) to outdoor tennis and netball courts in poor or sub-standard condition; and,
- e) to the accessibility to, safety of and quality of changing facilities, clubhouses and pavilions (including provision of facilities where there are currently none, where there is known or likely demand from clubs), particularly given the desired growth across sports in the girls’ and women’s game and in disability sport.
- ii. There is a need for continuing partnership working with the operators / owners of pitches and clubs which use sites with unsecure community use (or clubs with no certainty of tenure in the long-term) to **secure tenure**, thereby minimising the risk to clubs of loss of use of their pitches.



3. PROVIDE

- i. Develop and implement the masterplan for the strategic **Henwick Worthy** site, Thatcham, aiming to:
 - a. create a hockey hub site;
 - b. maintain and improve capacity for rugby and football;
 - c. maintain capacity for cricket; and,
 - d. make various environmental and leisure / recreation enhancements.
- ii. Support improvements to the **Faraday Road** football pitch site, Newbury, including provision of a full-size (11v11) sports-lit 3G pitch.

- iii. Alongside other measures, consider the role and location of a new **strategic hub site** for sport(s) in the Newbury / Thatcham area to help cater for existing deficits / overplay and future demand.
- iv. Identify and deliver additional sites which can accommodate **new grass pitches** to meet demand not satisfied through pitch quality improvements or bringing back into use unused pitches.
- v. Co-ordinate the **phasing of delivery** within and across sports, particularly in relation to sports which currently (or could in the future) share pitches, sites, facilities and / or surface types.
- vi. Address the current deficit in the supply and availability of **3G pitches** across sub-areas.
- vii. There is an under supply of **cricket pitches** in the more densely populated areas of Newbury, Thatcham, Reading fringe and the A4 corridor and these to be addressed via a variety of options including:
 - a. create new cricket pitches opportunities on existing playing fields and open spaces.
 - b. enhance the quality of the existing facilities to maximise the capacity of the current pitches.
 - c. ensure sites are supported by off field practice net facilities where feasible.
- viii. Provide additional **netball and tennis court capacity** for community use at existing outdoor netball and tennis club and education sites where demand requires it, with additional sports lighting provided at sites which see or could see evening use during the sports' seasons.
- ix. Support the development of new **padel** courts across parks, clubs, leisure centres and private-sector venues to meet identified unmet demand, permitting conversion of existing tennis courts only where an LTA-approved

capacity assessment confirms that tennis demand will continue to be met.

- x. Accommodate **exported football demand** wishing to return to West Berkshire, particularly teams using grass pitches in neighbouring authority areas. Clarifying aspirations of clubs with displaced demand wishing to return to West Berkshire area will form an important part of this process.
- xi. Opportunities should be taken to consider the relationship between (and potential impacts of) existing and future pitch use and the contribution of their location and use to the reduction of carbon emissions, as well as wider sustainability issues. Solutions, within and outside of sport, should be considered to help **decarbonise sport** and, in turn, improve viability, financial security and sustainability of pitches, courts and clubs.

4. DELIVERING THE STRATEGY

The strategy provides an objectively, evidence based “direction of travel”, with the aim of achieving positive outcomes for people who play or would like to play sport and cannot be a “blueprint” for change. In doing so it must be recognised that:

- i. Data, projections and demand gathered principally in 2024/25 will change over time. Therefore, the strategy’s delivery (and therefore the impact on existing and future supply and demand challenges) must be monitored, and the timing, amount and location of delivery will vary during the strategy period.
- ii. In the majority of cases, the PPS provides flexibility and a range of options to deliver additional supply. This is necessary to give flexibility of plans of what to deliver and when with regard to new pitch capacity. It is not the role of the PPS to “straight-jacket” options over a 15 year period and stage E monitoring and delivery meetings (1 to 4 per year) are key to successful delivery responding to demand “on the ground”.
- iii. The PPS informs future NGB investment plans and programmes (across both pitch and facility support for clubs and wider support for operational requirements).

4.1 Monitoring and Review

It is important that baseline data such as team numbers and supply / demand balance, the strategy itself and the impact of its actions are monitored to ensure that supply matches both projected demand set out in this strategy and demand “on the ground”.

This is particularly important later during the strategy period given that the timing of when future demand will emerge “on the ground” in the longer-term is less accurate given that it is based on projections.

As actions are implemented, a “plan, deliver, monitor, manage” approach should be employed. It is recommended that a “Stage E” action plan review meeting of the Steering Group should take place at 3, 6 or 12 monthly intervals, but more frequently if issues suggest a need. These meetings must not be a replacement for important delivery work which should take place on a continuous basis between delivery partners.

Additional guidance for use of this strategy by local authority officers has been set out in Background Document 2.

4.2 Recommendations and Action Plan

Priorities by Sport

The strategy's detailed recommendations encapsulated within "Protect", "Enhance" and "Provide" headings are set-out in full in Background Document 1. These set out the individual and issue specific actions which need to take place during the period to 2041.

Following consultation on the draft strategy and any changes made as a result, confirmed recommendations and actions should be set out and monitored in a "live" action plan framework which members of the steering group will have a responsibility to update and implement. Implementation will depend on steering group members co-ordinating and working closely with clubs, teams, leagues, operators and owners of current pitches and owners of potential sites for additional pitches.

The action plan framework will, in time, be updated and delivery informed by other priorities such as (but not limited to) response to the climate emergency, economic recovery and levels of deprivation. The delivery stage will also confirm options for change on a site-by-site basis as further work during implementation is done on feasibility, viability and implications of other actions.

PPS guidance recommends that an action plan is consulted upon as part of the strategy and therefore, the following priority actions, are presented for each sport. The priority actions are those which need to commence in the first 3 years of the strategy period (and preferably as soon as the strategy has been approved and adopted). Other projects identified in the detailed recommendations may also need to be delivered, but those listed below form the focus for action in the first part of the strategy period.

Football (Grass)



1. MAKE BETTER USE OF EXISTING SUPPLY (ENHANCE)

- i. Secure community use of unsecure pitches.
- ii. Prioritise additional supply near to areas of highest demand and near to and / or on overplayed pitches.
- iii. Identify unused and underused pitches which can realistically be used to introduce additional capacity.
- iv. Make ready a supply of unused pitches across pitch sizes, particularly on the A4 corridor (Hungerford-Newbury-Thatcham-Theale / Calcot) which can serve as a reserve supply in winter.



2. IMPROVE QUALITY AND CAPACITY (ENHANCE)

- i. Prioritise secure community use pitches over unsecure pitches.
- ii. Improve quality of existing pitches to increase carrying capacity / usage where pitches are:
 - a. Overplayed and poor quality;
 - b. Overplayed and standard quality.
- iii. Improve quality of ancillary facilities (including infrastructure such as clubhouses, changing facilities, pavilions, sports-lighting, dugouts, etc.) to better support and sustain all formats of the game.



3. UTILISE WEEKEND 3G CAPACITY (ENHANCE)

- i. Supplement (but do not replace) grass pitch use for matches with available capacity on FA Register 3Gs.



4. INTRODUCE NEW SUPPLY / CAPACITY (PROVIDE)

- i. Alongside the above measures, identify additional sites which can accommodate new grass pitches to meet demand not satisfied through 1. and 2. in:
 - a. Urban areas and along the A4 corridor in the South and East sub-areas (Hungerford-Newbury-Thatcham-Theale / Calcot) and the southern edge of North and West sub-area where demand is greatest, there is a deficit in capacity / remaining overplay; and,
 - b. Rural North and West sub-area.

Football (3G)



1. INTRODUCE NEW SUPPLY / CAPACITY (PROVIDE)

- i. Deliver additional 3G capacity at priority locations / sites such as:
 - a) Faraday Road, Newbury;
 - b) Henwick Worthy, Thatcham; and,
 - c) In the East / North and West sub-area boundary areas with Newbury and Thatcham, the edge of Reading (for example, in the Calcot / Tilehurst area) and A4 corridor.
- ii. Identify a programme of phased delivery of other additional 3G capacity needed, steered by the options identified in the recommendations.

Hockey



1. INTRODUCE NEW SUPPLY / CAPACITY (PROVIDE)

- i. Deliver an additional full-size sports-lit sand dressed AGP at Henwick Worthy to support Newbury and Thatcham HC's demand and create a hockey hub.

Rugby Union



1. MAKE BETTER USE OF EXISTING SUPPLY (ENHANCE)

- i. Secure community use of unsecure pitches.



2. IMPROVE QUALITY AND CAPACITY (ENHANCE)

- i. Prioritise secure community use pitches over unsecure pitches.
- ii. Improve quality of existing pitches to increase carrying capacity / usage where pitches are:
 - a. Overplayed and poor quality;
 - b. Overplayed and standard quality.
- iii. Introduce additional sports-lighting with accompanying improved maintenance to maintain quality to increase capacity for evening weekday training.
- iv. Improve quality of ancillary facilities (including infrastructure such as clubhouses, changing facilities, sports-lighting, etc.) to better support and sustain all formats of the game.

Cricket



1. INTRODUCE NEW SUPPLY / CAPACITY (PROVIDE)

- i. Provide additional capacity for cricket in the Newbury, Thatcham, Reading fringe and A4 corridor areas, addressing this through a variety of options including:
 - a. enhancing the quality of the existing facilities to maximise the capacity of the current pitches;
 - b. creating new cricket pitches opportunities on existing playing fields and open spaces; and,

- c. ensuring sites are supported by off field practice net facilities where feasible.

Tennis



1. MAKE BETTER USE OF EXISTING SUPPLY (ENHANCE)

- i. Support clubs to be more accessible to non-members, offering Pay & Play opportunities with good customer journey to court to fill gaps in provision.
- ii. Improve access to outdoor courts within the education sector for community use out of school hours with easy online journey to court.



2. IMPROVE QUALITY AND CAPACITY (ENHANCE)

- i. Improve quality of courts and ancillary provision to meet consumer expectations, and increase court capacity by installing sports-lighting where demand has been identified.



3. INTRODUCE NEW SUPPLY / CAPACITY (PROVIDE)

- i. Support the development of new tennis and padel tennis facilities across multiple contexts. Consider parks, clubs, leisure centres and private-sector venues equally when identifying sites for new courts.
- ii. Only permit conversion of existing tennis courts to padel where an LTA-approved capacity assessment confirms that traditional tennis demand will continue to be met.
- iii. Insist on clear commitments to community use and accessible pricing models. A community use agreement should be recommended as a condition for planning permission.

Netball



1. MAKE BETTER USE OF EXISTING SUPPLY (ENHANCE)

- i. Increasing the number of dedicated netball courts to reduce conflicts from multi-use applications.
- ii. Implementing secure community access protocols and guaranteed scheduling to enhance the reliability of facility use.



2. IMPROVE QUALITY AND CAPACITY (ENHANCE)

- i. Prioritising refurbishment and updating poor-quality or unplayable courts, including improving ancillary facilities like changing rooms and sports-lighting.



3. INTRODUCE NEW SUPPLY / CAPACITY (PROVIDE)

- i. Monitor bookings and participation annually; when demand exceeds supply, allocate funds to plan a new netball hub.

Lacrosse



1. INTRODUCE NEW SUPPLY / CAPACITY (PROVIDE)

- i. Provide Phoenix Lacrosse Club (Newbury) club with a 'home' venue with three Lacrosse pitches to service their current membership and facilitate the growth of the club. Location to be close to Newbury and could be a shared site. Options to be agreed with the club.

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West Berkshire Council

PLAYING PITCH STRATEGY: EXECUTIVE SUMMARY

2024 - 2041

Produced by:  **Stuart Todd Associates**
planning | policy | strategy | partnership

Produced for:  **WestBerkshire**
COUNCIL

Version record

1 st draft (Steering Group)	August 2025
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1. INTRODUCTION

This document is an executive summary of the Playing Pitch Strategy (PPS) for West Berkshire. It is brief and is not the full strategy or list of actions; it should not be read as such. The PPS covers the period to 2041 and is compliant with the most up-to-date Sport England guidance¹. At its heart has been close liaison between the consultants commissioned to develop the strategy (Stuart Todd Associates), West Berkshire Council, National Governing Bodies (NGBs) and Sport England, while consultation with clubs, operators, owners and providers of pitches and courts has been critical to understanding the needs of sports.

The strategy covers grass and artificial pitches used for football, rugby union, hockey, cricket and lacrosse and outdoor courts used for tennis and netball.

A PPS serves multiple functions across sport, leisure, planning and public health. It supports not only formal club-based sport but also social, casual and informal sport, encouraging broader participation and increased physical activity. It provides an audit of the quality, quantity and accessibility of playing pitches, establishes the current levels of demand (and therefore whether pitches are being over or under used) and identifies future levels of demand to the end of the strategy period. In doing so, it seeks to ensure that the appropriate level of pitch provision is aligned with both current needs and anticipated growth, enabling effective long-term planning.

The Playing Pitch Strategy plays the following roles:



1. Evidence base

- Provides robust evidence to protect existing provision in the planning system, helping to defend against inappropriate loss of pitches and courts.



2. Quality

- Helps identify improvements to quality and condition of pitches, courts and ancillary facilities (including infrastructure such as clubhouses, changing facilities, pavilions, sports-lighting, dugouts, etc.).



3. Future Provision

- Provides a strategic view and options for the provision of pitches during the strategy period.



4. Investment

- Informs the investment to be made into club sites.
- Can be used to support funding applications for improvements to quality, quantity and accessibility.



5. Development

- Informs the planning of new developments and on/off-site contributions for pitches and courts, ensuring they are consistent with national and local policy.



6. Planning Policy

- Informs planning policy development.



7. Health and Wellbeing

- Forms an important part of the “package” of strategies, evidence and actions which can contribute towards improving the physical and mental health and wellbeing of those who live and work in the area.

¹ See https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=assessing_needs_and_playing_pitch_strategy_guidance

What the strategy does not and cannot do is provide a blueprint for change to 2041. The strategy can present options based on evidence and assessment of it (and indeed recommendations), but cannot do the work necessary (for example, logistical, feasibility and viability work) required to confirm actions with 100% certainty and make things happen “on the ground”, which is the task of the many stakeholders (such as clubs, providers, owners and managers of pitches) and organisations (such as the Council, sports governing bodies and Sport England) responsible for delivery of pitches and ancillary facilities (including infrastructure such as clubhouses, changing facilities, pavilions, sports-lighting, dugouts, etc.).

Without regular monitoring and review of its recommendations during stage E (the delivery stage), the strategy could be considered out-of-date in around 5 years time.

The strategy’s Vision is as follows.

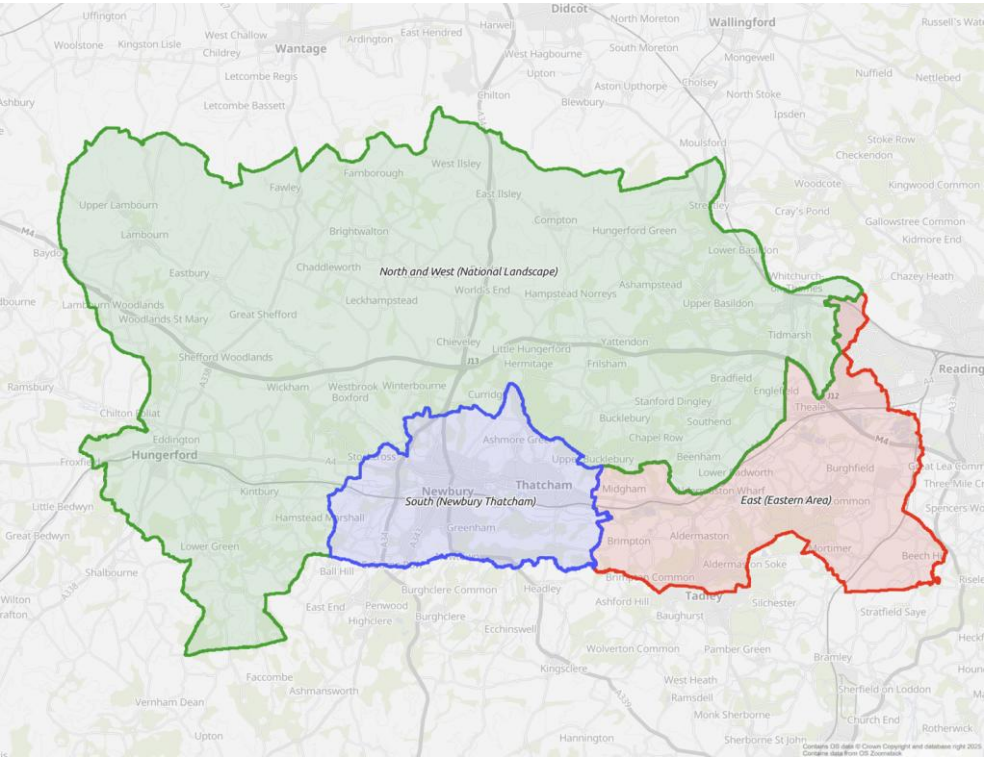
Vision

“The PPS seeks to support the Council and its partners in the creation of an accessible, high quality and sustainable network of sports pitches and other outdoor sports facilities which supports increased sports participation by all residents, at all levels of play, from grassroots to elite.”

The study area for the PPS is the whole of the West Berkshire Council (WBC) area, as shown below (Figure 1). The map also shows the sub-areas used for analysis and presentation of the strategy’s

recommendations and actions. These sub-areas align with the areas used for planning policy purposes.

Figure 1: The Study Area and Sub-Areas



This PPS is a strategy for pitch sports. While the development of the strategy was commissioned by West Berkshire Council (and therefore “ownership” of the strategy rests principally with the local authority), this does not mean that all recommendations must be delivered solely by the Council. Delivery is the responsibility of all members of the steering group, and also of other key stakeholders such as (but not limited to) clubs, providers, operators and land owners.

2. STRATEGIC PRIORITIES

From the assessment undertaken, strategic priorities can be identified. These set the core “thrust” of the strategy in broad terms, providing the overarching context for the detailed and site-specific “Protect”, “Enhance” and “Provide” recommendations (set out in full in Background Document 1) and delivery of priority actions set out in the main strategy document.

The strategic priorities, across sports, are as follows.



1. PROTECT

- i. **Protect existing supply** of grass playing pitches and AGPs, both those in use which currently host known demand and those not currently in use (including those available but unused, those not available for community use and disused sites) on the basis of the need to address lack of capacity for some sports in the WBC area, the need to introduce a “reservoir” of grass pitch supply to provide additional capacity during the winter months, the lack of any “new” greenfield sites to introduce additional supply and the potential for future demand also requiring their use. Any proposals for change of use or development of pitches must pass the Sport England Playing Fields Policy tests and relevant National Planning Policy Framework requirements.



2. ENHANCE

- i. **Improve existing pitches, courts and ancillary facilities**, where possible, to make better and maximise use of supply:
 - a) to grass pitch quality to increase carrying capacity, reduce overplay / deficit of capacity and improve reliability of use during wet winters for football and rugby union, prioritising improvements where

increased usage is demonstrably practical and feasible;

- b) to increase provision of lighting on grass rugby pitches where this is in sync with quality improvements and improved maintenance;
 - c) to substandard surfaces and lighting on identified AGPs;
 - d) to outdoor tennis and netball courts in poor or sub-standard condition; and,
 - e) to the accessibility to, safety of and quality of changing facilities, clubhouses and pavilions (including provision of facilities where there are currently none, where there is known or likely demand from clubs), particularly given the desired growth across sports in the girls’ and women’s game and in disability sport.
- ii. There is a need for continuing partnership working with the operators / owners of pitches and clubs which use sites with unsecure community use (or clubs with no certainty of tenure in the long-term) to **secure tenure**, thereby minimising the risk to clubs of loss of use of their pitches.



3. PROVIDE

- i. Develop and implement the masterplan for the strategic **Henwick Worthy** site, Thatcham, aiming to:
 - a. create a hockey hub site;
 - b. maintain and improve capacity for rugby and football;
 - c. maintain capacity for cricket; and,
 - d. make various environmental and leisure / recreation enhancements.

- ii. Support improvements to the **Faraday Road** football pitch site, Newbury, including provision of a full-size (11v11) sports-lit 3G pitch.
- iii. Alongside other measures, consider the role and location of a new **strategic hub site** for sport(s) in the Newbury / Thatcham area to help cater for existing deficits / overlap and future demand.
- iv. Identify and deliver additional sites which can accommodate **new grass pitches** to meet demand not satisfied through pitch quality improvements or bringing back into use unused pitches.
- v. Co-ordinate the **phasing of delivery** within and across sports, particularly in relation to sports which currently (or could in the future) share pitches, sites, facilities and / or surface types.
- vi. Address the current deficit in the supply and availability of **3G pitches** across sub-areas.
- vii. There is an under supply of **cricket pitches** in the more densely populated areas of Newbury, Thatcham, Reading fringe and the A4 corridor and these to be addressed via a variety of options including:
 - a. create new cricket pitches opportunities on existing playing fields and open spaces.
 - b. enhance the quality of the existing facilities to maximise the capacity of the current pitches.
 - c. ensure sites are supported by off field practice net facilities where feasible.
- viii. Provide additional **netball and tennis court capacity** for community use at existing outdoor netball and tennis club and education sites where demand requires it, with additional sports lighting provided at sites which see or could see evening use during the sports' seasons.

- ix. Support the development of new padel courts across parks, clubs, leisure centres and private-sector venues to meet identified unmet demand, permitting conversion of existing tennis courts only where an LTA-approved capacity assessment confirms that tennis demand will continue to be met.
- x. Accommodate **exported football demand** wishing to return to West Berkshire, particularly teams using grass pitches in neighbouring authority areas. Clarifying aspirations of clubs with displaced demand wishing to return to West Berkshire area will form an important part of this process.
- xi. Opportunities should be taken to consider the relationship between (and potential impacts of) existing and future pitch use and the contribution of their location and use to the reduction of carbon emissions, as well as wider sustainability issues. Solutions, within and outside of sport, should be considered to help **decarbonise sport** and, in turn, improve viability, financial security and sustainability of pitches, courts and clubs.

3. DELIVERING THE STRATEGY

The strategy provides an objectively, evidence based “direction of travel”, with the aim of achieving positive outcomes for people who play or would like to play sport and cannot be a “blueprint” for change. In doing so it must be recognised that:

- i. Data, projections and demand gathered principally in 2024/25 will change over time. Therefore, the strategy's delivery (and therefore the impact on existing and future supply and demand

challenges) must be monitored, and the timing, amount and location of delivery will vary during the strategy period.

- ii. In the majority of cases, the PPS provides flexibility and a range of options to deliver additional supply. This is necessary to give flexibility of plans of what to deliver and when with regard to new pitch capacity. It is not the role of the PPS to “straight-jacket” options over a 15 year period and stage E monitoring and delivery meetings (1 to 4 per year) are key to successful delivery responding to demand “on the ground”.
- iii. The PPS informs future NGB investment plans and programmes (across both pitch and facility support for clubs and wider support for operational requirements).

3.1 Monitoring and Review

It is important that baseline data such as team numbers and supply / demand balance, the strategy itself and the impact of its actions are monitored to ensure that supply matches both projected demand set out in this strategy and demand “on the ground”.

This is particularly important later during the strategy period given that the timing of when future demand will emerge “on the ground” in the longer-term is less accurate given that it is based on projections.

As actions are implemented, a “plan, deliver, monitor, manage” approach should be employed. It is recommended that a “Stage E” action plan review meeting of the Steering Group should take place at 3, 6 or 12 monthly intervals, but more frequently if issues suggest a need. These meetings must not be a replacement for important delivery work which should take place on a continuous basis between delivery partners.

Additional guidance for use of this strategy by local authority officers has been set out in Background Document 2.

3.2 Recommendations and Action Plan Priorities by Sport

The strategy’s detailed recommendations encapsulated within “Protect”, “Enhance” and “Provide” headings are set-out in full in Background Document 1. These set out the individual and issue specific actions which need to take place during the period to 2041.

Following consultation on the draft strategy and any changes made as a result, confirmed recommendations and actions should be set out and monitored in a “live” action plan framework which members of the steering group will have a responsibility to update and implement.

As noted earlier this implementation will also depend on steering group members co-ordinating and working closely with clubs, teams, league organisers, providers / operators, owners of current pitches and owners of pitches and potential sites for additional pitches.

The action plan framework will, in time, be updated and delivery informed by other priorities such as (but not limited to) response to the climate emergency, economic recovery and levels of deprivation. The delivery stage will also confirm options for change on a site-by-site basis as further work during implementation is done on feasibility, viability and implications of other actions.

PPS guidance recommends that an action plan is consulted upon as part of the strategy and therefore priority actions are presented for each sport in the main strategy document.

West Berkshire Council

PLAYING PITCH STRATEGY

2024 - 2041

APPENDIX 1: FREQUENTLY ASKED QUESTIONS

Produced by:  **Stuart Todd Associates**
planning | policy | strategy | partnership

Produced for:  **WestBerkshire**
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Frequently Asked Questions

What is a Playing Pitch Strategy and why do we need one?

This Playing Pitch Strategy (PPS) covers the period between 2024 (as the date from which baseline data has been taken) and 2041 and is compliant with the most up-to-date Sport England guidance¹.

A PPS plays a number of important roles in sport, leisure and planning terms, and also has a direct link into the health and wellbeing agenda both in relation to formal club-based sport but also social, casual and informal sport aimed at getting people more active (with positive outcomes for mental as well as physical health). At its basic level, the PPS provides an audit of the quality, quantity and accessibility of playing pitches, establishes the current levels of demand (and therefore whether pitches are being over or under used) and projects forward demand likely to arise by the end of the strategy period so that the appropriate level of pitch provision can be planned for the future.

The PPS:

- Can be used as robust evidence to protect existing playing pitches and playing fields;
- Can and should be used in the planning of new developments to include playing pitches' on-site or contribution to off-site consistent with national and/or local policy;

- Can help to improve the quality of offer and provision by identifying and quantifying issues relating to the quality of pitches and ancillary facilities;
- Can be used by clubs and teams and pitch operators / providers to support applications for funding for the improvement of the quality, quantity and accessibility of provision;
- Helps to defend against inappropriate development or loss of pitches;
- Informs planning policy development; and,
- Provides a strategic view and options for the provision of pitches during the strategy period;
- Forms an important part of the “package” of strategies, evidence and actions which can contribute towards improving the physical and mental health and wellbeing of those who live and work in the area.

What the strategy does not and cannot do is provide a blueprint for change to 2041. The strategy can present options based on evidence and assessment of it (and indeed recommendations) but cannot do the work necessary (for example, logistical, feasibility and viability work) required to confirm actions with 100% certainty and make things happen “on the ground”, which is the task of the many stakeholders (such as clubs, providers, owners and managers of pitches) and bodies (such as the Council, sports governing bodies and Sport England) responsible for delivery of pitches and ancillary facilities following the strategy’s adoption. The delivery stage of the PPS (known as “Stage E” in the Sport England guidance) should include 3, 6 or 12 monthly

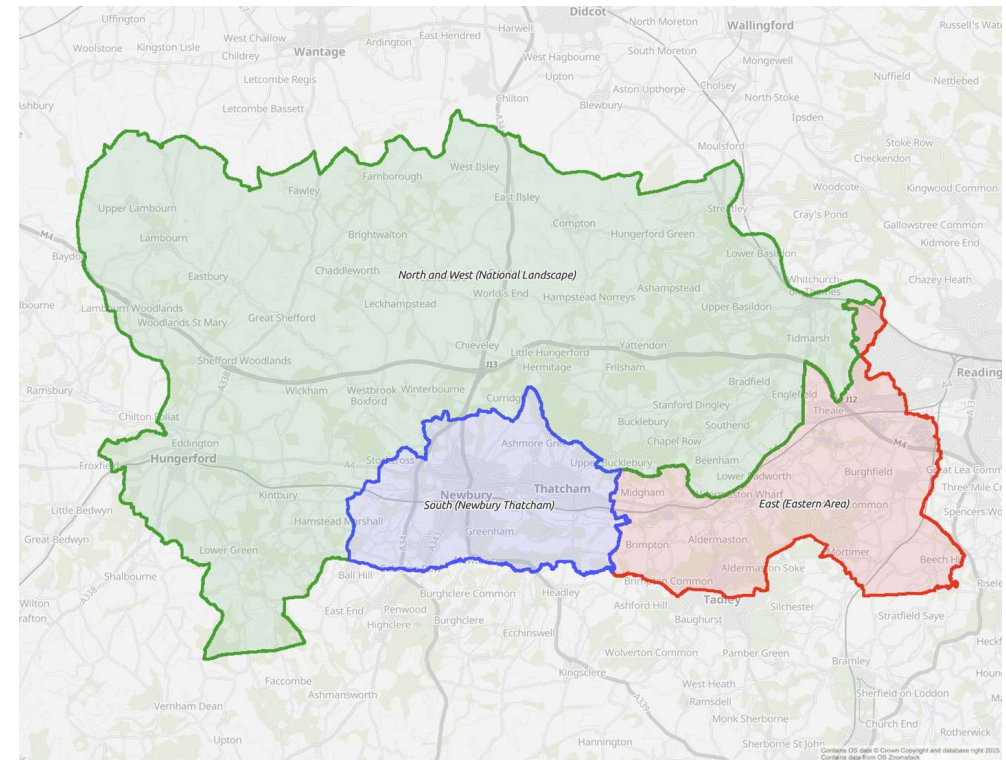
¹ See https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=assessing_needs_and_playing_pitch_strategy_guidance

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The study area for the PPS is the whole of the West Berkshire Council (WBC) area, as shown below (Figure 1). The map also shows the sub-areas used for analysis and presentation of the strategy's recommendations and actions. The locations of all pitches identified in the study are shown in Background Document 3 to this strategy and details of each pitch and site are set out in the Assessment Reports which support and evidence this strategy document and are used by members of the Steering Group during delivery.

The strategy has also considered exported and imported demand for pitch sports, so that the relationship between areas and impact of provision outside the WBC area can be understood and recommendations made to reflect these relationships.

Figure 1: Study Area and Sub-Areas



What sports and pitch types does the Strategy include?

The typology for the playing pitch assessment is as follows:

- Outdoor grass pitches used for football, rugby union, lacrosse and cricket;
- Outdoor full-size artificial grass pitches (AGPs) which can be used, depending on the type of surface, for hockey, football and rugby (which can be partitioned to make a number of smaller pitches for smaller sided games or training), and non-turf cricket pitches;
- Outdoor tennis and netball courts; and,
- Outdoor smaller, dedicated or “formal” AGPs (where booking is required, i.e. not open MUGAs - multi-use games areas) used predominantly for small-sided football (games e.g. 5, 6 or 7-a-side).

The PPS does not consider use of indoor sports halls, “kick-about” areas or, as indicated above, most “open” MUGAs, for example those in parks, although it is recognised that these play important roles in the provision of space for informal / casual play and many different sports.

While all pitches meeting the above criteria are identified for the purposes of establishing the quantity of pitches available, the focus of assessment is on those pitches with “community use” during the “peak period”² or those with potential to host community use. This is because the PPS is concerned with understanding and planning for

public or wider use (for example, by one or more clubs or teams), rather than that provided for a single user without allowing public access. Pitches without “community use” will tend to be used only by one group of users and will typically include mainly school sites. These are important to school pupils and students but will often not be available for wider community use to protect the quality of provision, for reasons of security and child safeguarding, or for logistical reasons such as not being able to open a school site up at a weekend or evening. However, an understanding of pitches not currently available for community use or access are noted to be able to understand the role they could potentially play in supporting provision in the future.

“Community use” does extend to those sites which are provided on a commercial basis and those which require a membership fee for use (where those fees are not exorbitant and where membership is not unduly restrictive).

Analysis of the supply of and demand for community use pitches is also split into those pitches which have “security of community use” (for example, a long-term lease, covenant and / or community use agreement) and those which have “insecure community use” (for example, where such agreements are absent and reliance is on a verbal or other form of informal arrangement). This distinction is important, as those pitches which are used by the community or clubs on insecure sites are at greater risk of being taken away from supply (for example, if the provider decides that they no longer wish to host clubs or other

² The peak period for AGPs is Monday – Thursday 5pm – 10pm, Friday 5pm – 7pm and Saturday and Sundays 9am – 5pm. It is recognised, however, that in some cases for some pitches, this can vary a little. For competitive football the peak period varies between age groups but for adult men it is Saturday afternoon, adult ladies Sunday afternoon and juniors Sunday morning. For rugby union the peak period is Sunday mornings for youth, mini and midi, Saturday afternoon for adult men and Sunday

afternoon for adult ladies. For cricket the peak period is Saturday afternoon for adult men, is variable for adult ladies across weekend afternoons and evenings depending on the format and league and is mostly Sunday mornings or afternoons for juniors. For hockey, peak period is typically Saturdays for adult matches and Sunday afternoons for junior matches, with training taking place preferably on Tuesday to Thursday evenings.

community use), sometimes at short notice, placing additional pressure on those sites with secure community use. During the assessment, consideration has been given to the degree of risk that reliance on use of unsecure sites is placing on supply overall.

Who has contributed to the Strategy's content?

Development of the strategy necessitates a lengthy process to gather and analyse data across different sports' seasons, consult with key stakeholders and ensure agreement of the strategy's content by sports governing bodies and Sport England.

PPS guidance requires the development of the strategy to be steered and managed by a "steering group". The involvement of a steering group is particularly important given the importance of its members in the provision of baseline data, and "grounding" and delivery of the strategy. The steering group plays a significant role by:

- considering (through "check and challenge") information and data during the process;
- verifying and helping to localise data;
- providing a connection with local providers, clubs and teams;
- helping to put locally gathered information into a strategic context; and,
- commenting on and shaping the outputs of the study at each stage in the process and giving approval required by the PPS guidance prior to the process moving to the next stage.

Communication with the steering group has not simply been through meetings at key stages of the process. There has been an ongoing dialogue with members of the steering group throughout the process.

The steering group members are as follows.

Organisation	
West Berkshire	England and Wales Cricket Board
Rugby Football Union	Berkshire Cricket Foundation
Berkshire and Buckinghamshire Football Association	England Hockey
Football Foundation	England Lacrosse
Lawn Tennis Association	England Netball
Sport England	Stuart Todd Associates Ltd.

NGBs have played a key role, in particular, and their role and commitment to the process is set out in the PPS guidance.

Consultation is an integral and important part of the PPS' development, as set out above. Consultation has been undertaken, prior to the strategy being produced, in the following ways:

- online surveys early in the process sent to relevant clubs, pitch owners, pitch managers, pitch providers / operators and the education sector to ascertain up-to-date baseline information about quality, accessibility, demand for pitches and ancillary facilities being reviewed and other important issues of concern;
- 1-2-1 online meetings with various key stakeholders identified by the Steering Group; and,
- face-to-face on-site meetings with some of those providers and operators managing and maintaining sites during playing pitch quality audits.

This strategy is subject to wider consultation and views will help to inform and confirm the strategy's content. Any changes in data identified through consultation will only be updated further at this stage if it would be likely to require a fundamental change to the conclusions overall for that sport or pitch type. The use of pitches and issues of

concern can change from season to season and so some flexibility in the interpretation of results at the pitch specific level will be required, something which will need to be acknowledged as the strategy is delivered and as solutions are identified. This is one of the reasons why, as noted above, the strategy cannot provide a blueprint for change but instead focuses on key actions and options for change to improve the quality of provision and respond appropriately to changes in demand now and in the future.

Within this context, the actions which arise from the process are considered to be “live” and the strategy itself provides “strategic direction” to plan for accommodating demand to 2041.

What is the Strategy trying to achieve?

At the start of the PPS process, the Steering Group overseeing the strategy’s development agreed a Vision for the strategy. The Vision, set out below, sets the tone for the treatment of playing pitches during the strategy period to the year 2041.

Vision

“The PPS seeks to support the Council and its partners in the creation of an accessible, high quality and sustainable network of sports pitches and other outdoor sports facilities which supports increased sports participation by all residents, at all levels of play, from grassroots to elite.”

How was the Playing Pitch Strategy developed?

It has been important that the development of the PPS has followed the guidance published by Sport England and which has been agreed by the national governing bodies (NGBs) for the sports considered by the strategy. Use of the guidance, and data verification and checks on the quality of the various outputs during the strategy’s development by these bodies ensures that the final strategy is robust, fits with and informs their priorities, programmes and strategies and benefits from those bodies’ support as its options are explored and actions delivered.

Sport England’s PPS guidance sets out a ten-step process to be followed to ensure that the PPS is robust. The ten-steps are set out below. Analysis of the data established in stage B is presented in reports setting out summary tables of key data and issues and stage C assessment report itself (the “Assessment Reports”). Those reports sit alongside this strategy as the evidence for its overall “direction of travel” and specific actions for sports and pitches.

- Stage A (led by WBC)
 1. Prepare and tailor approach
- Stage B (led by consultants, Stuart Todd Associates)
 - 2 & 3. Gather supply and demand information and views.
- Stage C (led by consultants, Stuart Todd Associates)
 4. Understand situation at sites.
 5. Develop current & future pitches of provision.
 6. Identify key findings and issues
- Stage D (led by consultants, Stuart Todd Associates)
 7. Develop the recommendations and action plan.
 8. Write and adopt the strategy.
- Stage E (to be led by WBC and members of the Steering Group)

9. Apply and deliver the strategy.
10. Keep the strategy robust and up-to-date.

For each of the sports (football, cricket, hockey and rugby union) and pitch types (grass and artificial) in the typology the report assesses current supply, demand, accessibility, availability, quality, quantity and issues with provision, to set out the position now; and then projects likely future need and demand forward to understand requirements for each sport and pitch type in the future and the changes necessary to ensure provision is adequate to meet these future needs.

For other or lesser played pitch sports, sports governing bodies were contacted to understand key issues, constraints and opportunities in relation to each, where they indicated that there is demand for their sport, and clubs were contacted where further detail was needed to understand key issues.

The supply and demand information and data used in the assessment was collected over several months during 2024/25 and was verified and agreed by the project's Steering Group (see below) prior to the assessment stage.

Who has ownership of the strategy and who will deliver its actions?

This PPS is a strategy for pitch sports. While the development of the strategy was commissioned by West Berkshire Council (and therefore “ownership” of the strategy rests principally with the local authority), this does not mean that all recommendations must be delivered solely

by the Council. Delivery is the responsibility of all members of the steering group, and also of other key stakeholders such as (but not limited to) clubs, providers, operators and land owners.

There is no implication through this strategy that it is the sole responsibility of the local authority to deliver and maintain all pitches and facilities for sport. The nature of sports facility and pitch provision has been changing over the last decade or so nationally with the role of local authorities now moving away from being the main provider, maintainer and operator of pitches to, while still playing this role to an extent now also being a facilitator and enabler.

However, the strategy has an important role in informing the current and future reviews of the Council's Local Plan, Infrastructure Delivery Plan, Community Infrastructure Levy (CIL) and approach to CIL and s106 planning obligations³. It will also play an important role informing the decision-making process as the Council considers planning applications (as the local planning authority) which relate to the protection, enhancement and provision of pitches and facilities.

New pitches and facilities are most likely to be provided in partnership by the local authority, sports organisations, national sports governing bodies, the education sector / establishments, clubs, businesses and operators, or more commonly by a combination of one or more of these. The local authority is likely to play a key enabling and co-ordination role in planning for and the delivery of new pitches and facilities. The same applies to the improvement of existing pitches and facilities, where management and / or ownership of existing facilities is no longer (or never has been) solely the responsibility of the Council. The current landscape of pitch provision therefore requires the steering

³ Subject to any changes being brought about to the s106 and CIL regime by Government changes to the planning system during the strategy period.

group members each to (continue to) play an important role in helping to deliver the strategy's recommendations and action framework.

What key strategies, plans and funding opportunities are relevant to the PPS?

There are a number of important strategies and plans which are relevant and link to the PPS strategy, both on the sport and planning side which are briefly summarised below. It is important to note the context that they provide, both for the strategy to be produced and also for the recommendations and actions it presents. There are other strategies and plans with which this strategy has a connection.

However, these cannot all be summarised here.

Important links should continue to be made by appropriate bodies between this strategy for pitches and sport and those produced for issues such as health & wellbeing (including leisure and active lives), green infrastructure, transport, economic development and wider planning programmes (in addition to those strategies summarised below).

- Adopted planning policies (for example, in the Local Plan)
- Neighbourhood Plans
- National Planning Policy Framework and National Planning Practice Guidance
- Sport England: "Uniting the Movement" 2021-2031
- Sport England: "Every Move" Strategy
- Sport England Biodiversity Net Gain Guidance
- Football Association Strategy 2024-28 and Local Football Facility Plans

- Berkshire and Buckinghamshire Football Association's Strategies
- England Hockey "Facilities Strategy" 2017-2033
- England Hockey "Creating A Future For Our Game Together" 2023-2028
- England and Wales Cricket Board "Inspiring Generations" 2025-28
- Berkshire Cricket Facilities Strategy
- Rugby Football Union "England Rugby Strategy – A Successful and Thriving Game Across England" (2021-2026) National Facilities Strategy
- Berkshire West Health and Wellbeing Strategy
- Active Design (Sport England, Office for Health Improvement and Disparities and Active Travel England)

The nature of funding for sports pitches and facilities is constantly changing and evolving. This strategy, therefore, given that it covers an extensive period of time, does not seek to define what current funding opportunities are in detail due to changes which will undoubtedly occur over time.

However, the list below provides a brief (but not exhaustive) summary of potential funding / resource opportunities across sports at the current time. Readers should not rely on this list being either comprehensive or up-to-date and those with an interest in funding pitch maintenance, improvement or additional new provision should discuss funding opportunities available to them at the time of interest with the local authority, Sport England, Sports Governing Bodies and other relevant

organisations such as the Football Foundation, Rugby Football Foundation and National Hockey Foundation.⁴

Across-sports

- Community Infrastructure Levy (CIL) or Section 106 planning obligations⁵
- Sport England Movement Fund⁶
- Big Lottery Fund⁷
- Public Work Loans Board (PWLb)⁸
- Multi-sport Funding⁹

Rugby Union

- For Investment support and Guidance, clubs should contact the RFU

Cricket

⁴ At the time of writing this strategy, the following webpages provide gateway information to understanding more about funding opportunities:
<http://www.thefa.com/get-involved/player/facilities> ,
<https://www.footballfoundation.org.uk/> ,
<https://www.englandrugby.com/governance/club-support/financial-management/funding/> , <http://www.rugbyfootballfoundation.org/> ,
<http://www.englandhockey.co.uk/page.asp?section=2388§ionTitle=Sinking+Funds> , <http://www.54408.mrsite.com/page11.htm> , <https://www.ecb.co.uk/be-involved/club-support/club-funding>

⁵ CIL is a charge on new developments applied by the local authority to developments which meet certain criteria and is most often collected for housing schemes on a charge per square metre. Contact WBC for further information on CIL. Section 106 planning obligations deliver infrastructure and site specific requirements related to a development that cannot be delivered through CIL but are necessary in order for planning permission to be granted. Contact WBC for further information on the application of section 106 to sports facilities and pitches outside of CIL.

⁶ See <https://www.sportengland.org/funding-and-campaigns/our-funding/>

⁷ See <https://www.biglotteryfund.org.uk/>

⁸ See <https://www.pwlb.gov.uk/responsibilities/local-authority-lending-pwlb/>

⁹ See <https://www.footballfoundation.org.uk/multi-sport>

- County Grants Fund¹⁰
- Interest Free Loan Scheme¹¹
- Grass Pitch Improvement Fund¹²

Hockey

- See England Hockey's website for the most up-to-date funding options.¹³

Football

- Grass Pitch Maintenance Fund¹⁴
- LED Floodlight Fund¹⁵
- PlayZones Programme¹⁶
- Home Advantage Programme¹⁷
- Energy Support Programme¹⁸
- The FA and FF Available Funding¹⁹
- Small Grants Scheme (under £25k)²⁰

¹⁰ See <https://www.ecb.co.uk/play/club-support/club-funding/county-grant-fund>

¹¹ See <https://www.ecb.co.uk/play/club-support/club-funding/interest-free-loan-scheme>

¹² See www.ecb.co.uk/play/club-support/club-funding/grass-pitch-improvement-fund

¹³ See <https://www.englandhockey.co.uk/deliver/facilities/funding-for-facilities>

¹⁴ See <https://footballfoundation.org.uk/grant/grass-pitch-maintenance-fund>

¹⁵ See <https://footballfoundation.org.uk/led-floodlight-fund>

¹⁶ See <https://footballfoundation.org.uk/playzones-programme>

¹⁷ See https://footballfoundation.org.uk/grant/home-advantage-programme?gclid=CjwKCAjw1t2pBhAFEiwA_-A-NF0owM4uvCIHUUFHdnKzUadJpDUBg7jSgy pbCHGOW_R6r_pZFJy7YBoCAycQAvD_BwE

¹⁸ See https://footballfoundation.org.uk/grant/energy-support-programme?gclid=CjwKCAjw1t2pBhAFEiwA_-A-NNulqozJi5-wFpFTiXBeG911fdQGsjAffsQPiak3YRT3eCRgn6C8xBoCf0gQAvD_BwE

¹⁹ See <https://www.footballfoundation.org.uk/funding-schemes/premier-league-the-fa-facilities-fund/>

²⁰ See <https://www.footballfoundation.org.uk/funding-schemes/premier-league-the-fa-facilities-fund/>

- Delegated Funding (£25k-£250k)²¹
- Large Grants (£250k+)²²
- Premier League Stadium Fund²³

In addition to accessing capital funding opportunities, those providing additional pitches and facilities must take into account the long-term revenue implications of running, managing, maintaining and replacing facilities and pitches as they plan for the future. Many funders providing capital grants and loans will likely require a sustainable viability test and / or business plan to be in place (particularly where large sums of money are involved).

What are the key issues for sports in relation to the changing climate?

When considering the decarbonisation, sustainable travel and climate change agendas, there are several issues of relevance which need to be considered moving forward. There are also opportunities that pitch sports can present to help mitigate the impact of and adapt to a changing climate. Appendix 3 elaborates on these issues and opportunities, but they are summarised below.

While many of the issues and opportunities are not within the gift of a PPS to deliver or “make happen”, with many being cross-cutting across sectors and organisation responsibilities or being part of site management and investment plans, the PPS recommendations seek to provide a positive and constructive response to them.

With regard to renewable and low carbon energy supply and energy costs, there will be opportunities for clubs to retrofit existing facilities with energy efficient, low carbon and renewable energy generation solutions.

Active travel must be part of the solution to not only contribute to improving health, but also reduce reliance on the private car, especially for local journeys. However, the contribution of pitch sports to this has to be seen within the context of practicalities of the need to transport kit by foot or bike, weather conditions, darkness in winter months, players’ time, safe routes on foot and bike, the need to travel distances to away matches, and rurality, with some clubs drawing from a reasonably wide catchment. Cultural shift will be challenging to embed in many sports, but through a package of measures, largely outside of sport or planning, a gradual change can be given an opportunity to occur.

This is not to say that this is a challenge not worth addressing, but the Playing Pitch Strategy cannot provide full answers and proposals to resolve such issues, particularly as they go beyond the remit of the strategy and will require cross-discipline, cross-department and cross-sector working within and with organisations and other stakeholders outside of sport and planning. For example, it will be the role of other strategies and plans such as Local Cycling and Walking Infrastructure Plans and active travel strategies and action plans to help ensure that key sports hubs, in particular, which see a substantial amount of demand, are well connected by safe cycling and walking networks, while it is the role of public transport providers and local authorities to

²¹ See <https://www.footballfoundation.org.uk/funding-schemes/premier-league-the-fa-facilities-fund/>

²² See <https://www.footballfoundation.org.uk/funding-schemes/premier-league-the-fa-facilities-fund/>

²³ See <https://premierleaguestadiumfund.co.uk/>

ensure that public transport also serves such facilities at the right times, right frequencies and to the most likely destinations of sports users and players.

Opportunities for small scale, but important, measures such as provision of secure and covered cycle stands at home grounds, to support behaviour change as a small part of a much wider package of measures wider than that which sport and planning can provide.

There are clear health benefits to providing sports-lit AGPs, with greater accessibility, particularly during winter months and reliability and durability of the surface, compared to grass. While there are some environmental concerns about the use of artificial pitch surfaces for sport with concerns focusing around use of a synthetic pitch which is predominantly plastic and use of rubber crumb on 3G pitches with consequential loss of rubber particles off-site and into the environment²⁴, the industry and planning system continues to work to find solutions to these issues. Guidance already exists, for example, about the use of infill materials on AGPs²⁵ and design and operational arrangements can be implemented which help in managing and mitigating elements of environmental concerns. For example, the Football Foundation has highlighted that independent studies²⁶ have shown that through good field design, operation and maintenance, infill migration from an artificial grass pitch can be reduced by up to 98%

²⁴ Also, the EU has recently banned use of micro-plastics from 2031, with the UK not yet following suit, but which could have an impact on the availability of rubber crumb. Other infill materials are being trialled at the current time. It should be noted that, at time of writing, there are no such alternatives available which meet FIFA Quality requirements, and as such, they cannot yet provide a solution to support affiliated football requirements/match play aligned to the demand identified within this strategy.

²⁵ See <https://sapca.org.uk/guide/codes-of-practice/>

from typical worst-case situations. Containment is the current policy direction and new AGPs should apply this approach, which will be requested by Sport England when it is consulted on such proposals.

Clearly, for the environment, sport and health to benefit, and for solutions to be financially viable, a balance needs to be struck, as is the case throughout the planning system, between provision of AGPs and resolution of adverse impact and satisfactory mitigation of these. For example, the Government has been exploring whether carbon assessments for developments could be brought in (which seem likely to be introduced anyway by many local authorities) and impact assessments for health, travel / transport and the environment already exist. Net gain biodiversity for development has been introduced through the Environment Act, a legislated requirement giving it more “weight” than a policy only based approach.

WBC can already seek conditions on permissions including the design of schemes, including multiple measures to prevent loss of rubber crumb from 3G pitches and end of surface life recycling for AGPs.

When planning for sports pitch provision, it is important to be cognisant of Sport England’s Every Move Strategy in relation to the application of carbon reduction measures in sport²⁷ and to take into account Sport England’s Biodiversity Net Gain Guidance²⁸.

²⁶ See <https://www.estc.info/wp-content/uploads/2020/09/Ecoloop-Report-Effectiveness-RMMs.pdf>

²⁷ See <https://www.sportengland.org/guidance-and-support/sustainability>

²⁸ See https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2025-07/Biodiversity%20Report-v6-15.pdf?VersionId=QgRci4g9qEvzvcmqN4FgOMGkd8_ySgr

What lines of enquiry and scenarios have been explored?

The approach taken to the PPS assessment follows Sport England's PPS Guidance. It builds on the guidance by including analysis of various "lines of inquiry" as part of the STA "standard approach" to assessment to help understand fully the main risks for pitch sports, and the impact of and potential opportunity for change in provision for sport. It is worth noting the lines of inquiry which feature as part of the main assessment. These are:

- A. If current pitches with unsecure community use are lost to supply.
- B. Future demand arising from housing/population trajectory.
- C. If current i) "Poor" and ii) "Standard" quality grass pitches were improved to "Good" quality, the additional match equivalent capacity which could be secured in supply.
- D. If those grass and 3G pitches on education sites not currently available for community use were to be opened up to supply.
- E. If current education sector provision is removed from supply i) with existing community use and ii) not currently in community use.
- F. The relationship between the areas with the highest levels of deprivation (10% and 20% IMD decile) and supply of pitches, focusing on: i) if supply was lost from these areas and ii) identification of areas with no existing and unused / closed / lapsed supply.
- G. Factoring disability teams into future projections of demand and commenting, based on any data or other information provided by NGBs, on potential future demand for this particular group of players / teams.

- H. Factoring in participation rate changes and growth in demand in specific age groups and sexes into future projections of demand.
- I. Identifying i) the impact of bringing disused grass pitches which had community use back into use (i.e. former pitches no longer used) and ii) bringing disused grass pitches with community use back into use, with regard to the then subsequent change in additional future demand (pitch capacity / number of pitches).
- J. The impact of those clubs with exported / displaced demand wishing to return to play within the West Berkshire Council (WBC) area, if any.
- K. Identify the impact on existing and future grass pitch demand at rugby club home grounds if existing poor quality grass pitches are improved on club sites / grounds and if additional sports lighting can be introduced to at least one club pitch, where relevant.

As part of the assessment process, several scenarios of particular relevance to the WBC area will be tested. The scenarios are designed to highlight situations which could take place or where there is a need to understand the potential implications of the scenario in order to help ensure that delivery of the preferred strategy approach takes place. The final approach in the strategy may allow or accept one or more of these scenarios as a component of priority action, but each stands alone in its own right to inform the strategy and delivery.

Potential scenarios:

- S1. If all football was to leave sand-based pitches, with all demand migrating to 3G, the possible implications for those sites and for hockey clubs which use them.
- S2. If all mini soccer (5v5 and 7v7) matches moved to 3G, for e.g. to one or more central hub venues.

- S3. Understanding the demand from urban extensions / strategic developments not yet started and which are in the adopted Local Plan.
- S4. If village cricket clubs fold, testing implications for other clubs and grounds.
- S5. Options for accommodating current demand and future growth of all pitch sports using Henwick Worthy (to be explored as part of the masterplanning process for the site).
- S6. If existing 3G pitches that are not on the FA 3G Pitch Register, could be used for matches.
- S7. Consider the impact of reinstating and floodlighting tennis courts at Thatcham Memorial and Henwick Worthy.
- S8. Consider the impact of providing Padel tennis courts at Henwick Worthy.
- S9. If the Faraday Road grass pitch was converted to 3G, what are the implications.
- S10. If grass pitch capacity for matches is limited, for mini soccer and youth football, to 9am to 1pm on a Saturday, what are the implications. Assumes a maximum of 4 matches being played for mini soccer (5v5 and 7v7) and 3 for youth football (9v9 and 11v11 youth).
- S11. Participation rate changes for football: youth male: 15%; Adult Male: 2.5% (decline); Female Youth: 45%; Adult Female: 20%.

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West Berkshire Council

PLAYING PITCH STRATEGY

2024 - 2041

APPENDIX 2: GLOSSARY

Produced by:  **Stuart Todd Associates**
planning | policy | strategy | partnership

Produced for:  **WestBerkshire**
COUNCIL

Version record

1 st draft (Steering Group)	August 2025
Final draft (Steering Group)	October 2025
Consultation draft	October 2025
Final	January 2026

GLOSSARY

(Explanation of technical terms and abbreviations)

Term	Description
3G	Third generation AGP usually dressed with rubber crumb. The surface is commonly used for football but can also be used for rugby where sufficiently sprung to reduce / absorb impact.
AGP	Artificial Grass Pitch, sometimes referred to as an ATP (Artificial Turf Pitch) or NTP (Non-Turf Pitch). The term covers all types of artificial pitch including, sand based, sand dressed, water based and 3G.
Carrying capacity	Knowing the quality of a grass pitch allows us to make an assumption of how many matches each size and type of pitch should be able to accommodate without leading to deterioration of the pitch's quality. This is called its carrying capacity. The figures are provided as "match equivalent sessions per season" for cricket pitches and "match equivalent sessions per week" for rugby union and football. Any use of a pitch, when demand is considered is converted to this unit of measurement for ease of comparison. The assumption of match equivalent sessions for quality ratings is based on guidelines provided by sports governing bodies. The carrying capacity of AGPs is

Term	Description
	measured in the amount of time in hours available for community use in the peak period.
Demand:	
Current demand	Demand demonstrated as existing "on the ground" during the season when data is collected for the PPS.
Latent demand	"Whereas unmet demand is known to exist latent demand is demand that evidence suggests may be generated from the current population should they have access to more or better provision. This could include feedback from a sports club who may feel that they could set up and run an additional team if they had access to better provision. Details of the potential amount and type of any latent demand in the study area should be sought." (Paragraph B37, Playing Pitch Strategy Guidance, 2013, Sport England)
Unmet demand	"Current unmet demand could be in the form of a team that has currently got access to a pitch for its matches but nowhere to train or vice versa. It could also be from an educational establishment that is currently using an indoor facility because of the lack of access to outdoor pitch provision. Along with a lack of pitches of a particular type being available to the community unmet demand may be due to the poor quality and therefore limited capacity of pitches in the area and/or a lack of provision and

Term	Description
	ancillary facilities which meet a certain standard of play/league requirement. League secretaries may be aware of some unmet demand as they may have refused applications from teams wishing to enter their competitions due to a lack of pitch provision which in turn is hindering the growth of the league. As it is known to exist any unmet demand recorded should be easily quantifiable e.g. a training session for one team on a weekday evening.” (Paragraph B36, Playing Pitch Strategy Guidance, 2013, Sport England)
Aspirational future demand	Demand that a club might identify as likely or desirable to come forward during the strategy period.
Displaced demand	“Displaced demand generally relates to play by teams or other users of playing pitches from within the study area (i.e. from residents of the study area) which takes place outside the area. It is important to know whether this displaced demand is due to issues with the provision of pitches and ancillary facilities in the study area, just reflective of how the sports are played (e.g. at a central venue for the wider area) or due to the most convenient site for the respective users just falling outside of the LA/study area. It is therefore important to establish: • What displaced demand exists and why including the amount and type of demand (e.g. a

Term	Description
	senior match on a natural grass pitch, a junior training session on an AGP); • Whether those generating the displaced demand would prefer to play within the study area and where.” (Paragraph B34, Playing Pitch Strategy Guidance, 2013, Sport England)
ECB	England and Wales Cricket Board, the NGB for cricket.
EH	England Hockey, the NGB for hockey.
FA	Football Association, the NGB for football.
FF	Football Foundation
Headroom capacity	Throughout the assessment reports and in the strategy, the term “headroom” capacity is used. Experience in recent years has suggested that conflation of the terms “surplus” and “spare”, both referenced in the PPS guidance, is taking place (especially within the planning system), suggesting that it means that it is pitch capacity not needed any more. With regard to the term “spare” this is not the meaning intended. While the definition is clear in the PPS guidance, to move away from this incorrect association, this assessment report uses the term “headroom”, as, in our view, it better describes the gap between the carrying capacity (supply) of a pitch and the demand placed upon it by play / teams (in match equivalents) and in no way suggests that it is not needed any more. In terms of the use of the

Term	Description
	term, it is simply the difference in the carrying capacity of the pitch and the demand placed upon it. No inference is given to the term equating to the proportion of that capacity being available for actual use or not. Such determination can be made in some cases in the assessment process, but on most pitches where there is headroom capacity, it is difficult to say, with certainty, that any headroom capacity can practically be used by a team or teams, simply due to the variables which have to be considered to be able to come to such a conclusion. For example, the time and / or day that a pitch is available, whether a team can or wishes to play at a time when the pitch is available and whether a pitch is the correct size for the format and age group of demand which needs pitch capacity, may all indicate that headroom capacity on a pitch cannot practically be used. At no point does the term indicate “surplus” capacity or that it is in any way “spare” to requirements. It simply is a term to say that some capacity is available on the pitch at the current time which may be able to be used to help satisfy demand now or in the future subject to the practicalities of use being met.
LP	Local Plan
Match equivalents	See “carrying capacity”
NGB	National Governing Body (for sport)

Term	Description
NP	Neighbourhood Plan
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
Peak period	The period of time used to compare community use on AGPs. The peak period is typically Mon-Thurs 5pm-10pm, Fri 5pm-7pm and Sat and Sun 9am-5pm, a total of 38 hours per week.
PPS	Playing Pitch Strategy
RFU	Rugby Football Union, the NGB for rugby union.
SE	Sport England
TGR	Team Generation Rate, a calculation used to estimate future numbers of teams for the main pitch sports based on population projections set against the existing number of teams within the current population.

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West Berkshire Playing Pitch Strategy Assessment Report Conclusions

Appendix 3 – Exploring Decarbonisation, Sustainable Travel and Climate Change

January, 2026

1. When considering the decarbonisation, sustainable travel and climate change agendas, there are several ways that the sport can help to minimise impact and contribute positively towards mitigating and adapting to the changing climate.
2. For example, clubs in control of their ground and providers / owners of grounds and facilities, measures such as solar pv and heat pumps can help to secure a local supply of energy and contribute towards lowering energy costs, as can retrofitting insulation to buildings¹. This places an emphasis on enabling clubs to have control of their sites (security of tenure at least) in order to secure funding support.
3. Considering cycling and walking, most pitches across sports will be within an easy cycling distance for most residents within urban areas. Accessibility by bicycle and foot will be more limited in rural areas. However, this does not mean that those areas which have little or no provision must see additional pitches provided – this will simply be unviable in most rural places with no teams.
4. Within the local authority area, in addition to improving safe cycling options, accessibility via public transport could play a role in helping to make sports provision more accessible from a sustainability perspective. Infrastructure, such as safe and secure cycle stands, can also be provided at pitch locations to help encourage cycling. Local Cycling and Walking Infrastructure Plans (LCWIP) and their successors, should consider walking and cycling networks and routes through to pitches in the area.
5. However, this type of infrastructure provision can only be part of the answer. Sports facility, pitch and ground providers, nor NGBs or the local authority alone cannot be expected to provide all solutions to deliver this type of change “on the ground”. Cultural shift is also required across sport with many players using cars to get to matches and training, and a continuing challenge is likely to be that there are not and cannot be a sufficient number of facilities, grounds and pitches provided in all locations to enable a 20 minute cycle or walk to them – it seems unlikely to be viable to provide that number for each sport. Cultural shift will be difficult to embed in many sports, also because many players will simply not have the time in their day to factor in a longer journey time to play and many will not be prepared to cycle or walk significant distances to play matches or train after playing their sport for anywhere between one and several hours

¹ Advice is available for clubs, for example, <https://susfootball.com/net-zero-football-club/>

(and particularly if the weather is poor and they play outside). This is not to say that this is a challenge not worth addressing, but the Playing Pitch Strategy cannot provide full answers and proposals to resolve such issues, particularly as they go beyond the remit of the strategy and will require cross-discipline, cross-department and cross-sector working within and with organisations and other stakeholders outside of sport and planning.

6. There are some environmental concerns about the use of artificial pitch surfaces for sport. This is a greater concern perhaps for football and hockey than for cricket, while rugby will use WR22 compliant 3G pitches for training and matches where demand suggests a need and play cannot be accommodated at club ground grass pitches. Concerns seem to focus around use of a synthetic pitch which is predominantly plastic, and for 3G pitches used by football and rugby, the use of rubber crumb to manage the movement of the ball and consequential loss of rubber particles off-site and into the environment and watercourses. Guidance already exists, however, about the use of infill materials on AGPs². Containment is the current policy direction and new AGPs will be asked for this when Sport England is consulted on such proposals.
7. At the current time, competitive play of hockey on grass (natural turf) or 3G is not supported by England Hockey. Therefore, no other scenarios for hockey play with use of AGPs removed from future supply have been developed. If no sand or Gen2 surfaces are permitted in the future, either new additional or replacement surfaces, or an alternative surface other than grass does not come forward, at the current time, this will mean an end to club-based competitive hockey.
8. When considering benefits and perceived disbenefits of the use of AGPs, the following presents a summary.
9. Benefits / arguments for provision:
 - Health and wellbeing – greater access to an all-weather surface for a greater number of users.
 - “Outdoor classrooms” for schools.
 - Matches can still be played during very wet winters when grass pitches are flooded.
 - Rubber crumb on 3G pitches is typically made from recycled material (e.g. vehicle tyres) and the surface (carpet) is recyclable at the end of its life..
 - There are other infills for use on 3G pitches, for example cork olive pips.

² See <https://sapca.org.uk/guide/codes-of-practice/>

- Economies of scale³ – while there is a significant cost to building an AGP, for football, for example, a single full-size sports-lit 3G pitch could provide playing capacity for matches and training equivalent to around 8-10 full size grass good quality pitches (5-6 of which would need to be sports-lit and fenced to protect quality and ensure that bookings can be honoured, with consequent costs and impact of powering more lighting and potential impact on dark skies). Good quality grass pitches would require proper management and maintenance to ensure that they remain good quality and able to accommodate the wear. If the pitches are only provided to “standard” quality, additional grass pitches would be necessary, with perhaps 15 pitches equating to the provision available from a single full-size 3G pitch. For rugby, a WR22 compliant 3G sports-lit pitch could provide capacity equivalent to around 6 grass pitches. (These numerical assumptions are set out to demonstrate the potential implications of not providing 3G pitches and do not suggest that it is acceptable to replace grass playing pitches with fewer 3G pitches as a strategy approach. Provision for pitch sports needs to recognise the need to have a mixed balance of both grass and AGP surfaces to respond appropriately to the type and form of demand in any given area.
- Hockey can be played on a high-quality reliable, all-weather surface, minimising risk of injury. Competitive hockey cannot be played on a grass pitch, at the current time.
- Other sports, for example, rugby and lacrosse are played on AGPs.
- The potential impact of rubber crumb being lost and finding its way into watercourses, compared to erosion of micro-plastics and rubber from footwear, car and bike tyres, etc seems likely to be significantly small. There are measures which can be put in place through a scheme’s design and location to minimise loss. However, it is also the responsibility of users to ensure that they make use of some measures to reduce loss from the site.
- A decision not to support all artificial “carpets” for sport would also have an impact on non-turf wickets for cricket and could also impact some indoor sports such as indoor bowls, if the principle is adopted equitably.
- Full-size AGPs can serve a wide catchment of population. While travel to AGPs is typically by private car by most users (unless they live within a comfortable walking or cycling distance) it is the responsibility of other, not just sports clubs or pitch providers to help ensure modal shift to lower carbon forms of travel. This will be a practical challenge to many sports players

³ At the current time, a new full-size sports-lit AGP costs around £1m to develop. A single full-size 11v11 grass pitch, without sports-lighting, costs around £200k. Equivalent capacity on grass pitches is likely to therefore be around double the cost of a single AGP. Maintenance of this number of grass pitches and cost of lighting is also likely to be significantly more per annum than for an AGP if the grass pitches are to be maintained to a level which can cope with likely use. Costs estimates do not include the cost of land, likely to be higher for grass equivalent pitches due to the footprint / area required.

given time constraints, the need to take kit and equipment with them and desire to avoid poor weather (a disincentive to cycle). Improved travel solutions (both in terms of lower carbon and frequency of public transport) is necessary to change behaviour.

10. Disbenefits / arguments made against provision include:

- Environmental impact at the end of the life of the carpet (surface).
- Environmental impact (in the case of 3G pitches) of infill.
- Building an AGP usually takes place on a grass pitch or greenfield site (although mitigation of loss of a playing field is usually required).
- AGPs tend to provide “strategic” provision due to the amount of use they can accommodate, their cost and catchment of users they need to be viable in the long-term. AGPs cannot usually be provided in a greater number of locations, meaning that travel to them, typically by private car, can be inevitable. Therefore, even if at much higher capital and maintenance cost, a greater number of high quality grass pitches in more locations will encourage users to cycle and walk to play sport and reduce the need to travel.

11. Work is ongoing (for example, by the AGP provider industry, Sport England and NGBs) to identify alternative materials to supplement rubber crumb use on 3G pitches, for example, using cork. Other studies are underway looking at the impact of rubber crumb and measures to mitigate its impact.

12. Clearly, for the environment, sport and health to benefit, and for solutions to be financially viable, a balance needs to be struck, as is the case throughout the planning system between provision of AGPs and resolution of adverse impact and satisfactory mitigation of these. For example, the Government has been looking at carbon assessments for developments to be brought in (which seem likely to be introduced anyway by many local authorities) and impact assessments for travel / transport and the environment already exist. Biodiversity net gain for development has been introduced through the Environment Act and many Local Plans already introduced such requirements through policy. There is no reason why proposals for AGPs should not be required to demonstrate that they pass such tests. Authorities can already seek conditions on permissions including the design of schemes including multiple measures to prevent loss of rubber crumb from 3G pitches and end of surface life recycling for all AGPs. There is clearly a role for the planning system (and planning policies in particular in Local Plans) to ensure that such tests and requirements for mitigations are introduced to ensure that

communities and people's physical and mental health can still benefit from AGPs without compromising or having a net additional adverse impact on the environment. Much will need also to be done, outside of sport and the planning system, particularly if there is a future without artificial pitches, to help make the shift required to achieve net zero and to prevent, mitigate and adapt to climate change, while also providing fully for sport and health.

West Berkshire Council

PLAYING PITCH STRATEGY

2024 - 2041

Background Document 1: DETAILED RECOMMENDATIONS

Produced by:  **Stuart Todd Associates**
planning | policy | strategy | partnership

Produced for:  **WestBerkshire**
COUNCIL

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Strategy Recommendations

The strategy's recommendations are set-out under three themes to align with Sports England's PPS guidance: "Protect", "Enhance" and "Provide". They should be read alongside the "Direction of Travel" section above which sets out the overall approach for pitch sports. Under each of the three themes, recommendations are then set out for all sport and individual sports spatially, either applying to the WBC area as a whole or each sub-area, recommendations.

Recommendations must be "owned" by all organisations represented on the PPS Steering Group: West Berkshire Council, NGBs and Sport England. It is the responsibility of all of these organisations to respond positively to the recommendations, working closely with stakeholders to ensure their delivery.

The hyperlinks which follow on this page can be used in electronic versions of this strategy to navigate quickly to relevant sections.

PROTECT

All Sports

WBC-wide

- A1) Protect the existing supply of grass pitches and AGPs identified in the assessment and / or their capacity (to help accommodate existing known, projected and potential additional currently unidentified future demand) unless the strategy proposes or suggests that their replacement or alternative re-use for sport, leisure and recreation or unless replacement equivalent capacity can be provided elsewhere to an equal or better standard (i.e. “net improvements”) reflecting the demand and type of use required “on the ground” by clubs. This includes all pitches available for community use, whether used or unused and pitches not currently available for community use. The PROVIDE section sets out criteria which responds to proposals where the loss of a pitch is unavoidable. Any proposals which suggest potential loss of a playing pitch or wider playing field to supply should respond appropriately to the National Planning Policy Framework¹ and Sport England’s Playing Fields Policy². It must not be assumed that the intensification of provision on an existing playing pitch or playing field site equates to satisfactory mitigation for loss of a grass pitch.
- A2) Where grass pitches are lost to formal pitch use, or could be at risk in the future, where appropriate, seek to ensure that there is significant policy protection through the Local Plan or Neighbourhood Plans or legal means to prevent their loss as open or green space.
- A3) Proposals for development which have an implication for the use of an existing pitch (such as change of land use) should take into account the recommendations of this strategy and policies of relevance in adopted Development Plans relevant to the site /

pitch (i.e. Adopted Local Plans, other Development Plan Documents and Made Neighbourhood Plans).

- A4) Liaise closely with the education sector to ensure that it is aware of the variety of sports that can be hosted on different AGP surface types.

Football

WBC-wide

- F1) Maintain the quality of existing pitches to at least current standards where they have a quality rating of “standard” or “good”.
- F2) The identified notional “headroom” grass pitch capacity at pitches already used for matches should be retained during the strategy period to allow for flexibility of provision to help accommodate growth to the end of the strategy period, but also to provide flexibility of pitch options during particularly wet seasons.
- F3) Disused pitches previously used for football and pitches rested or reserved on multi-pitch sites should be retained as green / open space to protect potential future long-term demand and capacity for football or other sports should demand suggest a need. It should be noted that reinstatement of pitches could require investment to ensure that they are available to a “good” standard of quality. Re-opening pitches could also have implications for ancillary facilities and the suitability or age-group of teams using the pitches. If such pitches are unavoidably lost, replacement should be made in line with the National Planning Policy

¹ See para 104 in particular <https://www.gov.uk/government/publications/national-planning-policy-framework--2> NPPF, December, 2024

² See https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=playing_fields_policy

Framework³ and Sport England's Playing Fields Policy⁴ to mitigate loss.

AGPs

- F4) Ensure that all existing and new 3G AGPs that are on the FA register are re-tested every three years to sustain certification.

Delivery, operation and monitoring

- F5) Seek agreement between hockey (EH) and football (FA), other NGBs if necessary, and with providers and clubs, about which sport(s) should have shared, sole or priority use of sand based 11v11 (full size) AGPs where they see or could see shared use between the sports.
- F6) Seek agreement between rugby (RFU) and football (FA) and with providers and clubs, about which sport(s) should have shared, sole or priority use of rugby WR22 compliant 3G pitches where they see or could see shared use between the sports.
- F7) The FA, Football Foundation, operators and West Berkshire Council should work closely together to ensure that, when contracts are renewed on sites which have 3G pitches used for community use football, a pitch replacement fund and / or sinking fund is confirmed, is actively pursued and is protected (ring-fenced) for good quality maintenance and future replacement of the surface.
- F8) To help ensure that demand for 3G access from local grass roots clubs is catered for, the FA and WBC should work with operators of 3G pitches to monitor and help manage and enable access for grass roots clubs, to ensure balance in use between clubs and other users.

³ See para 104 in particular <https://www.gov.uk/government/publications/national-planning-policy-framework--2> NPPF, December, 2024

⁴ See https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=playing_fields_policy

Hockey

WBC-wide

AGPs

- H1) Protect the pitches on the basis that they not only provide the only surface for hockey to be played competitively, but given that they serve a multi-sport and informal activity role, as well as serving as a usable option for informal / casual football and training option for some football teams where there is no other option such as a 3G with availability, 3G in close proximity to a team's players' base or where cost could be prohibitive.
- H2) Protect the current number of hours used by hockey in the peak period as a minimum.
- H3) Maintain good quality AGP surfaces and lighting to the appropriate quality standard.

Delivery, operation and monitoring

- H4) Ensure that appropriate maintenance is in place to help sustain the life of surfaces which are of standard quality.
- H5) Protect the capacity available for hockey use on England Hockey Category 1, 2 and 3 surfaces. Consultation should take place between providers, clubs, England Hockey, Football Association and the Football Foundation prior to any change in surface type is introduced (for example, from sand to 3G). A change of surface type (or carpet) will sometimes require a planning application and applicants will have to show that there is sufficient AGP provision available for hockey within the demand catchment if the surface is changed. Advice from Sport England and England Hockey should be sought prior to any planning application being submitted, either informally or via pre-application. In the event of proposed replacement of an AGP used for hockey with a 3G pitch, to ensure protection of capacity

for hockey, any replacement capacity must be provided or found for hockey clubs at the same site or an alternative site convenient for the club to access, and the proposed pitches must be demonstrably viable in the long-term (if necessary, by demonstrating usage by other sports on the pitch).

- H6) Support the retention of hockey surface AGPs on education sites where viable to support the England Hockey strategy's focus on growing youth hockey and getting more hockey played in schools as an important mechanism through which to achieve this growth. This places an emphasis on retaining school hockey surface AGPs in particular where possible and viable to do so.
- H7) Liaise closely with the education sector to ensure that Trusts, Academies and Colleges are aware of the importance of a sinking fund and of effective maintenance of AGPs.
- H8) England Hockey and West Berkshire Council should work closely together with operators / providers to ensure that, when contracts are renewed, a sinking fund is confirmed and actively pursued and protected (ring-fenced) for good quality maintenance and future replacement of the surface. The importance of this fund being additional to income which pays for ongoing maintenance should be conveyed.

Sustainability

- H9) For the future long-term sustainability of hockey clubs (with regard to financial viability and maximising the availability of volunteer / coaches' time) a "one site model" for focusing club activity on one central site for each club should be followed.
- H10) Seek agreement between hockey (England Hockey) and football (Football Association), and with operators / providers and clubs, about timely sole or priority use of sand based full size AGPs where necessary and within the context of the football assessment conclusions and recommendations.

Sub-area Specific: East

- H11) Protect the capacity (amount of time) that Scarlet Runners HC needs to accommodate current demand.
- H12) If the relevant sub-area specific Enhance and Provide measures relevant to Scarlet Runners HC cannot be delivered, protect the pitch surface type at The Willink Leisure Centre which hosts the club's training in addition to the pitch surface at Elstree School.

Sub-area Specific: South

- H13) Protect the capacity (amount of time) that Newbury and Thatcham HC needs to accommodate current demand. In the face of potential resurfacing of the Trinity School AGP to 3G in 2026, urgently explore opportunities for the club to use St Bartholomew's School as a potential pitch to accommodate current short-term demand, until a second hockey AGP is delivered at Henwick Worthy (see Provide recommendations). Explore securing St Bartholomew's AGP as a "buffer" or "reserve" pitch for additional hockey use, should the club need additional time slots for matches or training in the future.
- H14) Protect the pitch type at Henwick Worthy AGP as the club's main ground.
Protect Newbury and Thatcham HC's capacity required to accommodate match play at weekends and weekday evenings.

Rugby

WBC-wide

Grass

- R1) Disused, closed or lapsed pitches previously used for rugby and pitches rested or reserved on multi-pitch sites should be retained as green / open space to protect potential future long-term demand and capacity for rugby or other sports should demand suggest a need. It should be noted that reinstatement of pitches could require investment to ensure that they are available to a “good” standard of quality. Re-opening pitches could also have implications for ancillary facilities and the suitability or age-group of teams using the pitches. Proposals which involve development of pitches should meet the National Planning Policy Framework⁵ and Sport England’s Playing Fields Policy⁶.

AGPs

- R2) Ensure that any new 3G pitches that are World Rugby 22 compliant are re-tested every two years to sustain certification.
- R3) Seek to protect the capacity that WR22 compliant 3G pitches provide for rugby club use to provide certainty of capacity to accommodate demand.
- R4) RFU and West Berkshire Council should work closely together to ensure that, when contracts are renewed for operators / providers on sites which have WR22 3G pitches used for community use rugby, a sinking fund is confirmed, actively pursued and protected (ring-fenced) for good quality maintenance and future replacement of the surface.

Ancillary facilities

- R5) Protect changing, social and other ancillary facilities through formal agreements to maintain the quality to at least a “standard” quality, and importantly to ensure that facilities continue to meet up-to-date standards of provision and access during the strategy period.

Delivery, operation and monitoring

- R6) Monitor the position in relation to any clubs which have rolling annual, short and medium term leases or rental / hire arrangements for their home ground during the strategy period to ensure in advance of their expiry that they are renewed to provide certainty into a new period, preferably for the long-term.
- R7) Regular monitoring of the balance between supply and demand should take place to ensure that appropriate use of any available capacity is being made and confirm that any “headroom” capacity to accommodate growth is not considered as “surplus” to rugby union use.

⁵ See para 104 in particular <https://www.gov.uk/government/publications/national-planning-policy-framework--2> NPPF, December, 2024

⁶ See https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=playing_fields_policy

Cricket

WBC-wide

Grass

- C1) Protect the existing supply of pitches (and their capacity) identified in the assessment for future supply given the anticipated growth in junior age groups moving through into the adult game towards during the strategy period.
- C2) Protect the currently disused pitch sites from development, holding in reserve to ensure that headroom capacity could be available to respond to potential demand if no other suitable site with existing use and headroom capacity is available.
- C3) Where pitches are lost to formal pitch use, where appropriate, the Local Planning Authority should seek to ensure that there is significant policy protection through the Local Plan or Neighbourhood Plans or legal means to prevent their loss as open or green space.
- C4) Protect pitches by seeking to establish security of tenure for grounds / pitches currently considered as unsecure and explore community use on those not currently available (also see Enhance below). The implications of any changes to security of use will need to be understood and factored into planning for delivery during the strategy period.

Delivery, operation and monitoring

- C5) Regular monitoring of the balance between supply and demand should take place to ensure that appropriate use of any available capacity is being made and confirm that any spare “headroom” capacity to accommodate growth is not considered as “surplus” to cricket use.

Lacrosse

Sub-area Specific: South

Grass

- LA1) Support the club to get a confirmed priority booking at St Bartholomew’s School to protect the existing access to Lacrosse pitches. This needs to consider of the club can secure any additional access to meet their needs.

Tennis

WBC-wide

- T1) Need to maintain the current level of provision and capacity for general community use to meet current and future needs. Reduction of overall capacity will have an impact on meeting future population growth.

Netball

No netball specific recommendations.

ENHANCE

All Sports

WBC-wide

Security of tenure

- A5) Gain the secure use of clubs' and teams' home grounds / pitches (grass and AGPs) which do not currently have secure community use, to provide certainty of future supply and enable clubs and users to access necessary funding to invest in improvements. This includes club or team use of pitches on education sites (and for grass pitches any newly marked out pitches on any site). This could be through a secure community use agreement (where the local authority or other body is identified to enforce the agreement), long-term lease or long-term tenure of the ground, extending to ancillary facilities if possible.

Delivery, operation and monitoring

- A6) Where relevant, NGBs and the local authority should work with clubs, operators and providers, on sites where facilities and / or pitch areas are shared between sports, to ensure that management, maintenance and access is shared appropriately between sports, for example, through establishment of multi-sport site Trusts or other management bodies / arrangements which work for all users of the site.

Sustainability

- A7) Support proposals for improved energy efficiency and localised renewable and low carbon energy generation at facilities and grounds through measures such as LED directional lighting, solar pv, heat pumps and building insulation.
- A8) Work with partners and key stakeholders to improve sustainable travel options to grounds, pitches and facilities.

- A9) Support provision of secure cycle stands and ev vehicle charge points at club and other providers' grounds and facilities to enhance provision for low carbon forms of travel.
- A10) Work closely with clubs to help sustain and grow the volunteer network which provides the operational framework for the running of clubs and matches and the maintenance of pitches and facilities.
- A11) Work in partnership with multiple organisations as necessary, both within and outside of the sports and leisure sector, to help introduce and sustain access to formal and informal pitch sports to residents living within areas of high levels of deprivation.

Football

WBC-wide

Security of tenure

- F9) In order to help give clubs greater security of tenure and “ownership” of their home ground, support asset transfer and long-term lease models where supported by the club, WBC, FA and any other relevant partner. Agreements must ensure that they do not individually, or cumulatively, have a negative impact overall on the availability of grass pitches to grass roots football and clubs with 1 or a small number of teams.

Grass

- F10) Prioritise pitch quality improvements at key sites with regular use and preferably secure community use grounds over unsecure community use grounds. Enhance capacity on existing pitches by improving quality, and improve maintenance to ensure that the better quality is sustained in the long-term. There should be a focus on improving key sites with regular use and secure use pitches rated as “poor” and “standard”, to “good”, where feasible. The process should be administered through the Grass Pitch Maintenance Fund and Pitch Power, or latest approach adopted by the FA and Football Foundation. Improvements should also be prioritised at pitches and grounds where increased usage is demonstrably practical and feasible.
- F11) To inform fully the specific programme of improvements to be made to a pitch to enhance quality, delivery must be informed by an independent Grounds Management Association / Pitch Power report or equivalent, instructed by the NGB, local authority or club.
- F12) Enhance the quality of existing secure community use pitches or consider replacement where flooding / waterlogging is known to

be a consistent issue over several seasons and is preventing consistency and certainty of play by improving drainage (where feasible to do so and viable / subject to funding and a business plan being in place to ensure maintenance costs are catered for in the long-term).

- F13) Enhance the quality of existing pitches where they are subject to dog fouling by considering the introduction of open fencing and / or signage where cost effective to do so, where shared uses allow and practical to do so (in view of the available space outside the pitch for recreational use and where shared pitch sites can be fenced without compromising the quality of summer sports’ areas of play).

Ancillary facilities

- F14) Enhance the quality of changing and other ancillary facilities where necessary to help ensure the quality of the experience for the sport is enhanced for all and meets the needs of the clubs, teams and players using the pitch / ground. Particular focus should be on supporting the growth of disability, girls’ and women’s football through improvements which enhance the quality and accessibility of facilities.
- F15) Enhance, where necessary, outside of the sites named in sub-area sections below, the quality of ancillary and storage facilities, where improvements are identified as a priority during the strategy period.

Delivery, operation and monitoring

- F16) Improve the current use of existing pitches, where physically and logistically possible, by considering flexibility of when matches take place.
- F17) Clubs should be encouraged to open-up facilities and pitches that they own and manage to other local clubs where there is capacity

for them to do so (rather than allowing only their own teams to use their facilities and pitches).

Sub-area Specific: North and West

Security of tenure

F18) Gain the secure use of unsecure community use pitch sites (currently in use as the priority) through clubs and relevant authorities working with pitch providers / owners to seek a long-term secure use agreement to provide certainty of supply and reduce the need for additional secure use new pitches (where desirable by the club and provider). These include:

PPS Pitch ID	Site Name	Pitch Type
F017	BOXFORD VILLAGE HALL & RECREATION GROUND (NEWBURY)	Youth Football 9v9
F026	BUCKLEBURY CHURCH OF ENGLAND SCHOOL	Mini Soccer 5v5
F185	BUCKLEBURY CHURCH OF ENGLAND SCHOOL	Mini Soccer 5v5
F183	BUCKLEBURY VILLAGE RECREATION GROUND	Youth Football 9v9
F038	CHIEVELEY RECREATION GROUND	Youth Football 11v11
F039	CHIEVELEY RECREATION GROUND	Youth Football 9v9
F064	FRILSHAM PLAYING FIELD	Adult Football
F067	GOOSECROFT RECREATION GROUND	Mini Soccer 7v7
F068	GOOSECROFT RECREATION GROUND	Youth Football 9v9
F069	GOOSECROFT RECREATION GROUND	Youth Football 11v11
F077	HERMITAGE VILLAGE HALL	Adult Football
F078	HUNGERFORD PRIMARY SCHOOL PLAYING FIELDS	Mini Soccer 7v7
F079	HUNGERFORD PRIMARY SCHOOL PLAYING FIELDS	Youth Football 9v9

PPS Pitch ID	Site Name	Pitch Type
F080	HUNGERFORD PRIMARY SCHOOL PLAYING FIELDS	Mini Soccer 5v5
F081	HUNGERFORD PRIMARY SCHOOL PLAYING FIELDS	Mini Soccer 7v7
F083	INKPEN MEMORIAL PLAYING FIELDS	Youth Football 11v11
F090	LAMBOURN SPORTS CLUB	Adult Football
F096	LITTLE HEATH SCHOOL PLAYING FIELDS	Mini Soccer 7v7
F097	LITTLE HEATH SCHOOL PLAYING FIELDS	Youth Football 11v11
F174	LITTLE HEATH SCHOOL PLAYING FIELDS	Youth Football 11v11
F175	LITTLE HEATH SCHOOL PLAYING FIELDS	Youth Football 9v9
F111	PANGBOURNE RECREATION GROUND	Adult Football
F136	STOCKCROSS RECREATION GROUND	Youth Football 9v9
F137	STOCKCROSS RECREATION GROUND	Youth Football 11v11
F138	STOCKCROSS RECREATION GROUND	Adult Football
F159	TURNHAMS FARM RECREATION GROUND	Adult Football
F160	UPPER BASILDON RECREATION GROUND	Youth Football 11v11

Grass

F19) Enhance capacity on existing pitches by improving quality and improve maintenance to ensure that the better quality is sustained in the long-term. There should be a focus, where feasible, on improving the following pitches rated as “poor” to “good” as a priority, and then secure use “standard” pitches to “good”, where there are known pressures on demand identified by

clubs. Pitches of “poor” quality with secure community use and currently being used should be prioritised from the list which follows:

PPS Pitch ID	Site Name	Security of tenure	Pitch Type
F077	HERMITAGE VILLAGE HALL	Unsecure	Adult Football
F111	PANGBOURNE RECREATION GROUND	Unsecure	Adult Football
F136	STOCKCROSS RECREATION GROUND	Unsecure	Youth Football 9v9
F138	STOCKCROSS RECREATION GROUND	Unsecure	Adult Football
F216 ⁷	JOHN O'GAUNT SCHOOL	Secure	Youth Football 9v9
F217 ⁸	JOHN O'GAUNT SCHOOL	Secure	Youth Football 9v9

F20) Enhance capacity on other sites, or enhance capacity off-site for the clubs using them, where overplay or a need for additional playing capacity (for matches and / or training) has been identified by clubs, with a focus on the following pitches / grounds (with those with secure use being prioritised):

Overplay

- F069, GOOSECROFT RECREATION GROUND, Youth Football 11v11 (unsecure)
- F085⁹, JOHN O'GAUNT SCHOOL, Youth Football 11v11 (secure)

⁷ While noted as an unsecure pitch / site for the purposes of analysis, the site is considered by BBFA and FF as having a reasonable degree of security with the 3G on the site having been Football Foundation funded.

- F096, LITTLE HEATH SCHOOL PLAYING FIELDS, Mini Soccer 7v7 (unsecure)
- F174, LITTLE HEATH SCHOOL PLAYING FIELDS, Youth Football 11v11 (unsecure)
- F175, LITTLE HEATH SCHOOL PLAYING FIELDS, Youth Football 9v9 (unsecure)
- F160, UPPER BASILDON RECREATION GROUND, Youth Football 11v11 (unsecure)

Club identified demand for additional capacity or pitches (if not resolved by quality improvements)

- Cold Ash FC

Ancillary facilities

F21) Enhance the quality of changing and other ancillary facilities where possible to help ensure the quality of the experience for the sport for all is enhanced (with a focus on those of “poor” quality listed below, and then those with “standard” quality). Ancillary facilities identified by clubs should be considered for improvement:

- PANGBOURNE RECREATION GROUND (unsecure)
- BUCKLEBURY CHURCH OF ENGLAND SCHOOL (unsecure)

Such improvements are particularly important to help grow participation in the women’s game and pitches hosting women’s teams should be prioritised where improvements are required. Improvement of unsecure community use pitch changing and

⁸ While noted as an unsecure pitch / site for the purposes of analysis, the site is considered by BBFA and FF as having a reasonable degree of security with the 3G on the site having been Football Foundation funded.

⁹ While noted as an unsecure pitch / site, the site has a degree of security with the 3G on the site having been Football Foundation funded.

other ancillary facilities should be a second priority after secure use site improvements.

Sustainability

F22) Work with clubs to enhance their capacity to provide additional coaches and volunteers, identified by them as an area which they will need to strengthen in order to grow their number of teams:

- CSA 07
- Cold Ash FC
- Thatcham and Newbury Town Ladies and Girls FC
- Thatcham Tornados
- Thatcham Town Harriers
- Theale Tigers

Sub-area Specific: South

F23) Gain the secure use of unsecure community use pitch sites (currently in use as the priority) through clubs and relevant authorities working with pitch providers / owners to seek a long-term secure use agreement to provide certainty of supply and reduce the need for additional secure use new pitches (where desirable by the club and provider). These include:

PPS Pitch ID	Site Name	Pitch Type
F040	CITY RECREATION GROUND	Adult Football
F042	COLD ASH RECREATION GROUND	Mini Soccer 7v7
F043	COLD ASH RECREATION GROUND	Youth Football 11v11
F044	COMPTON RECREATION GROUND	Adult Football
F052	DONNINGTON RECREATION GROUND	Youth Football 11v11
F061	FARADAY ROAD STADIUM	Adult Football
F063	FRANCIS BAILY PRIMARY SCHOOL	Mini Soccer 5v5

PPS Pitch ID	Site Name	Pitch Type
F130	ST FINIANS RC SCHOOL	Mini Soccer 5v5
F182	ST FINIANS RC SCHOOL	Mini Soccer 5v5
F131	ST GABRIEL'S SCHOOL	Youth Football 9v9
F133	ST JOSEPHS R C PRIMARY SCHOOL	Mini Soccer 7v7
F141	THE CASTLE SCHOOL (NEWBURY)	Youth Football 9v9
F142	THE DIAMOND	Adult Football
F143	THE MOORS PLAYING FIELDS	Youth Football 9v9
F144	THE MOORS PLAYING FIELDS	Mini Soccer 5v5
F212	THE MOORS PLAYING FIELDS	Youth Football 11v11
F149	THE WINCHCOMBE SCHOOL	Mini Soccer 7v7
F157	TRINITY SCHOOL	Adult Football
F158	TRINITY SCHOOL	Youth Football 11v11
F184	TRINITY SCHOOL	Youth Football 9v9

Grass

F24) Enhance capacity on existing pitches by improving quality and improve maintenance to ensure that the better quality is sustained in the long-term. There should be a focus, where feasible, on improving the following pitches rated as “poor” to “good” as a priority, and then secure use “standard” pitches to “good”, where there are known pressures on demand identified by clubs. Pitches of “poor” quality with secure community use and currently being used should be prioritised from the list which follows:

PPS Pitch ID	Site Name	Security of tenure	Pitch Type
F073	HENWICK WORTHY SPORTS GROUND 1	Secure	Youth Football 11v11

F074	HENWICK WORTHY SPORTS GROUND 5	Secure	Youth Football 11v11
F075	HENWICK WORTHY SPORTS GROUND 9	Secure	Youth Football 9v9
F118	SPEEN RECREATION GROUND	Secure	Youth Football 9v9
F119	SPEEN RECREATION GROUND	Secure	Mini Soccer 7v7
F120	SPEEN RECREATION GROUND	Secure	Mini Soccer 5v5
F187	HENWICK WORTHY SPORTS GROUND 2	Secure	Adult Football
F188	HENWICK WORTHY SPORTS GROUND 3	Secure	Adult Football
F193	HENWICK WORTHY SPORTS GROUND M2 / 10a	Secure	Mini Soccer 7v7
F230	HENWICK WORTHY SPORTS GROUND 10 / 10c	Secure	Youth Football 9v9
F231	HENWICK WORTHY SPORTS GROUND 8	Secure	Adult Football
F232	HENWICK WORTHY SPORTS GROUND 6	Secure	Youth Football 11v11
F233	SPEEN RECREATION GROUND	Secure	Mini Soccer 7v7
F042	COLD ASH RECREATION GROUND	Unsecure	Mini Soccer 7v7
F043	COLD ASH RECREATION GROUND	Unsecure	Youth Football 11v11
F182	ST FINIANS RC SCHOOL	Unsecure	Mini Soccer 5v5

- F25) Enhance capacity on other sites, or enhance capacity off-site for the clubs using them, where overlap or a need for additional playing capacity (for matches and / or training) has been

identified by clubs, with a focus on the following pitches / grounds (with those with secure use being prioritised):

Overplayed

- F118, SPEEN RECREATION GROUND, Youth Football 9v9 (secure)
- F143, THE MOORS PLAYING FIELDS, Youth Football 9v9 (unsecure)
- F144, THE MOORS PLAYING FIELDS, Mini Soccer 5v5 (unsecure)

Club identified demand for additional capacity or pitches (if not resolved by quality improvements)

- EC7
- FC Cougars
- Kintbury Rangers
- Pangbourne Youth
- Reading YMCA FC
- Thatcham and Newbury Town Girls FC

Ancillary facilities

- F26) Enhance the quality of changing and other ancillary facilities where possible to help ensure the quality of the experience for the sport is enhanced for all (with a focus on those of “poor” quality listed below, alongside other well-used facilities of “standard” quality).
- CITY RECREATION GROUND (unsecure)
 - WASH COMMON (unsecure)

Other facilities, identified by clubs should also be considered for improvement:

- COLD ASH RECREATION GROUND (unsecure)
- COMPTON RECREATION GROUND (unsecure)
- THE MOORS PLAYING FIELDS (unsecure)

Clubs which identified a need for additional facilities such as changing facilities were:

- EC7
- Kintbury Rangers
- Procision

Such improvements are particularly important to help grow participation in the women’s game and pitches hosting women’s teams should be prioritised where improvements are required. Improvement of unsecure community use pitch changing and other ancillary facilities should be a second priority after secure use site improvements.

Sustainability

- F27) Work with clubs to enhance their capacity to provide additional coaches and volunteers, identified by them as an area which they will need to strengthen in order to grow their number of teams:
- EC7
 - FC Cougars
 - Hungerford Town FC
 - Kintbury Rangers FC
 - Mortimer FC
 - NCRC CFP Newbury
 - Pangbourne Youth FC

Sub-area Specific: East

Security of tenure

F28) Gain the secure use of unsecure community use pitch sites (currently in use as the priority) through clubs and relevant authorities working with pitch providers / owners to seek a long-term secure use agreement to provide certainty of supply and reduce the need for additional secure use new pitches (where desirable by the club and provider). These include:

PPS Pitch ID	Site Name	Pitch Type
F003	ALDERMASTON RECREATIONAL SOCIETY	Adult Football
F004	ALDERMASTON RECREATIONAL SOCIETY	Adult Football
F168	ALDERMASTON RECREATIONAL SOCIETY	Adult Football
F169	ALDERMASTON RECREATIONAL SOCIETY	Mini Soccer 5v5
F170	ALDERMASTON RECREATIONAL SOCIETY	Mini Soccer 5v5
F171	ALDERMASTON RECREATIONAL SOCIETY	Mini Soccer 7v7
F172	ALDERMASTON RECREATIONAL SOCIETY	Mini Soccer 7v7
F173	ALDERMASTON RECREATIONAL SOCIETY	Youth Football 9v9
F101	ALFRED PALMER MEMORIAL PLAYING FIELDS	Youth Football 11v11

PPS Pitch ID	Site Name	Pitch Type
F029	BURGHFIELD COMMON RECREATION GROUND	Adult Football
F030	BURGHFIELD COMMON RECREATION GROUND	Youth Football 9v9
F031	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	Adult Football
F032	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	Adult Football
F176	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	Adult Football
F177	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	Adult Football
F178	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	Youth Football 9v9
F035	CALCOT RECREATION GROUND	Adult Football
F053	DOUAI PARK PLAYING FIELDS	Adult Football
F054	DOUAI PARK PLAYING FIELDS	Youth Football 11v11
F190	DOUAI PARK PLAYING FIELDS	Mini Soccer 7v7
F191	DOUAI PARK PLAYING FIELDS	Youth Football 9v9
F192	DOUAI PARK PLAYING FIELDS	Mini Soccer 7v7
F060	ENGLEFIELD ROAD RECREATION GROUND	Adult Football
F147	THE WILLINK SCHOOL PITCHES	Youth Football 11v11
F179	THE WILLINK SCHOOL PITCHES	Adult Football
F180	THE WILLINK SCHOOL PITCHES	Adult Football
F151	THEALE GREEN SCHOOL	Adult Football
F152	THEALE GREEN SCHOOL	Adult Football
F153	THEALE GREEN SCHOOL	Youth Football 11v11
F154	THEALE GREEN SCHOOL	Youth Football 11v11

F29) Enhance capacity on existing pitches by improving quality and improve maintenance to ensure that the better quality is sustained in the long-term. There should be a focus, where feasible, on improving the following pitches rated as “poor” to “good” as a priority, and then secure use “standard” pitches to “good”, where there are known pressures on demand identified by clubs. Pitches of “poor” quality with secure community use and currently being used should be prioritised from the list which follows:

PPS Pitch ID	Site Name	Security of tenure	Pitch Type
F053	DOUAI PARK PLAYING FIELDS	Unsecure	Adult Football
F176	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	Unsecure	Adult Football
F177	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	Unsecure	Adult Football
F190	DOUAI PARK PLAYING FIELDS	Unsecure	Mini Soccer 7v7
F191	DOUAI PARK PLAYING FIELDS	Unsecure	Youth Football 9v9
F192	DOUAI PARK PLAYING FIELDS	Unsecure	Mini Soccer 7v7

F30) Enhance capacity on other sites, or enhance capacity off-site for the clubs using them, where overplay or a need for additional playing capacity (for matches and / or training) has been identified by clubs, with a focus on the following pitches / grounds (with those with secure use being prioritised):

Overplayed

- F032, BURGHFIELD COMMUNITY SPORTS ASSOCIATION, Adult Football 11v11 (unsecure)
- F176, BURGHFIELD COMMUNITY SPORTS ASSOCIATION, Adult Football (unsecure)
- F178, BURGHFIELD COMMUNITY SPORTS ASSOCIATION, Youth Football 9v9 (unsecure)
- F047¹⁰, DENEFIELD SCHOOL, Adult Football 11v11 (secure)
- F049¹¹, DENEFIELD SCHOOL, Youth Football 9v9 (secure)
- F054, DOUAI PARK PLAYING FIELDS, Youth Football 11v11 (unsecure)
- F060, ENGLEFIELD ROAD RECREATION GROUND, Adult Football 11v11 (unsecure)
- F147, THE WILLINK SCHOOL, Youth Football 11v11 (unsecure)
- F179, THE WILLINK SCHOOL, Adult Football (unsecure)
- F180, THE WILLINK SCHOOL, Adult Football 11v11 (unsecure)

Club identified demand for additional capacity or pitches (if not resolved by quality improvements)

- AFC Aldermaston
- Burghfield FC
- Reading YMCA FC
- Tilehurst Panthers FC

Ancillary facilities

F31) Enhance the quality of changing and other ancillary facilities where possible to help ensure the quality of the experience for the sport for all is enhanced (with a focus on those of “poor” quality

¹⁰ While noted as an unsecure pitch / site for the purposes of analysis, the site is considered by BBFA and FF as having a reasonable degree of security with the 3G on the site having been Football Foundation funded.

listed below, and then those with “standard” quality). Ancillary facilities identified by clubs should be considered for improvement:

- BURGHFIELD COMMON RECREATION GROUND (unsecure)
- THE WILLINK SCHOOL (unsecure)
- BURGHFIELD COMMUNITY SPORTS ASSOCIATION (unsecure)

Clubs which identified a need for additional facilities such as changing facilities were:

- Reading YMCA FC
- Tilehurst Panthers

Such improvements are particularly important to help grow participation in the women’s game and pitches hosting women’s teams should be prioritised where improvements are required. Improvement of unsecure community use pitch changing and other ancillary facilities should be a second priority after secure use site improvements.

AGPs

F32) Support the resurfacing of the Park House School 3G pitch given the quality issues identified on the pitch.

Sustainability

F33) Work with clubs to enhance their capacity to provide additional coaches and volunteers, identified by them as an area which they will need to strengthen in order to grow their number of teams:

- Burghfield FC
- Reading YMCA FC

¹¹ While noted as an unsecure pitch / site for the purposes of analysis, the site is considered by BBFA and FF as having a reasonable degree of security with the 3G on the site having been Football Foundation funded.

- Tilehurst Panthers FC

Hockey

Sub-area Specific: East

Security of tenure

- H15) Seek security of tenure on the Elstree School site where there is currently unsecure community use.

Sustainability

- H16) Should the relevant sub-area specific Provide recommendations not be deliverable, seek to increase the availability of training slots open to the club on the Willink Leisure Centre pitch to meet its needs.

Sub-area Specific: South

Security of tenure

- H17) Seek security of tenure for Newbury and Thatcham HC at the unsecure community use pitches it uses, until such time when relevant sub-area specific Provide recommendations can be delivered.

Ancillary Facilities

- H18) Improve the changing and clubhouse facilities at the Henwick Worthy site.

Sustainability

- H19) Improve the capacity / time slots available at Henwick Worthy AGP should a 3G delivery programme be adopted for football which enables the migration of football use away from Henwick Worthy.

Rugby

WBC-wide

Security of tenure

- R8) The RFU and the local authority should work with clubs, operators and providers, on sites where there is unsecure community use and where there is no control over the site by the club, to ensure that management, maintenance, access and improvements necessary and highlighted in the assessment report and strategy meet the requirements of the club using the site.

Grass

- R9) Prioritise pitch quality improvements at secure community use grounds over unsecure community use grounds. Improving the carrying capacity of pitches should be aligned with provision of sports-lighting to ensure that additional capacity provided by pitch improvements can be practically utilised on weekday evenings. The specific programme of works required to improve a pitch's quality must be informed by an independent GMA / Pitch Power report instructed by the NGB, local authority or club.
- R10) Ensure that the maintenance regime for improved pitches ensures that additional play brought about from introducing better quality and capacity and sports-lighting where relevant retains the "good" quality of the pitch in the long-term.
- R11) Improve the current use of existing pitches, where physically and logistically possible, by considering flexibility of when matches take place.

Ancillary facilities

- R12) Enhance the quality of changing and other ancillary facilities where necessary to help ensure the quality of the experience for the sport is enhanced.

Sub-area Specific: North and West

Security of tenure

- R13) Ensure that greater security of tenure is put in place for Hungerford RFC for the long-term (preferably in perpetuity) and ensure that investment can be secured to make the necessary improvements identified in the assessment report and strategy and in the future by the club and RFU. Ensure that an appropriate body is identified to monitor and enforce such agreements.

Ancillary facilities

- R14) Support the improvement of the changing / ancillary facilities at Hungerford RFC (The Triangle), including provision of a medical room, girls' changing facilities and toilets to meet up-to-date standards.
- R15) Discuss opportunities to improve parking arrangements for the club.

Sub-area Specific: South

Grass

- R16) Enhance capacity by improving the quality to "good" or above (GMA ratings) on pitches not currently at that standard or above at the following grounds and ensure that the appropriate maintenance regime is in place to maintain quality:
- a) Henwick Worthy (Thatcham RFC) within the context of and subject to the final masterplan for the overall site.
 - b) Newbury RFC, improving drainage and utilising agreed s106 funding

Lighting

- R17) Support Newbury RFC's plans to upgrade their existing sports-lighting.

R18) Improve sports-lighting on the existing (top) pitch at Henwick Worthy (Thatcham RFC) within the context of and subject to the final masterplan for the overall site.

Ancillary facilities

R19) Support the improvement of the changing facilities, entrance lobby and provision of a social space at Newbury RFC.

R20) Improve the changing facilities and clubhouse at Henwick Worthy (Thatcham RFC) within the context of and subject to the final masterplan for the overall site.

Sub-area Specific: East

Security of tenure

R21) Gain the secure community use of the pitches used by Aldermaston RFC to provide certainty of future supply and ensure that investment can be secured to make the necessary improvements identified in the assessment report and strategy and in the future by the club and RFU. Ensure that an appropriate body is identified to monitor and enforce such agreements.

Grass

R22) Enhance capacity by improving the quality to “good” or above (GMA ratings) on pitches not currently at that standard or above at the following grounds and ensure that the appropriate maintenance regime is in place to maintain quality:

- a) Tadley RFC

Ancillary facilities

R23) Support the improvement of the changing / ancillary facilities at the following clubs’ grounds:

- a) Aldermaston RFC
- b) Tadley RFC

Cricket

WBC-wide

Grass

C6) Consider increasing the current use of existing pitches where spare capacity notionally exists, where physically, practically and logistically possible.

C7) Support projected growth in the women’s and junior games by ensuring that the quality of pitches and ancillary facilities meets their needs (i.e. that they are fit for purpose) where junior and women’s teams play and train.

C8) Support the training needs of clubs by providing in-situ practice nets where necessary to improve the capacity for training which can help retain the quality of pitches on the main square.

Ancillary Facilities

C9) Support the continual improvement of facilities, and the workforce that prepare them, to a good quality to help attract and retain players. This particularly important to continue the growth of the women and girls game where ancillary facilities have not been designed for, or cater for female usage.

Sub-area Specific: East

Security of tenure

C10) Gain the secure use of pitches which currently have unsecure community use at Aldermaston Village CC, Douai Park Playing Fields and Englefield Recreations Ground to provide certainty of future supply.

Grass

C11) Consider increasing the current use of existing pitches where spare capacity notionally exists, where physically, practically and

logistically possible at Aldermaston Village CC and Mortimer Fairground.

- C12) Seek to address overplay at Aldermarston Recreational Society, Englefield Recreation Ground and Jack Booth's Ground (Sulhamstead & Ufton CC) if overplay is causing reduction in pitch quality, through improved maintenance, replacement of surfaces (at artificial pitches), provision of in situ practice nets for training and / or provision of additional grass or artificial pitches.

Ancillary facilities

- C13) Support the improvement of club ancillary facilities to provide fit for purpose facilities, to service current membership and the growth in the game at Jack Booth's Ground (Sulhamstead & Ufton CC). This list will need to be monitored as more and more clubs establish new women & girls' sections.

Sub-area Specific: North and West

Security of tenure

- C14) Gain the secure use of pitches which currently have unsecure community use at Chieveley Recreation Ground, Hungerford CC, Inkpen Memorial Playing Fields and Lambourn Sports Club to provide certainty of future supply.

Grass

- C15) Consider increasing the current use of existing pitches where spare capacity notionally exists, where physically, practically and logistically possible at Aldworth Recreation Ground, Chieveley Recreation Ground, Hampstead Norreys Village Hall, Inkpen Memorial Playing Field and Peasemore Village CC.
- C16) Seek to address overplay at Bradfield Playing Field, Englefield CC, Goosecroft Recreation Ground, Hungerford CC and Yattendon Cricket Ground if overplay is causing reduction in pitch quality, through improved maintenance, replacement of surfaces (at

artificial pitches), provision of in situ practice nets for training and / or provision of additional grass or artificial pitches.

Ancillary facilities

- C17) Support the improvement of club ancillary facilities to provide fit for purpose facilities, to service current membership and the growth in the game at Hungerford CC and Yattendon CC. This list will need to be monitored as more and more clubs establish new women & girls' sections.

Sub-area Specific: South

Security of tenure

- C18) Gain the secure use of pitches which currently have unsecure community use at Thatcham Town CC, Donnington Recreation Ground and Cold Ash Recreation Ground to provide certainty of future supply.

Grass

- C19) Consider increasing the current use of existing pitches where spare capacity notionally exists, where physically, practically and logistically possible at Donnington Recreation Ground.
- C20) Seek to address overplay at Falkland CC and Thatcham Town CC if overplay is causing reduction in pitch quality, through improved maintenance, replacement of surfaces (at artificial pitches), provision of in situ practice nets for training and / or provision of additional grass or artificial pitches.

Ancillary facilities

- C21) Support the improvement of club ancillary facilities to provide fit for purpose facilities, to service current membership and the growth of the game. Although no current live plans to develop ancillary facilities in the South sub area, this will need to be

monitored as more and more clubs establish new women & girls' sections.

Lacrosse

Sub-area Specific: South

AGPs

- LA2) Work with St Bartholomew's School to reinstate the Lacrosse pitch markings on their AGP so it can be used for matches.
- LA3) Investigate with St Bartholomew's School about the possibility of opening up their facilities on a Sunday so the club can play matches against other clubs.

Tennis

WBC-wide

- T2) Improve access to outdoor courts within the education sector for community use out of school hours with easy online journey to court.

Sub-area Specific: East

- T3) Douai Park Tennis Club: Install sports-lighting and upgrade all six courts to unlock full capacity potential.
- T4) Elstree School: Open three lit courts for evening and after-school community sessions.
- T5) Little Heath School: Offer non-lit courts for daytime and weekend play, with potential for portable lighting.
- T6) Padworth College: Provide non-lit courts to the community during daylight hours, enhancing weekend access where feasible.
- T7) Theale Green School: Schedule community use of multiple lit MUGAs during out-of-school hours for tennis programmes.
- T8) The Willink School (Leisure Centre): Leverage dedicated lit courts in MUGAs for structured after-school and weekend sessions.

Sub-area Specific: North and West

- T9) Basildon Tennis Club: Upgrade amenities and court surfaces to improve playability and capacity.
- T10) Boxford Tennis Club: Explore court-expansion or surface renewals to boost throughput.
- T11) Bucklebury Tennis Club: Construct additional courts and modernise features to address high utilisation.
- T12) Chieveley Tennis Club: Expand the clubhouse and implement targeted facility improvements to support active membership.

- T13) Kintbury Tennis Club: Deliver incremental court and amenity upgrades for improved player experience.
- T14) Lambourn Sports Club: Refurbish courts, install sports-lights and introduce digital pay-and-play bookings.
- T15) Mary Hare School: Enhance poor-rated MUGAs to open courts for future community play.
- T16) Pangbourne College: Schedule community access to three non-lit courts for after-school and weekend sessions.
- T17) Pangbourne Tennis Club: Investigate adding courts or modernising existing ones to relieve overcapacity.
- T18) Purley (Berks) Tennis Club: Review and enhance facility standards to meet rising demand.
- T19) St Andrew's School: Provide balanced community use of two non-lit courts around the school timetable.
- T20) West Ilsley Cricket Club: Upgrade tennis facilities, add sports-lighting and enable online community bookings.
- T21) Yattendon & Frilsham Tennis Club: Enhance lighting and court quality to better serve members.

Sub-area Specific: South

- T22) Cold Ash Tennis Club: Install sports-grade sports-lighting to extend operating hours and boost attractiveness.
- T23) Downe House School Sports Centre: Leverage ten non-lit courts for weekend and holiday community programmes.
- T24) Henwick Worthy Sports Ground: Refurbish courts, add sports-lighting and enable pay-and-play bookings for local demand.
- T25) Kennet School (via Kennet Leisure Centre): Open four lit courts for extended evening tennis sessions.
- T26) Newbury Tennis Club: Upgrade ancillary facilities and surroundings to elevate overall club standard.
- T27) Park House School: Pilot community use of non-lit courts during favourable daylight periods.

- T28) Stockcross Recreation Ground: Improve court surfaces, install lighting and deploy online booking for community access.
- T29) St Bartholomew's School: Utilise two lit courts for structured after-school and weekend play.
- T30) St Finian's School: Offer non-lit courts for weekend and holiday play test sessions.
- T31) St Gabriel's School: Provide non-lit court access to local players during school breaks.
- T32) Thatcham Memorial Hall Tennis Club: Upgrade or install high-quality sport-lights to improve usability and appeal.
- T33) Trinity School: Make non-lit courts available on weekends and daytime slots.

Netball

WBC-wide

- N1) Prioritise refurbishment and updating of poor-quality or unplayable courts, including improvements to ancillary facilities such as changing rooms and lighting.
- N2) Implement secure community access protocols and guaranteed scheduling to enhance the reliability of facility use.

Sub-area Specific: East

- N3) Theale Green School: Upgrade changing rooms and secure community access. If league demand arises, refurbish the currently unplayable MUGA to match playing standards.
- N4) Willink School (Willink Leisure Centre): Introduce clear booking protocols and streamline access so both Bowmore NC and the school can use the courts without conflict.
- N5) Elstree School: Prioritise surface improvements and facility upgrades to support club training and competitive matches;

formalise access arrangements for community use alongside school sessions.

- N6) No immediate shortfall, but continue monitoring participation growth. Should demand outstrip supply, plan for dedicated netball courts in the East.

Sub-area Specific: North and West and West

- N7) Hungerford Leisure Centre: Preserve its commercial-league model, sports lighting and established usage patterns.
- N8) Mary Hare School: Back enhancements that elevate court quality and formalise community-school access for netball.
- N9) Target minor wear-and-access issues at various school and local-authority courts by resurfacing where needed and refining booking systems to meet both competition and recreational demand.

Sub-area Specific: South

- N10) St Gabriel's School & St Bartholomew's School: Retain their "Standard" status and negotiate improved access windows to ease scheduling pressures.
- N11) Kennet School: Urgently refurbish courts and update ancillary facilities.
- N12) Park House School: Overhaul playing surfaces and supporting infrastructure.
- N13) Trinity School: Resurface courts and address any sports-lighting or boundary issues.
- N14) Henwick Worthy Sports Ground: Renew the netball court and upgrade sports-lighting for wider public use.

PROVIDE

All Sports

WBC-wide

AGPs

- A12) Where new AGPs are built or resurfaced, consult with lesser played sports NGBs as to whether additional line markings should be included.

Ancillary Facilities

- A13) New changing and other ancillary facilities should be built to up-to-date quality and accessibility standards (meeting Building Regulations) and designed to follow the most up-to-date Sport England and NGB guidance. Provision should help ensure that the quality of the experience is enhanced for all and meets the needs of the clubs, teams and players using the pitch / ground.

Delivery, operation and monitoring

- A14) For development detailed in the adopted Community Infrastructure Levy (CIL), CIL monies could be secured towards the upgrade and management of existing strategic outdoor sports and recreation provision and creation of new provision and associated facilities (this includes playing pitches as identified in the PPS). However, it is recommended that local authority officers consider the benefits of bringing forward new and improved facilities related to development through s106 planning obligations as the most appropriate mechanism to understand and apply requirements generated for sports pitches and ancillary facilities by a given population.
- A15) Negotiations with developers to secure off-site contributions should be made based on up-to-date outputs from the Sport England Playing Pitch Calculator, and, where appropriate, additional contributions should be sought to enable purchase of

land to ensure that the spend of funds secured can be made to deliver the intended improvements.

- A16) Monitor closely the change in demand to map against projected demand and understand the real demand “on the ground” for additional match and training time. Additional new pitch provision, if required, should be provided only in response to demonstrable demand “on the ground”, together with a full understanding of feasibility and viability. The delivery of additional pitches should be made in a timely fashion, i.e. co-ordinated in alignment with demand, availability of supply and risk of loss of existing supply on unsecure sites. A “plan, deliver, monitor, manage” approach should therefore be taken to the provision of additional capacity.

Football

WBC-wide

Security of tenure

F34) Ensure that all new 3G pitches and facilities have a secure community use agreement in place for the long-term (preferably in perpetuity) for community access for a 38 hour peak period¹² where feasible and that the appropriate body is identified to monitor and enforce such agreements. Providers should ensure that provision is made for different user groups during the peak period including clubs, pay and play, informal use and casual leagues.

F35) Ensure that all new grass pitches and facilities have a secure community use agreement in place for the long-term (preferably in perpetuity) and that the appropriate body is identified to monitor and enforce such agreements.

Grass

F36) Ensure, as far as possible, that any proposed new grass pitches have certainty of users (clubs / teams) committed to them and that commitments to the management and maintenance of the ground are in place prior to delivery. The management and operation of new pitches and facilities should rest with a single operator if possible.

F37) Ensure that the supply of grass pitches can accommodate existing and future demand for matches in sync with the provision of additional 3G capacity. At no time should the total supply of grass pitches not be able to accommodate demand for play and “on the ground” demand for match play by each age group within the

structure of the game. The role of grass pitches is particularly important should the additional 3G capacity not be delivered.

F38) Where needed, increased capacity and / or use of grass pitches to meet demand could come from a combination of the following. Measures a) to e) should be considered before additional grass pitches are proposed:

- a) Increasing reliability and capacity of pitches through improved quality, drainage and maintenance;
- b) Considering better grouping of age groups (and therefore pitch types and sizes) on multi-pitch sites;
- c) Making better use of pitches which are available for community use but not yet currently used by teams, where additional community use on those pitches would not result in unacceptable wear which significantly reduces a pitch's ability to cope with the additional demand / use placed upon it (for example, careful consideration must be given to use of education site pitches if those pitches are already well-used by students during the week);
- d) Re-opening disused pitches, where they provide supply in a location which can respond to demand;
- e) Provision of additional pitches in appropriate locations as demand requires during the strategy period to:
 - i. respond to growth in demand (as a result of club unmet and latent demand, club growth, growth in social / informal and non-club participation, increased population and spatial gaps in provision) where this cannot be catered for on existing pitches; and / or,
 - ii. where feasible, provide new additional capacity on larger scale strategic housing allocation sites where a new club can be formed to fully utilise pitches

¹² The peak period is Mon-Thurs 5pm-9pm, Fri 5pm-7pm and Sat and Sun 9am-5pm.

provided, where such provision responds to demand arising from the new residents, and / or responds to insufficient supply locally to respond to demand, enabling an existing club to make the new pitches their home ground or an additional home ground. Such sites, if providing sufficient pitch capacity, could form new home grounds for nomadic clubs which currently play across more than one site and are looking to consolidate club activity in one location; and / or,

- iii. replace and increase the capacity of existing pitches of poor or standard quality; or, which prove uneconomical to manage and maintain; or, are unattractive to club use due to quality and / or cost.
- F39) Suggested provision of grass pitch sizes need to be considered flexibly as calculator outputs for future provision are projections and do not reflect specificity of team composition on the ground. Therefore, provision could be made, for example, for 1 x 11v11 instead of 4 x 5v5 pitches to ensure that flexibility is there in the long-term for clubs to adapt pitch sizes and markings to the needs of teams they have at any given point in time. In all cases, consideration should be given to 11v11 equivalent size pitches to enable maximum flexibility, seasons to season, for pitch use. For example, it might be considered appropriate to provide 2 x 11v11 pitches which can be changed to accommodate a range of other pitch sizes in any given season, rather than providing smaller pitches in a configuration which may not be adaptable to larger size pitches if needed in the future. Consideration should also be given, when planning for additional grass pitches, the new 3v3 format likely to be introduced in the 2026/27 season.

- F40) New grass pitches should be secure and, where feasible, be designed to be resistant to dog fouling and vandalism.
- F41) When providing new grass pitches, the marked-out pitch should preferably be additional to other multi-functional green space, with conflation of uses avoided.
- F42) New grass pitches should be provided to a “good” quality, with programmes put in place and managed to help ensure that this quality is retained into the future.

AGPs

- F43) If a sand-based pitch is converted to 3G, ensure that provision does not assume an additional whole pitch of capacity is provided if there is already football played on a sand AGP surface which is converted.
- F44) New 3G pitches should be provided to a standard which helps to ensure that they can be put on the FA Register.

Delivery, operation and monitoring

- F45) Where the loss of an existing pitch is unavoidable, ensure that replacement pitch provision and associated facilities are provided to a good quality standard in a location appropriate to demand to mitigate loss. If proposals come forward to develop on these pitches, requirements of the National Planning Policy Framework¹³ and Sport England’s Playing Fields Policy¹⁴ must be met.
- F46) Ensure that the provision of any new pitches and facilities meet the most up-to-date quality design standards and dimensions supported by the FA and Sport England. Provision must ensure that genders and age groups are supported and catered for. Any new grass pitches provided by a developer must be signed-off by an agronomist prior to “handover”.

¹³ See para 104 in particular <https://www.gov.uk/government/publications/national-planning-policy-framework--2> NPPF, December, 2024

¹⁴ See https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=playing_fields_policy

F47) Ensure that new 3G pitches are marked out to cater for quarter pitch segregation and capable of hosting 11v11, 9v9, 7v7 and 5v5 matches. Essentially however, markings and design should be prepared aligned to an intended programme of use to ensure the pitch is best able to meet local demand. The FA, FF and the local authority should also consult with England Lacrosse to determine if markings for lacrosse are needed on the 3G.

F48) Ensure that delivery of additional 3G pitch capacity takes into account use of non 3G based pitches by teams for training and informal use and the relationships and inter-dependencies with hockey use on sand-based pitches where they exist. Delivery in the right locations and at the right time should be carefully planned and managed, discussing patterns of use with the RFU (re WR22 3G pitches) and with EH (re sand-based pitches).

F49) Ensure that any new facilities and other associated pitch infrastructure are provided to meet the most up-to-date Building Regulations, including, but not restricted to, those relating to accessibility.

F50) Support opportunities to utilise sites not currently available for community use where the provider has indicated a desire to do so, where they fill a spatial gap in supply, address a local team's demand not already catered for locally and where secure use can be agreed.

F51) Provision of new additional pitches which increase net capacity / supply will need to respond to demonstrable demand "on the ground". This is particularly important in the latter part of the strategy period to ensure that supply responds to demand which has actually or will come forward.

F52) Support provision of or contributions to fund new 11v11 sports-lit 3G pitches where certainty of delivery of the intended new 3G is or can be put in place (for example, planning permission secured) and mitigation of loss of any existing grass pitch on which the 3G would be built, if relevant, is considered satisfactory.

F53) Enable opportunity for club progression up the FA pyramid by ensuring that relevant pitches can meet FA requirements for progression to the next step.

F54) The provision of additional pitches and / or facilities should be closely co-ordinated between NGBs, clubs, leagues, Sport England, the local authority and the land owner (where not one of the aforementioned bodies).

Sustainability

F55) Ensure that proposals for new pitches, both grass and 3G, and ancillary facilities, are provided outside of relevant flood risk zones, or provision can be satisfactorily tested through the sequential and exceptions tests to mitigate satisfactorily against adverse impact and risk.

F56) Ensure that proposals for new and resurfaced 3G pitches:

- a. provide satisfactory protection and mitigation to minimise rubber crumb and other infill loss (retrofitting containment where necessary);
- b. set out a lifetime recycling plan for the surface / carpet;
- c. have considered fully whether the surface should be provided to WR22 compliance if there is a local rugby club quantifiable demand for capacity to support play on grass pitches;
- d. are constructed to meet FA and / or RFU recommended quality performance standards (subject to the demand the pitch is catering for) to meet performance testing criteria;
- e. provide energy efficient directional LED sports-lighting; and,
- f. satisfy tests applied by the local authority in relation to carbon emissions, whole lifecycle of materials and requirements for net gains in biodiversity;
- g. for new pitches, explore the opportunities for provision on multi-pitch hub sites where demand can be demonstrated.

- F57) Ensure that any new pitches and facilities have a sustainable long-term business and financial management plan in place to ensure long-term viability which includes usage plans. This includes, for 3G pitches in particular, the need for a pitch replacement fund and / or sinking fund to retain funds during use for refurbishment or replacement of the surface and for recycling of the carpet and infill, a maintenance programme agreed between the provider, local authority and the FA, and the provider must report to the local authority, Sport England and the FA on an annual basis on the state of the pitch replacement fund and / or sinking fund and statement of availability and use during the agreed peak period hours. Pitch replacement funds and / or sinking funds established should be monitored to ensure that collection is taking place. The costs of hiring 3G pitch time and space will need to be competitive to help ensure future viability but it is important that, to help enable transition from use of grass for matches to maximise use of capacity on 3Gs at weekends, match play charges reflect those paid for grass pitch use. This is particularly important in or close to areas of high deprivation where easy and affordable access is key for the community and clubs.
- F58) Ensure that usage plans are developed for new 3Gs and include agreement on the balance of use between rugby (and other sports) where relevant.
- F59) Given the nature of demand, provision set out in the sub-area sections below may require adjustment during the strategy period, and provision should be considered in a flexible way to allow provision of additional supply in one area to respond to demand which arises in another, in other words, reflecting spatial need across sub-area boundaries and likely travel times to the nearest pitch.
- F60) A “plan, deliver, monitor, manage” approach should therefore be taken to the management and any necessary “re-packaging” of

existing supply (if necessary) and the provision of additional capacity.

Sub-area Specific: North and West

Grass

- F61) Basic additional pitch requirements arising from growth in participation and population suggest that the following additional pitches need to be provided by 2041:
- 2 x adult football 11v11 grass pitches;
 - 6 x youth 9v9 / 11v11 pitches;
 - 4 x mini soccer 5v5 / 7v7 pitches; and,
 - associated necessary ancillary facilities to serve the pitches' likely demand.

These numbers above, however, are without taking into account the potential for increasing capacity through other measures and do not address any current deficits in provision or overplay.

Based on analysis of other measures which could be introduced, such as improvement of existing poor and standard quality pitches to good quality (thereby improving their carrying capacity), capping mini and youth usage according to kick-off times and introducing play onto pitch available for community use but not currently being used, the range of supply needed, if these measures can be introduced could see the number of additional grass pitches being adjusted and in some cases no new additional pitches being needed. In summary, the range which could result if improvement measures can be introduced and headroom capacity can be practically used is as follows:

- 3-7 x adult football 11v11 grass pitches of headroom capacity;

- between 6 x youth 9v9 / 11v11 pitches required and 1 x headroom capacity;
- 4-5 x mini soccer 5v5 / 7v7 grass pitches of headroom capacity.

The distribution of additional grass pitches in the district and the numbers projected for North and West need to be considered flexibly in relation to demand in the South and East sub-areas, and the heat map of teams, particularly in relation to demand in and around the centres of population. For example, some demand arising in the North and West sub-area may better be located and accommodated for clubs in South, in Newbury or Thatcham, for example.

AGPs

F62) Take the following strategy to the provision of 3G pitches:

- Deliver 3 x full-size 11v11 sports lit 3G pitches in the sub-area.
- Given the location of clubs expressing demand for additional training capacity, some or all of the demand for 3G pitches seems likely to emerge on the boundary of the North and West sub-area and the South sub-area, relative to Thatcham and Newbury, and / or the boundary with the East sub-area close to either Thatcham or Reading. The location of demand arising should be monitored during strategy period to determine the most appropriate locations for additional capacity if, where and when needed “on the ground”.

Sub-area Specific: South

Grass

F63) Basic additional pitch requirements arising from growth in participation and population suggest that the following additional pitches need to be provided by 2041:

- 2 x adult football 11v11 grass pitches;
- 5 x youth 9v9 / 11v11 pitches;
- 6 x mini soccer 5v5 / 7v7 pitches; and,
- associated necessary ancillary facilities to serve the pitches’ likely demand.

These numbers above, however, are without taking into account the potential for increasing capacity through other measures and do not address any current deficits in provision or overplay.

Based on analysis of other measures which could be introduced, such as improvement of existing poor and standard quality pitches to good quality (thereby improving their carrying capacity), capping mini and youth usage according to kick-off times and introducing play onto pitch available for community use but not currently being used, the range of supply needed, if these measures can be introduced could see the number of additional grass pitches being adjusted and in some cases no new additional pitches being needed. In summary, the range which could result if improvement measures can be introduced and headroom capacity can be practically used is as follows:

- 3-6 x adult football 11v11 grass pitches of headroom capacity;
- between 7 x youth 9v9 / 11v11 pitches required and 1 x headroom capacity;
- 3-7 x mini soccer 5v5 / 7v7 grass pitches of headroom capacity.

F64) Work with Thatcham Tornadoes FC to explore opportunities to provide additional capacity for teams which currently play outside of the sub-area on existing / improved pitches or new pitches, given the club’s desire to see teams play in closer proximity to Thatcham.

AGPs

F65) Take the following strategy to the provision of 3G pitches:

- Deliver 3 x sports-lit full-size 11v11 3G pitches in the sub-area. Consider a 4th pitch in either this or neighbouring East sub-area, subject to where demand is most likely to make the location viable and the potential demand from rugby in the sub-area after quality improvements have been made at club grounds.
- Consider the following potential sites alongside others which come forward during the strategy period to accommodate some or all of this demand:
 - Faraday Road aspiration for full-size 11v11 sports-lit 3G.
 - Henwick Worthy aspiration for full-size 11v11 sports-lit 3G and consideration of the site for a second (WR22 compliant) 3G.
 - Newbury College aspiration for a full-size 11v11 sports-lit 3G.
 - One of either St Bartholomew's School or Trinity School aspirational conversion to 3G from sand-based AGP to full-size 11v11 sports-lit 3G (Trinity likely to require resurfacing sooner, although already has hockey use on it). One of either pitch to be retained as "reserve" for hockey use in long-term and provide capacity until Henwick Worthy additional sand-based AGP delivered. Also see and align with Hockey recommendations.

Sub-area Specific: East

Grass

F66) Basic additional pitch requirements arising from growth in participation and population suggest that the following additional pitches need to be provided by 2041:

- 3 x adult football 11v11 grass pitches;
- 7 x youth 9v9 / 11v11 pitches;
- 3 x mini soccer 5v5 / 7v7 pitches; and,
- associated necessary ancillary facilities to serve the pitches' likely demand.

These numbers above, however, are without taking into account the potential for increasing capacity through other measures and do not address any current deficits in provision or overplay.

Based on analysis of other measures which could be introduced, such as improvement of existing poor and standard quality pitches to good quality (thereby improving their carrying capacity), capping mini and youth usage according to kick-off times and introducing play onto pitch available for community use but not currently being used, the range of supply needed, if these measures can be introduced could see the number of additional grass pitches being adjusted and in some cases no new additional pitches being needed. Adding a return of exported demand also adjusts these figures. In summary, the range which could result if improvement measures can be introduced and headroom capacity can be practically used is as follows:

- 1-8 x adult football 11v11 grass pitches of headroom capacity;
- 5-10 x youth 9v9 / 11v11 pitches required;
- 5-6 x mini soccer 5v5 / 7v7 grass pitches of headroom capacity.

F67) Support additional pitch capacity being made available, either through improvements to existing pitch quality where it is

feasible, bringing into / back into use pitches no longer available for community use or provision of additional new grass pitches, for teams which currently have exported demand and wishing to return to the East sub-area. Calcot Royals, Burghfield and Theale Tigers are the clubs to which this applies. Provision should be considered in light of the most up-to-date picture of exported demand, but requirements are likely to be to provide for around:

- 6 match equivalents (1-2 pitches) for 5v5 teams;
- 7 match equivalents (1-2 pitches) for 7v7 teams;
- 4.5 match equivalents (1-2 pitches) for 9v9 teams; and,
- 0.5 match equivalent (1 pitch) for 11v11 youth teams.

AGPs

F68) Take the following strategy to the provision of 3G pitches:

- Deliver 3 x sports-lit full-size 11v11 3G pitches in the sub-area. Consider a 4th pitch in either this or neighbouring South sub-area, subject to where demand is most likely to make the location viable and the potential demand from rugby in the sub-area after quality improvements have been made at club grounds.
- Consider the following potential sites alongside others which come forward during the strategy period to accommodate some or all of this demand:
 - Kennet School aspiration for full-size 11v11 sports-lit 3G.
 - Theale Green School aspiration for full-size 11v11 sports-lit 3G.
- Given the location of clubs expressing demand for additional training capacity, some or all of the remaining demand for 1 x 3G pitch seems likely to arise close to Reading or Thatcham, relative to the A4 corridor. The location of demand arising should be monitored during strategy period to determine

appropriate location for additional capacity if needed “on the ground”.

Hockey

WBC-wide

Security of tenure

- H20) Ensure that all new pitches and facilities have a secure community use agreement in place for the long-term (preferably in perpetuity) for peak period use and that the appropriate body or bodies are identified to monitor and enforce such agreements. Pitches should be available for 38 peak period hours (Mon – Thurs 5pm-10pm, Fri 5pm-7pm and Sat – Sun 9am-5pm).

AGPs

- H21) Where the loss of an existing pitch is unavoidable, subject to relevant sub-area specific recommendations, provide replacement pitch capacity on a surface compliant for hockey use to a good quality standard in a single site / location appropriate to demand, to mitigate loss. If such pitches are unavoidably lost, replacement should be made in line with Sport England's Playing Fields Policy¹⁵ to mitigate this loss satisfactorily.

Delivery, operation and monitoring

- H22) The provision of additional pitches and / or facilities should be closely co-ordinated between NGBs, clubs, leagues, Sport England, the local authority, and the land owner (where the latter is not one of the aforementioned bodies).
- H23) Proposals for new sand based AGPs on education sites which are designed to meet only the needs of the students (i.e. without

community use / for hire) and are funded by the school, College or Trust should be supported in principal where they provide a facility for the establishment and demonstrate that they do not have a detrimental impact on the viability of full-size community use AGPs.

- H24) New AGP pitches will be considered as “development” and the local authority should consider applying requirements to proposals, through planning policy, for future new AGPs, which assess impact in relation to carbon emissions from development through to the long-term use of the pitch, sports lighting and ancillary facilities, the impact of travel to and from the site and how the local authority and other partners will help to mitigate the impact of travel by private car and encourage active travel, the life of the surface and recycling at the end of its life, confirmation of maintenance regimes and viability of funding for them in the long-term to ensure longevity of the surface, and how net gains in biodiversity will be achieved.
- H25) New AGPs should be located on a managed site hosted by a provider which will: adhere to the recommendations for pitches; and, not rely on third party management of the pitch and ancillary facilities.

Sustainability

- H26) Ensure that proposals for new AGPs satisfy tests applied by the local authority in relation to carbon emissions, whole lifecycle of materials (including recycling) and requirements for net gains in biodiversity.
- H27) Ensure that proposals for new AGPs, and ancillary facilities, are provided outside of relevant flood risk zones, or provision can be

¹⁵ See https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=playing_fields_policy

satisfactorily tested through the NPPF sequential and exceptions tests to mitigate satisfactorily against adverse impact and risk.

- H28) Ensure that the provision of any new pitches and facilities meet the most up-to-date quality design standards and dimensions supported by the NGB and Sport England and include directional energy efficient LED sports lighting with a minimum of 350 lux.
- H29) Ensure that any new facilities and other associated pitch infrastructure are provided to meet the most up-to-date Building Regulations, including, but not restricted to, those relating to accessibility. Pitches should be secure; be easily and safely accessible by cycle, foot and public transport; have secure cycle storage / parking; electric vehicle charge points; and, have sufficient car parking spaces to accommodate demand for the use of the facility and any associated shared uses and comply with the most up-to-date Highways Authority, Local Planning Authority and Sport England requirements / guidance.
- H30) Ensure that any new pitches and facilities have a sustainable long-term business and financial management plan in place to ensure long-term viability. This must include arrangements for a sinking fund to ensure that the replacement or refurbishment of the pitch surface is viable when renewal is likely to be required. Sink funds established should be monitored to ensure that collection is taking place. It should also include a management and maintenance regime appropriate for the surface and level of use agreed with the appropriate bodies (for example, the local authority, England Hockey and / or Sport England).
- H31) The location of any new AGPs for hockey must be considered within the context of the long-term security, viability and sustainability of the pitch for hockey use. Co-location with other sports such as tennis and netball (if a Gen2 surface) and / or on school sites, where the security of community use can be confirmed with the school and Trust should be considered to help enable viability in the long-term.

Sub-area Specific: East

AGPs

- H32) Explore opportunities to introduce lighting at Elstree School, if security of tenure can be gained, to enable the club to move to use of a single pitch site to accommodate both matches and training needs to 2041. If this option can be delivered, the Willink Leisure Centre AGP could be considered for a 3G surface at the next point when resurfacing is required. Alternatively, Scarlet Runners HC could consider relocation to the hockey hub site at Henwick Worthy (South sub-area) if the second AGP is delivered.

Sub-area Specific: South

AGPs

- H33) Provide a second full-size sports-lit sand based AGP at Henwick Worthy (as a high priority given the risk to losing use of Trinity School AGP) to create a one-site hockey hub site and secure use of the AGPs for hockey as the primary use with the first choice of playing slots for hockey. If a second pitch is delivered at Henwick Worthy, the pitch must demonstrate viability in the long-term from either hockey only use or dual use with football, with hockey needs having priority and should 3G capacity be increased to cater for football.

Rugby

WBC-wide

Security of tenure

R24) Ensure that all grass and 3G new pitches and facilities have a secure community use agreement in place for the long-term (preferably in perpetuity), including secure tenure, and that the appropriate body is identified to monitor and enforce such agreements.

Grass

R25) Where the loss of an existing pitch is unavoidable, provide replacement pitches or capacity to good quality standard in a location appropriate to required evening and weekend demand to mitigate loss. If such pitches are unavoidably lost, replacement should be made in line with Sport England's Playing Fields Policy¹⁶ to mitigate this loss satisfactorily.

AGPs

R26) Ensure that proposals for new and resurfaced WR22 compliant 3G pitches:

- a) provide satisfactory protection and mitigation to minimise rubber crumb and other infill loss (retrofitting containment if necessary);
- b) set out a lifetime recycling plan for the surface / carpet;
- c) are constructed to meet FA and RFU recommended quality performance standards to meet performance testing criteria (and tested each time that the surface is required to have accreditation renewed); and,
- d) provide energy efficient directional LED sports-lighting;

e) satisfy tests applied by the local authority in relation to carbon emissions, whole lifecycle of materials and requirements for net gains in biodiversity.

Delivery, operation and monitoring

R27) Enable the supply of additional pitch capacity to accommodate existing overplay, deficit in capacity and future demand.

R28) The total amount of additional supply should come from a variety of sources, i.e. the projected demand is unlikely to need to be delivered solely through additional, new, grass pitches. Increased capacity to this amount will come from a combination of:

- i) Increase reliability of pitch use and improving the quality and / or maintenance regimes of existing pitches to improve quality to at least "good" quality to accommodate 3.3 match equivalents per week (where viable / subject to funding and a business plan being in place to ensure maintenance costs are catered for in the long-term) (see Enhance);
- ii) providing sports lighting to increase evening training capacity (see Enhance);
- iii) securing community use and security of tenure on current non-club unsecure sites if possible and feasible for club use, for example on education or other provider sites;
- iv) new additional pitches at existing club grounds where feasible, for example, through reconfiguration of existing pitch layouts to accommodate additional pitches, or provision adjacent or close to existing club sites;
- v) utilising playing fields:
 - a. with unused community use, lapsed or closed pitches if anticipated demand does not require them to be

¹⁶ See https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=playing_fields_policy

retained for their previous sport after measures to accommodate capacity needs have been introduced (see Football assessment);

- b. which currently have no community use, where the operator / provider / owner is willing to open up for rugby team use; and / or,

- vi) WR22 compliant 3G pitch(es) to serve as strategic provision if other provision to accommodate overplay and additional demand cannot be catered for through the above measures. (If a shared rugby and football 3G is seen as a solution for both sports, a programme of use and certainty of availability for each sport should be agreed.) Consider the role that rugby demand could play in the provision of 3G pitches, either for sole use or in part with football, in the areas where demand for rugby clubs might not be accommodated by pitch improvement measures and provision of additional grass capacity. 3G pitches would need to be provided with sports-lighting and to WR22 standard.

- R29) New additional pitches required should be provided as close to existing club grounds or provided on new sites which accommodate all club needs. Where this cannot be achieved and provision of s106 or CIL monies are not provided to enhance capacity at existing clubs sites, satellite grounds could be explored, but practical use will be dependent upon a club's ability to adequately run (and maintain) a satellite ground. Volunteer capacity must feature as one of the tests to assess viability and feasibility, amongst others, and other risks to the club's long-term sustainability and viability must be mitigated. An alternative option, subject to financial viability and critical masses required to ensure viability both at start-up and in the long-term could be the establishment of a new club at a new ground. All off-club site provision must take into account the

RFU position on provision of pitch capacity and facilities away from existing club sites.

- R30) Provision of new additional pitches will need to respond to demonstrable demand "on the ground". This is particularly important in the latter part of the strategy period to ensure that projected demand has actually come forward. A "plan, deliver, monitor, manage" approach should therefore be taken to the provision of additional capacity.
- R31) The provision of additional pitches and / or facilities should be closely co-ordinated between the club, RFU, Sport England, the local authority, and the land owner (where not one of the aforementioned bodies).
- R32) Ensure that usage plans are developed for new 3Gs and include agreement on the balance of use between rugby and other sports where relevant.
- R33) Ensure that the provision of any new pitches and facilities meet the most up-to-date quality design standards and dimensions supported by the Rugby Football Union and Sport England.
- R34) Ensure that any new facilities and other associated pitch infrastructure are provided to meet the most up-to-date Building Regulations, including, but not restricted to, those relating to accessibility.
- R35) Support provision of or contributions to fund new full-size sports-lit 3G pitches where certainty of delivery of the intended new 3G is or can be put in place (for example, planning permission secured) and mitigation of loss of the existing grass pitch on which the 3G would be built is considered satisfactory.

Sustainability

- R36) Ensure that proposals for new pitches, both grass and 3G, and ancillary facilities, are provided outside of relevant flood risk zones, or provision can be satisfactorily tested through the

- sequential and exceptions tests to mitigate satisfactorily against adverse impact and risk.
- R37) Ensure that any new pitches and facilities have a sustainable long-term business and financial management plan in place to ensure long-term viability. which includes usage plans. This includes, for 3G pitches in particular, the need for a sinking fund to retain funds during use for refurbishment or replacement of the surface and for recycling of the carpet and infill, a maintenance programme agreed between the provider, local authority and the RFU, and the provider must report to the local authority, Sport England and the RFU on an annual basis on the state of the sinking fund and statement of availability and use during the agreed peak period hours. Sinking funds established should be monitored to ensure that collection is taking place. The costs of hiring 3G pitch time and space will need to be competitive to help ensure future viability but it is important that, to help enable transition from use of grass for matches to maximise use of capacity on 3Gs at weekends, match play charges reflect those paid for grass pitch use.
- R38) Seek to provide additional capacity, where needed, at (or, if this is not possible, within close proximity to) existing club home grounds as a preference over sites far from home grounds, where physical, ownership and planning constraints do not prevent such change. This will help to ensure the long-term financial stability of clubs given the social tradition and culture of the sport. Developer contributions sought for pitch provision / improvements for rugby should (for example, from the Community Infrastructure Levy or section 106 planning obligations) where feasible within planning regulations be considered first as contributions towards existing rugby club sites given the nature of how and where rugby is played (as a club on-site based sport). This could help to avoid contributions being sought or spent inappropriately on sites which may be

remote from existing club home grounds and infrastructure and help to ensure any new provision or additional capacity provided through development is used (and in the most effective way). Additional capacity could be provided through grass, hybrid or 3G pitches.

Sub-area Specific: North and West

Grass

- R39) Support provision of an additional senior grass pitch at Hungerford RFC (The Triangle) with posts on the existing ground, should future demand require it.

Lighting

- R40) Provide sports-lighting on one pitch at Hungerford RFC.

3G

- R41) Support access for Hungerford RFC to 3G capacity, if a less than full-size WR22 compliant is delivered on land adjacent to John O'Gaunt School.

Sub-area Specific: South

Lighting

- R42) Provide sports-lighting on one pitch at Newbury RFC.
- R43) Provide sports-lighting on one pitch at Thatcham RFC, within the context of the masterplan for the overall site.

Grass and 3G

- R44) After quality and capacity improvements have been made at Newbury RFC, provide up to 2 x additional grass pitches if and when demand requires it and if a suitable site can be found for new additional or accessing existing pitches, or provide an opportunity for club to access a WR22 3G if in close proximity, to support training demand in particular.

- R45) After quality and capacity improvements have been made at Thatcham RFC (Henwick Worthy), provide 1 x additional grass pitch if and when demand requires it, perhaps later in the strategy period, and if a suitable site can be found for new additional or accessing existing pitches, or provide an opportunity for club to access a WR22 3G if in close proximity, to support training demand in particular. The recommendation needs to be seen within the context of the masterplan for the overall site.

Sub-area Specific: East

Lighting

- R46) Provide sports-lighting on one pitch at Aldermaston RFC.
R47) Provide sports-lighting on one pitch at Tadley RFC.

Grass and 3G

- R48) After quality and capacity improvements have been made at Tadley RFC, 1 x additional grass pitch if and when demand requires it or provide an opportunity for club to access a WR22 3G if in close proximity, to support training demand in particular.

Cricket

WBC-wide

Security of tenure

- C22) Assuming that unsecure sites can be secured for community use and other measures to improve existing capacity have been taken, consider providing 107 additional grass pitches, or 9 additional artificial pitches, or a combination of both grass and artificial is more realistic. This could be provided (on existing grounds rather than a new ground where feasible and where the provision of additional capacity equates to real availability on the days demand requires. Where the additional demand is for capacity at existing club home grounds and there is no additional capacity on days when new teams require pitch use, an additional new ground may be required should the team generating the demand not be willing to play at sites where there may be available capacity when it is required.
- C23) Where the loss of an existing pitch or practice nets is unavoidable, provide replacement pitch capacity with secure community use to good quality standard in a location appropriate to demand to mitigate loss.
- C24) Ensure that all new pitches and facilities have a secure community use agreement in place for the long-term (preferably in perpetuity) and that the appropriate body is identified to monitor and enforce such agreements.

Grass

- C25) Ensure that the provision of any new pitches and facilities meet the most up-to-date quality design standards and dimensions supported by the NGB and Sport England.
- C26) Ensure that any new facilities and other associated pitch infrastructure are provided to meet the most up-to-date Building

Regulations, including, but not restricted to, those relating to accessibility.

- C27) Ensure that any new pitches and facilities have a sustainable long-term business and financial management plan in place to ensure long-term viability.
- C28) Seek to provide additional capacity, where needed, at (or, if this is not possible, within close proximity to) existing club home grounds as a preference over sites far from home grounds, where physical, ownership and planning constraints do not prevent such change. This will help to ensure the long-term financial stability of clubs given the social tradition and culture of the sport.
- C29) The total amount of additional supply should come from a variety of sources, i.e. the projected demand is unlikely to need to be delivered solely through additional, new, grass pitches. Increased capacity to this amount will come from a combination of:
 - Improved maintenance on sites that are rated as poor which will increase the number of match equivalents that the pitch can sustain.
 - Provide replacement of surfaces (at artificial pitches) which will increase the number of match equivalents that the pitch can sustain.
 - Provide in situ practice nets for training to move the usage for training from the match pitches to the practice nets.
 - Provide additional grass or artificial pitches on existing sites to increase capacity, where feasible to do so.
 - Bringing disused pitches back into use where and when necessary, provided they are in close proximity to the identified demand (i.e. providing additional capacity on sites

where grass pitches are not currently in use but where there have been pitches before);

- Provision of new additional grass pitches at new grounds provided they are in close proximity to the identified demand.

Delivery, operation and monitoring

- C30) The combination of provision between grass and artificial pitches will need to be provided to fit with real demand (for example, to match increased participation in the junior and women's game should it materialise as projected / targeted by the ECB / the County Cricket Board)¹⁷.
- C31) The management of existing supply and the balance between supply and demand should be closely monitored and provision managed to ensure that supply (i.e. grounds) is best suited to the type and format of the game played and when matches take place. The provision of additional pitches and / or facilities should also be closely co-ordinated between the NGB, clubs, league administrators, Sport England, the local authority, and the landowner (where the latter is not one of the aforementioned bodies) to ensure that additional supply responds to required demand.

Sustainability

- C32) Ensure that proposals for new pitches and ancillary facilities, are provided outside of relevant flood risk zones, or provision can be satisfactorily tested through the sequential and exceptions tests to mitigate satisfactorily against adverse impact and risk.
- C33) Ensure that any new facilities and other associated pitch infrastructure are provided to meet the most up-to-date Building

¹⁷ While projections have made assumptions about use, should for example, adult team demand come forward more for midweek than weekend matches, the balance

between grass pitch and artificial pitch provision may need to change to reflect the preferred surface for midweek matches.

Regulations, including, but not restricted to, those relating to accessibility.

- C34) Ensure that any new facilities and other associated pitch infrastructure are provided to meet the most up-to-date Building Regulations, including, but not restricted to, those relating to accessibility.

Sub-area Specific: East

- C35) Within this sub-area, the following measures should be taken to address the current and projected demand:

- Enable the supply of additional pitch capacity to accommodate existing overplay and future demand to a total equivalent capacity of 23 additional grass pitches, or 2 additional artificial pitches, or a combination of both grass and artificial is more realistic, across this sub-area.
- Providing for additional supply should come, broadly sequentially, following the process set out in the district-wide recommendation above in PROVIDE, bullet point ix).
- If additional pitches are required, capacity increases should be concentrated at the following sites as these clubs are continuing to grow and require additional facilities to service this growth. It should be noted these sites are already at or close to capacity so securing access to existing grounds with spare capacity or providing new grounds should be considered as a priority. Each site needs to undertake an assessment to identify exactly how much and where additional capacity can be provided.
 - Aldermarston Recreational Society
 - Englefield Road Recreation Ground
 - Jack's Booth Ground (Sulhampstead & Ufton CC)

Sub-area Specific: North and West

- C36) Within this sub-area, the following measures should be taken to address the current and projected demand:

- Enable the supply of additional pitch capacity to accommodate existing overplay and future demand to a total equivalent capacity of 30 additional grass pitches, or 3 additional artificial pitch, or a combination of both grass and artificial is more realistic, across this sub-area.
- Providing for additional supply should come, broadly sequentially, following the process set out in the district-wide recommendation above in PROVIDE, bullet point ix).
- If additional pitches are required, capacity increases should be concentrated at the following sites as these clubs are continuing to grow and require additional facilities to service this growth. It should be noted these sites are already at or close to capacity so securing access to existing grounds with spare capacity or providing new grounds should be considered as a priority. Each site needs to undertake an assessment to identify exactly how much and where additional capacity can be provided.
 - Bradfield Playing Field
 - Goosecroft Recreation Ground
 - Hungerford CC
 - West Isley CC
 - Yattendon Cricket Ground

Sub-area Specific: South

- C37) Within this sub-area, the following measures should be taken to address the current and projected demand:

- Enable the supply of additional pitch capacity to accommodate existing overplay and future demand to a total equivalent capacity of 59 additional grass pitches, or 5

additional artificial pitch, or a combination of both grass and artificial is more realistic, across this sub-area.

- Providing for additional supply should come, broadly sequentially, following the process set out in the district-wide recommendation above in PROVIDE, bullet point ix).
- If additional pitches are required, capacity increases should be concentrated at the following sites as these clubs are continuing to grow and require additional facilities to service this growth. It should be noted these sites are already at or close to capacity so securing access to existing grounds with spare capacity or providing new grounds should be considered as a priority. Each site needs to undertake an assessment to identify exactly how much and where additional capacity can be provided.
 - Falkland CC
 - Thatcham Town CC

Lacrosse

WBC-wide

- LA4) Ensure that, for the delivery of any 3G pitches, England Lacrosse is consulted and provision made if necessary, for lacrosse markings so that the pitch can host lacrosse. This includes 9v9 3G provision, given the anticipated interest in 6v6 lacrosse around the time of the 2028 Olympics.
- LA5) Provide Phoenix Lacrosse Club with a 'home' venue with three Lacrosse pitches to service their current membership and facilitate the growth of the club. Location to be close to Newbury and could be a shared site. Options to be agreed with the Phoenix Lacrosse Club (Newbury).

Tennis

WBC-wide

- T34) Support the development of new tennis and padel tennis facilities across multiple contexts. Consider parks, clubs, leisure centres and private-sector venues equally when identifying sites for new courts.
- T35) Only permit conversion of existing tennis courts to padel where an LTA-approved capacity assessment confirms that traditional tennis demand will continue to be met.
- T36) Insist on clear commitments to community use and accessible pricing models. A community use agreement should be recommended as a condition for planning permission.

Sub-area Specific: South

- T37) Henwick Worthy Sports Ground: provide new padel tennis courts.

Netball

WBC-wide

- N15) Increase the number of dedicated netball courts to reduce conflicts from multi-use.

Sub-area Specific: North and West

- N16) In areas where existing sites are school-locked, explore off-site contributions or partnerships to create dedicated, community-accessible netball courts.

Sub-area Specific: South

- N17) Newbury Junior NC (110 members) currently struggles with inconsistent access at St Gabriel's. A dedicated venue or additional courts would secure regular training and match play.

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West Berkshire Council

PLAYING PITCH STRATEGY

2024 - 2041

Background Document 2: PLANNING OFFICER GUIDANCE ON

Produced by:  **Stuart Todd Associates**
planning | policy | strategy | partnership

Produced for:  **West Berkshire**
COUNCIL

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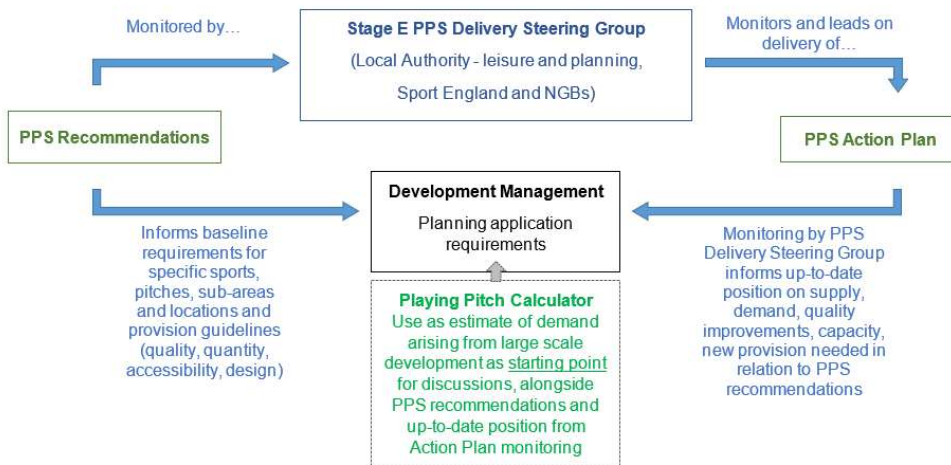
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Planning Officer Guidance: using this Strategy

To aid use of the strategy by local authority planning officers, the diagram below aims to guide local authority officers on the key factors to think about when considering development proposals / planning applications.

Guide to Interface between Delivery and Use of Strategy Recommendations to Inform Planning Applications



Within this context, the following section provides a guide for planning officers to aid use and application of this strategy when considering planning proposals.

Guidance / “Thought Process”

- A. The PPS deals with pitch sports defined in the typology. It has had input from local clubs, sports governing bodies, Sport England and key stakeholders. Consider the diagram above for context and relationship between Development Management and this strategy.
- B. The Executive Summary provides a useful overview of the strategy and its findings in broad terms.
- C. If the proposal does or is likely to have an impact on existing or future provision / needs / demand, or it is simply unknown, initially discuss with ‘Planning Policy’ officers and or ‘Leisure’ officers. Conversations with Sport England and / or the relevant sports governing bodies (and Active Partnership, subject to the relevance of the proposal) will also likely prove helpful and will be essential for many proposals. Discussions should not always be confined to those on which Sport England is currently a statutory consultee.
- D. Identify where in the study area the proposal is and which sub-area it is within (or if it is on the edge of a sub-area).
- E. If on the edge of a sub-area, bear in mind that an appropriate response to development proposals may need to take into account demand from other adjoining sub-areas. Also consider the potential role of exported / imported demand from neighbouring local authority areas. The assessment report includes sections which consider these issues.
- F. Do not assume that the application of any existing Local Plan standards for on-site open space will provide the answer for pitch needs. Remember that appropriate provision for sport to respond to demand from development may not require an on-site solution but

might instead require off-site provision or contributions to satisfy demand from the development, often at an existing pitch site or club base.

G. In most cases, contributions for demand arising for hockey, rugby union, cricket and other or lesser played pitch sports will be required for existing site improvements to facilities and / or pitch quality or maintenance. This increases capacity at most sites to accommodate demand subject to practical useability of additional quality / supply at the times / days needed for teams. Detail of whether this is possible should be discussed with NGBs and / or Sport England initially. Off-site contributions are also likely to be preferable for football from smaller scale developments, particularly where the Playing Pitch Calculator demand suggests single pitch provision from the development's demand. Consideration should be given to the appropriate size of pitch needed and whether that size, age group using the pitch or local demand necessitates changing rooms / pavilion. NGBs and / or Sport England are likely to be able to advise in the first instance.

H. Early consideration is required of how financial contributions can or should be collected for sport (i.e. through CIL or s106) subject to an adopted CIL regime.

I. Contributions are most likely to be required to focus on addressing capacity at existing sites nearest to the proposal, although this will not always be the case. This should be discussed with NGBs

and / or Sport England in the first instance who maintain a strategic picture of demand during PPS delivery.

J. To understand the amount of land required for pitch sizes (and associated ancillary facilities) to be accommodated, refer to the most up-to-date dimensions standards. These can be found at <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/outdoor-surfaces>. Sport England also has Biodiversity Net Gain Guidance¹ which should also be considered.

K. A search in this Strategy and its appendices and Background Documents (and in the technical Assessment Reports) for club, location or ground names will provide salient information about demand, supply and the needs of specific sites and pitches and importantly, recommendations specific to sites. For additional provision, consider recommendations in the "ENHANCE" and "PROVIDE" sections of the strategy. For protection against loss, consider "PROTECT" recommendations.

L. When considering recommendations of the strategy, they are split by sub-area in the Appendices and Background Documents. Recommendations are set out under the headings of "PROTECT", "ENHANCE" AND "PROVIDE". Detailed recommendations for sites are set out in full in Background Document 1 of this strategy and are also reproduced in the technical Assessment Reports.

M. Loss of pitches. The "bottom-line" in this strategy is protect all pitches from loss and to protect mothballed / disused / closed / unused pitches as a reserve of supply, for future use and to accommodate

¹ See https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2025-07/Biodiversity%20Report-v6-15.pdf?VersionId=QgRci4g9qEvzvcemqN4FgOMGkd8_ySgr

potential future demand. If unavoidable, replacement could be a solution. All proposals will need to meet requirements of the Sport England Playing Fields Policy.

N. Sport England's Playing Pitch Calculator provides a "policy off" or "strategy neutral" calculation of demand which can arise from new development proposals. This tool should not be used in isolation and cannot be expected to provide a quick and accurate answer. It can, however, be used to give an estimation of demand and capital and revenue costs required to address new demand. Figures generated through the calculator should be used alongside the recommendations in this Strategy and to inform discussion of an appropriate response with NGBs and Sport England.

How can housing developments contribute towards provision?

Sport England no longer support provision standards for playing pitches. The principal way of establishing a starting point for discussions about what on or off-site provision or financial contributions should be made from development can be derived by using Sport England's playing pitch calculator. Provision can be made on or off-site, which should be determined through the planning process, with the most likely route for smaller developments being for off-site financial contributions being made towards improvement of existing pitches and ancillary facilities.

In cases where on-site provision is suggested, experience suggests that "provide and they will come" does not work for most pitch sports. Careful thought must be given the appropriateness, viability and practicalities of use, running and maintaining a pitch if in a location away from an existing club's home ground. Economies of scale and

critical mass of members and volunteers required are also important factors, with provision of single pitch sites rarely representing good value or a practical solution when split sites draw members away from an existing home ground (therefore, introducing additional travel for some existing members / players) and where ancillary facilities also need to be provided at significant cost.

Careful consideration must also be given to not create single pitch community use sites where no existing club is prepared to play or run and maintain the site as a satellite location. Neither can it be automatically assumed that a new club will simply emerge from demand, given the need for volunteers and seed funds to establish a new club. It is also important to note that demand arising from the new population will occur incrementally as the development is delivered and occupied and that without sports infrastructure and "people capacity" in place at an early stage, demand will simply gravitate towards an existing club or clubs. This can often be the result of new residents moving to new developments who already live within the same housing market area – and it cannot be assumed that all new residents in a new development are new to the area and therefore these people will already have associations with existing sports clubs (and will be likely to retain them if travel time does not introduce an impediment such that it will stop them playing at their "home" club).

Operation of a satellite site for an existing club must be carefully thought through if this is considered to be a workable potential solution. For critical mass within age groups, it would be likely that a club would favour moving several age groups, for example, to a new satellite pitch. The implication can be that more existing players then have to travel further to the new satellite location than the alternative of players arising from demand at a new development travelling to an

existing club home ground. Support of NGBs is critical to realise effective and efficient creation of new clubs and / or the introduction of satellite sites for existing clubs.

Pooling or securing contributions from multiple sites can often be a more workable and appropriate solution for formal sports provision, if achievable within the planning system, where possible and where funds can be used to strengthen and improve capacity at existing club sites or can be channelled into strategic sports hub sites within a major development site to replace existing club sites where improvements and expansion of capacity could prove challenging in the longer-term.

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West Berkshire Playing Pitch Strategy Assessment Report Conclusions

Appendix 3 – Maps Informing the Assessment

January, 2026

Key: PPS IDs

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
T1	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Tennis	Tennis - outdoor
T2	BOXFORD VILAGE HALL & RECREATION GROUND (NEWBURY)	ROOD HILL HOUSE,BOXFORD,NEWBURY,RG20 8DD	North and West	Tennis	Tennis - outdoor
AGP03	BROOKFIELDS SCHOOL	SAGE ROAD,TILEHURST,READING,RG31 6SW	East	Hockey / Football	AGP - sand
AGP04	DENISON BARRACKS GYMNASIUM	GYMNASIUM,DENISON BARRACKS,OLD STREET,HERMITAGE,THATCHAM,RG18 9TP	North and West	Hockey / Football	AGP - sand
AGP05	DOWNE HOUSE SCHOOL	HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JL	South	Hockey	AGP - sand
AGP06	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Hockey / Football	AGP - sand
AGP07	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Football	AGP - 3G
AGP08	HENWICK WORTHY SPORTS GROUND	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Hockey / Football	AGP - sand
AGP09	LITTLE HEATH SCHOOL	LITTLE HEATH ROAD,TILEHURST,READING,RG31 5TY	East	Hockey / Football	AGP - sand
AGP10	MORTIMER ST MARYS JUNIOR SCHOOL	THE STREET,MORTIMER,READING,RG7 3PB	East	Hockey / Football	AGP - sand
AGP11	PANGBOURNE COLLEGE	PANGBOURNE HILL,PANGBOURNE,READING,RG8 8LA	North and West	Hockey / Football	AGP - sand
AGP12	ST ANDREW'S SCHOOL	BUCKHOLD,PANGBOURNE,READING,RG8 8QA	North and West	Hockey / Football	AGP - sand
AGP13	ST BARTHOLOMEWS SCHOOL	ANDOVER ROAD,NEWBURY,RG14 6JP	South	Football	AGP - sand
AGP14	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Hockey / Football	AGP - sand
AGP15	TRINITY SCHOOL	LOVE LANE,SHAW,NEWBURY,RG14 2DU	South	Hockey / Football	AGP - sand
AGP16	WILLINK LEISURE CENTRE	SCHOOL LANE,BURGHFIELD COMMON,READING,RG7 3XP	East	Hockey / Football	AGP - sand
AGP17	DENEFIELD SCHOOL	LONG LANE,TILEHURST,READING,RG31 6XY	East	Football	AGP - 3G
AGP18	JOHN O'GAUNT SCHOOL	PRIORY ROAD,HUNGERFORD,RG17 0AN	North and West	Football	AGP - 3G
AGP19	St Nicolas C Of E Junior School	Link Rd, Newbury RG14 7LU	South	Football	AGP - sand
C001	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Cricket	Cricket - grass square
C002	ALDERMASTON VILLAGE CRICKET CLUB	THE PAVILLION,WASING PARK,ALDERMASTON,READING,RG7 4NG	East	Cricket	Cricket - grass square

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
C003	ALDWORTH RECREATION GROUND	BELL LANE,ALDWORTH,READING,RG8 9SE	North and West	Cricket	Cricket - grass square
C004	BOXFORD VILLAGE HALL & RECREATION GROUND (NEWBURY)	ROOD HILL HOUSE,BOXFORD,NEWBURY,RG20 8DD	North and West	Cricket	Cricket - grass square
C005	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Cricket	Cricket - grass square
C006	BRADFIELD PLAYING FIELD	HEATH ROAD,SOUTHEND BRADFIELD,READING,RG7 6HD	North and West	Cricket	Cricket - grass square
C006p	BRADFIELD PLAYING FIELD	HEATH ROAD,SOUTHEND BRADFIELD,READING,RG7 6HD	North and West	Cricket	Cricket - practice nets
C007	BRIGHTWALTON PLAYING FIELD	EDMUNDS COTTAGE,BRIGHTWALTON,NEWBURY,RG20 7DH	North and West	Cricket	Cricket - grass square
C008	BROCKHURST & MARLSTON SCHOOL	MARLSTON HOUSE,MARLSTON,HERMITAGE,THATCHAM,RG18 9UL	North and West	Cricket	Cricket - grass square
C008a	BROCKHURST & MARLSTON SCHOOL	MARLSTON HOUSE,MARLSTON,HERMITAGE,THATCHAM,RG18 9UL	North and West	Cricket	Cricket - artificial pitch
C009	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	JAMES LANE,BURGHFIELD,READING,RG30 3RS	East	Cricket	Cricket - grass square
C010	CALCOT JUNIOR SCHOOL	CALCOT INFANT AND NURSERY SCHOOL,CURTIS ROAD,CALCOT,READING,RG31 4XG	East	Cricket	Cricket - grass square
C011	CHADDLEWORTH CRICKET CLUB	BOTMOOR WAY,CHADDLEWORTH,NEWBURY,RG20 7EU	North and West	Cricket	Cricket - grass square
C012a	CHIEVELEY RECREATION GROUND	CHIEVELEY RECREATION GROUND,HIGH STREET,CHIEVELEY,NEWBURY,RG20 8TE	North and West	Cricket	Cricket - artificial pitch
C012p	CHIEVELEY RECREATION GROUND	CHIEVELEY RECREATION GROUND,HIGH STREET,CHIEVELEY,NEWBURY,RG20 8TE	North and West	Cricket	Cricket - practice nets
C013	COLD ASH RECREATION GROUND	HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JH	South	Cricket	Cricket - grass square
C013a	COLD ASH RECREATION GROUND	HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JH	South	Cricket	Cricket - artificial pitch
C014	DENEFIELD SCHOOL	LONG LANE,TILEHURST,READING,RG31 6XY	East	Cricket	Cricket - grass square
C015	DENISON BARRACKS GYMNASIUM	GYMNASIUM,DENISON BARRACKS,OLD STREET,HERMITAGE,THATCHAM,RG18 9TP	North and West	Cricket	Cricket - grass square
C015a	DENISON BARRACKS GYMNASIUM	GYMNASIUM,DENISON BARRACKS,OLD STREET,HERMITAGE,THATCHAM,RG18 9TP	North and West	Cricket	Cricket - artificial pitch

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
C016	DONNINGTON RECREATION GROUND	RECREATION GROUND,CASTLE LANE,DONNINGTON,NEWBURY,RG14 2LD	South	Cricket	Cricket - grass square
C017	DOUAI PARK PLAYING FIELDS	DOUAI PARK RECREATION GROUND,CODS HILL,UPPER WOOLHAMPTON,READING,RG7 5TG	East	Cricket	Cricket - grass square
C017p	DOUAI PARK PLAYING FIELDS	DOUAI PARK RECREATION GROUND,CODS HILL,UPPER WOOLHAMPTON,READING,RG7 5TG	East	Cricket	Cricket - practice nets
C018	EAST GARSTON MILLENNIUM FIELD	MILLENNIUM FIELD,HUMPHREYS LANE,EAST GARSTON,HUNGERFORD,RG17 7EX	North and West	Cricket	Cricket - grass square
C019	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Cricket	Cricket - grass square
C020	ENGLEFIELD CRICKET CLUB	ST. MARKS HOUSE,ENGLEFIELD,READING,RG7 5EP	North and West	Cricket	Cricket - grass square
C021	ENGLEFIELD ROAD RECREATION GROUND	ENGLEFIELD ROAD,THEALE,READING,RG7 5AS	East	Cricket	Cricket - grass square
C021p	ENGLEFIELD ROAD RECREATION GROUND	ENGLEFIELD ROAD,THEALE,READING,RG7 5AS	East	Cricket	Cricket - practice nets
C022	FALKLAND CRICKET CLUB (Main ground)	Enborne Street, Newbury, RG14 6TW	South	Cricket	Cricket - grass square
C022p	FALKLAND CRICKET CLUB (Main ground)	Enborne Street, Newbury, RG14 6TW	South	Cricket	Cricket - practice nets
C023	GOOSECROFT RECREATION GROUND	RECREATION GROUND,BEECH ROAD,PURLEY ON THAMES,READING,RG8 8BW	North and West	Cricket	Cricket - grass square
C023a	GOOSECROFT RECREATION GROUND	RECREATION GROUND,BEECH ROAD,PURLEY ON THAMES,READING,RG8 8BW	North and West	Cricket	Cricket - artificial pitch
C023p	GOOSECROFT RECREATION GROUND	RECREATION GROUND,BEECH ROAD,PURLEY ON THAMES,READING,RG8 8BW	North and West	Cricket	Cricket - practice nets
C024	HAMPSTEAD NORREYS VILLAGE HALL	VILLAGE HALL,NEWBURY HILL,HAMPSTEAD NORREYS,THATCHAM,RG18 0TR	North and West	Cricket	Cricket - grass square
C024a	HAMPSTEAD NORREYS VILLAGE HALL	VILLAGE HALL,NEWBURY HILL,HAMPSTEAD NORREYS,THATCHAM,RG18 0TR	North and West	Cricket	Cricket - artificial pitch
C024p	HAMPSTEAD NORREYS VILLAGE HALL	VILLAGE HALL,NEWBURY HILL,HAMPSTEAD NORREYS,THATCHAM,RG18 0TR	North and West	Cricket	Cricket - practice nets
C025	HENWICK WORTHY SPORTS GROUND	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Cricket	Cricket - grass square
C025a	HENWICK WORTHY SPORTS GROUND	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Cricket	Cricket - artificial pitch

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
C026	HUNGERFORD CRICKET CLUB	HUNGERFORD CRICKET CLUB,BULPIT LANE,HUNGERFORD,RG17 0BE	North and West	Cricket	Cricket - grass square
C026p	HUNGERFORD CRICKET CLUB	HUNGERFORD CRICKET CLUB,BULPIT LANE,HUNGERFORD,RG17 0BE	North and West	Cricket	Cricket - practice nets
C027	INKPEN MEMORIAL PLAYING FIELDS	POST OFFICE ROAD,INKPEN,HUNGERFORD,RG17 9PU	North and West	Cricket	Cricket - grass square
C027a	INKPEN MEMORIAL PLAYING FIELDS	POST OFFICE ROAD,INKPEN,HUNGERFORD,RG17 9PU	North and West	Cricket	Cricket - artificial pitch
C027p	INKPEN MEMORIAL PLAYING FIELDS	POST OFFICE ROAD,INKPEN,HUNGERFORD,RG17 9PU	North and West	Cricket	Cricket - practice nets
C028	INSTITUTE FOR ANIMAL HEALTH (CLOSED)	HIGH STREET,COMPTON,NEWBURY,RG20 7NN	North and West	Cricket	Cricket - grass square
C029	JACK'S BOOTH GROUND (Main Ground)	BATH ROAD,SULHAMSTEAD,READING,RG7 5HP	East	Cricket	Cricket - grass square
C029p	JACK'S BOOTH GROUND (Main Ground)	BATH ROAD,SULHAMSTEAD,READING,RG7 5HP	East	Cricket	Cricket - practice nets
C030	JOHN O'GAUNT SCHOOL	PRIORY ROAD,HUNGERFORD,RG17 0AN	North and West	Cricket	Cricket - grass square
C031a	KENNET SCHOOL	STONE Y LANE,THATCHAM,RG19 4LL	South	Cricket	Cricket - artificial pitch
C032	LAMBOURN SPORTS CLUB	BOCKHAMPTON ROAD,LAMBOURN,HUNGERFORD,RG17 8PS	North and West	Cricket	Cricket - grass square
C032a	LAMBOURN SPORTS CLUB	BOCKHAMPTON ROAD,LAMBOURN,HUNGERFORD,RG17 8PS	North and West	Cricket	Cricket - artificial pitch
C033	LITTLE HEATH SCHOOL PLAYING FIELDS	DETACHED PLAYING FIELDS,LITTLE HEATH SCHOOL,LITTLE HEATH ROAD,TILEHURST,READING,RG31 4TT	North and West	Cricket	Cricket - grass square
C034	LOWER WAY OPEN SPACE (CLOSED)	LOWER WAY,THATCHAM,RG19 3RR	South	Cricket	Cricket - grass square
C035	MARY HARE SCHOOL	ARLINGTON MANOR,SNELSMORE COMMON,NEWBURY,RG14 3BQ	North and West	Cricket	Cricket - grass square
C036	MEMBURY HOUSE CRICKET PITCH	MEMBURY HOUSE CRICKET PITCH,RAMSBURY ROAD,LAMBOURN WOODLANDS,HUNGERFORD,RG17 7TJ	North and West	Cricket	Cricket - grass square
C037	MORTIMER FAIRGROUND	THE STREET,MORTIMER COMMON,READING,RG7 3RD	East	Cricket	Cricket - grass square

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
C038	MORTIMER WEST END PLAYING FIELD	MORTIMER FOOTBALL CLUB,THE PAVILLION,WEST END ROAD,MORTIMER COMMON,READING,RG7 3TX	East	Cricket	Cricket - grass square
C038p	MORTIMER WEST END PLAYING FIELD	MORTIMER FOOTBALL CLUB,THE PAVILLION,WEST END ROAD,MORTIMER COMMON,READING,RG7 3TX	East	Cricket	Cricket - practice nets
C039	NORTHCROFT RECREATION GROUND	NORTHCROFT LANE,NEWBURY,RG14 1RS	South	Cricket	Cricket - grass square
C039a	NORTHCROFT RECREATION GROUND	NORTHCROFT LANE,NEWBURY,RG14 1RS	South	Cricket	Cricket - artificial pitch
C039p	NORTHCROFT RECREATION GROUND	NORTHCROFT LANE,NEWBURY,RG14 1RS	South	Cricket	Cricket - practice nets
C040	PANGBOURNE COLLEGE	PANGBOURNE HILL,PANGBOURNE,READING,RG8 8LA	North and West	Cricket	Cricket - grass square
C041	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Cricket	Cricket - grass square
C041a	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Cricket	Cricket - artificial pitch
C042	PEASEMORE VILLAGE CRICKET CLUB	WEST VIEW,PEASEMORE,NEWBURY,RG20 7JN	North and West	Cricket	Cricket - grass square
C043	SPEEN RECREATION GROUND	PLAY AREA,SPEEN RECREATION GROUND,STATION ROAD,SPEEN,NEWBURY,RG14 1UD	South	Cricket	Cricket - grass square
C044	ST ANDREW'S SCHOOL	BUCKHOLD,PANGBOURNE,READING,RG8 8QA	North and West	Cricket	Cricket - grass square
C045	ST BARTHOLOMEWS SCHOOL	ANDOVER ROAD,NEWBURY,RG14 6JP	South	Cricket	Cricket - grass square
C046	ST BARTHOLOMEWS SCHOOL (CLOSED)	ANDOVER ROAD,NEWBURY,RG14 6JP	South	Cricket	Cricket - grass square
C047	THATCHAM MEMORIAL HALL AND PLAYING FIELDS	MEMORIAL PLAYING FIELDS,BATH ROAD,THATCHAM,RG18 3AG	South	Cricket	Cricket - grass square
C048	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Cricket	Cricket - grass square
C048a	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Cricket	Cricket - artificial pitch
C049a	THE WILLINK SCHOOL PITCHES	HOLLYBUSH LANE,BURGHFIELD COMMON,READING,RG7 3JL	East	Cricket	Cricket - artificial pitch
C050a	TRINITY SCHOOL	LOVE LANE,SHAW,NEWBURY,RG14 2DU	South	Cricket	Cricket - artificial pitch
C051	WELFORD PARK CRICKET CLUB	WELFORD PARK,WELFORD,NEWBURY,RG20 8HP	North and West	Cricket	Cricket - grass square

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C051p	WELFORD PARK CRICKET CLUB	WELFORD PARK,WELFORD,NEWBURY,RG20 8HP	North and West	Cricket	Cricket - practice nets
C052	WEST ILSLEY CRICKET CLUB	THE JOHN VERNEY PAVILION,CATMORE ROAD,WEST ILSLEY,NEWBURY,RG20 7AT	North and West	Cricket	Cricket - grass square
C052a	WEST ILSLEY CRICKET CLUB	THE JOHN VERNEY PAVILION,CATMORE ROAD,WEST ILSLEY,NEWBURY,RG20 7AT	North and West	Cricket	Cricket - artificial pitch
C052p	WEST ILSLEY CRICKET CLUB	THE JOHN VERNEY PAVILION,CATMORE ROAD,WEST ILSLEY,NEWBURY,RG20 7AT	North and West	Cricket	Cricket - practice nets
C053	YATTENDON CRICKET GROUND	THE CRICKET FIELD,CHURCH LANE,YATTENDON,THATCHAM,RG18 0UN	North and West	Cricket	Cricket - grass square
C055a	KENNET SCHOOL	STONEY LANE,THATCHAM,RG19 4LL	South	Cricket	Cricket - artificial pitch
C056a	THE WILLINK SCHOOL PITCHES	HOLLYBUSH LANE,BURGHFIELD COMMON,READING,RG7 3JL	East	Cricket	Cricket - artificial pitch
C057a	LINEAR PARK	18 CHARRINGTON ROAD, CALCOT, READING, RG31 7AW	East	Cricket	Cricket - artificial pitch
C058	FALKLAND CRICKET CLUB (2nd ground)	BELL HOLT,NEWBURY,RG14 6TW	South	Cricket	Cricket - grass square
C058p	FALKLAND CRICKET CLUB (2nd ground)	BELL HOLT,NEWBURY,RG14 6TW	South	Cricket	Cricket - practice nets
C059	JACK'S BOOTH GROUND (2nd Ground)	BATH ROAD,SULHAMSTEAD,READING,RG7 5HP	East	Cricket	Cricket - grass square
C061	JOHN RANKIN SCHOOL	JOHN RANKIN JUNIOR SCHOOL,HENSHAW CRESCENT,NEWBURY,RG14 6ES	South	Cricket	Junior
C062	THATCHAM TOWN CRICKET CLUB	Brownsfield Rd, Thatcham RG18 3HF	South	Cricket	Cricket - grass square
C062p	THATCHAM TOWN CRICKET CLUB	Brownsfield Rd, Thatcham RG18 3HF	South	Cricket	Cricket - practice nets
C063	STRATFIELD MORTIMER RECREATION GROUND	THE STREET,MORTIMER COMMON,READING,RG7 3RD	East	Cricket	Cricket - grass square
F001	ALDERMASTON C OF E PRIMARY SCHOOL	WASING LANE,ALDERMASTON,READING,RG7 4LX	East	Football	Youth Football 11v11
F002	ALDERMARSTON RECREATION GROUND (no pitches marked out)	Basingstoke Rd, Aldermaston, Reading RG7 4LX	East	Football	Other
F003	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Football	Adult Football
F004	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Football	Adult Football
F005	ALFRED PALMER MEMORIAL PLAYING FIELDS	ALFRED PALMER MEMORIAL RECREATION FIELD,WEST END ROAD,READING,RG7 3TW	East	Football	Adult Football

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F006	ASHAMPSTEAD RECREATION GROUND	FLOWERS PIECE,ASHAMPSTEAD,READING,RG8 8SG	North and West	Football	Youth Football 11v11
F007	BARLOWS PARK	THE STACEY PAVILION,SILCHESTER ROAD,TADLEY,RG26 3BQ	Outside of area	Football	Mini Soccer 7v7
F008	BARLOWS PARK	THE STACEY PAVILION,SILCHESTER ROAD,TADLEY,RG26 3BQ	Outside of area	Football	Mini Soccer 7v7
F009	BARLOWS PARK	THE STACEY PAVILION,SILCHESTER ROAD,TADLEY,RG26 3BQ	Outside of area	Football	Adult Football
F010	BARLOWS PARK	THE STACEY PAVILION,SILCHESTER ROAD,TADLEY,RG26 3BQ	Outside of area	Football	Adult Football
F011	BARLOWS PARK	THE STACEY PAVILION,SILCHESTER ROAD,TADLEY,RG26 3BQ	Outside of area	Football	Youth Football 11v11
F012	BARLOWS PARK	THE STACEY PAVILION,SILCHESTER ROAD,TADLEY,RG26 3BQ	Outside of area	Football	Youth Football 9v9
F013	BASILDON C.E. PRIMARY SCHOOL	SCHOOL LANE,UPPER BASILDON,READING,RG8 8PD	North and West	Football	Mini Soccer 7v7
F014	BEEDON C OF E SCHOOL	STANMORE ROAD,BEEDON,NEWBURY,RG20 8SL	North and West	Football	Youth Football 11v11
F015	BIRCH COPSE PRIMARY SCHOOL	WITTENHAM AVENUE,TILEHURST,READING,RG31 5LN	East	Football	Youth Football 11v11
F016	BLOSSOM FIELD	ENBORNE STREET,ENBORNE,NEWBURY,RG14 6RB	South	Football	Mini Soccer 5v5
F017	BOXFORD VILLAGE HALL & RECREATION GROUND (NEWBURY)	ROOD HILL HOUSE,BOXFORD,NEWBURY,RG20 8DD	North and West	Football	Youth Football 9v9
F018	BRADFIELD CE PRIMARY SCHOOL	COCK LANE,BRADFIELD SOUTHEND,READING,RG7 6HR	North and West	Football	Mini Soccer 7v7
F019	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Football	Adult Football
F020	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Football	Youth Football 11v11
F021	BRADFIELD PLAYING FIELD	HEATH ROAD,SOUTHEND BRADFIELD,READING,RG7 6HD	North and West	Football	Adult Football
F022	BRIGHTWALTON PLAYING FIELD	EDMUNDS COTTAGE,BRIGHTWALTON,NEWBURY,RG20 7DH	North and West	Football	Youth Football 11v11
F023	BRIMPTON RECREATION GROUND (CLOSED)	CROOKHAM COMMON ROAD,CROOKHAM,THATCHAM,RG19 8EG	South	Football	Adult Football

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F024	BROCKHURST & MARLSTON SCHOOL	MARLSTON HOUSE,MARLSTON,HERMITAGE,THATCHAM,RG18 9UL	North and West	Football	Adult Football
F025	BROCKHURST & MARLSTON SCHOOL	MARLSTON HOUSE,MARLSTON,HERMITAGE,THATCHAM,RG18 9UL	North and West	Football	Youth Football 11v11
F026	BUCKLEBURY CHURCH OF ENGLAND SCHOOL	BLACKLANDS ROAD,UPPER BUCKLEBURY,READING,RG7 6QP	North and West	Football	Mini Soccer 5v5
F027	BUCKLEBURY VILLAGE RECREATION GROUND	BUCKLEBURY ROAD,BUCKLEBURY,READING,RG7 6PR	North and West	Football	Mini Soccer 5v5
F028	BUCKNELLS MEADOW	BUCKNELLS MEADOW,MAPLEDURHAM DRIVE,PURLEY ON THAMES,READING,RG8 8BG	North and West	Football	Adult Football
F029	BURGHFIELD COMMON RECREATION GROUND	BURGHFIELD VILLAGE HALL,RECREATION ROAD,BURGHFIELD COMMON,READING,RG7 3EN	East	Football	Adult Football
F030	BURGHFIELD COMMON RECREATION GROUND	BURGHFIELD VILLAGE HALL,RECREATION ROAD,BURGHFIELD COMMON,READING,RG7 3EN	East	Football	Youth Football 9v9
F031	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	JAMES LANE,BURGHFIELD,READING,RG30 3RS	East	Football	Adult Football
F032	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	JAMES LANE,BURGHFIELD,READING,RG30 3RS	East	Football	Adult Football
F033	BURGHFIELD ST MARYS C OF E PRIMARY SCHOOL	THEALE ROAD,BURGHFIELD,READING,RG30 3TX	East	Football	Youth Football 9v9
F034	CALCOT JUNIOR SCHOOL	CALCOT INFANT AND NURSERY SCHOOL,CURTIS ROAD,CALCOT,READING,RG31 4XG	East	Football	Mini Soccer 7v7
F035	CALCOT RECREATION GROUND	PARISH OFFICE,HIGH VIEW,CALCOT,READING,RG31 4XD	East	Football	Adult Football
F036	CALCOT RECREATION GROUND	PARISH OFFICE,HIGH VIEW,CALCOT,READING,RG31 4XD	East	Football	Mini Soccer 5v5
F037	CALCOT RECREATION GROUND	PARISH OFFICE,HIGH VIEW,CALCOT,READING,RG31 4XD	East	Football	Adult Football
F038	CHIEVELEY RECREATION GROUND	CHIEVELEY RECREATION GROUND,HIGH STREET,CHIEVELEY,NEWBURY,RG20 8TE	North and West	Football	Youth Football 11v11
F039	CHIEVELEY RECREATION GROUND	CHIEVELEY RECREATION GROUND,HIGH STREET,CHIEVELEY,NEWBURY,RG20 8TE	North and West	Football	Youth Football 9v9
F040	CITY RECREATION GROUND	CITY RECREATION GROUND,ANDOVER ROAD,NEWBURY,RG14 6LR	South	Football	Adult Football
F041	COLD ASH RECREATION GROUND	HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JH	South	Football	Mini Soccer 5v5
F042	COLD ASH RECREATION GROUND	HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JH	South	Football	Mini Soccer 7v7
F043	COLD ASH RECREATION GROUND	HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JH	South	Football	Youth Football 11v11

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F044	COMPTON RECREATION GROUND	RECREATION GROUND,BURRELL ROAD,COMPTON,NEWBURY,RG20 6NP	South	Football	Adult Football
F045	COTSWOLD RECREATION GROUND	DOWNS WAY,TILEHURST,READING,RG31 6SL	East	Football	Adult Football
F046	COTSWOLD RECREATION GROUND	DOWNS WAY,TILEHURST,READING,RG31 6SL	East	Football	Mini Soccer 7v7
F047	DENEFIELD SCHOOL	LONG LANE,TILEHURST,READING,RG31 6XY	East	Football	Adult Football
F048	DENEFIELD SCHOOL	LONG LANE,TILEHURST,READING,RG31 6XY	East	Football	Youth Football 11v11
F049	DENEFIELD SCHOOL	LONG LANE,TILEHURST,READING,RG31 6XY	East	Football	Youth Football 9v9
F050	DENISON BARRACKS GYMNASIUM	GYMNASIUM,DENISON BARRACKS,OLD STREET,HERMITAGE,THATCHAM,RG18 9TP	North and West	Football	Adult Football
F051	DENISON BARRACKS GYMNASIUM	GYMNASIUM,DENISON BARRACKS,OLD STREET,HERMITAGE,THATCHAM,RG18 9TP	North and West	Football	Youth Football 11v11
F052	DONNINGTON RECREATION GROUND	RECREATION GROUND,CASTLE LANE,DONNINGTON,NEWBURY,RG14 2LD	South	Football	Youth Football 11v11
F053	DOUAI PARK PLAYING FIELDS	DOUAI PARK RECREATION GROUND,CODS HILL,UPPER WOOLHAMPTON,READING,RG7 5TG	East	Football	Adult Football
F054	DOUAI PARK PLAYING FIELDS	DOUAI PARK RECREATION GROUND,CODS HILL,UPPER WOOLHAMPTON,READING,RG7 5TG	East	Football	Youth Football 11v11
F055	DOWNSWAY PRIMARY SCHOOL	WARBRECK DRIVE,TILEHURST,READING,RG31 6FE	East	Football	Youth Football 9v9
F056	EAST GARSTON MILLENNIUM FIELD	MILLENNIUM FIELD,HUMPHREYS LANE,EAST GARSTON,HUNGERFORD,RG17 7EX	North and West	Football	Adult Football
F057	EAST GARSTON MILLENNIUM FIELD	MILLENNIUM FIELD,HUMPHREYS LANE,EAST GARSTON,HUNGERFORD,RG17 7EX	North and West	Football	Youth Football 11v11
F058	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Youth Football 11v11
F059	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Youth Football 11v11
F060	ENGLEFIELD ROAD RECREATION GROUND	ENGLEFIELD ROAD,THEALE,READING,RG7 5AS	East	Football	Adult Football
F061	FARADAY ROAD STADIUM	FARADAY ROAD,NEWBURY,RG14 2AD	South	Football	Adult Football
F062	FIR TREE PRIMARY SCHOOL	FIR TREE LANE,NEWBURY,RG14 2RA	South	Football	Youth Football 11v11
F063	FRANCIS BAILY PRIMARY SCHOOL	SKILLMAN DRIVE,THATCHAM,RG19 4GG	South	Football	Mini Soccer 5v5
F064	FRILSHAM PLAYING FIELD	THE ANNEXE AT,HATCHETS GATE,HATCHETS LANE,FRILSHAM,THATCHAM,RG18 9XE	North and West	Football	Adult Football

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F065	GARLAND JUNIOR SCHOOL	CLAYHILL ROAD,BURGHFIELD COMMON,READING,RG7 3HG	East	Football	Mini Soccer 7v7
F066	GLADSTONE MEMORIAL RECREATION GROUND	KINTBURY TENNIS CLUB,THE RECREATION GROUND,INKPEN ROAD,KINTBURY,HUNGERFORD,RG17 9TU	North and West	Football	Adult Football
F067	GOOSECROFT RECREATION GROUND	RECREATION GROUND,BEECH ROAD,PURLEY ON THAMES,READING,RG8 8BW	North and West	Football	Mini Soccer 7v7
F068	GOOSECROFT RECREATION GROUND	RECREATION GROUND,BEECH ROAD,PURLEY ON THAMES,READING,RG8 8BW	North and West	Football	Youth Football 9v9
F069	GOOSECROFT RECREATION GROUND	RECREATION GROUND,BEECH ROAD,PURLEY ON THAMES,READING,RG8 8BW	North and West	Football	Youth Football 11v11
F070	GREAT SHEFFORD RECREATION GROUND	CAMELOT,STATION ROAD,GREAT SHEFFORD,HUNGERFORD,RG17 7DR	North and West	Football	Youth Football 11v11
F071	HAMPSTEAD NORREYS VILLAGE HALL	VILLAGE HALL,NEWBURY HILL,HAMPSTEAD NORREYS,THATCHAM,RG18 0TR	North and West	Football	Adult Football
F072	HENWICK WORTHY SPORTS GROUND M1 / 10b	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Mini Soccer 7v7
F073	HENWICK WORTHY SPORTS GROUND 1	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Youth Football 11v11
F074	HENWICK WORTHY SPORTS GROUND 5	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Youth Football 11v11
F075	HENWICK WORTHY SPORTS GROUND 9	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Youth Football 9v9
F076	HERMITAGE PRIMARY SCHOOL	HAMPSTEAD NORREYS ROAD,HERMITAGE,THATCHAM,RG18 9SA	North and West	Football	Mini Soccer 7v7
F077	HERMITAGE VILLAGE HALL	HERMITAGE VILLAGE HALL,PINEWOOD CRESCENT,HERMITAGE,THATCHAM,RG18 9WL	North and West	Football	Adult Football
F078	HUNGERFORD PRIMARY SCHOOL PLAYING FIELDS	PLAYING FIELDS,HUNGERFORD PRIMARY SCHOOL,FAIRVIEW ROAD,HUNGERFORD,RG17 0BT	North and West	Football	Mini Soccer 7v7
F079	HUNGERFORD PRIMARY SCHOOL PLAYING FIELDS	PLAYING FIELDS,HUNGERFORD PRIMARY SCHOOL,FAIRVIEW ROAD,HUNGERFORD,RG17 0BT	North and West	Football	Youth Football 9v9
F080	HUNGERFORD PRIMARY SCHOOL PLAYING FIELDS	PLAYING FIELDS,HUNGERFORD PRIMARY SCHOOL,FAIRVIEW ROAD,HUNGERFORD,RG17 0BT	North and West	Football	Mini Soccer 5v5

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F081	HUNGERFORD PRIMARY SCHOOL PLAYING FIELDS	PLAYING FIELDS,HUNGERFORD PRIMARY SCHOOL,FAIRVIEW ROAD,HUNGERFORD,RG17 0BT	North and West	Football	Mini Soccer 7v7
F082	HUNGERFORD RECREATION GROUND FOOTBALL FIELD	BULPIT LANE,HUNGERFORD,RG17 0AY	North and West	Football	Mini Soccer 7v7
F083	INKPEN MEMORIAL PLAYING FIELDS	POST OFFICE ROAD,INKPEN,HUNGERFORD,RG17 9PU	North and West	Football	Youth Football 11v11
F084	INKPEN MEMORIAL PLAYING FIELDS	POST OFFICE ROAD,INKPEN,HUNGERFORD,RG17 9PU	North and West	Football	Mini Soccer 5v5
F085	JOHN O'GAUNT SCHOOL	PRIORY ROAD,HUNGERFORD,RG17 0AN	North and West	Football	Youth Football 11v11
F086	JOHN RANKIN SCHOOL	JOHN RANKIN JUNIOR SCHOOL,HENSHAW CRESCENT,NEWBURY,RG14 6ES	South	Football	Youth Football 9v9
F087	KENNET SCHOOL	STONEY LANE,THATCHAM,RG19 4LL	South	Football	Adult Football
F088	KENNET SCHOOL	STONEY LANE,THATCHAM,RG19 4LL	South	Football	Mini Soccer 7v7
F089	KENNETT VALLEY PRIMARY SCHOOL	CARTERS RISE,CALCOT,READING,RG31 7YT	East	Football	Youth Football 11v11
F090	LAMBOURN SPORTS CLUB	BOCKHAMPTON ROAD,LAMBOURN,HUNGERFORD,RG17 8PS	North and West	Football	Adult Football
F091	LAMBOURN SPORTS CLUB	BOCKHAMPTON ROAD,LAMBOURN,HUNGERFORD,RG17 8PS	North and West	Football	Youth Football 11v11
F092	LECKHAMPSTEAD PLAYING FIELD	EGYPT HILL,LECKHAMPSTEAD,NEWBURY,RG20 8QF	North and West	Football	Youth Football 11v11
F093	LINEAR PARK	RECREATION GROUND,CHARRINGTON ROAD,CALCOT,READING,RG31 7AT	East	Football	Adult Football
F094	LINEAR PARK	RECREATION GROUND,CHARRINGTON ROAD,CALCOT,READING,RG31 7AT	East	Football	Adult Football
F095	LINEAR PARK	RECREATION GROUND,CHARRINGTON ROAD,CALCOT,READING,RG31 7AT	East	Football	Adult Football
F096	LITTLE HEATH SCHOOL PLAYING FIELDS	DETACHED PLAYING FIELDS,LITTLE HEATH SCHOOL,LITTLE HEATH ROAD,TILEHURST,READING,RG31 4TT	North and West	Football	Mini Soccer 7v7
F097	LITTLE HEATH SCHOOL PLAYING FIELDS	DETACHED PLAYING FIELDS,LITTLE HEATH SCHOOL,LITTLE HEATH ROAD,TILEHURST,READING,RG31 4TT	North and West	Football	Youth Football 11v11

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F098	MARY HARE SCHOOL	ARLINGTON MANOR,SNELSMORE COMMON,NEWBURY,RG14 3BQ	North and West	Football	Adult Football
F099	MOORSIDE (no pitches marked out)	COLDSTREAM WAY,THATCHAM,RG19 4PS	South	Football	Adult Football
F100	MORTIMER ST MARYS JUNIOR SCHOOL	THE STREET,MORTIMER,READING,RG7 3PB	East	Football	Youth Football 11v11
F101	ALFRED PALMER MEMORIAL PLAYING FIELDS	MORTIMER FOOTBALL CLUB,THE PAVILLION,WEST END ROAD,MORTIMER COMMON,READING,RG7 3TX	East	Football	Youth Football 11v11
F102	ALFRED PALMER MEMORIAL PLAYING FIELDS	MORTIMER FOOTBALL CLUB,THE PAVILLION,WEST END ROAD,MORTIMER COMMON,READING,RG7 3TX	East	Football	Mini Soccer 7v7
F103	NORTH STREET PLAYING FIELD	ENGLEFIELD ROAD,THEALE,READING,RG7 5FJ	East	Football	Youth Football 9v9
F104	NORTH STREET PLAYING FIELD	ENGLEFIELD ROAD,THEALE,READING,RG7 5FJ	East	Football	Youth Football 9v9
F105	NORTHCROFT RECREATION GROUND	NORTHCROFT LANE,NEWBURY,RG14 1RS	South	Football	Adult Football
F106	NORTHCROFT RECREATION GROUND	NORTHCROFT LANE,NEWBURY,RG14 1RS	South	Football	Youth Football 11v11
F107	NORTHCROFT RECREATION GROUND	NORTHCROFT LANE,NEWBURY,RG14 1RS	South	Football	Adult Football
F108	PADWORTH VILLAGE HALL	PADWORTH LANE,LOWER PADWORTH,READING,RG7 4HY	East	Football	Adult Football
F109	PANGBOURNE COLLEGE	PANGBOURNE HILL,PANGBOURNE,READING,RG8 8LA	North and West	Football	Adult Football
F110	PANGBOURNE PRIMARY SCHOOL	PANGBOURNE PRIMARY SCHOOL,KENNEDY DRIVE,PANGBOURNE,READING,RG8 7LB	North and West	Football	Youth Football 11v11
F111	PANGBOURNE RECREATION GROUND	RECREATION GROUND,THAMES AVENUE,PANGBOURNE,READING,RG8 7BY	North and West	Football	Adult Football
F112	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Football	Adult Football
F113	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Football	Adult Football
F114	PARSONS DOWN PARTNERSHIP OF SCHOOLS	HERONS WAY,THATCHAM,RG19 3SR	South	Football	Mini Soccer 7v7
F115	SHEFFORD C OF E PRIMARY SCHOOL	WANTAGE ROAD,GREAT SHEFFORD,HUNGERFORD,RG17 7DB	North and West	Football	Youth Football 11v11
F116	SMITHAM BRIDGE PLAY PARK	SMITHAM BRIDGE ROAD,HUNGERFORD,RG17 0QP	North and West	Football	Mini Soccer 5v5
F117	SOUTHDOWN ROAD RECREATION GROUND (no pitches marked out)	10 Southdown Rd, Tadley RG26 4BT	Outside of area	None	Other
F118	SPEEN RECREATION GROUND	PLAY AREA,SPEEN RECREATION GROUND,STATION ROAD,SPEEN,NEWBURY,RG14 1UD	South	Football	Youth Football 9v9

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F119	SPEEN RECREATION GROUND	PLAY AREA,SPEEN RECREATION GROUND,STATION ROAD,SPEEN,NEWBURY,RG14 1UD	South	Football	Mini Soccer 7v7
F120	SPEEN RECREATION GROUND	PLAY AREA,SPEEN RECREATION GROUND,STATION ROAD,SPEEN,NEWBURY,RG14 1UD	South	Football	Mini Soccer 5v5
F121	SPEEN RECREATION GROUND	PLAY AREA,SPEEN RECREATION GROUND,STATION ROAD,SPEEN,NEWBURY,RG14 1UD	South	Football	Mini Soccer 5v5
F122	SPEENHAMLAND SCHOOL	PELICAN LANE,NEWBURY,RG14 1NU	South	Football	Youth Football 11v11
F123	SPURCROFT PRIMARY SCHOOL	SPURCROFT ROAD,THATCHAM,RG19 3XX	South	Football	Mini Soccer 7v7
F124	SRINGFIELD PRIMARY SCHOOL	BARTON ROAD,TILEHURST,READING,RG31 5NJ	East	Football	Mini Soccer 7v7
F125	ST ANDREW'S SCHOOL	BUCKHOLD,PANGBOURNE,READING,RG8 8QA	North and West	Football	Youth Football 11v11
F126	ST BARTHOLOMEWS SCHOOL (ENBORNE ROAD PITCHES)	ENBORNE ROAD,NEWBURY,RG14 6AT	South	Football	Adult Football
F127	ST BARTHOLOMEWS SCHOOL (ENBORNE ROAD PITCHES)	ENBORNE ROAD,NEWBURY,RG14 6AT	South	Football	Youth Football 11v11
F128	ST BARTHOLOMEWS SCHOOL (ENBORNE ROAD PITCHES)	ENBORNE ROAD,NEWBURY,RG14 6AT	South	Football	Youth Football 9v9
F129	ST BARTHOLOMEWS SCHOOL (FIFTH ROAD PITCHES)	RECREATION GROUND,FIFTH ROAD,NEWBURY,RG14 6DT	South	Football	Youth Football 9v9
F130	ST FINIANS RC SCHOOL	THE RIDGE,COLD ASH,THATCHAM,RG18 9HU	South	Football	Mini Soccer 5v5
F131	ST GABRIEL'S SCHOOL	SANDLEFORD PRIORY,NEWTOWN ROAD,NEWTOWN,NEWBURY,RG20 9BD	South	Football	Youth Football 9v9
F132	ST GABRIEL'S SCHOOL	SANDLEFORD PRIORY,NEWTOWN ROAD,NEWTOWN,NEWBURY,RG20 9BD	South	Football	Mini Soccer 7v7
F133	ST JOSEPHS R C PRIMARY SCHOOL	NEWPORT ROAD,NEWBURY,RG14 2AW	South	Football	Mini Soccer 7v7
F134	ST PAULS R.C PRIMARY SCHOOL	CITY ROAD,TILEHURST,READING,RG31 4SZ	East	Football	Youth Football 11v11
F135	STOCKCROSS PRIMARY SCHOOL	CHAPEL ROAD,STOCKCROSS,NEWBURY,RG20 8LD	North and West	Football	Youth Football 11v11
F136	STOCKCROSS RECREATION GROUND	THE RECREATIONAL GROUND,CHAPEL ROAD,STOCKCROSS,NEWBURY,RG20 8LW	North and West	Football	Youth Football 9v9
F137	STOCKCROSS RECREATION GROUND	THE RECREATIONAL GROUND,CHAPEL ROAD,STOCKCROSS,NEWBURY,RG20 8LW	North and West	Football	Youth Football 11v11
F138	STOCKCROSS RECREATION GROUND	THE RECREATIONAL GROUND,CHAPEL ROAD,STOCKCROSS,NEWBURY,RG20 8LW	North and West	Football	Adult Football

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F139	STREATLEY RECREATION GROUND	CLEEVE COURT LODGE,STREATLEY,READING,RG8 9PR	North and West	Football	Adult Football
F140	THATCHAM MEMORIAL HALL AND PLAYING FIELDS	MEMORIAL PLAYING FIELDS,BATH ROAD,THATCHAM,RG18 3AG	South	Football	Adult Football
F141	THE CASTLE SCHOOL (NEWBURY)	LOVE LANE,DONNINGTON,NEWBURY,RG14 2JG	South	Football	Youth Football 9v9
F142	THE DIAMOND	GREENHAM LODGE,PIGEONS FARM ROAD,THATCHAM,RG19 8XA	South	Football	Adult Football
F143	THE MOORS PLAYING FIELDS	LOWER WAY SPORTS FIELD,THE MOORS,THATCHAM,RG19 3LB	South	Football	Youth Football 9v9
F144	THE MOORS PLAYING FIELDS	LOWER WAY SPORTS FIELD,THE MOORS,THATCHAM,RG19 3LB	South	Football	Mini Soccer 5v5
F145	THE TRIANGLE FIELD	PRIORY ROAD,HUNGERFORD,RG17 0AR	North and West	Football	Adult Football
F146	THE TRIANGLE FIELD	PRIORY ROAD,HUNGERFORD,RG17 0AR	North and West	Football	Mini Soccer 7v7
F147	THE WILLINK SCHOOL PITCHES	HOLLYBUSH LANE,BURGHFIELD COMMON,READING,RG7 3JL	East	Football	Youth Football 11v11
F148	THE WILLOWS PRIMARY SCHOOL	PYLE HILL,NEWBURY,RG14 7SJ	South	Football	Youth Football 11v11
F149	THE WINCHCOMBE SCHOOL	FLAT,WINCHCOMBE SCHOOL,MAPLE CRESCENT,NEWBURY,RG14 1LN	South	Football	Mini Soccer 7v7
F150	THEALE C OF E PRIMARY SCHOOL	THEALE C OF E PRIMARY SCHOOL,ENGLEFIELD ROAD,THEALE,READING,RG7 5AS	East	Football	Mini Soccer 5v5
F151	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	Football	Adult Football
F152	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	Football	Adult Football
F153	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	Football	Youth Football 11v11
F154	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	Football	Youth Football 11v11
F155	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	Football	Youth Football 9v9
F156	BULPIT LANE	CLUBHOUSE,TOWN GROUND,BULPIT LANE,HUNGERFORD,RG17 0AY	North and West	Football	Adult Football
F157	TRINITY SCHOOL	LOVE LANE,SHAW,NEWBURY,RG14 2DU	South	Football	Adult Football
F158	TRINITY SCHOOL	LOVE LANE,SHAW,NEWBURY,RG14 2DU	South	Football	Youth Football 11v11
F159	TURNHAMS FARM RECREATION GROUND	TURNHAMS FARM FOOTBALL GROUND,LITTLE HEATH ROAD,TILEHURST,READING,RG31 4TT	North and West	Football	Adult Football

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F160	UPPER BASILDON RECREATION GROUND	BETHESDA STREET,READING,RG8 8NU	North and West	Football	Youth Football 11v11
F161	VICTORIA PARK (NEWBURY)	VICTORIA PARK,PARK WAY,NEWBURY,RG14 1EH	South	Football	Mini Soccer 7v7
F162	WASH COMMON	WASH COMMON RECREATION GROUND,BATTLE ROAD,NEWBURY,RG14 6NX	South	Football	Adult Football
F163	WATERSIDE PARK	WATERSIDE PARK,CROOKHAM HILL,THATCHAM,RG19 4PA	South	Football	Adult Football
F164	WATERSIDE PARK	WATERSIDE PARK,CROOKHAM HILL,THATCHAM,RG19 4PA	South	Football	Mini Soccer 7v7
F165	WESTWOOD FARM JUNIOR SCHOOL	FULLBROOK CRESCENT,TILEHURST,READING,RG31 6RY	East	Football	Youth Football 11v11
F166	WHITELANDS PARK PRIMARY SCHOOL	SAGECROFT ROAD,THATCHAM,RG18 3FH	South	Football	Youth Football 9v9
F167	ALFRED PALMER MEMORIAL PLAYING FIELDS	ALFRED PALMER MEMORIAL RECREATION FIELD,WEST END ROAD,READING,RG7 3TW	East	Football	Adult Football
F168	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Football	Adult Football
F169	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Football	Mini Soccer 5v5
F170	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Football	Mini Soccer 5v5
F171	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Football	Mini Soccer 7v7
F172	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Football	Mini Soccer 7v7
F173	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Football	Youth Football 9v9
F174	LITTLE HEATH SCHOOL PLAYING FIELDS	DETACHED PLAYING FIELDS,LITTLE HEATH SCHOOL,LITTLE HEATH ROAD,TILEHURST,READING,RG31 4TT	North and West	Football	Youth Football 11v11
F175	LITTLE HEATH SCHOOL PLAYING FIELDS	DETACHED PLAYING FIELDS,LITTLE HEATH SCHOOL,LITTLE HEATH ROAD,TILEHURST,READING,RG31 4TT	North and West	Football	Youth Football 9v9
F176	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	JAMES LANE,BURGHFIELD,READING,RG30 3RS	East	Football	Adult Football
F177	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	JAMES LANE,BURGHFIELD,READING,RG30 3RS	East	Football	Adult Football
F178	BURGHFIELD COMMUNITY SPORTS ASSOCIATION	JAMES LANE,BURGHFIELD,READING,RG30 3RS	East	Football	Youth Football 9v9
F179	THE WILLINK SCHOOL PITCHES	HOLLYBUSH LANE,BURGHFIELD COMMON,READING,RG7 3JL	East	Football	Adult Football

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F180	THE WILLINK SCHOOL PITCHES	HOLLYBUSH LANE,BURGHFIELD COMMON,READING,RG7 3JL	East	Football	Adult Football
F181	CHIEVELEY RECREATION GROUND	CHIEVELEY RECREATION GROUND,HIGH STREET,CHIEVELEY,NEWBURY,RG20 8TE	North and West	Football	Mini Soccer 7v7
F182	ST FINIANS RC SCHOOL	THE RIDGE,COLD ASH,THATCHAM,RG18 9HU	South	Football	Mini Soccer 5v5
F183	BUCKLEBURY VILLAGE RECREATION GROUND	BUCKLEBURY ROAD,BUCKLEBURY,READING,RG7 6PR	North and West	Football	Youth Football 9v9
F184	TRINITY SCHOOL	LOVE LANE,SHAW,NEWBURY,RG14 2DU	South	Football	Youth Football 9v9
F185	BUCKLEBURY CHURCH OF ENGLAND SCHOOL	BLACKLANDS ROAD,UPPER BUCKLEBURY,READING,RG7 6QP	North and West	Football	Mini Soccer 5v5
F186	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Football	Youth Football 11v11
F187	HENWICK WORTHY SPORTS GROUND 2	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Adult Football
F188	HENWICK WORTHY SPORTS GROUND 3	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Adult Football
F189	HENWICK WORTHY SPORTS GROUND 4	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Adult Football
F190	DOUAI PARK PLAYING FIELDS	DOUAI PARK RECREATION GROUND,CODS HILL,UPPER WOOLHAMPTON,READING,RG7 5TG	East	Football	Mini Soccer 7v7
F191	DOUAI PARK PLAYING FIELDS	DOUAI PARK RECREATION GROUND,CODS HILL,UPPER WOOLHAMPTON,READING,RG7 5TG	East	Football	Youth Football 9v9
F192	DOUAI PARK PLAYING FIELDS	DOUAI PARK RECREATION GROUND,CODS HILL,UPPER WOOLHAMPTON,READING,RG7 5TG	East	Football	Mini Soccer 7v7
F193	HENWICK WORTHY SPORTS GROUND M2 / 10a	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Mini Soccer 7v7
F194	NORTH STREET PLAYING FIELD	ENGLEFIELD ROAD,THEALE,READING,RG7 5FJ	East	Football	Adult Football
F195	Chaddleworth St. Andrew's & Shefford Church of England Federated Primary Schools (Shefford site)		North and West	Football	Youth Football 11v11
F196	Chieveley Primary School		North and West	Football	Youth Football 11v11
F197	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Youth Football 11v12

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F198	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Mini Soccer 5v5
F199	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Mini Soccer 5v5
F200	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Mini Soccer 7v7
F201	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Mini Soccer 7v7
F202	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Mini Soccer 7v7
F203	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Mini Soccer 7v7
F204	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Football	Mini Soccer 7v7
F205	HERMITAGE PRIMARY SCHOOL	HAMPSTEAD NORREYS ROAD,HERMITAGE,THATCHAM,RG18 9SA	North and West	Football	Mini Soccer 5V5
F206	JOHN RANKIN SCHOOL	JOHN RANKIN JUNIOR SCHOOL,HENSHAW CRESCENT,NEWBURY,RG14 6ES	South	Football	Mini Soccer 7v7
F207	JOHN RANKIN SCHOOL	JOHN RANKIN JUNIOR SCHOOL,HENSHAW CRESCENT,NEWBURY,RG14 6ES	South	Football	Mini Soccer 7v7
F208	HUTTON CLOSE		South	Football	Youth Football 9v9
F209	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Football	Youth Football 9v9
F210	Robert Sandilands Primary School & Nursery		South	Football	Mini Soccer 7v7
F211	ST GABRIEL'S SCHOOL	SANDLEFORD PRIORY,NEWTOWN ROAD,NEWTOWN,NEWBURY,RG20 9BD	South	Football	Mini Soccer 7v7
F212	THE MOORS PLAYING FIELDS	LOWER WAY SPORTS FIELD,THE MOORS,THATCHAM,RG19 3LB	South	Football	Youth Football 11v11
F213	CALCOT RECREATION GROUND	PARISH OFFICE,HIGH VIEW,CALCOT,READING,RG31 4XD	East	Football	Mini Soccer 7v7
F214	SPEEN RECREATION GROUND	PLAY AREA,SPEEN RECREATION GROUND,STATION ROAD,SPEEN,NEWBURY,RG14 1UD	South	Football	Mini Soccer 5v5
F215	HUNGERFORD PRIMARY SCHOOL PLAYING FIELDS	PLAYING FIELDS,HUNGERFORD PRIMARY SCHOOL,FAIRVIEW ROAD,HUNGERFORD,RG17 0BT	North and West	Football	Mini Soccer 5v5

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
F216	JOHN O'GAUNT SCHOOL	PRIORY ROAD,HUNGERFORD,RG17 0AN	North and West	Football	Youth Football 9v9
F217	JOHN O'GAUNT SCHOOL	PRIORY ROAD,HUNGERFORD,RG17 0AN	North and West	Football	Youth Football 9v9
F218	NORTH STREET PLAYING FIELD	ENGLEFIELD ROAD,THEALE,READING,RG7 5FJ	East	Football	Youth Football 9v9
F219	NORTH STREET PLAYING FIELD	ENGLEFIELD ROAD,THEALE,READING,RG7 5FJ	East	Football	Youth Football 9v9
F220	NORTH STREET PLAYING FIELD	ENGLEFIELD ROAD,THEALE,READING,RG7 5FJ	East	Football	Mini Soccer 7v7
F221	NORTH STREET PLAYING FIELD	ENGLEFIELD ROAD,THEALE,READING,RG7 5FJ	East	Football	Mini Soccer 7v7
F222	NORTH STREET PLAYING FIELD	ENGLEFIELD ROAD,THEALE,READING,RG7 5FJ	East	Football	Mini Soccer 7v7
F223	NORTH STREET PLAYING FIELD	ENGLEFIELD ROAD,THEALE,READING,RG7 5FJ	East	Football	Mini Soccer 7v7
F224	PADWORTH VILLAGE HALL	PADWORTH LANE,LOWER PADWORTH,READING,RG7 4HY	East	Football	Youth Football 11v11
F225	BROOKFIELDS SCHOOL	SAGE ROAD,TILEHURST,READING,RG31 6SW	East	Football	Mini Soccer 7v7
F226	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Football	Youth Football 11v11
F227	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Football	Youth Football 11v11
F228	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Football	Youth Football 11v11
F229	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Football	Youth Football 11v11
F230	HENWICK WORTHY SPORTS GROUND 10 / 10c	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Youth Football 9v9
F230	LINEAR PARK	RECREATION GROUND,CHARRINGTON ROAD,CALCOT,READING,RG31 7AT	East	Football	Mini Soccer 7v7
F231	HENWICK WORTHY SPORTS GROUND 8	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Adult Football
F232	HENWICK WORTHY SPORTS GROUND 6	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Football	Youth Football 11v11
F233	SPEEN RECREATION GROUND	PLAY AREA,SPEEN RECREATION GROUND,STATION ROAD,SPEEN,NEWBURY,RG14 1UD	South	Football	Mini Soccer 7v7
H1	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Hockey	Hockey - grass

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
H10	THE WILLINK SCHOOL PITCHES	HOLLYBUSH LANE,BURGHFIELD COMMON,READING,RG7 3JL	East	Hockey	Hockey - grass
H11	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	Hockey	Hockey - grass
H2	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Hockey	Hockey - grass
H3	KENNET SCHOOL	STONEY LANE,THATCHAM,RG19 4LL	South	Hockey	Hockey - grass
H4	MARY HARE SCHOOL	ARLINGTON MANOR,SNELSMORE COMMON,NEWBURY,RG14 3BQ	North and West	Hockey	Hockey - grass
H5	PANGBOURNE COLLEGE	PANGBOURNE HILL,PANGBOURNE,READING,RG8 8LA	North and West	Hockey	Hockey - grass
H6	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Hockey	Hockey - grass
H7	ST ANDREW'S SCHOOL	BUCKHOLD,PANGBOURNE,READING,RG8 8QA	North and West	Hockey	Hockey - grass
H8	ST GABRIEL'S SCHOOL	SANDLEFORD PRIORY,NEWTOWN ROAD,NEWTOWN,NEWBURY,RG20 9BD	South	Hockey	Hockey - grass
H9	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Hockey	Hockey - grass
LAC1	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Lacrosse	Lacrosse
LAC2	DOWNE HOUSE SCHOOL GRASS PITCHES	HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JL	South	Lacrosse	Lacrosse
LAC3	ST ANDREW'S SCHOOL	BUCKHOLD,PANGBOURNE,READING,RG8 8QA	North and West	Lacrosse	Lacrosse
LAC4	ST BARTHOLOMEWS SCHOOL	ANDOVER ROAD,NEWBURY,RG14 6JP	South	Lacrosse	Lacrosse
LAC5	ST BARTHOLOMEWS SCHOOL (CLOSED)	ANDOVER ROAD,NEWBURY,RG14 6JP	South	Lacrosse	Lacrosse
LAC6	ST BARTHOLOMEWS SCHOOL (FIFTH ROAD PITCHES)	RECREATION GROUND,FIFTH ROAD,NEWBURY,RG14 6DT	South	Lacrosse	Lacrosse
LAC7	JOHN RANKIN SCHOOL	JOHN RANKIN JUNIOR SCHOOL,HENSHAW CRESCENT,NEWBURY,RG14 6ES	South	Lacrosse	Junior
MU1	BRADFIELD PLAYING FIELD	HEATH ROAD,SOUTHEND BRADFIELD,READING,RG7 6HD	North and West	MUGA	MUGA
MU10	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	MUGA	MUGA
MU11	COTSWOLD SPORTS CENTRE	DOWNS WAY,TILEHURST,READING,RG31 6SL	East	MUGA	MUGA

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
AGP01	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Tennis	AGP - sand
AGP02	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Tennis	AGP - sand
MU14	BEEDON C OF E SCHOOL	STANMORE ROAD,BEEDON,NEWBURY,RG20 8SL	North and West	Netball	MUGA
MU15	BRADFIELD CE PRIMARY SCHOOL	COCK LANE,BRADFIELD SOUTHEND,READING,RG7 6HR	North and West	Netball	MUGA
MU16	BURGHFIELD COMMON RECREATION GROUND	BURGHFIELD VILLAGE HALL,RECREATION ROAD,BURGHFIELD COMMON,READING,RG7 3EN	East	MUGA	MUGA
MU17	THE CASTLE SCHOOL (NEWBURY)	LOVE LANE,DONNINGTON,NEWBURY,RG14 2JG	South	MUGA	MUGA
MU18	Chaddleworth St. Andrew's & Shefford Church of England Federated Primary Schools (Chaddleworth site)		North and West	MUGA	Tennis and Netball
MU19	Chaddleworth St. Andrew's & Shefford Church of England Federated Primary Schools (Shefford site)		North and West	MUGA	Tennis and Netball
MU20	DENEFIELD SCHOOL	LONG LANE,TILEHURST,READING,RG31 6XY	East	Netball	MUGA
MU21	Cold Ash St Mark's CE Primary School		South	Netball	MUGA
MU22	THE WILLINK SCHOOL	SCHOOL LANE,BURGHFIELD COMMON,READING,RG7 3XJ	East	MUGA	Tennis
MU23	THE WILLINK SCHOOL	SCHOOL LANE,BURGHFIELD COMMON,READING,RG7 3XJ	East	MUGA	Tennis and Netball
MU28	HUNGERFORD LEISURE CENTRE	PRIORY ROAD,HUNGERFORD,RG17 0AL	North and West	MUGA	Tennis and Netball
MU29	HUNGERFORD LEISURE CENTRE	PRIORY ROAD,HUNGERFORD,RG17 0AL	North and West	MUGA	Tennis and Netball
MU3	COTSWOLD RECREATION GROUND	DOWNS WAY,TILEHURST,READING,RG31 6SL	East	MUGA	MUGA
MU31	KENNET SCHOOL	STONEY LANE,THATCHAM,RG19 4LL	South	MUGA	Tennis and Netball
MU32	KENNET SCHOOL	STONEY LANE,THATCHAM,RG19 4LL	South	MUGA	Tennis and Netball
MU37	Inkpen Primary School		North and West	MUGA	MUGA
MU38	MARY HARE SCHOOL	ARLINGTON MANOR,SNELSMORE COMMON,NEWBURY,RG14 3BQ	North and West	MUGA	Tennis and Netball

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
MU39	CITY RECREATION GROUND	CITY RECREATION GROUND,ANDOVER ROAD,NEWBURY,RG14 6LR	South	MUGA	MUGA
MU40	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	MUGA	Tennis and Netball
MU41	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	MUGA	Tennis and Netball
MU42	Robert Sandilands Primary School & Nursery		South	MUGA	MUGA
MU43	Robert Sandilands Primary School & Nursery		South	Netball	MUGA
MU44	Robert Sandilands Primary School & Nursery		South	Netball	MUGA
MU45	ST GABRIEL'S SCHOOL	SANDLEFORD PRIORY,NEWTOWN ROAD,NEWTOWN,NEWBURY,RG20 9BD	South	MUGA	Tennis and Netball
MU46	St John the Evangelist Infant and Nursery School		South	MUGA	MUGA
MU47	ST JOSEPHS R C PRIMARY SCHOOL	NEWPORT ROAD,NEWBURY,RG14 2AW	South	Netball	MUGA
MU48	ST FINIANS RC SCHOOL	THE RIDGE,COLD ASH,THATCHAM,RG18 9HU	South	Netball	MUGA
MU49	STRATFIELD MORTIMER RECREATION GROUND	THE STREET,MORTIMER COMMON,READING,RG7 3RD	East	MUGA	MUGA
MU5	Hermitage Village Hall	HERMITAGE VILLAGE HALL,PINEWOOD CRESCENT,HERMITAGE,THATCHAM,RG18 9WL	North and West	MUGA	MUGA
MU50	THE WINCHCOMBE SCHOOL	FLAT,WINCHCOMBE SCHOOL,MAPLE CRESCENT,NEWBURY,RG14 1LN	South	MUGA	Tennis and Netball
MU51	TRINITY SCHOOL	LOVE LANE,SHAW,NEWBURY,RG14 2DU	South	MUGA	Tennis and Netball
MU52	Yattendon CE Primary School		North and West	Netball	MUGA
MU53	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	MUGA	Tennis and Netball
MU54	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	MUGA	Tennis and Netball
MU6	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	MUGA	Tennis and Netball
MU7	INKPEN MEMORIAL PLAYING FIELDS	POST OFFICE ROAD,INKPEN,HUNGERFORD,RG17 9PU	North and West	MUGA	MUGA
MU8	HUNGERFORD LEISURE CENTRE	PRIORY ROAD,HUNGERFORD,RG17 0AL	North and West	MUGA	Netball and Football
MU9	HENWICK WORTHY SPORTS GROUND	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	MUGA	MUGA

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
R001	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Rugby Union	Senior Rugby Union
R002	BROCKHURST & MARLSTON SCHOOL	MARLSTON HOUSE,MARLSTON,HERMITAGE,THATCHAM,RG18 9UL	North and West	Rugby Union	Mini / midi Rugby
R003	BROCKHURST & MARLSTON SCHOOL	MARLSTON HOUSE,MARLSTON,HERMITAGE,THATCHAM,RG18 9UL	North and West	Rugby Union	Senior Rugby Union
R004	DENEFIELD SCHOOL	LONG LANE,TILEHURST,READING,RG31 6XY	East	Rugby Union	Senior Rugby Union
R005	DENISON BARRACKS GYMNASIUM	GYMNASIUM,DENISON BARRACKS,OLD STREET,HERMITAGE,THATCHAM,RG18 9TP	North and West	Rugby Union	Senior Rugby Union
R006	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Rugby Union	Mini / midi Rugby
R007	ELSTREE SCHOOL	SCHOOL HOUSE,ELSTREE SCHOOL,WOOLHAMPTON HILL,UPPER WOOLHAMPTON,READING,RG7 5TD	East	Rugby Union	Senior Rugby Union
R008	HENWICK WORTHY SPORTS GROUND	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Rugby Union	Senior Rugby Union
R009	JOHN O'GAUNT SCHOOL	PRIORY ROAD,HUNGERFORD,RG17 0AN	North and West	Rugby Union	Senior Rugby Union
R010	KENNET SCHOOL	STONEY LANE,THATCHAM,RG19 4LL	South	Rugby Union	Mini / midi Rugby
R011	LITTLE HEATH SCHOOL PLAYING FIELDS	DETACHED PLAYING FIELDS,LITTLE HEATH SCHOOL,LITTLE HEATH ROAD,TILEHURST,READING,RG31 4TT	North and West	Rugby Union	Mini / midi Rugby
R012	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Senior Rugby Union
R013	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Mini / midi Rugby
R014	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Mini / midi Rugby
R015	PANGBOURNE COLLEGE	PANGBOURNE HILL,PANGBOURNE,READING,RG8 8LA	North and West	Rugby Union	Senior Rugby Union
R016	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Rugby Union	Senior Rugby Union
R017	ST ANDREW'S SCHOOL	BUCKHOLD,PANGBOURNE,READING,RG8 8QA	North and West	Rugby Union	Mini / midi Rugby
R018	ST BARTHOLOMEWS SCHOOL	ANDOVER ROAD,NEWBURY,RG14 6JP	South	Rugby Union	Senior Rugby Union
R019	ST BARTHOLOMEWS SCHOOL (CLOSED)	ANDOVER ROAD,NEWBURY,RG14 6JP	South	Rugby Union	Senior Rugby Union
R020	TADLEY RFC (FRANK JOSE PARK)	FRANK JOSE PARK,RED LANE,RED LANE,ALDERMASTON,READING,RG7 4PA	East	Rugby Union	Senior Rugby Union

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
R021	TADLEY RFC (FRANK JOSE PARK)	FRANK JOSE PARK,RED LANE,RED LANE,ALDERMASTON,READING,RG7 4PA	East	Rugby Union	Senior Rugby Union
R022	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Rugby Union	Mini / midi Rugby
R023	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Rugby Union	Senior Rugby Union
R024	THE TRIANGLE FIELD	PRIORY ROAD,HUNGERFORD,RG17 0AR	North and West	Rugby Union	Senior Rugby Union
R025	THE TRIANGLE FIELD	PRIORY ROAD,HUNGERFORD,RG17 0AR	North and West	Rugby Union	Senior Rugby Union
R026	THE WILLINK SCHOOL PITCHES	HOLLYBUSH LANE,BURGHFIELD COMMON,READING,RG7 3JL	East	Rugby Union	Senior Rugby Union
R027	THEALE GREEN SCHOOL	CHURCH STREET,READING,RG7 5DA	East	Rugby Union	Senior Rugby Union
R028	TRINITY SCHOOL	LOVE LANE,SHAW,NEWBURY,RG14 2DU	South	Rugby Union	Senior Rugby Union
R029	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Mini / midi Rugby
R030	HENWICK WORTHY SPORTS GROUND	PLAYING FIELDS,HENWICK WORTHY SPORTS GROUND,HENWICK LANE,THATCHAM,RG18 3BN	South	Rugby Union	Senior Rugby Union
R031	THE TRIANGLE FIELD	PRIORY ROAD,HUNGERFORD,RG17 0AR	North and West	Rugby Union	Senior Rugby Union
R032	THE TRIANGLE FIELD	PRIORY ROAD,HUNGERFORD,RG17 0AR	North and West	Rugby Union	Senior Rugby Union
R033	ALDERMASTON RECREATIONAL SOCIETY	AWE,ALDERMASTON,READING,RG7 4PR	East	Rugby Union	Senior Rugby Union
R034	TADLEY RFC (FRANK JOSE PARK)	FRANK JOSE PARK,RED LANE,RED LANE,ALDERMASTON,READING,RG7 4PA	East	Rugby Union	Senior Rugby Union
R035	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Senior Rugby Union
R036	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Senior Rugby Union
R037	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Senior Rugby Union
R038	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Mini / midi Rugby
R039	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Mini / midi Rugby
R040	NEWBURY RUGBY FOOTBALL CLUB	MONKS LANE,NEWBURY,RG14 7RW	South	Rugby Union	Mini / midi Rugby
R041	JOHN RANKIN SCHOOL	JOHN RANKIN JUNIOR SCHOOL,HENSHAW CRESCENT,NEWBURY,RG14 6ES	South	Rugby Union	Junior
R042	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Rugby Union	Senior Rugby Union

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
RFL1	STREATLEY RECREATION GROUND	CLEEVE COURT LODGE,STREATLEY,READING,RG8 9PR	North and West	Rugby League	Mini / midi Rugby
ROU1	BIRCH COPSE PRIMARY SCHOOL	WITTENHAM AVENUE,TILEHURST,READING,RG31 5LN	East	Rounders	Rounders
ROU10	JOHN O'GAUNT SCHOOL	PRIORY ROAD,HUNGERFORD,RG17 0AN	North and West	Rounders	Rounders
ROU11	KENNET SCHOOL	STONEY LANE,THATCHAM,RG19 4LL	South	Rounders	Rounders
ROU12	LITTLE HEATH SCHOOL PLAYING FIELDS	DETACHED PLAYING FIELDS,LITTLE HEATH SCHOOL,LITTLE HEATH ROAD,TILEHURST,READING,RG31 4TT	North and West	Rounders	Rounders
ROU13	MARY HARE SCHOOL	ARLINGTON MANOR,SNELSMORE COMMON,NEWBURY,RG14 3BQ	North and West	Rounders	Rounders
ROU14	PANGBOURNE PRIMARY SCHOOL	PANGBOURNE PRIMARY SCHOOL,KENNEDY DRIVE,PANGBOURNE,READING,RG8 7LB	North and West	Rounders	Rounders
ROU15	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Rounders	Rounders
ROU16	SRINGFIELD PRIMARY SCHOOL	BARTON ROAD,TILEHURST,READING,RG31 5NJ	East	Rounders	Rounders
ROU17	ST ANDREW'S SCHOOL	BUCKHOLD,PANGBOURNE,READING,RG8 8QA	North and West	Rounders	Rounders
ROU18	THE CASTLE SCHOOL (NEWBURY)	LOVE LANE,DONNINGTON,NEWBURY,RG14 2JG	South	Rounders	Rounders
ROU19	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Rounders	Rounders
ROU2	BRADFIELD CE PRIMARY SCHOOL	COCK LANE,BRADFIELD SOUTHEND,READING,RG7 6HR	North and West	Rounders	Rounders
ROU20	THE WILLINK SCHOOL PITCHES	HOLLYBUSH LANE,BURGHFIELD COMMON,READING,RG7 3JL	East	Rounders	Rounders
ROU21	TRINITY SCHOOL	LOVE LANE,SHAW,NEWBURY,RG14 2DU	South	Rounders	Rounders
ROU22	WESTWOOD FARM JUNIOR SCHOOL	FULLBROOK CRESCENT,TILEHURST,READING,RG31 6RY	East	Rounders	Rounders
ROU23	HERMITAGE PRIMARY SCHOOL	HAMPSTEAD NORREYS ROAD,HERMITAGE,THATCHAM,RG18 9SA	North and West	Rounders	Rounders
ROU24	JOHN RANKIN SCHOOL	JOHN RANKIN JUNIOR SCHOOL,HENSHAW CRESCENT,NEWBURY,RG14 6ES	South	Rounders	Junior
ROU3	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Rounders	Rounders
ROU4	BROCKHURST & MARLSTON SCHOOL	MARLSTON HOUSE,MARLSTON,HERMITAGE,THATCHAM,RG18 9UL	North and West	Rounders	Rounders

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
ROU5	BROOKFIELDS SCHOOL	SAGE ROAD,TILEHURST,READING,RG31 6SW	East	Rounders	Rounders
ROU6	BUCKLEBURY CHURCH OF ENGLAND SCHOOL	BLACKLANDS ROAD,UPPER BUCKLEBURY,READING,RG7 6QP	North and West	Rounders	Rounders
ROU7	DENEFIELD SCHOOL	LONG LANE,TILEHURST,READING,RG31 6XY	East	Rounders	Rounders
ROU8	DOWNE HOUSE SCHOOL GRASS PITCHES	HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JL	South	Rounders	Rounders
ROU9	GARLAND JUNIOR SCHOOL	CLAYHILL ROAD,BURGHFIELD COMMON,READING,RG7 3HG	East	Rounders	Rounders
S1	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Softball	Softball
S2	BROOKFIELDS SCHOOL	SAGE ROAD,TILEHURST,READING,RG31 6SW	East	Softball	Softball
S3	KENNET SCHOOL	STONEY LANE,THATCHAM,RG19 4LL	South	Softball	Softball
S4	PARK HOUSE SCHOOL	239,ANDOVER ROAD,NEWBURY,RG14 6NQ	South	Softball	Softball
S5	ST BARTHOLOMEWS SCHOOL (ENBORNE ROAD PITCHES)	ENBORNE ROAD,NEWBURY,RG14 6AT	South	Softball	Softball
S6	THE DOWNS SCHOOL	COMPTON,NEWBURY,RG20 6AD	North and West	Softball	Softball
S7	TRINITY SCHOOL	LOVE LANE,SHAW,NEWBURY,RG14 2DU	South	Softball	Softball
MU12	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Tennis and Netball	MUGA
T3	BRADFIELD COLLEGE SPORTS COMPLEX	SPORTS COMPLEX,BRADFIELD,READING,RG7 6BZ	North and West	Tennis	Tennis - outdoor
T4	BUCKLEBURY TENNIS CLUB	BUCKLEBURY VILLAGE HALL,BROAD LANE,BROAD LANE,UPPER BUCKLEBURY,READING,RG7 6QH	North and West	Tennis	Tennis - outdoor
T5	CHIEVELEY RECREATION GROUND	CHIEVELEY RECREATION GROUND,HIGH STREET,CHIEVELEY,NEWBURY,RG20 8TE	North and West	Tennis	Tennis - outdoor
T6	COLD ASH RECREATION GROUND	HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JH	South	Tennis	Tennis - outdoor
T8	DAVID LLOYD (NEWBURY)	LAND WEST OF NEWBURY RUGBY CLUB,MONKS LANE,NEWBURY,RG14 7RW	South	Tennis	Tennis - outdoor
T9	DE VERE WOKEFIELD ESTATE	PIERCES FARM,GOODBOYS LANE,MORTIMER,READING,RG7 3AH	East	Tennis	Tennis - outdoor
T11	DENISON BARRACKS GYMNASIUM	GYMNASIUM,DENISON BARRACKS,OLD STREET,HERMITAGE,THATCHAM,RG18 9TP	North and West	Tennis	Tennis - outdoor
T12	DOUAI PARK PLAYING FIELDS	DOUAI PARK RECREATION GROUND,CODS HILL,UPPER WOOLHAMPTON,READING,RG7 5TG	East	Tennis	Tennis - outdoor

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
T13	DOWNE HOUSE SCHOOL SPORTS CENTRE	DOWNE HOUSE,HERMITAGE ROAD,COLD ASH,THATCHAM,RG18 9JJ	South	Tennis	Tennis - outdoor
T15	GLADSTONE MEMORIAL RECREATION GROUND	KINTBURY TENNIS CLUB,THE RECREATION GROUND,INKPEN ROAD,KINTBURY,HUNGERFORD,RG17 9TU	North and West	Tennis	Tennis - outdoor
T16	GOOSECROFT RECREATION GROUND	RECREATION GROUND,BEECH ROAD,PURLEY ON THAMES,READING,RG8 8BW	North and West	Tennis	Tennis - outdoor
T19	HUNGERFORD TENNIS CLUB	HUNGERFORD TENNIS CLUB,THE CROFT,HUNGERFORD,RG17 0HY	North and West	Tennis	Tennis - outdoor
T21	JOHN O'GAUNT SCHOOL	PRIORY ROAD,HUNGERFORD,RG17 0AN	North and West	Tennis	Tennis - outdoor
T23	LAMBOURN SPORTS CLUB	BOCKHAMPTON ROAD,LAMBOURN,HUNGERFORD,RG17 8PS	North and West	Tennis	Tennis - outdoor
T24	LITTLE HEATH SCHOOL	LITTLE HEATH ROAD,TILEHURST,READING,RG31 5TY	East	Tennis	Tennis - outdoor
T44	MARY HARE SCHOOL	ARLINGTON MANOR,SNELSMORE COMMON,NEWBURY,RG14 3BQ	North and West	Tennis	Tennis - outdoor
T26	MERCURE NEWBURY ELCOT PARK HOTEL	ELCOT,NEWBURY,RG20 8NJ	North and West	Tennis	Tennis - outdoor
T27	NEWBURY TENNIS CLUB	LAWN TENNIS CLUB,POPLAR PLACE,NEWBURY,RG14 1NA	South	Tennis	Tennis - outdoor
T28	PADWORTH COLLEGE	SOPERS LANE,PADWORTH,READING,RG7 4NR	East	Tennis	Tennis - outdoor
T29	PANGBOURNE COLLEGE	PANGBOURNE HILL,PANGBOURNE,READING,RG8 8LA	North and West	Tennis	Tennis - outdoor
T30	PANGBOURNE RECREATION GROUND	RECREATION GROUND,THAMES AVENUE,PANGBOURNE,READING,RG8 7BY	North and West	Tennis	Tennis - outdoor
T32	ST ANDREW'S SCHOOL	BUCKHOLD,PANGBOURNE,READING,RG8 8QA	North and West	Tennis	Tennis - outdoor
MU13	ST BARTHOLOMEWS SCHOOL	ANDOVER ROAD,NEWBURY,RG14 6JP	South	Tennis and Netball	MUGA
T34	STOCKCROSS RECREATION GROUND	THE RECREATIONAL GROUND,CHAPEL ROAD,STOCKCROSS,NEWBURY,RG20 8LW	North and West	Tennis	Tennis - outdoor
T35	STRATFIELD MORTIMER RECREATION GROUND	THE STREET,MORTIMER COMMON,READING,RG7 3RD	East	Tennis	Tennis - outdoor

PPS Pitch ID	Site Name	Address	Sub Area	Sport	Pitch Type
T36	THATCHAM MEMORIAL HALL AND PLAYING FIELDS	MEMORIAL PLAYING FIELDS,BATH ROAD,THATCHAM,RG18 3AG	South	Tennis	Tennis - outdoor
T37	THE CASTLE SCHOOL (NEWBURY)	LOVE LANE,DONNINGTON,NEWBURY,RG14 2JG	South	Tennis	Tennis - outdoor
T40	UPPER BASILDON RECREATION GROUND	BETHESDA STREET,READING,RG8 8NU	North and West	Tennis	Tennis - outdoor
T41	VICTORIA PARK (NEWBURY)	VICTORIA PARK,PARK WAY,NEWBURY,RG14 1EH	South	Tennis	Tennis - outdoor
T42	WEST ILSLEY CRICKET CLUB	THE JOHN VERNEY PAVILION,CATMORE ROAD,WEST ILSLEY,NEWBURY,RG20 7AT	North and West	Tennis	Tennis - outdoor
T43	YATTENDON AND FRILSHAM TENNIS CLUB	VILLAGE HALL,ROAD KNOWN AS YATTENDON LANE,YATTENDON,THATCHAM,RG18 0UE	North and West	Tennis	Tennis - outdoor

.pdf Map files



Football teams heat
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Sand full size football
use 20 min catchmentsize football use 20 m



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AGPs only 20 min cat



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Tennis - Map 2 -
Catchment Analysis



Tennis - Map 1 -



Tennis - Map 4 - Top



Tennis - Map 3 - LTA



Netball - Map 2 -
Catchment Analysis



Netball - Map 1 -



Netball - Map 4 - Top



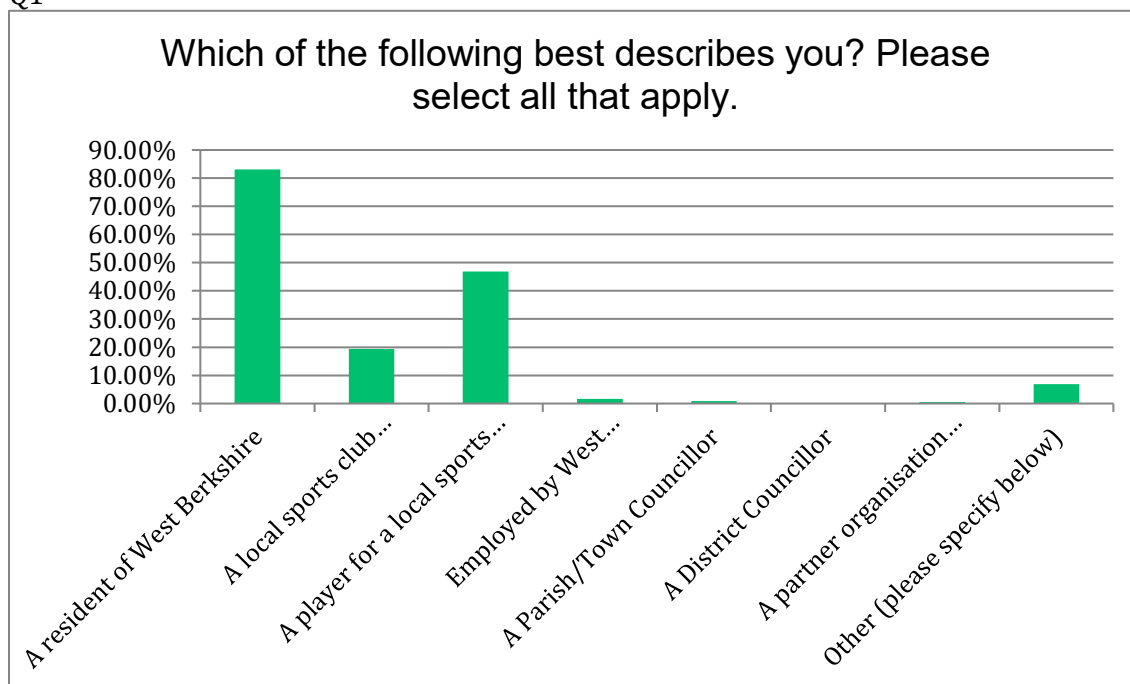
Netball - Map 3 - EN



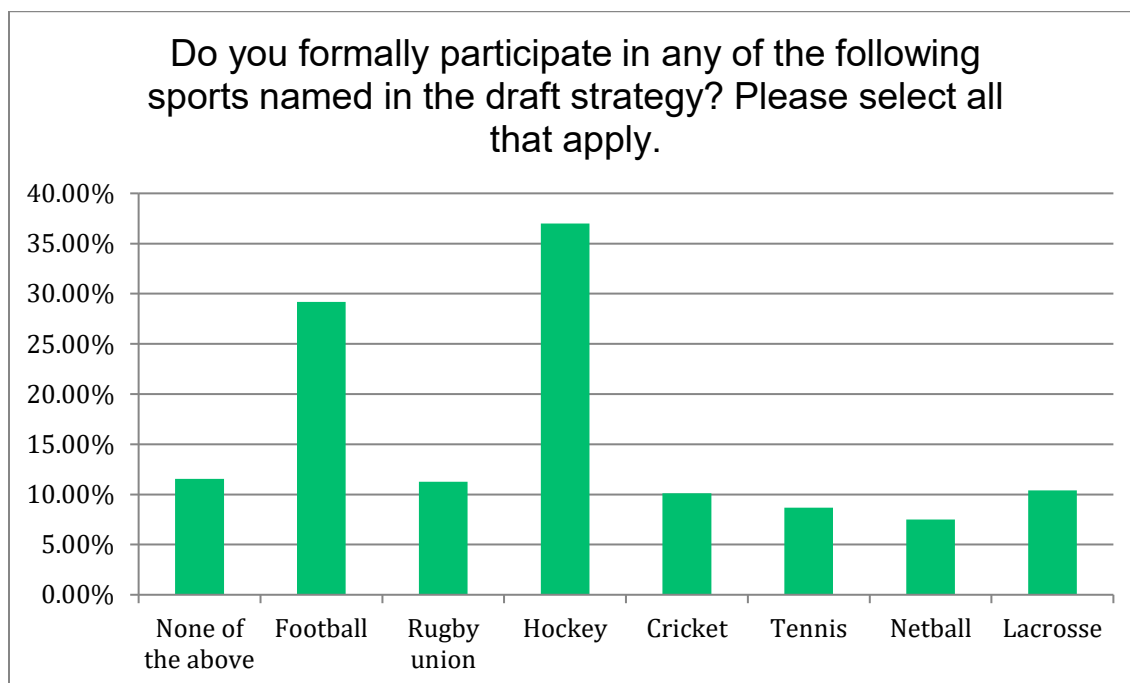
NE Thatcham LP
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Consultation Questions – Summary of Responses

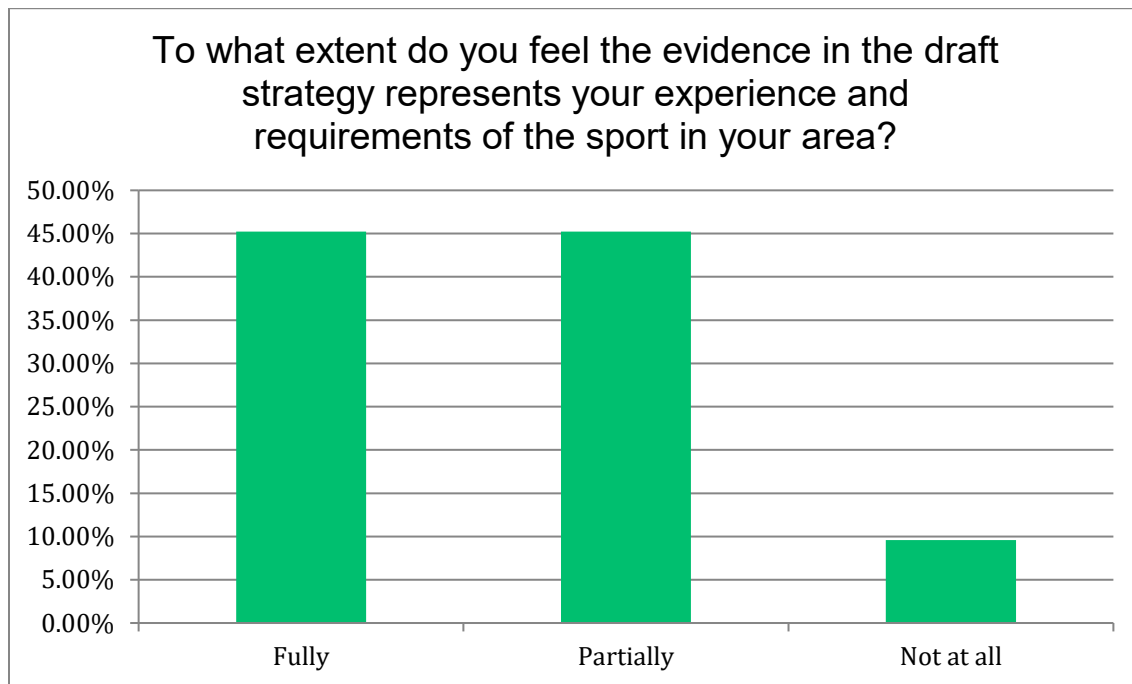
Q1



Q2

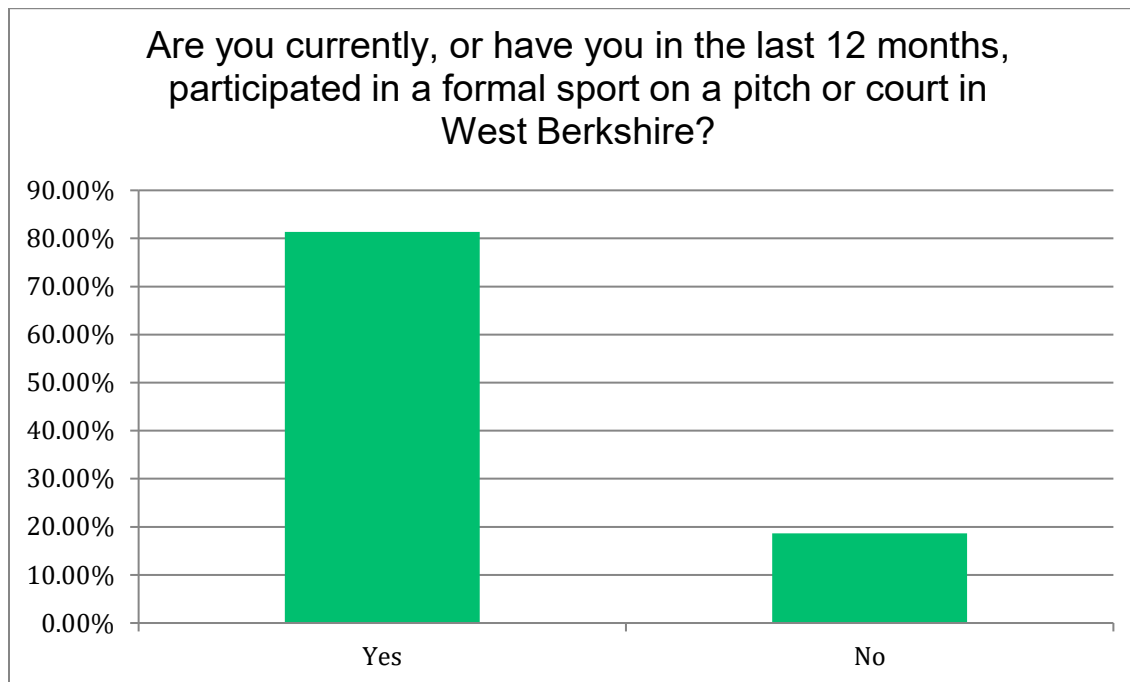


Q3



Question No.	Q4
Question	What adjustments could be made to the draft strategy to ensure your sporting participation is included?
Summary of Responses	Respondents called for improvements to pitch availability, access, and quality, with emphasis on the need for a second full-size, floodlit hockey pitch at Henwick. There were calls for improvements to supporting infrastructure, security of tenure for clubs and clearer actions, funding routes, and delivery mechanisms.

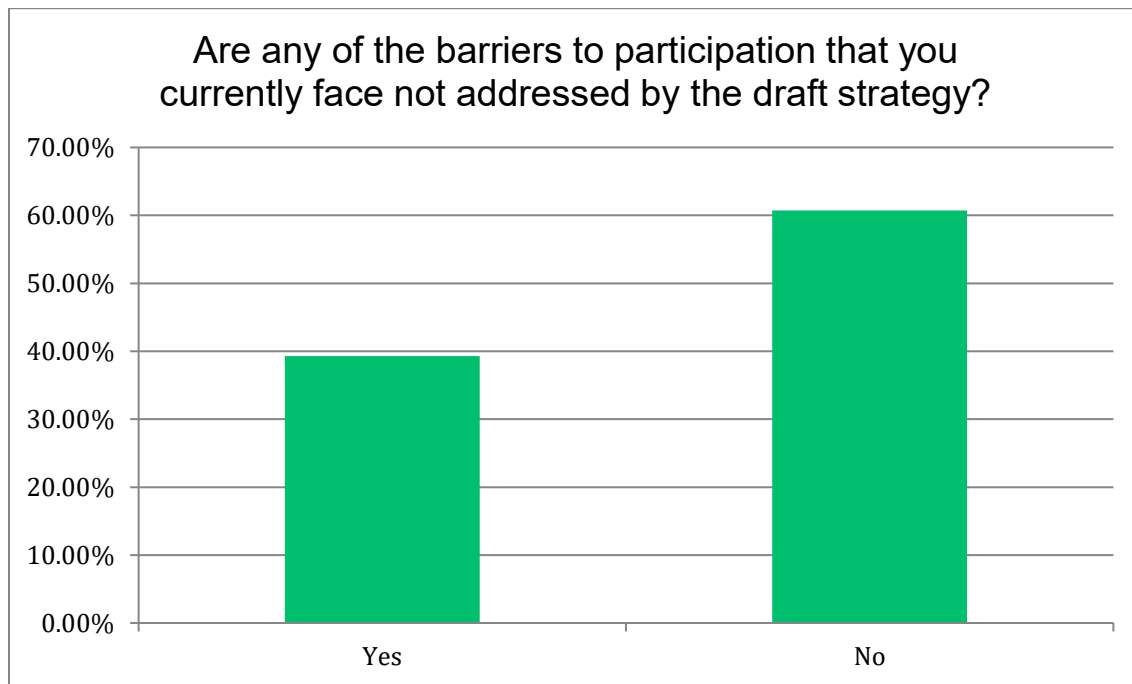
Q5



Question No.	Q6
Question	Do you feel the recommendations in the draft strategy would enhance your opportunities to participate in sporting activities?
Summary of Responses	Respondents felt the strategy could enhance participation, if delivered in full and at pace. It was felt that timely delivery, adequate infrastructure, and affordability were crucial

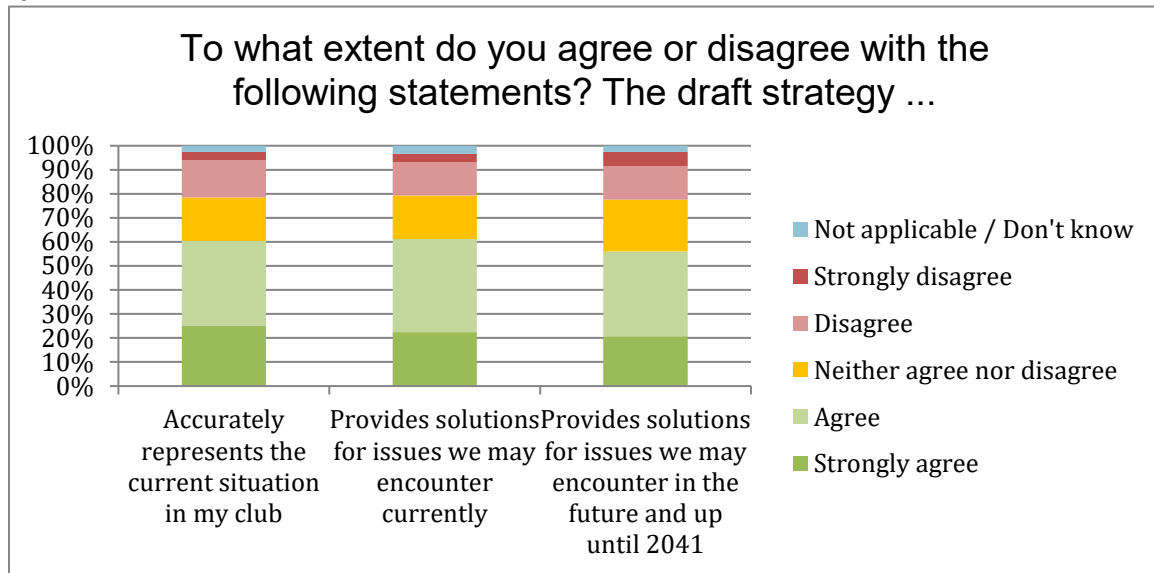
Question No.	Q7
Question	Do you currently face any of the following barriers to participating in sporting activities?
Summary of Responses	Barriers included limited pitch availability, late training slots, poor pitch condition, lack of facilities, cost, travel, and accessibility constraints.

Q8



Question No.	Q9
Question	If you feel the strategy could provide solutions to the barriers you face, please provide information below.
Summary of Responses	Respondents highlighted delivering additional pitches, improved infrastructure, security of tenure, affordability measures and better maintenance, as key solutions.

Q10



Question No.	Q11
Question	Is the draft strategy clear and easy to understand?
Summary of Responses	The strategy was viewed as generally clear but greater detail on delivery, timelines, funding, and site-specific actions was requested

Question No.	Q12
Question	Do you have any further comments you'd like to share about the draft strategy?
Summary of Responses	Further comments reinforced the need for urgent delivery, protection of key sites, adequate capacity, affordability, and confidence that the strategy will be implemented with accountability.

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Procurement governance

Committee considering report:	Resources and Place Scrutiny Committee
Date of Committee:	12 May 2026
Portfolio Member:	Councillor Vicky Poole
Date Portfolio Member agreed report:	21 April 2026
Report Author:	Martyn Sargeant, Service Director – Strategy and Governance Richard Howroyd, Service Lead – Procurement and Commissioning

1 Purpose of the Report

To provide the Scrutiny committee with further information about the Council's arrangements for overseeing procurement activity.

2 Recommendations

- 2.1 To note the information provided in response to the scrutiny proposal from a member of the public.
- 2.2 To determine how the Committee wishes to respond to the questions raised in the scrutiny proposal.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	There are no financial implications arising from this report.
Human Resource:	There are no HR implications arising from this report.
Legal:	There are no legal implications arising from this report.
Property:	There are no property implications arising from this report.

Risk Management:	There are no risks arising from this report.
Policy:	The report relates to the Council's policies and procedures on procurement, the detail of which is set out in the report or referenced where appropriate.

	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		There are no equalities implications arising from this report.
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		
Environmental Impact/Health Impact/ICT Impact/Digital Services Impact/Council Strategy Priorities/Core Business/Data Impact:		X		As the report is an information item, there are no relevant implications arising from it.

Consultation and Engagement:	No consultation has been carried out in relation to this report, as it is an information item for the Scrutiny Committee.
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4 Supporting Information

Background

- 4.1 At its meeting on 17 March 2026, the Committee considered a briefing note setting out details of the governance in place to ensure robust procurement of goods and services, particularly for contracts over £2.5m. This was in response to a proposal from a member of the public for a scrutiny review.
- 4.2 The Committee requested further information in response to the desired outcomes identified by the member of the public, specifically:
- “To provide visibility / details of the recommendations of “Constitution task group over last two years”
 - Copy of the report / audit trail / evidence / full details of the report / sign off process / date / objectives and resulting recommendations that “follows the work by a constitution task group over last two years”
 - Justification / explanation of why supporting detailed reports (exemplified by EX4332 and EX4159) are no longer being provided?
 - Since July 2023 (EX4407) to September 2025 (EX4726) qty 7 EX reports have been approved covering 23 contracts of over £2.5 Million.
 - Can scrutiny request any / all supporting information supplied to the Exec for the 23 contracts of over £2.5 Million approved since July 2023?
 - Since July 2023 has the Exec requested “further information regarding any of the contracts identified” in the EX reports?
 - Can scrutiny request that all future contracts for high value contracts must be supported by a formal and detailed written report?
 - Can scrutiny undertake a review of why forthcoming contract awards, since July 2023 is now Part II.
 - Can scrutiny clarify and document the approval process required to approve large contracts?
 - At a recent governance committee meeting a legal officer suggested that contracts over £2.5 Million should be approved by full council. What is the process?
 - Can scrutiny recommend that ALL contracts over £2.5 Million are once again individually highlighted on the Forward Plan (not hidden under the generic title “Contracts for Award Under Delegated Authority from Executive)”

Responses to the points raised

Point 1: *To provide visibility / details of the recommendations of “Constitution task group over last two years” AND Copy of the report / audit trail / evidence / full details of the report / sign off process / date / objectives and resulting recommendations that “follows the work by a constitution task group over last two years”*

- 4.3 The Constitution Review Task Group is an internal, politically-balanced working group of Councillors. Its role is to keep the Constitution under review on a rolling basis, in accordance with good practice, and to make recommendations for changes to the Governance Committee and, ultimately, the Council. Changes to the Constitution can

only be made by the full Council and the terms of reference of the Governance Committee require that it consider and 'make recommendations to the Council on proposed changes to the Constitution.'

- 4.4 Changes to the Constitution are made throughout the year on an iterative basis, as and when required. The meetings of the Governance Committee and Council are held in public, so all changes are considered in public in response to reports that are publicly available. These can be viewed on the Council's [website](#).

Point 2: *Justification / explanation of why supporting detailed reports (exemplified by EX4332 and EX4159) are no longer being provided?*

- 4.5 As the examples provided were not Contract Award Papers, it is not possible to undertake a direct comparison between the previous process and the current process.
- 4.6 Further information on the examples given is provided below.
- EX4332: Newbury Sports Hub – this is actually not an award of contract, as that had already been agreed previously (December 2021). Rather it seeks to adjust the original costs, which had been inflated whilst the initiative was delayed by a lengthy legal challenge.
 - EX4159: Northcroft Lido – This was an Exception Report that detailed the decision to place a direct award with a single supplier through a framework. As this is an exception to the Constitution, this detailed report was taken through to Executive in its entirety for approval to award the contract. This process has not changed, and a report of this nature would be taken through to Executive again should similar circumstances be apparent.

Point 3: *Since July 2023 (EX4407) to September 2025 (EX4726) qty 7 EX reports have been approved covering 23 contracts of over £2.5 Million. Can scrutiny request any / all supporting information supplied to the Exec for the 23 contracts of over £2.5 Million approved since July 2023?*

- 4.7 Prior to July 2023, upon completion of the procurement process for contracts valued over £2.5 million, a Contract Award Paper providing an overview of the procurement process was taken through the Executive decision-making cycle and approved by the Executive prior to contract award. Due to the inclusion of commercially sensitive information, a Part II report was provided alongside the main paper to inform the Executive of the successful tenderer and the associated pricing.
- 4.8 Two examples of this process are:
- EX4208 Contract Award for Grounds Maintenance Contract (03 November 2022) plus EX4208 Part II
 - EX4180 Contract Award for The Castle at Theale Secondary SEMH / ASD Provision- Phase 4 Main Works (07 July 2022) plus EX4180 Part II

- 4.9 From July 2023, in line with the Constitution, contracts with a value exceeding £2.5 million have been subject to a report seeking Delegated Authority from the Executive. A Contract Award Paper continues to be completed for each contract and is approved by the Procurement Board, the relevant Service Director, and the relevant Portfolio Holder.

Two examples of this process are:

- EX4501- Contracts for Award Under Delegated Authority from Executive (14 March 2024) in relation to Four Houses Corner Traveller Site – Main Construction
- EX4662 - Contracts for Award Under Delegated Authority from Executive (03 April 2025) in relation to Falkland Modular Replacement

Point 4: *Since July 2023 has the Exec requested “further information regarding any of the contracts identified” in the EX reports?*

- 4.10 Since July 2023 no further information regarding contracts outlined in the approved Delegated Authority reports has been requested by the Executive. However, earlier this year, the Executive requested that the award process for the highways term maintenance contract should be subject to separate reporting and not be part of the Delegated Authority process. Instead, a stand-alone Contract Award Paper for this contract will follow the Executive cycle and will be considered for approval at an Extraordinary Executive meeting scheduled on 11 June 2026. The information provided within this report will be commercially sensitive and therefore further details will be provided within a Part II report.

Point 5: *At a recent governance committee meeting a legal officer suggested that contracts over £2.5 Million should be approved by full council. What is the process?*

- 4.11 The member of the public kindly provided details of the meeting referred to above and a transcript of the relevant exchange (attached as appendix 1). Although the discussion is not very clear, the officer did not say that contracts over £2.5m would be approved by full Council. The officer refers to matters that are reserved to Council and gives the example of Planning but, as Cllr Woollaston points out, this would not be a financial matter anyway. The paragraphs below set out the constitutional requirements for approving contracts over £2.5m.
- 4.12 As set out in the Constitution (Contract Rules – Appendix A: Delegated authority to enter into contracts – limits and thresholds). Contracts with a value in excess of £2.5million that are being competitively tendered shall require Executive approval, which may be given as follows. The Executive shall receive quarterly reports detailing contracts being procured and seeking delegated authority from Executive for the relevant Service Director to award the contract following the procurement process in consultation with the relevant Portfolio Holder, S.151 Officer and the Monitoring Officer.
- 4.13 Once the procurement process has been completed, a Contract Award Paper is submitted to the Procurement Board. Following approval, the relevant Service Director, in consultation with the relevant Portfolio Holder, the Section 151 Officer, and the Monitoring Officer, exercises the delegated authority granted by the Executive to award the contract.

5 Matters for the Scrutiny Committee

- 5.1 The questions set out below were also raised in the submission from the member of the public. However, these are for the Scrutiny Committee to consider in light of the information provided about procurement arrangements.

Can scrutiny request that all future contracts for high value contracts must be supported by a formal and detailed written report?

Can scrutiny undertake a review of why forthcoming contract awards, since July 2023 is now Part II.

Can scrutiny clarify and document the approval process required to approve large contracts?

Can scrutiny recommend that ALL contracts over £2.5 Million are once again individually highlighted on the Forward Plan (not hidden under the generic title “Contracts for Award Under Delegated Authority from Executive)”

6 Appendices

- 6.1 Appendix 1 - transcript from section of the Governance Committee on 18 November 2025

Background Papers:

Briefing note to the Resources and Place Scrutiny Committee: [Procurement Governance](#) – 17 March 2026

Wards affected: All

Officer details:

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Appendix 1: transcript from section of the Governance Committee on Tuesday 18 November 2025

https://youtu.be/Oz7tzR5iSuE?list=PL6cepKKElwne9h0GajvDRG65M2AG0Wn_U&t=1169

Howard Woollaston (HW): *"so, forgive me, but what I'm interested in most of all is those contracts above £2.5 Million and just what consents they require and what the process is and how they're checked"*

Nicola Thomas (NT): *"..... in terms of contracts in excess of £2.5 million that would exceed our key decision threshold. We're not changing the scheme of delegation around that, those would have to come through our governance process for approval by members"*

HW *"and would that mean they come through Executive?"*

NT: *"it would depend on the decision being made, but yes, usually. It depends if it's a council function or executive function."*

HW *"so why wouldn't it come to Executive?"*

NT: *"it depends on the matter, on the contract matter as to whether it was a council decision or executive decision but regardless, it would need a member decision."*

HW *"I don't see the distinction between the two. What's the difference?"*

NT: *"because some functions as a council... some functions of West Berkshire Council are delegated to... or an executive function under our..... under the legislation, whereas some are reserved for council."*

HW *"forgive me for chasing on this but give me an example from either side"*

NT: *"so a decision that's reserved for council which we do delegate is planning for example that can't be delegated, whereas the executive decision is pretty much.."*

HW *"but planning doesn't have any financial element to it"*

NT: *"yeah, I can't think of one off the top of my head that would have a financial implication off the top of my head but regardless any decision that would be £2.5 million would be a member decision. It would not be made by individual executive directors or any other officers"*

HW *"Thank-you very much"*

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Resources & Place Scrutiny Committee
12 May 2026

Item 7 – Task and Finish Group Guidance

Verbal Item

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