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

Friday 23 October 2026

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ID4827	**Streatley Hill proposed 40mph speed limit change**	Councillor Stuart Gourley	185 - 212

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Winter Service Plan 2026/27

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	23 October 2026
Portfolio Member:	Councillor Stuart Gourley
Report Author:	Nick Dale
Forward Plan Ref:	ID4826

1 Purpose of the Report

1.1 To seek approval of the 2026/27 Highway Winter Service Plan.

2 Recommendation

2.1 That the Executive Portfolio Member for Environment and Highways approves the 2026/27 Highway Winter Service Plan.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	The cost of providing the Winter Service, including the maintenance of West Berkshire Council owned salt bins (30 no.) and undertaking up to 50 primary precautionary treatments on 529.5km of carriageway, is included in the 2026/27 revenue budget. (There is no budget provision for treatment of the secondary network, snow clearance network or footway networks). Financial Officer – Jonathan Martin
Human Resource:	None arising from this report.
Legal:	Following a House of Lords ruling, the Council has had a statutory duty from 10 October 2003 to ensure, so far as reasonably practicable that the safe passage along a highway is not endangered by snow or ice.

	The Winter Service is to be procured through the Highways Term Maintenance Contract 2026-2036.			
Risk Management:	Failure to treat the asset during winter conditions will affect the availability, value, safety and the Council's ability to meet it's statutory duty to ensure, so far as reasonably practicable that the safe passage along a highway is not endangered by snow or ice.			
Property:	The public highway is an important and valuable asset. Failure to implement the plan will affect the safety and availability of the highway.			
Policy:	To comply with best practice and the statutory duty to maintain the public highway in a safe condition, the Environment Department reviews and produces an annual Highway Winter Service Plan to set out its operational proposals for Members to consider.			
	Positive	**Neutral**	**Negative**	**Commentary**
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		N/A
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		N/A

Environmental Impact:			X	Provision of salt spreading on the treatment networks will inevitably have an effect on the environment and produce carbon emissions both from the mining/transportation of rock salt and the vehicles used to treat the network. The policy looks to minimise salt use through use of appropriate spread rates and accurate weather forecasting, so treatment is only carried out when necessary. Not treating the network would likely result in longer journey times/delays due to hazardous driving conditions and accidents. We are looking to reduce the amount of salting required in future though an anticipated move to route-based forecasting. The technology to gather the data required for this transition will continue through the 2026/27 season.
Health Impact:		X		No major health implications arising from this report.
ICT Impact:		X		No additional impact – the service is already delivered using an externally hosted system provided through the Winter Forecasting Contract.
Digital Services Impact:		X		No additional impact – the service is already delivered using an externally hosted system provided through the Winter Forecasting Contract.
Council Strategy Priorities:	X			A well maintained and safe highway network for all road users, will provide an effective network to help stimulate movement across the district to enhance the local economy and help achieve the strategic priority "**a prosperous and resilient West Berkshire"**

Core Business:	X			Provision of winter service will contribute positively towards "**a prosperous and resilient West Berkshire"**
Data Impact:		X		See appendix A – Data Protection Impact Assessment
Consultation and Engagement:	All Members, All Town and Parish Councils.			

4 Executive Summary

4.1 The Council has a statutory duty to ensure, so far as reasonably practicable that the safe passage along a highway is not endangered by snow or ice.

4.2 It is proposed that though provision of the Council's annually reviewed winter service plan, the recommendation contained within the report are considered to be a reasonably practicable approach in line with national guidance and should be approved to meet our statutory duty for the coming 2026-27 winter season.

5 Introduction/Background

Introduction

5.1 Government guidance for highway management recommends the provision of an annually reviewed operational plan for winter service. A summary of the proposals for the 2026/27 Highway Winter Service Plan is provided below.

Background

5.2 During the season the Primary treatment network was treated on 34 occasions and the Snow treatment network was treated on 1 occasion. There were no treatments of the Secondary Network. As a result approximately 1,584 tonnes of salt was used in total through the season. With this in mind the salt stock held at Chieveley Depot will be 1,200 tonnes for the coming season. This stockpile will be replenished throughout the winter season to maintain sufficient supply in accordance with the Winter Service Plan.

5.3 Details of Volker Highways Ltd performance and the number of treatments undertaken during the 2025/26 winter season are provided in Appendix C and D. Of the 305 routes treated during the winter period, 304 were completed within the specified 3-hour period.

5.4 For the 2025/26 winter period, the Highway Winter Service Plan and associated treatment routes were published on the Council's website and incorporated into the Council's online mapping facilities.

5.5 The “Safer Driving” leaflet was revised, and copies were distributed to relevant stakeholders. It was also made available on the Council’s website.

5.6 Towards the end of the last season, the Council was awarded a £225k grant to install new thermal sensors on the network and gritting fleet. Once enough data has been gathered this will enable the Council to move to route-based forecasting. This will optimise winter maintenance operations. This approach will eventually replace the broad area-wide forecasts with targeted route-specific predictions, leading to more efficient resource allocation and potentially lower costs.

Proposals - Highway Winter Service Plan 2026/27

Treatment Networks

Primary Treatment Network

5.7 The Primary treatment Network, which represents 40.6% of the highway network, and will be treated when hoar frost and/or ice is forecast, includes all “A” and “B” classified roads and some strategically important “C” class and unclassified roads. No routes have been added or removed from this network for the coming season. Details of these routes are given in Appendix A of the Highway Winter Service Plan 2026/27.

Secondary Treatment Network

5.8 The Secondary Treatment Network, which represents 19.9% of the highway network and will be treated when hoar frost and/or ice have been experienced for an unbroken period of 72 hours or greater (ie, sub-zero road surface temperatures are continuously experienced through the period for 3 days and nights). No routes have been added or removed from this network for the coming season. Details of these routes are given in Appendix B of the Highway Winter Service Plan 2026/27.

Snow Clearance Treatment Network

5.9 The Snow Clearance Treatment Network, accounts for 51.2% of the highway network ensures, that as far as is reasonably practicable all bus routes and access routes to schools and doctors’ surgeries will be cleared of snow as a priority. No routes have been added or removed from this network for the coming season. Details of these routes are given in Appendix H of the Highway Winter Service Plan 2026/27.

5.10 Footways will be cleared of snow using cross-service resources as they become available. The Footway Snow Clearance Network includes major town and village centres as well as footways to NHS hospitals and surgeries, schools and other key public buildings owned by the Council. Details of these routes are given in Appendix I of the Highway Winter Service Plan 2026/27.

Contingency Treatment Network

5.11 The Contingency Treatment Network which covers 45.5% of the highway network, will be treated when hoar frost and/or ice or snow are forecast but only when there is a national shortage of salt or limited salt suppliers and/or there has been a Government

directive to limit salt use. No routes have been added or removed from this network for the coming season. Details of these routes are given in Appendix C of the Highway Winter Service Plan 2026/27.

Salt Bins

5.12 Currently there are 476 salt bins on the network serving Council Offices and public buildings with daily access and the road network. Of these 30 are owned and maintained by the Council (WBC) and 446 are owned and maintained by the Town or Parish Council.

Operations

5.13 The Winter Service period for 2026/27 will operate from Monday 2 November 2026 to Sunday 4 April 2027, although this period may be extended if weather conditions dictate.

5.14 Precautionary salting, snow clearance, salt bin provision and the response to adverse weather will be carried out in accordance with the plan and guidance as detailed within the Council's Highway Winter Service Plan 2026/27.

5.15 All decisions and actions will be made/instructed by the Council's Winter Service Duty Officer using forecast information as supplied by the Council's contracted forecaster and local roadside weather stations.

5.16 Operationally, the delivery of the Highway Winter Service will be provided by the Council's Highway Maintenance Term Contractor, Marlborough Highways Ltd.

5.17 A copy of the 2026/27 Highway Winter Service Plan will be issued to all Members and all Town/Parish Councils as part of the consultation process. It will also be available on the Council's website.

5.18 Salt stocks to be maintained above the minimum requirement of 500 tonnes throughout the winter season. At the start of the winter season a total of 1,200 tonnes of salt will be available for the Council's use.

Communications

5.19 A copy of the Highway Winter Service Plan 2026/27 is provided in Appendix G.

5.20 Following approval of this report, the "Safer Driving" leaflet will be revised to reflect any changes in the Primary Treatment Network and any other recommendations within the report. The leaflet will also be made available on the Council's website.

5.21 Following approval of this report, an electronic copy of the Highway Winter Service Plan 2026/27 will be distributed to all Members and Parish/Town Councils.

5.22 The Highway Winter Service Plan 2026/27 and associated treatment routes will be published on the Council's website to allow users to make an informed decision whether to make a journey.

5.23 A map and list showing salt bin locations and ownership will also be published on the Council's website.

6 Supporting Information

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

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

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

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

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

7 Options for consideration

7.1 Do nothing – Failure to undertake winter service operations will affect the safety and availability of the highway network, and the Council will not be able to meet is statutory duty.

8 Proposals

8.1 By approving the Winter Service Plan 2026/27 the Council will continue to meet its duty to ensure, so far as reasonably practicable that the safe passage along a highway is not endangered by snow or ice.

9 Conclusion

9.1 That the 2026/27 Highway Winter Service Plan has been prepared in accordance with national guidance and best practice and should approved by the Executive Portfolio Member for Environment and Highways.

9.2 Appendix A – Data Protection Impact Assessment

9.3 Appendix B – Weather/forecast summary of previous season (2025/26)

9.4 Appendix C – Contractors Performance in delivering the 2025/26 Winter Service

9.5 Appendix D – Summary of Winter Operations 2025/26

9.6 Appendix E – Changes to the Primary, Secondary, Snow Clearance and Contingency Network 2026/27

9.7 Appendix F – Salt Bins to be removed from the Network 2026/27

9.8 Appendix G – List of departures from the Code of Practice for Maintenance Management

9.9 Appendix H – Highway Winter Service Plan 2026/27

9.10 Appendix I – Summary of Consultation Responses

Subject to Call-In:

Yes: ☒ No: ☐

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

Wards affected: All Wards, Town and Parish Councils.

Officer details:

Name: Nick Dale
Job Title: Principal Engineer
Tel No: 01635 519882
E-mail: nick.dale@westberks.gov.uk

Appendix A

Data Protection Impact Assessment – Stage One

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

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

Directorate:	Place
Service:	Environment Department
Team:	Asset Management Team
Lead Officer:	Nick Dale
Title of Project/System:	Highways Winter Service Plan 2026/27
Date of Assessment:	25/09/2026

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

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

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

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

West Berkshire

Winter Road Services

Period 01/10/2025 to 30/04/2026

RoadMaster Report

Prepared by DTN

Summary - West Berkshire

End of season summary 2025-2026: Central Southern England

October was slightly milder than average, with mean temperatures around 0.5C above normal, while rainfall was near the average. The month began unsettled with Storm Amy bringing strong winds and heavy rain on the 2nd–3rd. Thereafter, high pressure became established over the UK, resulting in a long settled and dry spell with daytime temperatures slightly above average but cooler nights. More unsettled conditions returned after the 19th as low pressure systems moved in from the west, followed by a brief northerly outbreak bringing colder nights. RSTs remained above zero throughout the month.

November was a little wet, with around 100–125% of average rainfall recorded, while temperatures were still slightly above normal overall by around 0.5–1.5C. The first half of the month was dominated by mild westerly and south-westerly flows, with Storm Claudia bringing very wet and windy conditions on the 14th. A marked colder spell developed from the 18th as northerly winds spread across the UK. RSTs, which had previously remained above zero, fell below zero in many places during several nights in the second half of the month. Conditions became more unsettled again toward the end of the month.

December was mild overall, with mean temperatures around 1.5C above average, and slightly wetter than normal with around 100–125% of expected rainfall. The month began unsettled under frequent Atlantic fronts, including Storm Bram on the 9th, bringing wet and windy conditions. Brief ridges of high pressure around mid-month allowed clearer and colder nights at times, although generally mild south-westerly and southerly flows dominated. During the second half of the month, high pressure alternated between southern Europe and Scandinavia, producing periods of settled but often cloudy weather. RSTs were mostly above zero during the first part of the month but became marginal or below zero in some days later on.

January was wetter than average, with around 150–200% of expected rainfall, while temperatures overall were close to average despite a strong contrast between a cold start and a milder remainder. The opening days were notably cold and wintry under a northerly flow, with frequent frosts, wintry showers and RSTs widely below zero. Conditions turned less cold after the 6th as Atlantic fronts and Storm Goretti brought snow briefly turning to rain and a transition to milder south-westerly air. From mid-month onward, unsettled and generally mild conditions dominated, with further low pressure systems and Storm Chandra affecting the region on the 27th. RSTs were below zero early in the month, occasionally marginal around mid-month, but mostly remained above zero through the latter half.

February was very mild wet, with temperatures around 2.0–2.5C above average and rainfall near 200% of normal across most areas. The month started under mild south-easterly and southerly flows, bringing extensive cloud and keeping overnight temperatures elevated. Around mid-month, a brief colder interlude followed the passage of low pressure systems, with sleet and wet snow occurring temporarily on the 18th–19th. However, this colder spell was short-lived and milder Atlantic conditions soon returned. RSTs stayed mainly above zero throughout the month, although they became marginal or locally below zero during the colder spell between the 13th and 18th.

March was mild and dry, with mean and maximum temperatures generally around 0.5-1.0C above average and rainfall reduced to only around 50–75% of normal. The first part of the month was dominated by a mild south-westerly flow as the jet stream remained north of the UK, bringing breezy and occasionally wet conditions. Around the 14th, a colder north-westerly airflow briefly developed, causing temperatures to fall closer to seasonal values. Milder and more changeable weather then returned for much of the remainder of the month, with occasional fronts interspersed with drier periods. RSTs remained predominantly above zero throughout, becoming only marginal to below during the brief colder spell in mid March, and another one later in the month, even below zero in places on the 22nd and 26th.

April was milder than average and notably dry, with mean temperatures around 0.5–1.5 °C above normal and only 20–50% of average rainfall recorded. The month began unsettled with several low pressure systems moving through, including Storm Dave on the 4th–5th which brought strong winds and showers. Conditions gradually became more settled as high pressure increasingly dominated, especially from the 19th onward, producing a prolonged dry, calm and bright spell. Southerly and south-easterly flows helped maintain relatively mild conditions throughout the month. RSTs remained consistently above zero for the entirety of April, with only brief dips under clearer and calmer nights.

West Berkshire

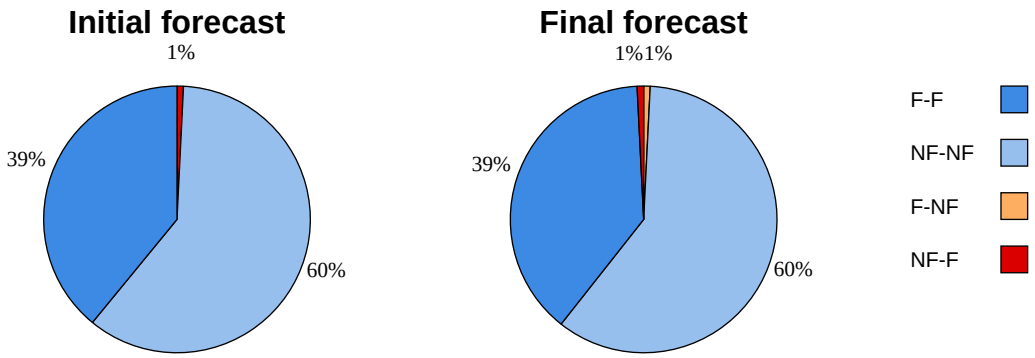
Analysis of Site Forecasts and Performance

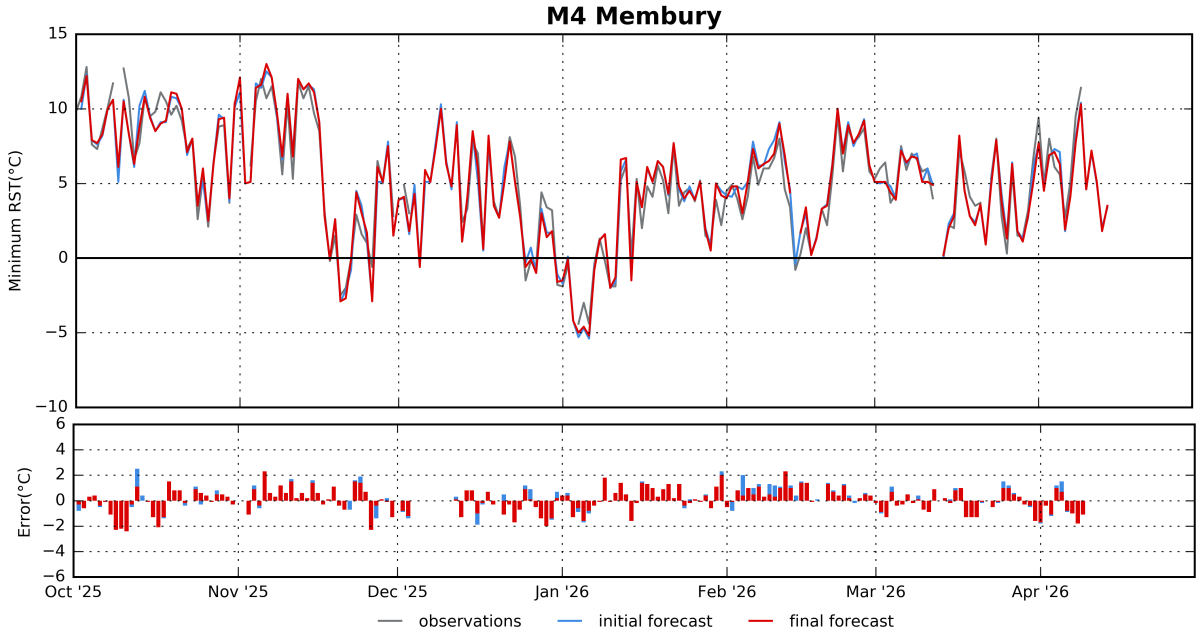
Critical nights at or below 3°C

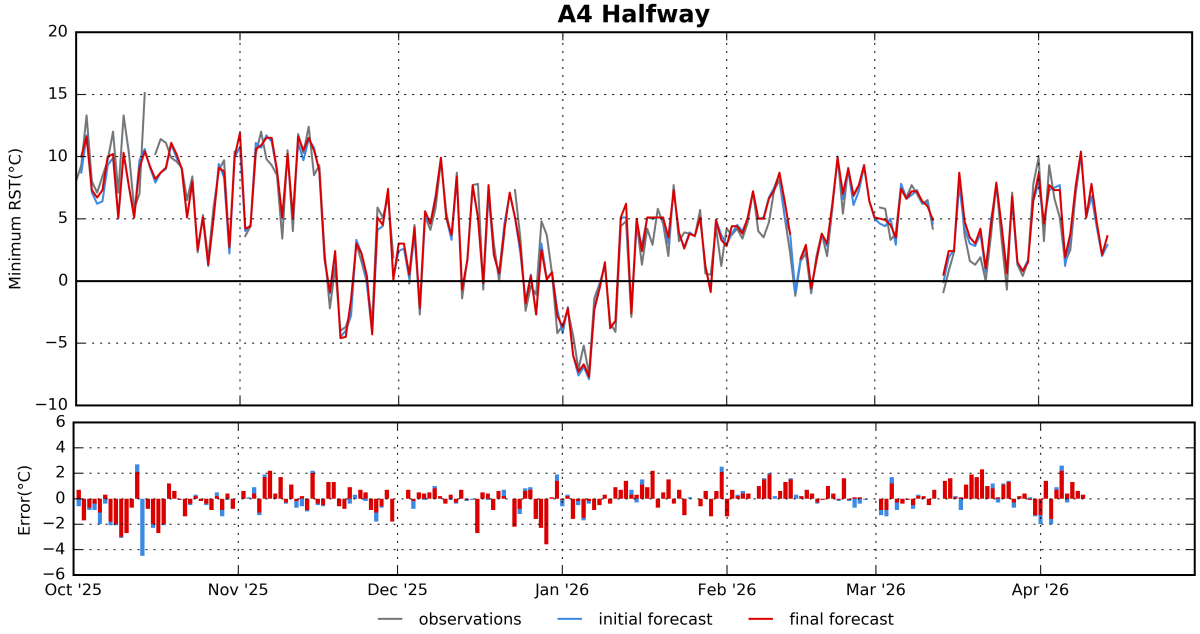
01/10/2025 to 30/04/2026

		Initial forecast					Final forecast				
Site	**No Data**	**Critical Nights**	**NF-NF**	**F-F**	**NF-F**	**F-NF**	**Critical Nights**	**NF-NF**	**F-F**	**NF-F**	**F-NF**
M4 Membury	37	58	38	19	1	0	59	38	19	1	1
A4 Halfway	30	70	39	31	0	0	68	38	30	0	0
TOTAL	**67**	**128**	**77**	**50**	**1**	**0**	**127**	**76**	**49**	**1**	**1**

	Initial forecast					Final forecast				
Site	**Perc. Correct**	**Miss Rate**	**FA Ratio**	**Bias**	**RMSE**	**Perc. Correct**	**Miss Rate**	**FA Ratio**	**Bias**	**RMSE**
M4 Membury	98%	5%	0%	0.11	1.06	97%	5%	5%	-0.03	1.01
A4 Halfway	100%	0%	0%	0.11	1.07	100%	0%	0%	0.2	1.14
TOTAL	**99%**	**2%**	**0%**	**0.11**	**1.07**	**98%**	**2%**	**2%**	**0.09**	**1.08**




M4 Membury
Minimum RST(°C)
Error(°C)
Oct '25
Nov '25
Dec '25
Jan '26
Feb '26
Mar '26
Apr '26
observations
initial forecast
final forecast


A4 Halfway
Minimum RST(°C)
Error(°C)
Oct '25
Nov '25
Dec '25
Jan '26
Feb '26
Mar '26
Apr '26
observations
initial forecast
final forecast

Performance Indicators

At DTN we have set out targets that we think are not only achievable, but also surpass-able. Below we set out performance targets that we will monitor against over the course of a customer's contract, including them in monthly and annual performance reports.

Following the recommendations of UK's Institution of Civil Engineers, we judge the value of our forecasts by looking at the road frost status. Using a 2 x 2 contingency table we compare the forecast against the actual:

	Frost Forecast (F)	**No Frost Forecast (NF)**
Frost occurred (F)	Correct forecast - frost (F/F)	Missed event (NF/F)
No frost occurred (NF)	False alarm (F/NF)	Correct forecast - no frost (NF/NF)

Only critical nights with a minimum road surface temperature below 3.0 °C are considered in the quality monitoring. The table allows the computation of the performance indicators below.

Percentage Correct (PC): Suggested target is 92% or higher
The percentage correct is the number of correct forecasts, divided by the total number of forecasts issued for critical nights:
PC = [(F/F + NF/NF) / Total number of critical nights] x 100 %

Miss rate (MR): Suggested target is < 8%
This indicates how many of the observed frosts were not forecasted, divided by the total number of nights with observed road frost:
MR = (NF/F) / (F/F + NF/F) x 100 %

False Alarm Ratio (FAR): Suggested target is < 9%
This looks at the frequency of nights with road frost forecasted while the road surface temperature stayed above 0 °C. We divide this number of nights with a false alarm by the total number of nights with frost forecasted:
FAR = (F/NF) / (F/F + F/NF) x 100 %

Bias: Suggested target is -0.25 °C
The bias is the mean over all differences between forecast and observation, in our case applied to the minimum road surface temperature. A negative bias indicates too pessimistic forecasts. Conversely, a positive bias suggests too warm forecasts.

Root Mean Squared Error (RMSE): Suggested target is < 1.40 °C
By squaring the differences between forecasted and observed temperature minima we remove the direction of the forecast error. The RMSE penalizes higher errors, it must not be compared with the mean absolute error.

APPENDIX C

Contractors Performance in Delivering 2025/26 Winter Service

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

Month	Number of Routes Treated (Precautionary treatment only)	Number of Routes Completed within 3 hours	Percentage of routes completed within 3 hours
November 2025	63	62	98.4%
December 2025	90	90	100%
January 2026	117	117	100%
February 2026	18	18	100%
March 2026	18	18	100%
Totals	**306**	**305**	**99.7%**

Note: Winter season not extended in 2025/26.

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APPENDIX D

Summary of Winter Operations: 27 October 2025 to 29 March 2026

Precautionary Treatment Runs

Month	Precautionary Salting Runs on Primary Treatment Network	Precautionary Salting Runs on Secondary Treatment Network	Precautionary Salting Runs on the Contingency Treatment Network
November 2025	7	0	0
December 2025	10	0	0
January 2026	13	0	0
February 2026	2	0	0
March 2026	2	0	0
Totals	**34**	**0**	**0**

Number of snow clearance days	1*

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

Note: Winter season not extended in 2025/26.

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APPENDIX E

Changes to the Primary, Secondary, Snow Clearance and Contingency Networks for 2026/27

Primary Salting Route Additions in 2026/27

Name	Start	End	Parish	Funding
None				

Primary Salting Route Deletions in 2026/27

Name	Start	End	Parish	Funding
None				

Secondary Salting Route Additions in 2026/27

Name	Start	End	Parish	Funding
None				

Secondary Salting Route Deletions in 2026/27

Name	Start	End	Parish	Funding
None				

Snow Clearance Route Additions in 2026/27

Name	Start	End	Parish	Funding
None				

Snow Clearance Route Deletions in 2026/27

Name	Start	End	Parish	Funding
None				

APPENDIX E (cont'd)

Contingency Route Additions in 2026/27

Name	Start	End	Parish	Funding
None				

Contingency Route Removals in 2026/27

Name	Start	End	Parish	Funding
None				

APPENDIX F

Salt Bins to be removed from the Network in 2026/27

Parish/Town	Road	Location	No.
None			

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APPENDIX G

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

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
1	Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also consider the wider strategic objectives of the authority.	Yes	Plan to be approved by Individual Decision 23 October 2026.	
2	Authorities should consider, consult on and formally adopt local service standards for resilience of their winter service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.	Yes		
3	Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather.	Yes		
4	Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement and sharing depots and salt stock, would prove effective and provide value for money approach to increasing winter service resilience.	Yes	Joint procurement with Berkshire Unitaries for sensor maintenance and forecasting services.	

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

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

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

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

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

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

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

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
17	As a means of enhancing local salt storage capacity, Authority and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of season or provision of land.	Yes	The salt stock held at Chieveley Depot will be 1,200 tonnes for the coming season.	
18	Authority should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier.	No		New Highway Term Maintenance Contract commenced on 1 October 2026. New HTMC to explore avenues for alternative salt supplies.

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

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
19	Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. Longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment facilities.	Yes	Arrangements in place with Compass Minerals to maintain a total salt stock of 1,200 tonnes.	
20	All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances.	Yes	The Winter Service Plan is reviewed annually.	

Highway Winter Service Plan

2026/27

Environment Department









West Berkshire COUNCIL

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

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WBC/H&C/ND/0925

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1. INTRODUCTION

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

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

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

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

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

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

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

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

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

1.2 The Winter Service Plan for 2026/2027 provides details of the policies, procedures and practices employed by West Berkshire Council, to ensure it meets the responsibilities for providing the Winter Service in West Berkshire.

1.3 The purpose of the Winter Service is to provide, as far as reasonably possible, the safe movement of all highway users on designated roads throughout the District whilst keeping delays and accidents brought about by adverse weather conditions to a minimum.

1.4 West Berkshire District Council is the highway authority in West Berkshire. The Winter Service is delivered by the Council's Highways Term Maintenance Contractor Marlborough Highways Ltd.

1.5 The M4 and A34 form part of the national Motorway and Trunk Road network and are the responsibility of the Department for Transport (DfT) through their agents National Highways. West Berkshire District Council has no responsibility for the winter service activities on these roads.

1.6 The core Winter Service in West Berkshire shall be provided for a period of 22 weeks commencing Monday 2 November 2026 (Week 45) and finishing Sunday 4 April 2027 (Week 13). The service period shall be extended if sub-zero temperatures are forecast outside the core period.

2. WINTER SERVICE POLICY

2.1 West Berkshire District Council aims to provide a service to reduce as far as possible the effects of hoar frost, ice and snow and other adverse weather conditions to provide travelling conditions as safe as reasonably practicable having regard to financial constraints and the road hierarchy detailed in Section 7 of this document.

2.2 Where reasonably practicable to do so, the Winter Service is delivered in accordance with the recommendations given within the Code of Practice for Highway Maintenance 'Well-Managed Highway Infrastructure' October 2016 and the recommendations given in 'The Resilience of Englands Transport Systems in Winter, Interim Report, July 2010.

2.3 The service cannot guarantee that the main routes will be kept open or free of ice or snow, and the provision of the service does not override driver's responsibility to drive safely and in accordance with the conditions. The Council has developed an information leaflet entitled "Safer Driving this Winter on West Berkshire Roads" which is available on the Council's website http://www.westberks.gov.uk/

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

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

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

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

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

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

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

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

Railway Level Crossings
Level crossings will ***not*** receive precautionary treatment as salt acts as an electrolite and short circuits the signal system. When an instruction to treat the highway network is issued, Network Rail will be contacted by email so they may arrange appropriate treatment using their own contractors. All gritting vehicles will carry a notice issued by Network Rail giving instructions not to salt (Appendix P).

Treatment Times
Primary Treatment Network - Unless a variation has been agreed by the Council, the treatment time will be 3 hours from the instructed start time to the completion of the treatment for each route. Secondary Treatment Network – No specified treatment time. Snow Clearance Network – No specified treatment time. In addition, the Contractor will be given at least 1 hour to mobilise the fleet.

2.5 POLICY FOR TREATMENT WHEN SNOW IS FORECAST

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

Paved Footways/Cycleways (adjacent to carriageways)
The Paved Footway Snow Clearance Network (Appendix I) will receive treatment of salt or grit to help prevent the formation of ice and to facilitate the removal of snow. Paved cycleways that form part of the carriageway and are located on the Road Snow Clearance Network will be treated as part of this network when instructed. Paved cycleways that form part of a footway (footways that are adjacent to carriageways) and are located on the Paved Footway Snow Clearance Network will be treated as part of this network when instructed, by Transport and Countryside staff/contractors as resources become available.

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

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

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

Public Car Parks and Newbury Bus Station
The roads leading to public surface and multi-storey car parks (Appendix E) will be treated with salt or grit as part of Road Snow Clearance Network. Surface public car parks and Newbury Bus station will be treated along with roads where width restrictions prevent mechanical spreading, by Transport and Countryside staff/contractors as resources become available. Roof areas and the exposed parking area at Level 2 of the Kennet Centre and the roof areas at Northbrook multi-storey car parks in Newbury will be subject to a risk assessment by the parking staff to determine what action, if any, is required.

2.6 OTHER POLICIES

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

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

Railway Level Crossings
Level crossings will not be cleared of snow. Network Rail will be contacted by email so they may arrange appropriate treatment using their own contractors. All gritting vehicles will carry a notice issued by Network Rail giving instructions not to salt (Appendix P).

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

3. WEST BERKSHIRE COUNCIL/CONTRACTOR RELATIONSHIP

3.1 The Winter Service is provided by the Council's Highways Term Maintenance Contractor Marlborough Highways Ltd in accordance with the requirements of the Highways Maintenance Term Contract 2026.

3.2 The following table indicates how the principal winter service responsibilities are divided between the Council and Marlborough Highways Ltd.

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

4 STAFFING AND MANAGEMENT (WEST BERKSHIRE DISTRICTCOUNCIL)

4.1 The day to day overseeing and management of the Winter Service will be the responsibility of the Winter Service Manager. This role is normally performed by the Principal Engineer (Highway Maintenance and Street Lighting) or in his absence the Asset Manager.

4.2 The Council will operate a 24/7 Winter Service Duty Officer rota that covers the described Winter Service period. The Winter Service Manager shall issue a copy of the rota to the Council's Emergency Planning team, the Customer Services Team and the Contractor. The roster is detailed in Appendix K.

4.3 When on duty, each Winter Service Duty Officer will be available 24 hours a day and will be contactable on the dedicated Winter Service mobile telephone.

4.4 During office hours (08:30 to 17:00 Monday to Thursday, 08:30 to 16:30 Friday) all Winter Service enquiries from members of the public will be directed to the Customer Services team on 01635 551111.

4.5 For Emergency Enquiries outside of office hours, enquiries will be directed to West Berkshire Council's Emergency service on 01635 551111.

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

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

5. STAFFING AND MANAGEMENT (HIGHWAYS MAINTENANCE TERM CONTRACTOR)

5.1 The Contractor shall provide all necessary plant, labour and materials to deliver the Winter Service in compliance with the requirements of the Highways Maintenance Term Contract 2026.

6. DECISION MAKING

6.1 Decision making is the responsibility of West Berkshire District Council's on-call Winter Service Duty Officer.

6.2 When on duty, the Winter Service Duty Officer will make decisions regarding Winter Service action in accordance with this Plan. The Winter Service Manager will be available to give advice to the Winter Service Duty Officer if required.

6.3 The Winter Service Duty Officer is responsible for liaising directly with the forecast service provider's duty forecaster. Using the forecast data provided, the Winter Service Duty Officer will make his decision regarding treatment and will disseminate his decision along with any relevant supporting information first to Marlborough Highways Ltd and then to the following stakeholders:

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

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

Timing of Actions

6.5 Treatment during 'rush hours' should be avoided whenever possible. For the purposes of this plan, rush hour shall be taken as 07:30 – 09:30 in the morning and 16:30 – 18:30 in the afternoon/evening.

6.6 The Winter Service Duty Officer's decision will be recorded on the West Berkshire District Council Winter Service Daily Action Report as detailed in Appendix M. This form is filed electronically by the Winter Service Duty Officer.

6.7 Requests to salt will be assessed by the Winter Service Duty Officer and his/her decision will be recorded on the West Berkshire District Council Winter Service Request for Salting Form as detailed in Appendix O.

6.8 The Winter Service Duty Officer will communicate any decision with the Council's Highways Term Maintenance Contractor via telephone or email.

6.9 Appropriate training will be provided for all Winter Service Duty Officers particularly with regard to technological improvements in forecasting techniques and the ice prediction system.

7. TREATMENTS

7.1 TREATMENT WHEN HOAR FROST AND/OR ICE IS FORECAST

Roads

7.1.1 ***The Road Primary Treatment Network (Appendix A) will receive precautionary treatment when hoar frost and/or ice is forecast.***

7.1.2 The total length of the Road Primary Treatment Network is 529.5km which represents 40.6% of the highway network (excluding motorways and trunk roads) and comprises all A and B classified roads and some strategically important C and U roads.

7.1.3 The Road Primary Treatment Network is broken down into 9 individual treatment routes. Each route has been optimised so that it takes no longer than 3 hours to treat.

7.1.4 ***The Road Secondary Treatment Network (Appendix B) will receive precautionary treatment when hoar frost and/or ice have been experienced for an unbroken period of 72 hours or greater (ie, sub-zero road surface temperatures are continuously experienced through the period for 3 days and nights).***

7.1.5 The total length of the Road Secondary Treatment Network is 259.2km which represents 19.9% of the highway network (excluding motorways and trunk roads) and comprises locally important C and U roads.

7.1.6 The Road Secondary Treatment Network is broken down into 11 individual treatment routes. There is no specified treatment time for these routes.

7.1.7 ***The Road Contingency Treatment Network (Appendix C) will be treated when hoar frost and/or ice or snow are forecast but only when there is a national shortage of salt/limited salt supplies and/or a Government directive.***

7.1.8 The Road Contingency Treatment Network has been designed in accordance with the governing guidance as detailed in Section 18 and provides a minimum essential service to the public, including strategic routes, access to key facilities and other transport needs. The network is approximately 592 Km in length and represents 45.5% of the total road network, ie, it is considerably less than the combined primary and secondary networks.

Paved Footways/Cycleways (adjacent to carriageways)

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

7.1.10 The network comprises primary walking routes (town centres including routes to main transport hubs, Council Offices, Council owned surface car parks and some public buildings with daily access) and footways adjacent to primary and secondary schools and doctors surgeries.

7.1.11 Paved cycleways that form part of the carriageway and are located on a Primary, Secondary, Snow Clearance and Contingency Networks will be treated as part of these networks when instructed.

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

Paved Footpaths/Cyclepaths (remote from carriageways)

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

Footbridges

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

Council Offices and Public Buildings with Daily Access

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

Public Car Parks

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

(a) Erection of prominent warning signs at the approach points to the exposed areas;

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

(c) Closure of the areas completely by use of tapes and cones.

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

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

7.2 TREATMENT WHEN SNOW IS FORECAST

Roads

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

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

Paved Footways/Cycleways (adjacent to carriageways)

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

7.2.3 The network comprises primary walking routes (town centres including routes to main transport hubs, Council Offices, Council owned surface car parks and some public buildings with daily access) and footways adjacent to primary and secondary schools and doctors' surgeries. Treatment will be managed by the Council's Highways Term Maintenance Contractor and carried out by Transport and Countryside staff/contractors as resources become available.

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

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

Remote Paved Footpaths/Cyclepaths (remote from carriageways)

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

Footbridges

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

Council Offices and Public Buildings with Daily Access

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

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

7.2.8 The roads leading to public surface and multi-storey car parks (Appendix E) will be treated as part of Road Snow Clearance Network (Appendix H). Surface public car parks and Newbury Bus Station will also be treated along with roads where width restrictions prevent mechanical spreading by hand using Transport and Countryside staff/contractors as resources become available.

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

(a) Erection of prominent warning signs at the approach points to the exposed areas;

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

(c) Closure of the areas completely by use of tapes and cones.

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

8 SALT BINS

General

8.1 Salt Bins are provided by West Berkshire District Council at Council offices and public buildings with daily access and by Town and Parish Councils as a means of self-help to enable communities to treat targeted areas of the public highway. West Berkshire District Council and the Parish/Town Councils are responsible for the maintenance and refilling of their respective bins. ***Salt bins are not provided for treating private property.***

8.2 30 salt bins are owned and maintained by West Berkshire District Council (Appendix F) and 446 are owned and maintained by the Parish/Town Council (Appendix G). Unless alternative arrangements are put in place by Town or Parish Councils, salt bins sited on the public highway are expected to remain on the highway on a permanent basis.

Council Owned Salt Bins

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

> This Bin has been provided by West Berkshire Council **for residents to use to treat local roads and footways with salt or grit.**
>
> **The Salt or grit must not be used on private property.**
>
> If this salt bin needs refilling please contact West Berkshire Council's **Customer Services** on **01635 551111**

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

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

Removal of a salt bin: £252.52 + VAT	(includes salt removal, taking up and disposal of the bin and a general tidy up of the verge/footway).
Moving a salt bin to a new location: £209.80 + VAT	(includes salt removal, taking up and resiting the salt bin, refilling and a general tidy up of the verge/footway).
Providing a new salt bin (170 litres): £347.57 + VAT	(includes purchase, delivery, first fill of salt/grit and the issue of a license.

8.5 Where more than one bin is requested, a discount will be offered to reflect any savings that can be made on supply and delivery.

8.6 Any request to remove, move or have a new salt installed must come in writing from the Town or Parish Council Clerk. When the request is to have an existing salt bin moved or for a new salt bin, the suitability of site will be assessed taking into account the following:

- the bin must not cause a nuisance or obstruction (interfere with sight lines etc)
- there must be sufficient space for the bin and safe access for the purposes of refilling

8.7 If approved, a licence will be issued to the Town or Parish Council. The salt bin will be clearly labelled to inform the public that the salt bin is owned and maintained by the Town or Parish Council.

8.8 Should a Town or Parish Council wish to purchase salt bins directly from an independent supplier, a formal request should be made by following the above procedure. If approved, the Town or Parish Council will be responsible for making the necessary arrangements with their suppliers for payment and delivery and the filling of the salt bin.

8.9 Salt bins owned by Town and Parish Councils will be clearly marked with the following information on stickers provided by The Council:

> This Bin has been provided by the Town/Parish Council ***for residents to use to treat local roads and footways with salt or grit.***
>
> ***The Salt or grit must not be used on private property.***
>
> If this salt bin needs refilling please contact the local Town/Parish Council

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

Refilling

8.11 With the exception of the salt bins owned by West Berkshire District Council (Appendix F) requests to refill a salt bin should be directed to the appropriate Town or Parish Council.

8.12 The Council can provide a refilling service when requested by a Town or Parish Council. The cost of a refill is £133.51 + VAT and will be reviewed annually.

Advertising

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

9. OPERATIONAL INFORMATION

Response Time

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

Salt and Stocks

9.2 At temperatures below minus 10°C, salt no longer acts as an efficient de-icer, however, in Britain, with rare exceptions, the temperature during periods of icing or snowfall is usually above minus 3°C making salt the most commonly used chemical in the UK.

9.3 Rock salt complying with BS 3247 shall be supplied by the Council's Highways Term Maintenance Contractor. The salt shall be either stored in a purpose-built barn or in the open if covered by a proprietary sheeting system. Current salt stocks are summarised below.

Depot	Stock Capacity	Pre-Winter Stock	Minimum Stock Level
Chieveley	1200 tonnes	1000 tonnes	500 tonnes

9.4 Salt stocks will be in place by mid October each year and maintained in accordance with the requirements of the Highways Maintenance Term Contract 2026.

9.5 Salt chemical composition is to be established by the Contractor through testing in accordance with BS 3247 (Part 1).

9.6 The rates of spread shown below will be used for the listed forecast conditions. For other forecast conditions, the Winter Service Duty Officer will liaise with the Duty Forecaster and the Term Contractor in finalising a rate of spread.

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

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

Snow Clearance

9.8 When snow conditions are forecast with a high degree of confidence, the Winter Service Duty Officer will instruct the Term Contractor to prepare the vehicles for snow clearance and fit ploughs.

9.9 The Winter Service Duty Officer will liaise with the Council's Civil Contingency Manager and if appropriate, the Civil Contingency Manager will arrange for the Council's Emergency Operations Centre (EOC) to be opened and manned until conditions abate. Once opened, all incoming calls relating to winter service operations will be directed to the EOC.

9.10 The Winter Service Duty Officer may instruct the Term Contractor to patrol the Road Snow Clearance Network to monitor the weather / level of snowfall / snow clearance operation and will laise with the Duty Forecaster to obtain accurate forcast information. The Winter Service Duty Officer will instruct the Term Contractor to treat (precautionary treatment and snow clearance) the Road Snow Clearance Network as appropriate using the forecast information provided.

9.11 The Winter Service Duty Officer will ensure that all appropriate records of activities and actions taken by Highways in managing the snow clearance operation are electronically stored. Records will also include the activities and actions of the Asset Management team and the Term Contractor. These records are essential in dealing with claims and making bids for additional funding for winter damage repairs.

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

Wet Spots

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

Possible causes of wet spots may include the following:

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

Records

9.14 The Winter Service Manager will hold the following details:

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

10. PLANT, VEHICLES AND OPERATORS

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

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

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

10.3 To ensure effective and even salt distribution and the correct rate of spread, the spreading equipment will be calibrated annually and the controls marked accordingly for spreads of 10g/m^2 for normal pre-salting and 20g/m^2 and 40g/m^2 for more severe conditions by the Contractor.

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

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

Operator Training

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

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

11. OPERATIONAL COMMUNICATIONS

11.1 All winter service vehicles are in contact with the Contractor's depot via 'hands free' mobile phones in order that instructions can be passed and current information relayed back from the vehicles.

11.2 The Term Contractor is required to provide the Council with a list of the telephone numbers that are to be used prior to the commencement of winter service operations not later than 16 October 2026.

11.3 The Term Contractor is required to provide the Council with a copy of the Contractor's Winter Service Daily Action Report by 9:30 am the next working day (refer to Appendix N). This records details of each vehicle, driver, route number, start time, finish time, rate of spread and any other remarks.

12. WEATHER FORECASTS

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

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

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

(i) Readiness Colour

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

Green	No hazard expected.
Amber	RST's below zero but road dry RST between 0 and +1 ^{o}C (inclusive) RST > +1 ^{o}C and < +2 ^{o}C with low confidence Red RST's below zero with a hazard.
Red	RST's below zero with a hazard.

(ii) Hazards

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

(iii) Minimum Temperatures

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

(iv) Confidence Statements

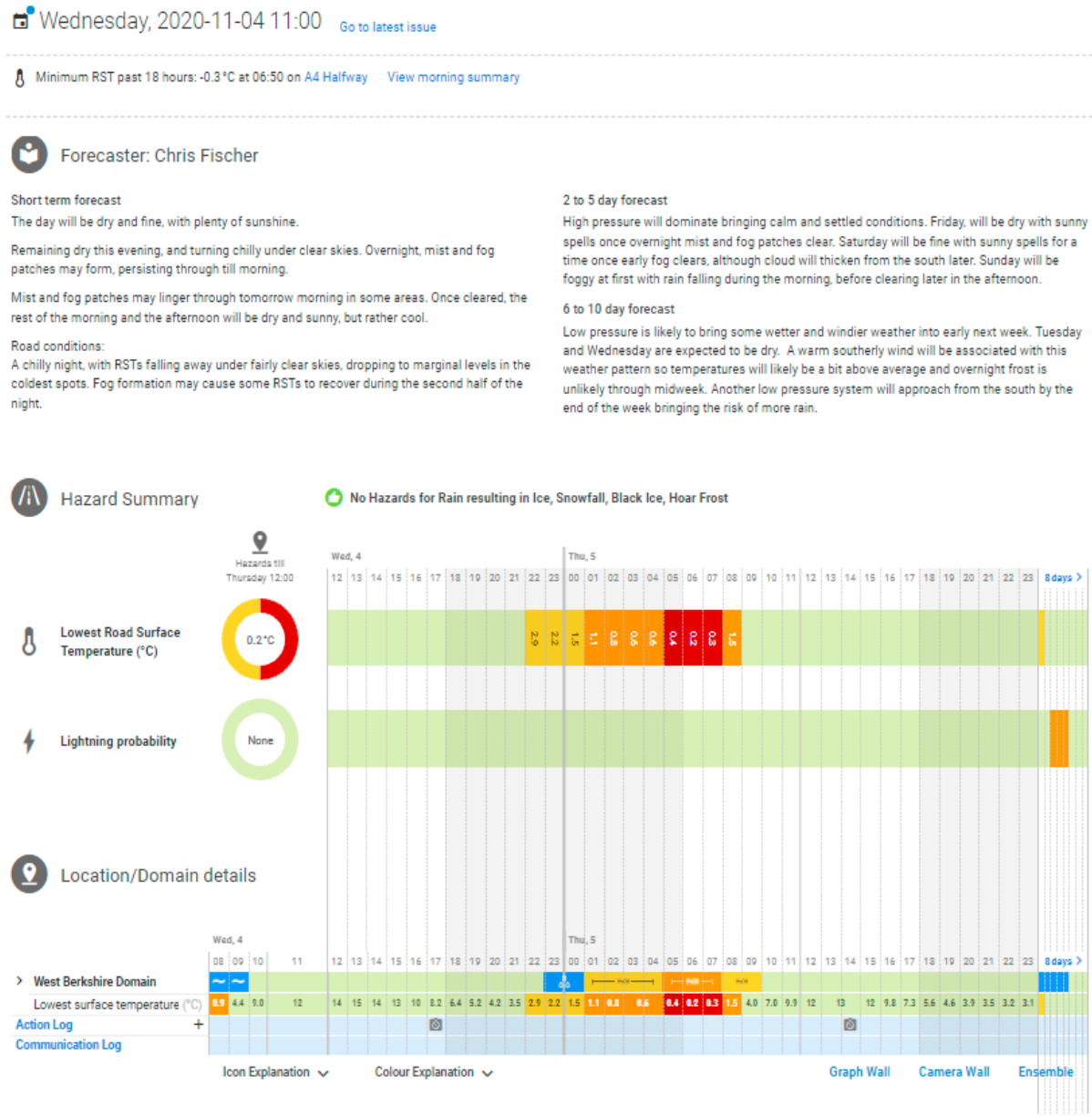
This consists of high, moderate or low confidence for each of the hazards described above, together with a qualifying statement. For example: low confidence regarding extent of showers this evening but high regarding road temperatures falling below zero.

(v) 36 hour Weather Summary

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

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

Example of 36 Hour Forecast Summary.



13. THERMAL MAPPING AND ICE PREDICTION

West Berkshire Roads

13.1 Vaisala Ltd has undertaken thermal mapping across Berkshire, a technique for measuring and analysing the thermal characteristics of road surfaces. It is normally carried out under three different weather conditions, one of which is the extreme condition or night when skies are clear and winds light. The other weather conditions are known as intermediate and damped. Under extreme conditions, the maximum variation in road surface temperature is produced, this, together with the coldest absolute temperatures, leads to potentially hazardous road conditions. Under such conditions it is most important to be able to accurately predict road surface temperatures.

13.2 The information yielded from thermal mapping is used in conjunction with site specific forecasts to predict accurately the minimum temperature of road surfaces across the road network. This allows accurate decisions to be made not only about whether to salt or not but whether to salt only those roads that require treatment.

13.3 Thermal mapping has been used to produce data, which allows the pre-salting routes to be analysed objectively and to ensure the optimum location of road surface and atmospheric condition sensors. Ten sensor sites have been installed on the network locations shown on the following page.

13.4 Annual calibration checks on sensors are undertaken by the equipment supplier(s).

13.5 Every hour, information from these sensors is fed automatically into the Central Processing Unit at Vaisala's offices in Birmingham. The parameters recorded are, air temperature, humidity, precipitation, wind speed and direction, road surface condition (wet or dry) and depth temperature. Forecasts are produced by DTN based on this information. These forecasts when used in conjunction with the thermal mapping data forms one of the most sophisticated ice prediction systems in the UK.

13.6 West Berkshire District Council acts as lead authority on behalf of the other Berkshire Unitary Authorities in respect of the co-ordination and procurement of contracts with Vaisala and DTN.

13.7 All six Berkshire Unitary Authorities have access to the ice detection equipment described above.

14. MEDIA COMMUNICATIONS

14.1 The Winter Service Duty Officer will notify the relevant organisations via the Message Board on the DTN's Winter Service web portal when a decision to treat has been made confirming what actions have been taken.

14.2 During periods of prolonged adverse weather and snowfall, the Winter Service Duty Officer shall liasise with the Council's Public Relations team who will provide relevant information to all interested organisations.

14.3 Prior to the onset of winter, details of the Council's Winter Service Plan will be published in the local press and made available through the Council's web site: www.westberks.gov.uk

14.4 A leaflet called 'Safer Driving This Winter on West Berkshire Roads' will be produced which shows the primary salting network and provides winter driving tips. This leaflet is available from Council offices and libraries as well as being displayed on the Council's web page (www.westberks.gov.uk)

15. PERFORMANCE MONITORING AND AUDIT

15.1 The Winter Service provided by West Berkshire District Council is carried out by the Council's Highways Term Maintenance Contractor Marlborough Highways Ltd.

15.2 Performance of the Contractor in relation to response and treatment times shall be monitored to ensure satisfactory service delivery and contract compliance in accordance with the following Contractual requirements.

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

15.3 The Contractor's performance will be reported annually as part of the Highway Winter Service Plan approval process.

15.4 Throughout the Winter Service season and where reasonably practicable to do so, the Winter Service Manager will arrange for ad hoc audits to take place. The audit will consist of West Berkshire District Council staff following a gritter on an actual salting run to record and verify the following:

(i) Time vehicle left depot.
(ii) Vehicle following agreed route.
(iii) Vehicle travelling at appropriate speed whilst salting.
(iv) Ensure vehicle driver stops to check spreading equipment is working correctly.
(v) Check that salt is being spread.
(vi) Time vehicle arrives back in depot.

15.5 Following an audit, a formal meeting will be held with the Contractor to discuss their performance, results and any urgent actions required to achieve the contract standards.

16. OTHER SEVERE / ADVERSE WEATHER

16.1 Please refer to the Council Severe Weather Plan.

17. BUDGETS

17.1 West Berkshire District Council's 2026/2027 budget for winter service allows for the following:

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

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

18. REFERENCES

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

19. CIRCULATION LIST & CONTACTS

19.1 Adjacent Authorities

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

19.1 Adjacent Authorities (cont'd)

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

19.2 National Highways

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

19.3 Emergency Services

Emergency Service	Address	Contacts
Thames Valley Police	Thames Valley Police HQ Oxford Road Kidlington OX5 2NX	
South Central Ambulance	South Central Ambulance Service NHS Foundation Trust Unit 7 &8 Talisman Business Centre Talisman Road Bicester Oxfordshire OX26 6HR	
Berkshire Fire and Rescue	Royal Berkshire Fire and Rescue Newsham Court Pincents Kiln Reading Berkshire RG31 7SD	

19.4 Media

BBC Radio Berkshire	550 Thames Valley Park Drive Reading Berkshire RG6 1PT	
Heart (Berkshire & North Hampshire)	PO Box 2020 Reading, RG31 7FG	

19.5 Travel Organisations

RAC	press.office@rac.co.uk RAC House, Brockhurst Crescent, Walsall, WS5 4AW.	
The AA Motoring Trust	16th Floor Fanum House Basingview Basingstoke Hampshire RG21 4EA	
Network Rail	Network Rail, Waterloo General Office, London, SE1 8SW	

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Road Primary Treatment Network **APPENDIX A**

ROUTE 1

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

ROUTE 1 (cont'd)

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

ROUTE 1 (cont'd)

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

Road Primary Treatment Network **APPENDIX A (cont'd)**

ROUTE 2

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

ROUTE 2 (cont'd)

Route No.	Parish	Road	From	To	Comments
2	Kintbury	High Street, Kintbury	Hungerford Lane	Inkpen Road	
2	Kintbury	Station Road	Inkpen Road	A4	
2	Kintbury	Newbury Street	Station Road	Burtons Hill	
2	Kintbury	Holt Road	Burtons Hill	Old Hat	
2	Kintbury & Hampstead Marshall	Unnamed Road	Old Hat	Park Lane, Hamstead Marshall	via Barr's Farm
2	Hampstead Marshall, Enborne & Newbury	Enborne Road	Park Lane (Hampstead Marshall)	Bartholomew Street	
2	Enborne	Wheatlands Lane	Enborne Street	Skinners Green Lane	
2	Enborne	Skinners Green Lane	Wheatlands Lane	Craven Arms PH	
2	Enborne	Enborne Street	Wheatlands Lane	Essex Street	
2	Newbury	Essex Street	Enborne Street	Elizabeth Avenue	

Road Primary Treatment Network **APPENDIX A (cont'd)**

ROUTE 3

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

Road Primary Treatment Network **APPENDIX A (cont'd)**

ROUTE 4

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

ROUTE 4 (cont'd)

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

ROUTE 4 (cont'd)

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

Road Primary Treatment Network **APPENDIX A (cont'd)**

ROUTE 5

Route No.	Parish	Road	From	To	Comments
5	Greenham	A339	A339 Swan Roundabout	District Boundary	
5	Newbury & Thatcham	Kiln Road & Turnpike Road	B4009 Shaw Road	A4	Speed Cushions
5	Newbury	Fir Tree Lane	Turnpike Road	A4	
5	Newbury	B3421 Hambridge Road, Hectors Way & Kings Road	A4	A339	
5	Newbury	Racecourse View Road	Hambridge Road (Roundabout)	Racecourse Road (Roundabout)	
5	Thatcham & Cold Ash	Tull Way	A4	Northfield Road	
5	Thatcham	Unnamed Road & Floral Way	Cold Ash Road	A4	
5	Thatcham	Lower Way	A4	The Moors	
5	Thatcham	The Moors	Lower Way	A4	
5	Thatcham	The Broadway & Station Road	The Moors	A4	
5	Thatcham	The High Street, Thatcham	The Broadway	A4	
5	Thatcham	Station Road	The Moors	Pipers Way	
5	Thatcham	Pipers Way	Station Road	A4	
5	Thatcham	Unnamed Road	Pipers Way	Thornford Road	via Cookham Hill

ROUTE 5 (cont'd)

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

ROUTE 5 (cont'd)

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

ROUTE 6

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

Road Primary Treatment Network **APPENDIX A (cont'd)**

ROUTE 6 (cont'd)

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

ROUTE 6 (cont'd)

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

Road Primary Treatment Network **APPENDIX A (cont'd)**

ROUTE 7

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

ROUTE 7 (cont'd)

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

ROUTE 8

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

ROUTE 8 (cont'd)

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

Road Primary Treatment Network **APPENDIX A (cont'd)**

ROUTE 9

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

ROUTE 9 (cont'd)

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

APPENDIX B

ROAD SECONDARY TREATMENT NETWORK

ROUTE 1

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 2

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 3

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 3 (cont'd)

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 4

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 5

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 5 (cont'd)

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 6

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 6 (cont'd)

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 6 (cont'd)

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 7

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 7 (cont'd)

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 8

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 8 (cont'd)

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 9

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 9 (cont'd)

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 10

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

ROAD SECONDARY TREATMENT NETWORK

ROUTE 11

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 1

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 1 (cont'd)

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 2

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 3

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 3 (cont'd)

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 3 (cont'd)

Route No.	Parish	Road	From	To	Description
3	Newbury	A343 St Johns Road	A343 St Johns Roundabout	A339	
3	Newbury	Link Road & Station Road	A343 St Johns Road	A339	
3	Newbury	A339	A343 Greenham Roundabout	Monks Lane	
3	Greenham	A339	Monks Lane	District Boundary (Swan PH)	
3	Newbury	B3421 Hambridge Road, Hectors Way & Kings Road	A4	A339	
3	Newbury	Shaw Road	Robin Hood Roundabout	Love Lane	
3	Shaw-Cum-Donnington & Chieveley	B4009 Long Lane	Love Lane	Priors Court Road	

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 4

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 4 (cont'd)

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 5

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 5 (cont'd)

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 6

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 6 (cont'd)

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 6 (cont'd)

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 7

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 7 (cont'd)

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 8

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 8 (cont'd)

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 9

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

ROAD CONTINGENCY TREATMENT NETWORK

ROUTE 9 (cont'd)

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

APPENDIX D

PAVED FOOTWAY TREATMENT NETWORK

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

PAVED FOOTWAY TREATMENT NETWORK (cont'd)

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

PAVED FOOTWAY TREATMENT NETWORK (cont'd)

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

PAVED FOOTWAY TREATMENT NETWORK (cont'd)

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

PAVED FOOTWAY TREATMENT NETWORK (cont'd)

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

APPENDIX E

PUBLIC SURFACE AND MULTI-STOREY CAR PARKS

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

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

APPENDIX F

SALT BINS AT COUNCIL OFFICES AND PUBLIC BUILDINGS WITH DAILY ACCESS

These bins are owned and maintained by West Berkshire Council

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Parish/Town	Road	Location	No.
Greenham	Montague Drive	Footpath next to No.26	1
Hampstead Norreys	Forge Hill	East of "T" junction on Hampstead Norreys to Yattendon Road	1
Hermitage	Slanting Hill / Marlston Road	On verge (next to nameplate)	1
Hermitage	Curridge Road	Grass verge (entrance to Arlington Grange)	1
Hermitage	Slanting Hill	Opposite Heathwaite	1
Holybrook	Bayford Drive	Opposite junction with Carters Rise	1
Holybrook	Calbourne Drive	Opposite No.8 (by sub-station)	1
Holybrook	Holybrook Centre	At entrance to centre	1
Hungerford	Sarum Way	Public Highway	1
Hungerford	Croft Road	Public Highway	1
Hungerford	Cherry Grove	Public Highway	1
Hungerford	Cottrell Close	Grass verge (opposite No.30)	1
Hungerford	Hungerford Newtown	Footway near Church (opposite Tally Ho PH)	1
Hungerford	Penny Farthing Close	Grass verge (junction with North Standen Road)	1
Hungerford	Oak Hill (Froxfield)	Grass verge (approach to railway bridge)	1
Hungerford	Clarks Gardens	Public Highway (outside No.12)	1
Hungerford	Lancaster Square	Grass verge (Side of No.33)	1
Hungerford	Atherton Road	Opposite junction to Prospect Road	1
Hungerford	Bourne Vale	Opposite No.30	1
Hungerford	Chantry Mead	Junction with Chiltern Way	1
Hungerford	Chilton Way	Opposite junction with Westbrook Close	1
Hungerford	Chilton Way	Outside No.72	1
Hungerford	Church Way	Junction with Moores Place	1
Hungerford	Church Way	Junction with Chilton Way	1
Hungerford	Fairview Road	Junction with Northview	1
Hungerford	Hillside Road	Adjacent to No.37 Priory Road	1
Hungerford	Homefield Way	Junction with Bourne Vale	1
Hungerford	Kennet Court	Junction with Oxford Street	1
Hungerford	Prospect Road	Junction with Honeyfields	1
Hungerford	Ramsbury Drive	On verge near lamp post No.1	1
Hungerford	Ramsbury Drive	Near street light No.4 on bend near car park	1
Hungerford	Shalbourne Close	Junction with Smitham Bridge Road	1
Hungerford	Tarrants Hill	Junction with Morley Place	1

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

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

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

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

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

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

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

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

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

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

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

Parish/Town	Road	Location	No.
Pangbourne	Chilton Walk	Grass verge by footway link	1
Pangbourne	Berecourt Road	Junction with Pangbourne Hill	1
Pangbourne	Hartslock Court	Outside Nos.27 to 33	1
Pangbourne	St James Close	(1) Outside No.8 (2) Outside village hall	2
Pangbourne	Stokes View	Junction with Pangbourne Hill	1
Peasemore	Palmer Close	Junction with Field Road	1
Peasemore	Field Road	Opposite Hillgreen Lane	1
Peasemore	Field Road	Junction of Princes Lane	1
Peasemore	Beedon Common	Junction with Peasemore Road	1
Purley-on-Thames	Nursery Gardens	Junction with A329	1
Purley-on-Thames	Purley Village	Junction with Lister Close / Farm Close	1
Purley-on-Thames	Apple Close	Junction with Orchard Close	1
Purley-on-Thames	Clarendon Rise	Junction with Long Lane	1
Purley-on-Thames	Hazel Road	Grass verge (opposite No.40)	1
Purley-on-Thames	Menpes Road	Grass verge (opposite No.23)	1
Purley-on-Thames	Allison Gardens	Junction with Westridge Avenue	1
Purley-on-Thames	Beech Road	(1) Pangbourne end junction with A328 (qty. 2) (2) Reading end at the top of right hand bend (qty. 1)	3
Purley-on-Thames	Glebe Road	Adjacent to No.38 Purley Rise	1
Purley-on-Thames	Goodliffe Gardens	On paving slab adjacent streetlight No.5	1
Purley-on-Thames	Goodliffe Gardens	Near No.25	1
Purley-on-Thames	Hazel Road	Junction with Hucklebury Close	1
Purley-on-Thames	Hucklebury Close	Junction with Hazel Road	1
Purley-on-Thames	Menpes Road	On Westward Fields estate	1
Purley-on-Thames	Roebuck Rise	Near junction with A329	1
Purley-on-Thames	Sherwood Rise	Opposite junction with Belleisle	1
Purley-on-Thames	Skerritt Way	Junction with Hazel Road	1
Purley-on-Thames	The Hydes	On Westward Fields estate near garages not outside No.15!	1
Purley-on-Thames	Theobald Drive	Junction with Oxford Road	1
Purley-on-Thames	Westbury Lane	Junction with Glebe Road	1
Purley-on-Thames	Lister Close	Second bin adjacent to the school side entrance	1
Purley-on-Thames	Chiltern Close	Before 1st House	1

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

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

Parish/Town	Road	Location	No.
Purley-on-Thames	Primrose Close	Before 1st House	1
Purley-on-Thames	Thames View	Before 1st House	1
Purley-on-Thames	Simons Close	25m in on left hand side	1
Shaw-cum-Donnington	Shop Lane	Junction with Oxford Road (north side)	1
Shaw-cum-Donnington	Love Lane	Junction with Northern Avenue	1
Shaw-cum-Donnington	Kingsley Close	Grass verge where road splits	1
Shaw-cum-Donnington	Lampacres	Grass verge	1
Shaw-cum-Donnington	Church Lane	Grass verge (near overflow car park)	1
Shaw-cum-Donnington	Northern Avenue	Grass verge (outside No.5)	1
Shaw-cum-Donnington	Owen Road	On verge to side of footpath not outside No.7	1
Speen	Church Lane	Verge adjacent to Sextons Cottage	1
Speen	Caunter Road	Entrance to "the Pines"	1
Speen	Speen Lane	Cul-de-Sac	1
Speen	Un-named Road to Bagnor	Public Highway	1
Speen	Rookwood	Junction with Snake Lane	1
Stanford Dingley	Jennetts Hill	Public Highway	1
Stanford Dingley	Clay Hill	Public Highway	1
Stanford Dingley	Casey Court	Junction with Jennetts Hill	1
Stanford Dingley	Jennetts Hill	At bottom of the hill	1
Streatley	Rectory Road	Junction with A417 Wantage Road	1
Streatley	Rectory Road	Half way along Rectory Road	1
Streatley	The Coombe	Top of cul-de-sac	1
Streatley	The Coombe	Junction with the Bull Meadow	1
Streatley	Lewendon Wood - (Stichens Green Road)	Entrance to Golf Course (200m South of junction with B4009)	1
Streatley	Southridge Pightie	Grass verge (near Pightie Cottages)	1
Streatley	Southridge Pightie	Grass verge (near Southridge Farm)	1
Streatley	Bennets Wood	Junction of Lewington Hill and Bennets Wood Road	1

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

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

Parish/Town	Road	Location	No.
Streatley	Bennets Wood	Half way up hill	1
Streatley	Bull Meadow	Junction with Hill Gardens	1
Streatley	Rectory Road	Junction with A417	1
Streatley	The Coombe	Adjacent entrance to Hillview	1
Streatley	High Street	Near "Snowdrop Cottage", Streatley Meadows	1
Sulhamstead	Hollybush Lane	Omers Gully (by railings)	1
Sulhamstead	Three Firs Way	Public Highway (outside No.17)	1
Thatcham	Link Way	Public Highway	1
Thatcham	Robertsfield	Public Highway	1
Thatcham	Yarrow Close	Public Highway	1
Thatcham	Ashbourne Way	Grass verge (near school)	1
Thatcham	Masefield Road	Grass verge	1
Thatcham	Lawrences Way	Grass verge (by lamp column)	1
Thatcham	Withybed Way	Grass verge	1
Thatcham	Snowdrop Copse	Grass verge (junction with Broadmeadow End)	1
Thatcham	Mallow Gardens	Back of footway (adjacent to No.29)	1
Thatcham	Cowslip Crescent	Grass verge	1
Thatcham	Mersey Way	Back of footway (junction with Bowling Green Road)	1
Thatcham	Skillman Drive	Back of footway	1
Thatcham	Bluebell Way	Back of footway (side of No.17)	1
Thatcham	Bluebell Way	On roundabout junction with Foxglove Way	1
Tidmarsh	Tidmarsh Lane	On bend against brick wall	1
Tilehurst	Fairford Road	On verge (junction with Fullbrook Crescent)	1
Tilehurst	The Sadlers	Public Highway	1
Tilehurst	Meadowside	Public Highway	1
Tilehurst	Hillview Close	Public Highway	1
Tilehurst	Curlew Drive	Opposite No.62 (near garages)	1
Tilehurst	Cornwall Close	Grass verge (end of Devonshire Gardens)	1
Tilehurst	Clanfield Crescent	Grass verge (junction with Cotswold Way)	1
Tilehurst	Wanhope Way	Grass verge (junction with Cotswold Way)	1
Tilehurst	Swinbrook Close	Grass verge (junction with Fairford Road)	1
Tilehurst	Yew Tree Rise	Opposite No.91	1
Tilehurst	Bay Tree Rise	Grass verge (Opposite No.30)	1
Tilehurst	Bradwell Road	Outside of No.6	1

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

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

Parish/Town	Road	Location	No.
Tilehurst	Broom Close	Adjacent No.11	1
Tilehurst	Condor Close	Junction to car park opposite No.30	1
Tilehurst	Dell Road	At brow of hill	1
Tilehurst	Dell Road	At junction with footpath to Overdown Road	1
Tilehurst	Devonshire Gardens	Side of No.17	1
Tilehurst	Fairway Avenue	Outside Nos.58 and 59	1
Tilehurst	Fairway Avenue	Adjacent to No.113	1
Tilehurst	Fulbrook Crescent	Junction of Oregon Ave with Redwood Way	1
Tilehurst	Kirkfell Close	On verge outside No.27	1
Tilehurst	Lamorna Crescent	Junction with Trelawney Drive	1
Tilehurst	Magpie Way	Between Nos.16 to 18	1
Tilehurst	Meadowside	Off Clement Mead	1
Tilehurst	Prince William Drive	Junction with Lamorna Crescent	1
Tilehurst	Redwood Way	Junction with Oregon Avenue	1
Tilehurst	Robin Way	Outside No.2 and No.23	2
Tilehurst	Sheraton Drive	Junction with Clements Mead	1
Tilehurst	Shipton Close	Junction with Dell Road	1
Tilehurst	Shipton Close	At top of steep hill	1
Tilehurst	Starlings Drive	Junction with Partridge Drive	1
Tilehurst	The Knoll	Opposite side of No.2a	1
Tilehurst	Royal Avenue	Between Empress Way & Sovereign Way	1
Tilehurst	Avington Close	Next to Lamp Column No.3	1
Tilehurst	Home Croft	Outside the "Cornwell Centre"	1
Tilehurst	Goldcrest Way	Public Highway	1
Tilehurst	Withy Close	Bottom of Withy Close	1
Tilehurst	Fairford Road	Grass verge (Junction with Tring Road)	1
Tilehurst	Tring Road	Grass verge (Junction with Overdown Road)	1
Tilehurst	Ullswater Drive	Opposite No.16	1
Tilehurst	Vicarage Wood Way	Next to electrical sub-station	1
Tilehurst	Warley Rise	Opposite No.39	1
Tilehurst	Westwood Row	Junction with Southerndene Close	1
Tilehurst	Yew Tree Rise	On the triangle at the Langley Hill junction	1
Tilehurst	Birkhall Close	Junction with Empress Way	1
Tilehurst	Aston Avenue	Junction with Childrey Way	1

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

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

Parish/Town	Road	Location	No.
Tilehurst	Barbrook Close	Junction with Ullswater Drive	1
Tilehurst	Bowfell Close	Public Highway	1
Welford	Church Hill	Grass verge near the bend	2
Welford	Welford Road	Grass verge entrance to Village Hall	1
Welford	Mant Close	Grass verge on the bend	2
Welford	The Row	Top of steep hill (near field entrance past first cottage)	1
West Ilsley	Burys Lane	Between West Ilsley Village and Oxfordshire Boundary	5
West Ilsley	The Maltings	Public Highway	1
Wokefield	Lockram Lane	Grass verge (opposite "April Cottage")	1
Woolhampton	Victor Place	Back of footway (by lamp column)	1
Woolhampton	Orchard Close	Junction with Woolhampton Hill (by telegraph pole)	1
Woolhampton	Rowlands Copse	Grass verge outside No.6	1
Woolhampton	Railside	Grass verge at entrance	1
Woolhampton	Carbinswood Lane	At bend	1
Woolhampton	Cods Hill	Outside "Hill House"	1
Woolhampton	Woolhampton Hill	In lay-by opposite Driftwood	1
Yattendon	Burnt Hill	Grass verge (outside "Redwood")	1
Yattendon	Burnt Hill	Junction with Yattendon Lane	1
Yattendon	Scratchface Lane	Grass verge (top of slope down to Yattendon Road)	1

APPENDIX H

ROAD SNOW CLEARANCE NETWORK

ROUTE 1

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 1 (cont'd)

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 2

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 2 (cont'd)

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

ROAD SNOW CLEARANCE NETWROK

ROUTE 2 (cont'd)

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 3

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 3 (cont'd)

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 4

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 4 (cont'd)

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 5

Route No.	Parish	Road	From	To	Description
5	Speen & Newbury	A4	A34/Bath Rd Rbt East	Robin Hood Roundabout	
5	Newbury, Shaw & Chieveley	A339	Robin Hood Roundabout	A34	
5	Newbury	Mill Lane & Boundary Road North	A339	Kings Road	
5	Newbury	Bone Lane	Mill Lane	Hambridge Road	
5	Newbury	B3421 Hambridge Road, Hectors Way & Kings Road	A4	A339	
5	Newbury	Kiln Road & Turnpike Road	B4009 Shaw Road	A4	Speed Cushions
5	Newbury	Fir Tree Lane	Turnpike Road	A4	
5	Newbury	Avonway	Turnpike Road	Gaywood Drive	
5	Newbury	Gaywood Drive	Avonway	Fir Tree Lane	
5	Newbury	Waller Drive	Stoney Lane	Turnpike Road	
5	Thatcham	Tull Way	A4	Northfield Road	
5	Thatcham	Unnamed Road & Floral Way	Cold Ash Road	A4	
5	Thatcham	Lower Way	A4	The Moors	
5	Thatcham	The Moors	Lower Way	A4	
5	Thatcham	Ilkley Way	The Moors	The Moors	
5	Thatcham	Braemore Close & Urquhart Road	Ilkley Way	Station Road	
5	Thatcham	The Broadway & Station Road	The Moors	A4	
5	Thatcham	Station Road	The Moors	Pipers Way	
5	Thatcham	Stoney Lane	A4	Station Road	Speed Cushions
5	Thatcham	Pipers Way	Station Road	A4	
5	Thatcham	Unnamed Road	Pipers Way	Thornford Road	via Cookham Hill

ROAD SNOW CLEARANCE NETWORK

ROUTE 5 (cont'd)

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 5 (cont'd)

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 6

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 6 (cont'd)

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 7

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 7 (cont'd)

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 8

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

ROAD SNOW CLEARANCE NETWORK

ROUTE 8 (cont'd)

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

APPENDIX H (cont'd)

ROAD SNOW CLEARANCE NETWORK

ROUTE 9

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

ROAD SNOW CLEARANCE NETWORK **APPENDIX H (cont'd)**

ROUTE 9 (cont'd)

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

APPENDIX I

PAVED FOOTWAY SNOW CLEARANCE NETWORK

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

PAVED FOOTWAY SNOW CLEARANCE NETWORK (cont'd)

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

PAVED FOOTWAY SNOW CLEARANCE NETWORK (cont'd)

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

PAVED FOOTWAY SNOW CLEARANCE NETWORK (cont'd)

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

PAVED FOOTWAY SNOW CLEARANCE NETWORK (cont'd)

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

FOOTBRIDGE TREATMENT NETWORK

PARISH/TOWN	BRIDGE NAME	LOCATION
Newbury	Monkey Bridge	Kennet and Avon Canal, at rear of properties 23-33 Russell Road, Newbury
Newbury	Northcroft River	Between Monkey Bridge and Northcroft Sports Centre
Shaw Cum Donnington	St Marys	River Lambourn, Footpath from Church Road, Shaw (Trinity School) – A339 Subway
Hungerford	Diamond Jubilee	Kennet and Avon Canal, adjacent to A338 road bridge (Bridge St/High St)
Theale	M4 Footbridge	Between Theale High St and Pincents Lane

APPENDIX K

WINTER SERVICE DUTY OFFICER ROSTER

Week Commencing	Duty Officer
Monday 2 November 2026	
Monday 9 November 2026	
Monday 16 November 2026	
Monday 23 November 2026	
Monday 30 November 2026	
Monday 7 December 2026	
Monday 14 December 2026	
Monday 21 December 2026	
Monday 28 December 2026	
Monday 4 January 2027	
Monday 11 January 2027	
Monday 18 January 2027	
Monday 25 January 2027	
Monday 1 February 2027	
Monday 8 February 2027	
Monday 15 February 2027	
Monday 22 February 2027	
Monday 1 March 2027	
Monday 8 March 2027	
Monday 15 March 2027	
Monday 22 March 2027	
Monday 29 March 2027	

Duty Officer 24 hour mobile number:

Duty Officer	Work Office Number	Work Mobile Number	Home Number

WINTER SERVICE CALL OUT GUIDELINES

FORECAST WEATHER

A R.S.T. above freezing
- (i) + 4º C or above
- (ii) above 0º C, below +4º C

B R.S.T. at or below 0º C
- (i) 0º C to -3º C
- (ii) below -3º C

C B (i) or B (ii) with rain beforehand

D Hoar Frost / Ice

E Freezing fog

F Freezing rain

G Snow
- (i) light falls up to 30 mm
- (ii) falls over 30 mm

FORECAST ROAD CONDITIONS

1 Road surface dry

2 Road surface wet but may dry

3 Road surface wet

4 Road surface dry but may become wet

RECOMMENDED ACTION

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

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

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

THE ABOVE TABLE IS FOR GUIDANCE ONLY

DUTY FORECASTER SHOULD BE CONSULTED AS NECESSARY

WEST BERKSHIRE COUNCIL WINTER SERVICE DAILY ACTION REPORT

DATE		TIME OF DECISION		TIME OF ACTION	

1: HAZARDS

HAZARDS	Y / N	Hours
Hoar Frost		
Ice		
Snow		
Freezing Rain		

LOCATION	MINIMUM FORECAST TEMPERATURE
Min. RST	

2: PROPOSED ACTION

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

3: COMMENTS / ADDITIONAL INFORMATION

Name:…….. **Date……**

APPENDIX N

CONTRACTOR'S WINTER SERVICE DAILY ACTION REPORT

SUPERVISOR	DATE & TIME OF INSTRUCTION DATE & TIME OF ACTION		WBC DUTY OFFICER		TYPE OF RUN		SIGNATURE OF DRIVER confirming start & finish times	SIGNATURE OF SUPERVISOR
OPERATIVES	**VEHICLE REG**	**ROUTE**	**TIME TREATMENT STARTED**	**TIME TREATMENT FINISHED**	**ROS g/m²**	**SALT USED (T)**		
		1						
		2						
		3						
		4						
		5						
		6						
		7						
		8						
		9						

TIME FIRST OUT: **TIME LAST OUT:**	**COMMENTS/INSTRUCTIONS ETC.**
BREAKDOWNS	SALT: Salt on road/Gritter observed spreading LOCATION: ROUTE: TIME SUPERVISOR'S REMARKS (if any)

APPENDIX O

REQUEST FOR SALTING FORM

DATE		TIME OF CALL		OFFICER	

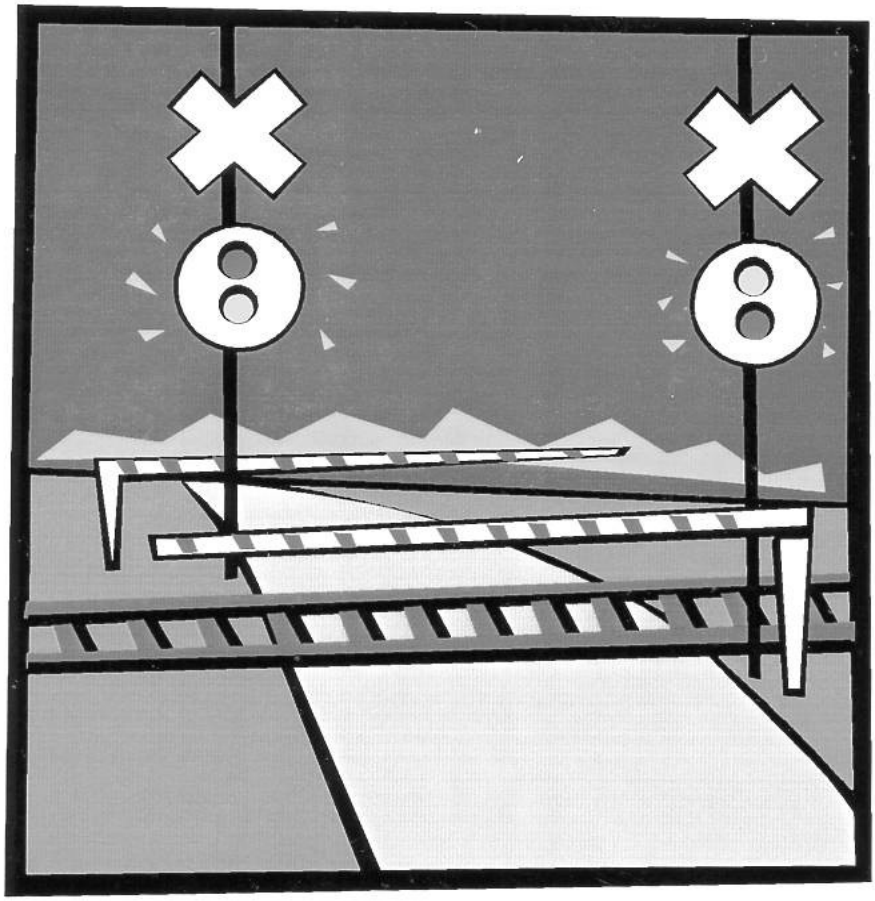
Nature of Request:

Requested by:
Salting Route:
Action:

Contractor: Volker Highways Ltd	**Instruction Number: 26/27-**

NETWORK RAIL NOTICE

SORTED IF NOT SALTED!



HELP US TO KEEP RAILWAY LEVEL CROSSINGS IN SAFE WORKING ORDER

DO NOT GRIT OR SALT THEM

CLEARING SNOW AND ICE FROM PAVEMENTS AND PUBLIC SPACES

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

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

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

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

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

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

- Start early: it is much easier to remove fresh, loose snow compared to compacted ice that has been compressed by people walking on it.

- **Do not use hot water.** This will melt the snow, but may replace it with black ice, increasing the risk of injury.

- Be a good neighbour: some people may be unable to clear snow and ice on paths leading to their property or indeed the footway fronting their property. Snowfall and cold weather pose particular difficulties for them gaining access to and from their property or walking to the shops.

- If shovelling snow, consider where you are going to put it, so that it does not block people's paths, or block drainage channels. This could shift the problem elsewhere.

- Make a pathway down the middle of the area to be cleared first, so you have a clear surface to walk on. Then you can shovel the snow from the centre to the sides.

- Spreading some salt on the area you have cleared will help to prevent any ice forming. Table salt or dishwasher salt will work, but avoid spreading on plants or grass as they may be damaged by it. A few grams (a tablespoon) for each square metre you clear should work. The salt found in salting bins will be needed for keeping roads clear.

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

- Use the sun to your advantage. Removing the top layer of snow will allow the sun to melt any ice beneath; however you will need to cover any ice with salt to stop it refreezing overnight.

- If there is no salt available, then a little sand or ash is a reasonable substitute. It will not have the same de-icing properties as salt but should offer grip under foot.

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

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

The Preparing for Emergencies web pages on GOV.UK contain useful information on how you can prepare for the impacts of all emergencies. The pages can be found at:
https://www.gov.uk/government/publications/preparing-for-emergencie

Why is the Government publishing this information?

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

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

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Summary of Consultation Responses

APPENDIX I

Ref Number	Name / Organisation	Date Received	Comments	Response Issued	Action
1	Cllr Martha Vickers	03/07/2026	Consideration to include roads on the Donnington Heights/ Shaw Valley estates on the Primary Treatment Network.	05/10/2026	No action. The roads on these developments will not be considered for treatment, as they currently remain unadopted and are not maintainable at public expense.
2	Cllr Tony Vickers	04/07/2026	Consideration to include roads on the Coley Farm estate (off Stoney Lane, Newbury) on the Primary Treatment Network.	05/10/2026	No action. The roads on these developments will not be considered for treatment, as they currently remain unadopted and are not maintainable at public expense.
3	West Ilsley PC	14/07/2026	Consideration be given to promoting Bury Lane, West Ilsley to Primary Network.	05/10/2026	No action. Oxfordshire County Council do not treat their section of Bury Lane, in addition there are no arrangements in place for cross boundary treatment. To be kept on Secondary Treatment Network.

Summary of Consultation Responses

APPENDIX I (c'ont)

Ref Number	Name / Organisation	Date Received	Comments	Response Issued	Action
4	Hampstead Marshall PC	27/07/2026	Consideration to include the following roads on the Primary Treatment and Snow Clearance Networks, 1. Enborne Road (from Craven Arms PH to Kintbury Boundary including Ash Tree Corner and Chapel Corner. 2. Park Lane (from Ash Tree Corner to the Railway Crossing at Marsh Benham). 3. Intersection of Holtwood Road and Ash Tree Corner.	05/10/2026	1. No action - this section of the network is already included on the Primary Treatment Network (Route 2) and Snow Clearance Treatment Network (Route 2). 2. No action – this section of the network is already included on the Secondary Treatment Network (Route 6) and Snow Clearance Treatment Network (Route 2). We are proposing that this will remain the case. 3. No action – there are many other similar roads within the district that do not feature on the Primary Treatment Network and with such a large network, it is unfortunately unrealistic to be able to treat all these roads.
5	Pangbourne PC	13/08/2026	Consideration to include the exit of Sheffield Close on the Primary Treatment Network.	05/10/2026	No action – it will not be operational possible to treat just the exit of Sheffield Close onto Pangbourne Hill. Pangbourne Hill is treated as part of the Primary Treatment Network. The Parish Council could consider funding and maintaining a salt bin at this location, subject to approval.
6	Tilehurst PC	13/08/2026	Acknowledge receipt of plan, nothing to add.	N/A	No action.

Streatley Hill 40 mph Speed Limit

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	Friday 23rd October 2026
Portfolio Member:	Councillor Stuart Gourley
Report Author:	Gareth Dowding
Forward Plan Ref:	ID 4827

1 Purpose of the Report

1.1 The purpose of the report is to inform the Portfolio Holder for Environment and Highways of the responses received during the statutory consultation on the introduction of a 40 mph speed limit on Streatley Hill Streatley and to seek approval of officer recommendations.

2 Recommendations

2.1 It is recommended that the Portfolio Holder for Environment and Highways approves the following actions:

(a) The 40mph proposal for Streatley Hill is introduced as advertised and its position on the Network Management Minor Works Programme is reaffirmed

(b) Speed data is collected and analysed approx. 6 and 12 months after installation

(c) Public Rights of Way Team are briefed on the comments received regarding lack of and inconsistent signing between Lardon Chase and The Holies and request that a full signing review is completed in collaboration with The National Trust

(d) Objectors are informed of this decision

3 Implications and Impact Assessment

Implication	Commentary
Financial:	Should the proposed speed limit change be implemented, the cost could be up to £12,000.00. The scheme would be funded from an existing capital cost centre dedicated to speed limit changes as part of the Network Management Minor Works Programme.

Human Resource:	None.			
Legal:	If the speed limit is implemented, the Council will need to exercise its powers to make an Order under the Road Traffic Regulation Act 1984. This Order would need to be sealed by Legal Services, however, before making the Orders the Council, as Highways 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 Orders are to be made as advertised, (b) are to be modified or (c) are to be abandoned. In circumstances where any substantial modifications are proposed to the Orders, the Council is required to inform those likely to be affected by such modifications and give the opportunity to make representations which must again be considered.			
Risk Management:	None.			
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		It is unlikely that changing a speed limit will impact on inequality.

B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		x		It is unlikely that these proposed speed limit changes will impact on the environment, given that they apply to such a small proportion of the highway network. If the changes result in a change to actual vehicle speeds, there may be a change in vehicle emissions and road noise, but any changes are likely to be negligible, and it is considered disproportionate to carry out a detailed quantitative assessment.
Environmental Impact:		x		Lower speed limits and an associated perception of improvements in road safety may indirectly encourage an increase in active travel and an accompanying health benefit. However, the effect is likely to be negligible and it is considered disproportionate to carry out a detailed quantitative assessment.
Health Impact:		x		Lower speeds may encourage a greater use of active travel modes (walking and cycling).
ICT Impact:		x		None.
Digital Services Impact:		x		None.
Council Strategy Priorities:	x			This proposal is relevant to Council Strategy Priority no. 5, Thriving Communities with a Strong Local Voice, which seeks to enable changes to speed limits for residential area where there is evidence to support such change.
Core Business:		x		Although contributing to the above Council Strategy Priority and the links to wider social and environmental objectives, the delivery of this type of project is not in itself a statutory service.
Data Impact:		x		None.

Consultation and Engagement:	Local stakeholders and members of the public were consulted on the proposed speed limit by way of the statutory advertisement of a Traffic Order, including newspaper and publication on the Council's online Consultation and Engagement Hub, from 30th April 2026 until 25th May 2026. This report has been circulated to all affected ward members, the shadow portfolio holder and minority group leader. Any further comments received prior to the date of the Individual Decision will be reported verbally.

4 Executive Summary

4.1 The purpose of the report is to inform the Portfolio Holder for Environment and Highways of the responses received during the statutory consultation on the introduction of the speed limit change advertised and to seek approval of officer recommendations.

4.2 The speed limit change consulted on was to reduce the current 60mph national speed limit on the B4009 at Streatley Hill from a point just west of the junction with The Coombe to a point just west of the junction with Lewendon Hill (that leads to Stitchens Green).

4.3 In total, 109 responses were received to the consultation. The following table shows were respondents supported, opposed or expressed a neutral view for the proposals. This report summarises the objections received and makes a recommendation to the Executive Member considering these objections.

	Streatley Hill 40 mph proposal
Support	94 (86.24%)
Neutral	3 (2.75%)
Object	12 (11.01%)
Total	**109 (100%)**

5 Supporting Information

Introduction

5.1 One of the five priorities in the Council Strategy 2023-2027 is to 'build thriving communities with a strong local voice'. This priority commits to actions such as to work with local communities and partners to enhance our main towns and large villages. Part of this is to enable speed limit changes on roads were there is community support and residents want it.

5.2 Speed limit changes are subject to a statutory consultation process. Where no objections are received, the speed limits are implemented and new signs are erected on-street, but where proposals attract statutory objections, these must be referred to the Executive Member for a decision as to how to proceed.

5.3 A statutory consultation on a proposal to introduce a 40mph speed limit on the B4009 at Streatley Hill was held in May 2026. Plans of the proposed speed limit reduction are included in Appendix C.

5.4 The Council, as the Local Highway Authority, has powers under the Road Traffic Regulation Act 1984 to set the speed limits on the roads for which it is responsible. In order to be legally enforceable, speed limits require a legal Order to be made under Section 84 of the Act. The process of consulting on and making speed limit orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The signing of speed limits is governed by the Traffic Signs Regulations and General Directions 2016, and a Local Highway Authority is not permitted to erect speed limit signs unless a legal Order is in force

5.5 109 responses were received to the consultation, 12 of those responses objected to the proposals. 3 objectors did not provide a reason for their response and so as per Section 8(3b) of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 they cannot be considered as part of this report. This report summarises the remaining 9 valid objections and makes a recommendation to the Executive Member. These objections are summarised below, and anonymised individual objections can be found in Appendix D.

Themes raised in the statutory consultation

5.6 Four main themes were raised by objectors to the proposal. They were

a) Typical speeds are already below the proposed speed limit due to the nature of the road.

Officer Comment – In which case we would expect a high level of compliance as this speed limit should be self-enforcing due to the nature of the road and its surroundings.

b) Police have limited capacity to enforce.

Officer Comment – As typical speeds are already below 40mph we would not expect additional police enforcement to be necessary.

c) Waste of time and money

Officer Comment - Opinions will vary as to the relative merits of the services and projects that local authorities provide. The costs of this proposal will be funded from this budget which is separate from the road's maintenance, capital improvements budgets and budgets for other council service areas. The budget for this project as also previously been approved.

d) 30mph would be more appropriate given that speeds are already below 40mph.

Officer comment – Current speeds are typically between 33mph and 37mph which would suggest that this is an appropriate speed for this road. To lower the speed limit to 30mph would criminalise a large proportion of drivers unnecessarily.

5.9 Thames Valley Police responded to this consultation as a statutory consultee. They did not explicitly confirm support or objection to the proposals so were recorded as neutral.

5.10 TVP noted that the recorded average speeds in both directions are compliant with a 40mph restriction. There are no suitable locations along this route where routine speed enforcement activity could be safely or effectively conducted. Therefore, it is essential that all speed limit signage is installed and maintained in full compliance with the Traffic Signs Regulations and General Directions (TSRGD), specifically Chapter 3, Table 8-4. It is vital that an ongoing maintenance regime is implemented to ensure that all signage always remains clearly visible to drivers. Thames Valley Police raises no objection to the proposed implementation of a 40mph speed limit at this location.

Proposals

5.11 In view of the above, and considering all responses, it is proposed that:

a. The 40mph proposal for Streatley Hill is introduced as advertised and its position on the Network Management Minor Works Programme is reaffirmed

b. Speed data is collected and analysed approx. 6 and 12 months after installation

c. Public Rights of Way Team are briefed on the comments received regarding lack of and inconsistent signing between Lardon Chase and The Holies and request that a full signing review is completed in collaboration with The National Trust

d. All 12 objectors are informed of this decision

6 Supporting Information

6.1 All comments received during this consultation can be found in Appendix D and are categorised into objections, supporting and neutral comments.

6.2 All personal information collected through the consultation has been removed from this document in compliance with GDPR.

7 Options for consideration

7.1 To proceed as advertised and implement the 40mph speed limit along with other supporting recommendations.

7.2 To withdraw the proposal and take no further action

8 Conclusion

8.1 Despite a small number of objections, the statutory consultation has shown local support for the proposed speed limit reduction on Streatley Hill. As such, it is proposed that the speed limit order is implemented as advertised in the consultation.

8.2 The following issues have been identified, which should be noted in the introduction and monitoring of this scheme

1. Signage for PRoWs in the area and in particular between Lardon Chase and The Holies is inconsistent and needs reviewing and/or improving

9 Appendices

Appendix A – Equality Impact Assessment

Appendix B – Data Protection Impact Assessment – Stage One

Appendix C – Proposed Speed Limit Plans

Appendix D – Consultation Responses

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: Basildon only

Officer details:

Name: Gareth Dowding
Job Title: Principal Engineer (Traffic & Road Safety)
Tel No: 01635 519226
E-mail: Gareth.dowding@westberks.gov.uk

Document Control

Appendix A

West Berkshire Council
Equity Impact Assessment

1 Contents

Section 1: Summary details....9
Section 2: Detail of proposal....10
Section 3: Impact Assessment - Protected Characteristics....12
Section 3: Impact Assessment - Additional Community Impacts....13
Section 4: Review....14

Section 1: Summary details

Directorate and Service Area	Environment, Highways
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Reduction in speed limit on the Public Highway to 40mph for the road (B4009) shown in the plans in Appendix C.
Is this a new or existing function or policy?	N/A
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	N/A as the proposal does not bias, discriminate or unfairly disadvantage individuals or groups within the community.
Completed By	Gareth Dowding
Authorised By	
Date of Assessment	12th August 2026

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	One of the five priorities in the Council Strategy 2023-2027 is to 'build thriving communities with a strong local voice'. This priority commits to actions such as to work with local communities and partners to enhance our main towns and large villages. Part of this is to enable changes to speed limits for residential streets where residents want them.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	Reduction in speed limit on the Public Highway to 40mph for the road (B4009) shown in the plan in Appendix C.
Evidence / Intelligence	Consultation feedback from May 2026.

List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	In total, 109 responses were received to the consultation. 86% of the responses supported the proposals.
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	To reject this proposal and go against the result of the consultation where overwhelming support for this proposal was recorded.

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	☒	☐	☐				
Disability	☒	☐	☐				
Gender Reassignment	☒	☐	☐				
Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☒	☐	☐				
Race	☒	☐	☐				
Sex	☒	☐	☐				
Sexual Orientation	☒	☐	☐				
Religion or Belief	☒	☐	☐				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☒	☐	☐				
Areas of deprivation	☒	☐	☐				
Displaced communities	☒	☐	☐				
Care experienced people	☒	☐	☐				
The Armed Forces Community	☒	☐	☐				

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	**12th August 2026**
Person Responsible for Review	**Gareth Dowding**
Authorised By	**A Alty**

Please now forward this completed form to Pamela Voss, Equality and Diversity Officer (pamela.voss@westberks.gov.uk), for publication on the WBC website.

Appendix B

Data Protection Impact Assessment – Stage One

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

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

Directorate:	Environment
Service:	Highways
Team:	Traffic & Road Safety
Lead Officer:	Gareth Dowding
Title of Project/System:	40 mph speed limit proposal Streatley Hill Streatley
Date of Assessment:	12th August 2026

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

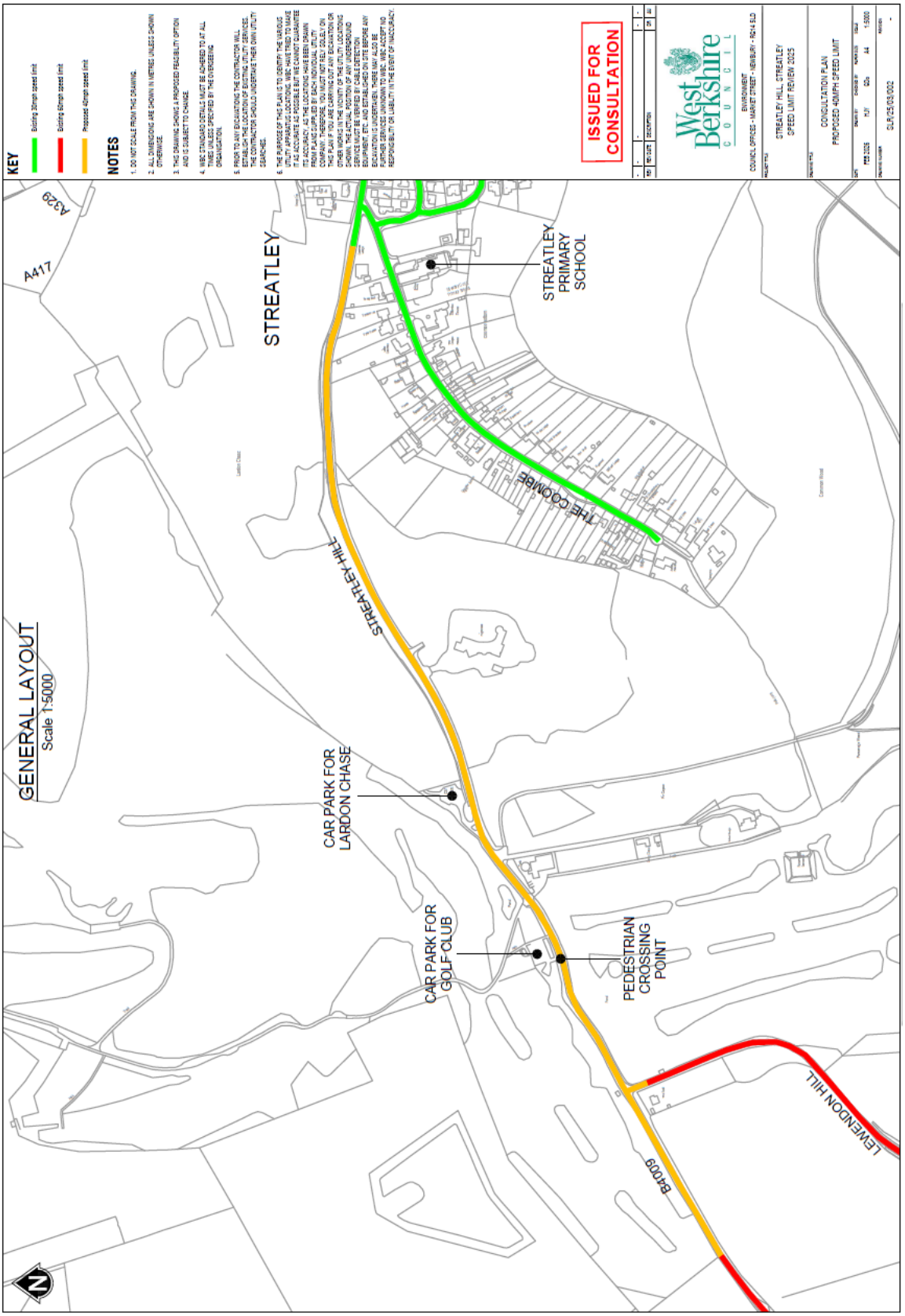
	Yes	No
Will you be processing SENSITIVE or "special category" personal data? Note – sensitive personal data is described as "*data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, or trade union membership, and the processing of genetic data, biometric data for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

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

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

Appendix C

Proposed Speed Limit Plans



Appendix D

Consultation Responses

	Objections
1.	As the average speed is below the new proposal I would challenge the benefit of spending time, money and resource on this initiative
2.	Surveyed speed average is well below the proposed limit which suggests that speed is naturally managed by other factors. The limit will introduce drivers looking at their instrument panel instead of the road.
3.	It is a waste of taxpayer's money as the current speeds are lower than the proposed limit.
4.	Is there any data which evidences why this change is necessary? Motorists regulate their speed on this hill downwards as it is very steep with sharp bends and on the way up vehicles are regulated by the inability to climb the hill at speed. Therefore this proposal appears completely unecessary and the expenditure could be used for further highway repairs instead.
5.	In most instances drivers adjust their speed according to the road conditions. This constant speed reduction does not really help and makes a lot of drivers ignore any speed limits. If the current speed limit is less than forty why bother with yet more signage. The police have no time to enforce speed limits already in place elsewhere. People regularly do around 100 miles an hour along the A4 and lorries regularly ignore the no over taking on A34 at East Ilsley.
6.	I travel this route every day to work and there is no need for a restriction. There is minimal pedestrian traffic and drivers I observe drive slowly and cautiously. I believe that this is a hobby project and completely unnecessary
7.	Not necessary.
8.	As average speeds are below 40mph anyway, if seeking a reduction in traffic speeds it would seem sensible to make the limit 30mph wouldn't it? And this would still be faster than the 20mph speed limit which really ought to be imposed within the village itself.
9.	Not a good use of time and money
	Support
10.	Dangerous to cross the road at present and dangerous on the road on a road bike as overtaken by vehicles at high speed
11.	Personally I believe the speed limit should be even lower than that. Cars race up and down the hill trying to catch a green light or trying to leave the village it's dangerous for school children, cyclists golfers and pedestrians crossing from lardon chase. But lowering it may help - it can't make it worse. It's not a main road it's a narrow village road.
12.	Safety for local resident
13.	I think lowering the speed limit will make the road safer.
14.	Obvious road safety. Pedestrians crossing at the car park area as well as the golf course. Also it is a hill much used by cyclists who are travelling very slowly uphill. It is a narrow road and cars need to overtake carefully and slowly. The speed limit here should be 30mph.

15.	40 is better than 60 but 30 or even 20 would be more appropriate. There are people walking across from the car park to the Holies, golf grounds staff crossing in various machines and golfers crossing, walking and in buggies.
16.	I have lived at the top of Streatley Hill for several years now (Long Close) and have always believed it to be crazy that there is a place where pedestrians cross the road here (from the National Trust car park) that is right on the brow of a hill that has a 60mph speed limit. I have seen near misses on SO many occasions here involved families and dog walkers particularly. And some traffic seems to delight in racing up the hill as a kind of challenge - but to be fair to them, most would not be travelling more than around 60mph which is the current limit - it's just that the current limited would not allow them to stop in time if a pedestrian was to appear in the road at the wrong moment. There is currently a 'slow' sign marked on the road but this is just not noticed by cars and is way too late anyway to make a difference to anyone crossing from the car park to the public footpaths here. The problem is bad (although not quite as bad) slightly further to the west where golfers cross the road carrying heavy bags or even on buggies and cars, coming from the west, start to accelerate even more as the road levels out and turns slightly to the right. There was an accident here not long ago and I am just amazed there has not been a fatality yet. I'm actually surprised no-one feels it is appropriate to reduce the limit to 30mph which would be much much safer but I guess 40mph is better than no change at all.
17.	Cars go too fast down the hill, it's very dangerous
18.	Cars often accelerate up the hill from the lights to get speed up and having a reduced limit on both sides would help limit the speed at which some cars travel and be safer for drivers and pedestrians using the pavement further down.
19.	I support the proposed speed limit. There are pedestrian crossing points between Lardon Chase and The Holies, as well as a crossing for golfers. Because these crossings are located on sharp bends, visibility of oncoming traffic is poor. A lower speed limit would significantly improve safety, especially for less able walkers. Additionally, it would make the hill significantly safer for cyclists traveling in both directions, as a lower limit reduces the temptation for motorists to attempt dangerous overtaking maneuvers.
20.	To whom it may concern, My name is XXX XXX, I am the Area (Senior) Ranger for The National Trust (NT) in The Thames Valley Portfolio, and responsible for the Goring Gap sites; Lough Down, Lardon Chase and The Holies (part of which are Sites of Special Scientific Interest). I have been in post since August 2018. Following numerous reports of near accidents on Streatley Hill with cars entering/exiting the Lardon Chase NT Car Park and pedestrians crossing the B4009 from the car park to the Holies, I am writing to you to request that the speed limit in the area be reduced from 60MPH to 40MPH for safety reasons. Cars ascending Streatley Hill, using the Lardon Chase NT car park at the top, frequently have to stop on the brow of the hill to allow either a car to exit the car park, or for oncoming traffic to pass before turning right into the car park. There have been several incidences of cars travelling up the hill and nearly driving into the back of the stationary traffic in front. There have also been near misses with pedestrians (including children and dogs) crossing the road. It is poorly signposted and unless you know pedestrians cross there you would not expect it. Pulling into, or out of, our car park with a tractor or 4x4 and trailer is a treacherous process and entering or leaving our gateway into The Holies on the south side of the road is even worse with the poor visibility. I have had some

	close calls here. Since COVID, there has been a substantial increase in visitors to Lough Down, Lardon Chase and The Holies and resultant use of our car park on Streatley Hill. West Berkshire Council was made aware by the Goring & Streatley Golf Club that people were parking on the road when the NT car park was full causing a hazard for other road users. Double Yellow Lines were immediately painted on the road to prevent this. This had not been an issue pre COVID. XXX XXX, the Course Manager at Goring & Streatley Golf Club (who has been in post over 25 years), shares similar views and experiences to these. The Golf course workshops and members car park are either side of the B4009 just along from the Lardon Chase NT car park. Together with the golfers, they frequently have to avoid cars travelling at speed when crossing the B4009. Moving further along, the junction with the road to Stitchens Green is another accident blackspot. There have been multiple collisions with vehicles pulling out of the junction onto the B4009 as witnessed by local postmen and golf course groundsmen. In addition to this, pedestrians can often be seen walking up Streatley Hill as they cannot find the footpath to The Holies at the top of the Coombe, or to Lardon Chase by the Old School House at the bottom of the hill (although the latter is not an official footpath). They have to walk with the traffic behind them because the opposite bank is too steep for them to walk into the oncoming traffic. This is extremely dangerous for them and traffic travelling in both directions up and down the hill. Large numbers of cyclists are also heavy users of this stretch of road. Streatley Hill was the venue for the 2020 National Hill Climb Championship, and it has also been included in the Tour of Britain. As a result, people come from all over the country to tackle it. Vehicles overtake slow moving cyclists going up the hill, frequently round the narrow blind bends and into oncoming traffic. Near misses are frequent. The B4009 running up Streatley Hill is the arterial road to Newbury, the A34, and the M4 as these vehicles cannot pass over the skew bridge near Beale Park (weight limit) nor beneath the railway bridge at Pangbourne (height restriction). Traffic includes lorries and heavy farm machinery as well as cars. Visibility is not good, the road is narrow, has steep verges, overhanging trees and vegetation, and there are several blind bends in the road. The road surface is in poor condition, as are the road markings and degraded cats eyes / reflectors. The road signs (or lack of them) are especially poor regarding the pedestrians crossing the road to and from the NT car park, and the two golf course crossings. Some of the road signs are now not even facing the correct way, having been installed decades ago. Coaches or HGVs using this road are wider than their respective lane at the narrowest part of the road (approximately 20-30m east of Lardon Chase car park entrance) so it is physically impossible for such a vehicle to pass an oncoming car or light vehicle, let alone another large vehicle, so a sensible reduction in speed would allow more time to react and come to a safe stop in order to pass safely. Over the years there have been numerous accidents on Streatley Hill, including fatalities. There are often signs of cars having careered up the bank on the northern side of the road as a result of descending too fast. There have been too many close calls recently and action must be taken, particularly in view of the increasing volume of traffic that we have today. With the risks outlined above the existing 60MPH speed limit is outdated and not suitable for today's road users. It presents an acute danger to pedestrians, cyclists and vehicles. The 60MPH speed limit is not appropriate for the visibility splays from the Lardon Chase NT car park exit or for pedestrians crossing the road. A reduction to 40MPH must be implemented on the B4009 from the bottom

	of Streatley Hill to the junction with Stitchens Green to improve safety for all. In “good” conditions and circumstances: ·A car travelling at 60 MPH needs 73 metres (240 feet) or 18 car lengths to stop. ·A car travelling at 30 MPH needs 36 metres (118 feet) or 9 car lengths to stop. (Source: www.theaa.com)
21.	I cycle along this road - it is quite dangerous and would prefer the lower limit (30mph would be better in my view!)
22.	This will make the road safer for those walking and cycling.
23.	Reducing the speed would also make exiting the Coombe onto Streatley hill by car safer although this would also benefit from a parabolic mirror installed opposite the coombe on Streatley hill to allow drivers to see more clearly up the hill
24.	At times, the high frequency of pedestrian and golf players crossing the road at the blind dip at the top of Streatley Hill poses a significant risk of accidents. Incidents have been recorded. Lowering the speed limit just at this section and then raising for the hill itself would be confusing, hence support is for assigning the 40mph limit from the 30mph boundary at Streatley to the Stichens Green turn. With the majority of vehicle speeds recorded as below this proposed limit, the imposition on drivers should be minimal whilst excessively speeding motorists are informed of the danger. In addition, the notices informing of the pedestrian traffic should be made higher profile.
25.	I am a local resident, regularly crossing the B4009 as a pedestrian. I consider the proposed speed restriction to be an essential safety improvement for all road users. Taking into consideration the gradient of Streatley Hill and the current volume of cycle traffic, a further decrease to 30mph would be appropriate.
26.	It's vital that the speed limit on Streatley Hill is lowered from the current National Speed Limit of 60mph to a new, reduced 40mph to lower the risk of accidents. This is a narrow road with poor visibility and a number of crossing points for walkers, cyclists and those using the club. Young families also use the car park at Lardon Chase to access walking on Streatley Hill and the Holies and it's terrifying to think of the near misses that we are aware of at this spot. It's really important this new speed limit is introduced before there is a fatality or someone is seriously injured in this location.
27.	It will help to keep pedestrians crossing near the bottom of the hill safer.
28.	I often drive on this road and feel that the current speed limit makes the pedestrian crossing points unsafe. A 40 mile per hour limit would also ensure traffic slows as it enters the village.
29.	It’s a very steep hill. There are turnings off it to a parking area for walkers & golfers crossing at the top. The traffic is busy during the mornings and evenings.
30.	Being a member of goring & streatley golf I cross the b4009 on a regular basis. I feel the present speed limit is excessive & dangerous for pedestrians . I also drive this road & feel 40mph would be safer option .
31.	Current traffic speeds are a danger to the public, in particular golfers crossing the road. I would prefer a reduction to 30 mph in this zone. Streatley Hill is a very steep hill, traffic descending over 30 mph presents a serious danger in poor weather conditions.
32.	A reduction in speed would be helpful, my only comment is that the published information is already indicating an average speed of under 40 mph so it questions why signage is needed, could it not be reduced to 30 mph and people crossing the road signs added at a suitable distance

33.	It is a dangerous, busy, important crossing point. Dangerous - visibility limited by the steep hill and a corner. Busy - the point where people (often with children and dogs) cross from Larden Chase and National Trust car park to the Holies.Golfers cross a little further up. Important - it is the link to join the 2 sides of Streatley Hill
34.	Dangerous to pedestrians crossings when cars already be I above the national speed limit. Reducing to 40 would help. With the parking and public footpaths, there should be more restrictions to avoid any accidents.
35.	The crossing points for the Holies and the golf course are currently safety hazards with the odd fast vehicle.
36.	I have regularly crossed the road as a pedestrian for many years and have experienced dangerously fast cars. Even those within the current limit of 60 mph have inadequate sight lines for any emergency stop and pedestrians have to 'go for it'. Some motorists clearly recognise the issues and indeed, just last week, a driver actually stoped in the middle of the road to allow pedestrians to cross. As an aside from my personal experience, I have witnessed golf course machinery and golfers using buggies when an approaching vehicle necessitated sudden change of decision as to the safety of crossing.
37.	I use both the golf course and the parking fir the woods walks, both are dangerous crossings due to the speed of some road users
38.	The traffic is often going much faster than 40 mph on this stretch of road and it is sometimes difficult to cross the road safely, for one side of the golf course to the other side. Also, I think that 30 mph is plenty fast enough for traffic on country roads.
39.	I believe that the current limit is very dangerous particularly approaching an extremely large downwards hill. Also, there is a crossing of golfers during the day and some cars make it very dangerous crossing over to the other side of the course as the visibility along the stretch is not sufficient. I would even think 40mph is too fast and would much prefer it to be 20 or 30 especially in the winter when it is easy to skid when going faster. A lot of juniors use the golf club in the summer holidays and as a mum of previous junior members, the road was the one thing that filled me with horror when they played a round of golf. Wholeheartedly approve of this but would prefer you to consider a further reduction.
40.	The nature of the road with bends and car parks for the national trust and golf club coupled with other road junctions suggests to me that reducing the speed limit to 40mph is sensible I would even suggest that 30mph could be considered appropriate.
41.	I cross it regularly and sometimes it feels very dangerous
42.	Lowering the speed limit is the right thing to do as it would reduce the risk to pedestrians. It would make sense if the reduced speed zone started further up calming the traffic before the pedestrian crossing and it would give more protection to golfers crossing higher up too.
43.	As a member of Goring & Streatley Golf Club I am obliged to cross this road approximately 6 times per week. Traffic using this route often travel along it close to (or above) the 60mph speed limit currently in force. This is particular true of motorcyclists who seem to enjoy this section of road for what appears to be recreational motorcycling. Such is the speed of traffic approaching the golf club crossing point one is often required to dash across the road to avoid a collision. I thoroughly support this proposal and, if implemented and perhaps more importantly respected, it should contribute greatly to my and my fellow members'

	safety. Are there any plans concerning how to enforce a 40mph speed limit? Such speed limits are seldom respected as anyone using roads in local villages (e.g. Cholsey, Moulsford and Aldworth) will observe.
44.	Reducing the speed limit to 40mph will make this road a lot safer for pedestrians crossing the road at the golf course and also those crossing from the National Trust car park to the footpath on the opposite side of the road
45.	Pedestrian safety
46.	It will reduce road users speed and make it safer for them and people crossing the road.
47.	Dangerous pedestrian crossing area linking public footpaths at the top of Lardon Chase (popular with dog walkers and families with children). Also, a regular crossing point for golfers, often pushing golf trolleys as well as car park entrance exits and side roads for nearby houses.
48.	Road safety is of paramount important. This stretch of road is narrow and visibility is poor so I think a new speed limit would be appropriate.
49.	The speed limit on the hill has always been of a huge concern to me, traffic drives far too fast up the hill, there is more traffic than ever before, the risk of a terrible accident whilst the elderly, children, dogs etc crossing at the top of the hill to walk either side of the National Trust land, the risk to golfers crossing the road with their equipment, there are simply too many risks to life at the current speed limit.
50.	That stretch of the road is far too steep to justify a 60 mph speed limit - going down Streatley Hill at that speed is clearly dangerous all year around. In addition, driving up Streatley Hill in the late afternoon in Spring on sunny days, can give rise to huge amount of glare in windscreens that can blind drivers for several seconds - reducing the speed limit would be very sensible in such circumstances.
51.	It seems sensible for the reasons outlined already, and given that it will make little difference to most drivers but may reduce some extremes.
52.	Any speed limits I favour as well as enforcement
53.	It will be much safer for all users.
54.	The road is narrow with plenty of vegetation that makes it difficult to cross.
55.	This part of the B4009 lends itself to a lower speed and it will increase safety for road users and pedestrians attempting to cross.
56.	This area is well used by walkers, in particular they cross the road to the car park so are at risk from speeding traffic
57.	I strongly support the proposed reduction to a 40mph speed limit on Streatley Hill. Retaining a 60mph limit in its current form is unsafe and does not reflect the reality of the road. Streatley Hill is steep, with limited forward visibility and insufficient signage to warn drivers of hazards ahead. At the top of the hill, there are two pedestrian crossing points that are unmarked and easy to miss, particularly for vehicles travelling at speed. This creates a dangerous situation where drivers have little time to react, and pedestrians are placed at unnecessary risk. A 60mph limit in these conditions is not appropriate. A reduction to 40mph is a reasonable, evidence-based adjustment that aligns with the physical constraints of the road and the presence of vulnerable road users. This change is about basic safety, not convenience.
58.	The stretch of the B4009 in question would never be considered a wide, open road with plenty of visibility. If anything it is the exact opposite : a narrow (at its peak) steep hill lined with trees either side of it creating a canopy above,

	consequently reducing daylight and general visibility. Again, at its very peak is an unmarked, unsupervised pedestrian crossing from the National Trust car park (across the B.4009) to The Holies where people are constantly traversing, in particular families with small children, buggies, and dogs. Fifty metres further on is another similarly unmarked crossing point for golfers, some in golf carts (where recently there was quite a serious collision). Therefore, to have vehicles coming from either direction at legally permitted speeds (currently) of up to 60 mph is, in our opinion, wholly excessive at best. At worst it is completey absurd. To obtain a meaningful reduction in speed, a 30 mph limit would actually be far more appropriate bearing in mind the close proximity of the two pedestrian crossing points. This is borne out by the 33/37 mph (maximum spread) speed as shown by the "Current typical traffic speeds" in West Berkshire Council's own words in its "Proposed Traffic Regulation Order".
59.	Traffic comes up the hill at excessive speed. Crossing from the National Trust Carpark to The Holies is a nightmare for the elderly, parents with children, walkers with dogs etc. On top of that golfers cross the B4009, a short distance away, with buggies, going from one side of the golf course to the other. This is all a disaster waiting to happen and, therefore, I would wish for the speed limit to be reduced to 40mph with immediate effect.
60.	Crossing from car park at top of hill to the Hollies can be dangerous because of excessive speed by some drivers.
61.	This is a sensible proposal and will hopefully mean fewer people speeding from the Bull crossroads up and out of Streatley (passing a residential area and School), as well as making it safer for those crossing at the top near Lardon Chase and the Holies.
62.	I use the crossing frequently and cars often come very quickly in both directions.
63.	I think the limit should be 40 or lower
64.	Cars can misjudge this strip and sometimes are very fast. This will really help drivers and pedestrians to be safer.
65.	Having lived on Streatley Hill a number of years ago, it was clear that people used to accelerate to 60mph from the Bull (where it is 30mph) and it was incredibly scary to see around all the young children coming out of school. The same goes for crossing from the car park to the Hollies, it’s just not safe
66.	I've seen too many near misses at the top of the hill where golfers and walkers are trying to cross the road
67.	I would prefer it to be 30mph because this is such a dangerous crossing. I walk up here most days with my dog and baby, and it feels very unsafe each time. The visibility is poor as a pedestrian and driver, so 30mph would be even better. But I do support lowering it to 40mph.
68.	Safety of pededtrians crossing the road, both golfers and walkers.
69.	Safety of children and pedestrians crossing the roads!
70.	As a walker who frequently crosses the road to access the public footpaths at the top of the hill, I note that as there currently is no speed limit occasionally some vehicles approach the crossing points at some speed making crossing the road perilous. I believe imposing this speed limit will improve road safety for pedestrians and motorists
71.	It’s very dangerous to cross from Lardon Chase to the are leading to the Holies on foot and with a dog at the moment as cars and especially lorries speed from the direction of Aldworth.

72.	The gradient of the hill encourages speeding particularly as there is little visible access to properties. The issue is for pedestrians, particular. There are many walkers and residents, particularly vulnerable groups. The lack of footpaths makes driving over 30 mph a danger to pedestrians, young children, elderly and disabled people. The streetlight on the corner does not appear to be working either.
73.	A new speed limit is badly needed on that stretch of road
74.	I live on Streatley Hill and use the road frequently, both as a driver and as a pedestrian crossing the road near the golf course at the top of the hill. Driving at faster than 40 mph on this stretch of road feels dangerous and irresponsible, so in my view it is entirely appropriate to enforce this with a 40 mph limit. It will also make the informal crossing at the top feel much safer for pedestrians. Furthermore, it will help to reduce the problem of vehicles accelerating hard in the 30 mph section at the bottom of the hill - currently some vehicles use this stretch for accelerating up to speeds nearer to 60 mph, which feels dangerous when they pass by and causes noise disturbance.
75.	Drivers travel too fast on the road
76.	The traffic is hugely fast going up and down the hill, dangerous to other drivers and cyclists
77.	I'm writing in my capacity of President of Didcot Phoenix Cycling Club and am representing the views of our club committee and our members to lend my support to xxxx proposal for the reduction of the speed limit on Streatley hill. Our club frequently uses the hill as part of our club runs, our members use it as part of their wider leisure cycling and I myself have used it as part of my commute (although frequently choosing to find a less steep route!). I also acted as the chair of the organising committee for the 2020 National Hill Climb which saw the largest ever field for a UK time trial and the highest proportion and number of female entrants take on the hill as part of a timed race. The hill is very steep (I think 12%) and is there is often poor visibility due to the shade of the trees. In the wet it is slippery and this is particularly the case during the autumn where leaves provide a significant issue with traction. For cyclists climbing the hill it is a very serious challenge and the speeds at which we climb it is well below 10 mph and recreational cyclists frequently pause halfway up in a gateway to gather themselves for the remainder of the hill. The descent also has challenges as controlling the speed and navigating the corners requires a great deal of concentration and inattention can result in the achievement of high speeds. We find that drivers who are ascending the hill tend to try and gain momentum whole those that descend can also achieve high speeds. Both of these are the source of potential risk. The difference in speed between a cyclist travelling <10 mph and a car accelerating out of the existing 20 limit is high and poor visibility and the corners can lead to instances of close passes or emergency avoidance manoeuvres. When descending the cyclist may have to adjust their speed and line to avoid cars while they are concentrating on maintaining control. Adding in poor visibly and traction and the interaction with oncoming traffic adds to these risks. While the reduction in the speed limit will not mitigate these risks entirely, limiting the traffic to 30 mph will decrease closing speeds, increase predictability of traffic behaviour, allow for more time to recognise and respond to hazards and increase the traction available for any evasive manoeuvres. This would be beneficial to the safety of cyclists, other vulnerable road users, people crossing the road at the footpath and potentially reduce the chance of incidents between

	road vehicles. DPCC therefore support XXX proposal to introduce a speed limit and I hope the perspectives we put forward here assist him and you in lobbying for this change.
78.	As a resident of streatley on the Reading Road and a parent of 5 young children the speed of the majority of the cars passing by my house is massively excessive of the 30mph limit currently in place. I also often use the road in question and see the same thing happening. We must slow down the traffic in this area. I strongly agree to what has been proposed and would further welcome traffic calming measures on the reading road too!
79.	Lots of cyclists and walkers crossing
80.	We live on the Coombe and have a young family - drivers come racing down the hill and if the lights at the cross road are on green they often try to race to get though at a dangerous speed. It would make a big difference in terms of feeling more at ease and safe if the speed lift was enforced at 40. It's also quite dangerous for cyclists at times as people over take on the windy road going up or downhill. And to cross at the top can be nerve wracking. All in all a lower speed limit will make it safer for a number of reasons.
81.	Cars speed up and down the hill, trying to cross the road either way from lardon car park and back can be very dangerous.
82.	I live on the Coombe and having driven on this road regularly the limit of 60mph is too high considering the poor visibility of the road. It is a winding road on a steep hill which attract cyclists. The access to the road from the Coombe also has limited visibility, so a lower speed limit will help to safeguard against the risk of collisions.
83.	Some people (especially sports cars and motorcycles. And people testing Lamborghinis from Pangbourne) use the hill as a race track. It is very busy with cyclists who cannot be seen around the verdant bends. There are also pedestrians due to incomplete footpath signage (there was a sign; it's been removed). The equivalent hill on the goring side is 30mph all the way to the top
84.	Excess speed is often used causing danger for pedestrians and other road users. This is a well used route to school and pre-school.
85.	As a resident for the past twenty five years of The Coombe in Streatley I am a frequent user of Streatley Hill as I drive around the area. I have seen a number of accidents and near- misses, particularly involving cars trying to pass cyclists, motorcyclists treating Streatley Hill as a competitive hill climbing speed track and cars and motorcyclists who speed up as they approach the blind bend at the top of the hill and who almost collide with pedestrians, children and dogs crossing the road on the footpath. Streatley Hill's current speed limit of sixty miles per hour is entirely unsuitable for a steep, narrow, rural road with very reduced visibility
86.	As a local cyclist, I find it Intimidating Cycling up Streatley Hill whilst being close passed by cars travelling at 60 miles an hour. It makes one feel much safer if the traffic speed is reduced, it would also help to have signs advising motorists that there may be slow moving cyclists on the near side of the carriageway.
87.	My XXXXXXX XXX was killed in a Road Traffic Accident on this stretch of road on the XXXXXXX aged X. There have been numerous reports of near accidents on Streatley Hill with cars entering/exiting the Lardon Chase National Trust Car Park and pedestrians crossing the B4009 from the car park to the Holies. Cars ascending Streatley Hill, using the Lardon Chase NT car park at the top, frequently have to stop on the brow of the hill to allow either a car to exit the car park, or for oncoming traffic to pass before turning right into the car park. There

	have been several incidences of cars travelling up the hill and nearly driving into the back of the stationary traffic in front. There have also been near misses with pedestrians (including children and dogs) crossing the road. It is poorly signposted and unless you know pedestrians cross there you would not expect it. Since COVID, there has been a substantial increase in visitors to Lough Down, Lardon Chase and The Holies and resultant use of the National Trust car park on Streatley Hill. The Golf course workshops and members' car park are either side of the B4009 just along from the Lardon Chase NT car park. Together with the golfers, they frequently have to avoid cars travelling at speed when crossing the B4009. Moving further along, the junction with the road to Stitchens Green is another accident blackspot. There have been multiple collisions with vehicles pulling out of the junction onto the B4009 as witnessed by local postmen and golf course groundsmen. In addition to this, pedestrians can often be seen walking up Streatley Hill as they cannot find the footpath to The Holies at the top of the Coombe, or to Lardon Chase by the Old School House at the bottom of the hill. They have to walk with the traffic behind them because the opposite bank is too steep for them to walk into the oncoming traffic. This is extremely dangerous for them and traffic travelling in both directions up and down the hill. Large numbers of cyclists are also heavy users of this stretch of road. Streatley Hill was the venue for the 2020 National Hill Climb Championship, and it has also been included in the Tour of Britain. As a result, people come from all over the country to tackle it. Vehicles overtake slow moving cyclists going up the hill, frequently round the narrow blind bends and into oncoming traffic. Near misses are frequent. The B4009 running up Streatley Hill is the arterial road to Newbury, the A34, and the M4 as these vehicles cannot pass over the skew bridge near Beale Park (weight limit) nor beneath the railway bridge at Pangbourne (height restriction). Traffic includes lorries and heavy farm machinery as well as cars. Visibility is not good, the road is narrow, has steep verges, overhanging trees and vegetation, and there are several blind bends in the road. The road surface is in poor condition, as are the road markings and degraded cats eyes / reflectors. The road signs (or lack of them) are especially poor regarding the pedestrians crossing the road to and from the NT car park, and the two golf course crossings. Some of the road signs are now not even facing the correct way, having been installed decades ago. Over the years there have been numerous accidents on Streatley Hill. There are often signs of cars having careered up the bank on the northern side of the road as a result of descending too fast. There have been too many close calls recently and action must be taken, particularly in view of the increasing volume of traffic that we have today.
88.	I drive this route weekly for work and a number of times I have had pedestrians crossing the road by the golf in large groups. I believe that lowering the speed limit will ensure that drivers have more time time to notice them.
89.	There are frequently pedestrians, golfers and off road vehicles crossing this road at the top of the hill where it is particularly hazardous as vehicles are accelerating when they reach the level road surface and visibility is limited by trees and budshes. Vehicles sometimes go too fast when descending the hill. This is dangerous in poor weather.
90.	I fully support the proposal but I really do not think that it goes far enough - the speed limit should be 30 mph all the way to the top of Streatley Hill for the following reasons: 1. Pedestrians are continually crossing the road at the top to access the numerous walks in the woods from the public car park and to play golf

	as the road dissects the golf course and crossing the narrow and restricted view road with cars driving at 40 mph is extremely dangerous. 2. Streatley Hill is a very steep road and to drive down it at 40 mph is very dangerous, especially when the road is wet and has fallen leaves on it. Vehicles have overturned and there have been fatalities on the road for that reason. You now have an opportunity to make the speed limit what it should be, namely 30mph, to significantly improve the safety of the road.
91.	I often walk at the top of the Holies and the woods beside the golf course. I would welcome lower traffic speeds at the point where I have to cross the B4009. I also occasionally cycle along the B4009 (more often down than up, tbh) and I would welcome slower traffic speeds. If anything. I would prefer a 30 mph limit on that section -- when I drive it I generally stick to about 30 anyway especially when climbing up the hill.
92.	Noise, pollution and danger of cars accelerating at speed from the lights at the Bull up Streatley Hill. It's difficult to turn right out of The Coombe as it is a bit of a blind spot and with cars coming at speed down the hill they can be suddenly upon you.
93.	I fully support the rationale for limiting the speed of vehicles travelling up and down Streatley Hill, i.e. to minimise risk to pedestrians crossing the road at the top of the hill. I want to point out that the consultation appears to focus on the pedestrian crossing at the golf course, but there is a second regular crossing point for pedestrians (often with pet dogs) between the Lardon Chase car park and the footpath to the Holies.
Neutral	
94.	This proposal was considered at the West Berkshire Council Speed Limit Review meeting held on Thursday 27 February 2025. The initial proposal for a 30mph speed limit was determined to be inappropriate, having regard to the nature of the road and the prevailing traffic speeds. Following further consideration, a 40mph speed limit was agreed as being more suitable. It is noted that the recorded average speeds in both directions are compliant with a 40mph restriction. Having undertaken a site assessment, I have concluded that there are no suitable locations along this route where routine speed enforcement activity could be safely or effectively conducted. In light of this, it is requested, as a minimum requirement, that all speed limit signage is installed and maintained in full compliance with the Traffic Signs Regulations and General Directions (TSRGD), specifically Chapter 3, Table 8-4. Furthermore, a robust and ongoing maintenance regime should be implemented to ensure that all signage remains clearly visible to drivers at all times. On the basis of the above considerations, Thames Valley Police raises no objection to the proposed implementation of a 40mph speed limit at this location.
95.	If the average speed is already lower than 40mph, what is the point. To have an effective impact it should be reduced to 30mph