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# Extended Pedestrianisation Hours in Newbury

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| <b>Committee considering report:</b>        | Executive  |
| <b>Date of Committee:</b>                   | 21 May 2026                                      |
| <b>Portfolio Member:</b>                    | Councillors Stuart Gourley and Justin Pemberton. |
| <b>Date Portfolio Member agreed report:</b> | 24 April 2026                                    |
| <b>Report Author:</b>                       | Jon Winstanley                                   |

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## 1 Purpose of the Report

1.1 The Newbury Town Centre Masterplan was created collaboratively with local residents and stakeholders, resulting in broad support for the pedestrianisation of the Town Centre. In order to facilitate this objective, an Experimental Traffic Regulation Order (ETRO) was implemented to extend the pedestrianised timings between 10am and 11pm. This report presents the outcomes of the public consultation conducted during the first six months following the introduction of the ETRO, summarising the feedback received and recommends a way forward.

## 2 Recommendations

- 2.1 That the Executive approves:
- (a) Removal of the Experimental Traffic Regulation Order and reverting the pedestrianised timings to 10am – 5pm from September 2026.
  - (b) That future proposals for pedestrianisation be taken forward through a review of the Newbury Town Centre Masterplan ensuring that pedestrianisation is considered in the context of a more holistic vision for the town centre.
  - (c) That the Council Motion submitted by Cllr Adrian Abbs on 16<sup>th</sup> October 2025 which can be seen in Appendix C be considered in the context of the Newbury Town Council Masterplan and through any future engagement with residents and stakeholders.

## 3 Implications and Impact Assessment

| Implication | Commentary |
|-------------|------------|
|-------------|------------|

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|-------------------------|--|
| <b>Financial:</b>       | Review of the Newbury Town Centre Masterplan will be undertaken using existing budgets and resources. The refresh and implementation of the masterplan will require additional funding and be subject of a separate budget approval process.   |
| <b>Human Resource:</b>  | None resulting from this report.   |
| <b>Legal:</b>           | None resulting from this report  |
| <b>Risk Management:</b> | Risks will be managed in accordance with the Council's Risk Management Policy.   |
| <b>Property:</b>        | No property related issues.  |
| <b>Policy:</b>          | <p>The extension of the pedestrianised hours in Newbury Town Council as planned in the <a href="#">Council Strategy 2023-27</a> and supported by the Newbury Town Centre Masterplan:</p> <p>Principle 3: A more 'walkable' town centre- The masterplan seeks to make the town centre more 'walkable' and aims to increase the appeal of the town's spaces, buildings and key assets by enhancing north-south and east-west permeability by foot</p> <p>Principle 6: A more 'sociable' town centre - The masterplan proposes additional open space at The Wharf and enhanced leisure and recreation facilities at Victoria Park and along the Canal. The masterplan will also support opportunities for increased spill-out space, particularly for the existing cafés and restaurants on Northbrook Street and in Market Place, as well as behind the Corn Exchange and Museum</p> <p>Principle 7: A more 'cultural' town centre - The masterplan seeks to improve existing and create additional indoor and outdoor space for arts and cultural activities catered for all ages, particularly by reinforcing the cultural importance of</p> |

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|  | <p>Market Place and creating a cultural and leisure destination at The Wharf</p> <p>This will be taken forward as part of the Newbury Town Centre Masterplan review.</p> |
|--|--|

|  | Positive | Neutral | Negative | Commentary  |
|--|----------|---------|----------|---|
| <b>Equalities Impact:</b>  |          |         |          |   |
| <b>A</b> Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?               |          | ✓       |          | No change from the original arrangement prior to the trial. |
| <b>B</b> Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users? |          | ✓       |          | No change from the original arrangement prior to the trial. |
| <b>Environmental Impact:</b>   |          | ✓       |          |   |
|  |          |         |          |   |
| <b>Health Impact:</b>  |          | ✓       |          |   |
| <b>ICT Impact:</b>   |          | ✓       |          |   |
| <b>Digital Services Impact:</b>  |          | ✓       |          |   |

## Extended Pedestrianisation Hours in Newbury

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|-------------------------------------|---|---|--|--|
| <b>Council Strategy Priorities:</b> | ✓ |   |  | This report supports the Council Strategy focus area of a prosperous and resilient West Berkshire. |
| <b>Core Business:</b>               |   | ✓ |  |  |
| <b>Data Impact:</b>                 |   | ✓ |  |  |

|                                     |  |  |  |  |
|-------------------------------------|--|--|--|--|
| <b>Consultation and Engagement:</b> | The consultation responses associated with the original proposals have been taken into consideration and discussions with the Newbury BID have helped guide the proposals. |  |  |  |
|-------------------------------------|--|--|--|--|

## 4 Executive Summary

- 4.1 The Newbury Town Centre Masterplan was developed in partnership with local residents and stakeholders to promote pedestrianisation and enhance the vibrancy of the Town Centre. To advance the aims of the Masterplan, an Experimental Traffic Regulation Order (ETRO) was introduced to extend the pedestrianised hours from 10am to 11pm, aiming to improve safety, air quality, and create additional space for community activities. The trial of extended pedestrianisation enabled local residents, businesses, visitors and stakeholders to make representations over a six-month public consultation period to inform the Council's next steps. This report sets out the outcome of the consultation held after the ETRO's introduction, capturing diverse perspectives and summarising key feedback, including support for increased walkability and sociability, as well as concerns regarding accessibility and impacts on surrounding traffic. A consultation summary document can be seen in Appendix B.
- 4.2 The consultation findings indicate that the ETRO has led to notable improvements in pedestrian safety and the overall environment of the Town Centre, particularly in areas with increased outdoor dining and cultural events. However, feedback also highlighted challenges, such as increased congestion on adjacent roads, difficulties faced by a number of businesses, and accessibility issues for disabled and elderly visitors. This feedback is important and mitigation will be developed as part of a more involved engagement process. It should also be noted that whilst congestion is cited as an issue, the A339 operated within its designed limits and limited actual congestion was observed.
- 4.3 In light of the issues raised through the consultation process, it is recommended that the Experimental Traffic Regulation Order is removed to revert the pedestrianised timings to 10am – 5pm from September 2026. Future proposals for pedestrianisation and the rejuvenation of the Town Centre will be taken forward through a review of the Newbury Town Centre Masterplan. This ensures pedestrianisation is considered in the context of a more holistic vision for the town centre, and through a more comprehensive and participatory engagement process involving residents, local businesses, the

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Disability Access Forum, night-time economy representatives and other relevant stakeholders.

## 5 Supporting Information

### Introduction

- 5.1 Between 2021 and 2022, the Council developed a Masterplan in partnership with local people, key stakeholders, local businesses, landowners, Newbury Town Council and Newbury BID. Over 4,000 people responded to the first online survey in early 2021 and this led to the development of a draft Vision and Spatial Framework for the town centre which was subject to a second round of public consultation in July 2021. Over 1,000 responses were received and this led to the final masterplan being produced in 2022.
- 5.2 The masterplan set out a number of principles including extending the hours during which traffic is removed from the core area of Northbrook Street, Bartholomew Street and the Market Place. This was intended to create more space for pedestrians, areas for seating and planting, 'spill-out' space for cafés and restaurants and flexibility for larger events. This was supported by 3 key principles set out in the masterplan:
- **Principle 3:** A more 'walkable' town centre - The masterplan seeks to make the town centre more 'walkable' and aims to increase the appeal of the town's spaces, buildings and key assets by enhancing north-south and east-west permeability by foot
  - **Principle 6:** A more 'sociable' town centre - The masterplan proposes additional open space at The Wharf and enhanced leisure and recreation facilities at Victoria Park and along the Canal. The masterplan will also support opportunities for increased spill-out space, particularly for the existing cafés and restaurants on Northbrook Street and in Market Place, as well as behind the Corn Exchange and Museum
  - **Principle 7:** A more 'cultural' town centre The masterplan seeks to improve existing and create additional indoor and outdoor space for arts and cultural activities catered for all ages, particularly by reinforcing the cultural importance of Market Place and creating a cultural and leisure destination at The Wharf.
- 5.3 In line with the masterplan developed with local people and stakeholders, the extension of the pedestrianised hours (10am to 11pm) in Newbury Town Council was included in the [Council Strategy 2023-27](#). This was implemented as a trial using an Experimental Traffic Regulation Order (ETRO) in May 2025.

### Background

- 5.4 The Experimental Traffic Regulation Order (ETRO) was made on the 6<sup>th</sup> of May 2025 and came into operation on 19<sup>th</sup> May 2025. The extended hours have continued since the consultation ended in November 2025. The experimental nature enabled consultation with local residents, businesses, visitors and other stakeholders for a period was open for 6 months whilst they could experience the trial in operation.
- 5.5 There was a significant response to the consultation with 3120 responses submitted for consideration. Whilst 76.8% objected to the proposal as implemented, as evidenced in the Appendix B, a substantial proportion of respondents (42%) expressed positive

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sentiment, highlighting tangible benefits arising from the extended pedestrianisation hours. This included improved pedestrian safety and comfort, reduced noise and air pollution, enhanced town centre ambience, and greater potential for outdoor dining and social activity were consistently highlighted. Many respondents expressed strong support for a more people-focused town centre environment, particularly during evenings and warmer months.

- 5.6 Stakeholders who supported the extended pedestrianisation hours highlighted a noticeably improved town-centre environment, describing streets as safer and more pleasant for walking and crossing, particularly in the evenings, with cleaner air and reduced traffic noise improving residents' quality of life. Positive feedback also focused on the stronger ambience and "café culture", with better conditions for outdoor seating and alfresco dining and opportunities to expand this alongside community events such as live music, night markets and seasonal activities. Some respondents noted easier and safer access to venues like the Corn Exchange for evening performances, and others felt the traffic-free setting was especially beneficial for families, children and people with limited mobility, while a small number welcomed the space as supportive of active travel.
- 5.7 Negative comments received in respect of the consultation largely focused on the transport and access impacts of the extended pedestrianisation hours, with many respondents reporting increased traffic on the A339, and concerns that diverted traffic worsened pollution. A substantial theme was perceived economic harm, particularly to hospitality businesses, with reduced trade and practical disruption to deliveries, collections and takeaways. Respondents also raised accessibility issues for disabled and elderly visitors due to the loss of Blue Badge access and safe drop-off points. Finally, there were repeated worries about safety after dark, including the town centre feeling deserted or intimidating, antisocial behaviour, and risks posed by speeding bikes and e-scooters, with some suggesting the extended hours should be seasonal or otherwise limited and supported by measures such as cheaper evening parking and stronger enforcement.
- 5.8 It should be noted that whilst there were concerns raised regarding increased congestion and traffic flow on the A339, technical observations confirm that the A339 junctions operated within their capacity. A capacity check undertaken during peak hours observed flows remained well below the design limits for a dual carriageway of this type. Although certain junctions may approach tighter thresholds at specific times, overall, the corridor was not found to be overloaded.
- 5.9 Regarding economic activity concerns, an independent study by experts Beauclair provides a detailed, data-led assessment of the economic performance of Newbury town centre following the extension of pedestrianisation hours in May 2025. While it is acknowledged that some elements of town centre retail performance have softened, the evidence clearly demonstrates that this experience is consistent with wider national retail trends rather than being unique to Newbury. Importantly, overall sales in Newbury during 2025 were higher than in 2024, which directly contrasts with the prevailing national picture of declining retail sales. Year-on-year sales performance in the post-expansion period was around 3.5% lower than would have been expected based on earlier trends; however, this change was not found to be statistically significant, and the report concludes that there is no definitive evidence linking this variation directly to the pedestrianisation scheme. The analysis also shows that weekly sales in 2025 exceeded

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those in 2024 in the majority of weeks assessed, suggesting a level of resilience in Newbury's retail economy. Taken together, the findings indicate that while Newbury town centre retail has not been immune to challenging conditions affecting high streets nationally, it appears to have performed broadly in line with, and in some respects better than, national trends during the same period.

- 5.10 In light of the number of responses and the issues raised through the consultation, it is recommended that any permanent plans for pedestrianisation should be considered through a more comprehensive and participatory engagement process involving residents, local businesses, the Disability Access Forum, night-time economy representatives and other relevant stakeholders. This should be undertaken through the review of the Newbury Town Centre Masterplan. Whilst this is undertaken, the Experimental Traffic Regulation Order (ETRO) will be removed following the summer period and the pedestrianised timings will revert to 10:00 to 17:00.
- 5.11 The refresh of the Town Centre Masterplan and further engagement will also consider the objectives of the motion presented by Cllr Adrian Abbs on 16<sup>th</sup> October 2025 which can be seen in Appendix C.

## 6 Conclusion

- 6.1 In summary, the ETRO extending pedestrianisation of Newbury Town Centre was implemented to deliver the aspirations of the adopted Newbury Town Centre Masterplan which was developed in partnership with local residents and stakeholders. The experimental nature of the order was to enable the Council to trail the pedestrianisation in consultation with local residents, business and stakeholder to understand their views. The consultation generated a substantial level of response and revealed a complex balance of benefits and challenges. Many respondents recognised improvements in pedestrian safety, local ambience, air quality, and opportunities for outdoor social activity. However, concerns were also raised regarding increased traffic on the A339, perceived economic impacts on hospitality and retail, and accessibility for vulnerable groups. While independent economic analysis confirm that Newbury's retail performance has broadly mirrored national trends and technical evidence shows that traffic flows have remained within capacity, given the diverse views and impacts, the Council will remove the ETRO after the summer and pedestrianised hours will return to 10:00–17:00 from September 2026. Any future plans for the town centre will be considered as part of a holistic town centre vision through reviewing the Newbury Masterplan and through a comprehensive engagement process ensuring the needs and aspirations of all stakeholders are considered.

## 7 Appendices

Appendix A – Equality Impact Assessment.

Appendix B – Consultation Summary.

Appendix C – Cllr Adrian Abbs Motion to Council.

**Background Papers:**

N/A

**Subject to Call-In:**

Yes:  No:

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

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# West Berkshire Council Equity Impact Assessment

TEMPLATE

March 2023

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Section 1: Summary details

|   |   |
|---|---|
| <p><b>Directorate and Service Area</b></p>  | <p>Place Directorate – Highways &amp; Transport (Network Management)</p>  |
| <p><b>What is being assessed</b><br/>(e.g. name of policy, procedure, project, service or proposed service change).</p>   | <p>Extended Pedestrianisation Hours in Newbury – removal of ETRO and reversion to the original pedestrianisation restrictions (10:00–17:00), with a refresh of the Newbury Town Centre Masterplan to consider any future permanent arrangements.</p>  |
| <p><b>Is this a new or existing function or policy?</b></p>   | <p>Existing. The recommended decision restores the pre-trial pedestrianisation restrictions that were in place in Newbury town centre prior to the ETRO (10:00–17:00). The Masterplan refresh will consider any future changes through a separate, comprehensive engagement process.</p>  |
| <p><b>Summary of assessment</b></p> <p>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).</p> | <p>This EQiA considers the recommended decision within the accompanying report on the extended pedestrianisation trial (ETRO) in Newbury town centre. The recommendation is to remove the ETRO and revert the pedestrianisation restrictions to the original hours (10:00–17:00) from September 2026, alongside a refresh of the Newbury Town Centre Masterplan to develop any future permanent arrangements through comprehensive engagement.</p> <p>Because the recommendation returns to the pre-trial restrictions (i.e. no change from the original arrangements that previously operated), the decision itself is not expected to introduce new or additional adverse impacts for people with protected characteristics compared with the baseline position. Any equality-related issues identified during the ETRO trial (notably access for some disabled and older people during extended hours) are not being progressed as part of the recommended decision. The Masterplan refresh provides an opportunity to work with stakeholders (including accessibility groups) to shape any future proposals and associated mitigations.</p> |

## Equity Impact Assessment

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|---------------------------|--|
| <b>Completed By</b>       | Andy Alty, Network Manager, Highways and Transport.                    |
| <b>Authorised By</b>      | Jon Winstanley, Service Director, Environment (West Berkshire Council) |
| <b>Date of Assessment</b> | 24/04/2026   |

## Section 2: Detail of proposal

|  |  |
|--|--|
| <p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p> | <p>Extended pedestrianisation hours in Newbury town centre were introduced as a trial using an Experimental Traffic Regulation Order (ETRO) made on 6 May 2025 and effective from 19 May 2025. The trial extended the pedestrianised period to 10:00–23:00 to improve safety, encourage active travel and support the evening economy, aligned with the Council Strategy 2023–27. A 6-month statutory consultation ran until November 2025 and generated 3,120 responses, with 76.8% objecting, 19.3% in favour and the remainder neutral.</p> <p>Feedback highlighted positives (improved environment/ambience, perceived safety benefits for walking, families and some people with limited mobility) and concerns (diverted traffic on the A339, business impacts, servicing/deliveries, and accessibility for disabled and older people including Blue Badge access and safe drop-off). The current proposals aim to retain benefits while mitigating the issues raised during consultation.</p> |
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## Equity Impact Assessment

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| <p style="text-align: center;"><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>  | <p><b>Proposed decision:</b></p> <ul style="list-style-type: none"><li>• Remove the Experimental Traffic Regulation Order (ETRO) for extended pedestrianisation hours.</li><li>• Revert the pedestrianised timings in Newbury town centre to 10:00–17:00 from September 2026 (reflecting the original restrictions that operated prior to the trial).</li><li>• Take forward consideration of any future permanent pedestrianisation arrangements through a refresh of the Newbury Town Centre Masterplan, supported by a comprehensive engagement process with residents, businesses and representative groups (including the Disability Access Forum and night-time economy stakeholders).</li></ul> <p>This is considered the best course of action because it reflects the balance of evidence and feedback set out in the report, while ensuring that the interim operational position returns to the original restrictions (i.e. no change from the pre-trial baseline), and allowing any future changes to be developed transparently with appropriate equality considerations and mitigations.</p> |
| <p style="text-align: center;"><b>Evidence / Intelligence</b></p> <p>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.</p> | <p>Evidence and intelligence considered includes:</p> <ul style="list-style-type: none"><li>• Statutory ETRO consultation feedback (3,120 responses), including themed analysis of comments on access, safety, the public realm and the evening economy.</li><li>• Stakeholder engagement, including discussions with Newbury BID and identification of issues raised by accessibility stakeholders.</li><li>• Transport capacity checks referenced in the report indicating the A339 corridor operated within capacity overall.</li><li>• Independent economic analysis referenced in the report (Beauclair), indicating Newbury’s town centre performance broadly mirrored national trends, with no definitive evidence linking observed variation directly to the pedestrianisation trial.</li></ul>  |

## Equity Impact Assessment

### 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.

Options considered in developing the recommendation included:

- **Retain the extended ETRO hours (10:00–23:00):** not recommended due to the balance of consultation feedback, including concerns about access and servicing during extended restrictions.
- **Introduce an alternative permanent restriction pattern immediately (e.g. different hours/seasonal operation/exemptions):** not recommended at this stage because it would represent a new restriction model and should be developed through a holistic Masterplan refresh with comprehensive engagement and equality considerations.
- **Do nothing (allow the ETRO arrangements to continue):** not recommended because it would perpetuate a trial arrangement that was introduced experimentally and which has generated significant objection.

The recommended approach removes the ETRO and returns to the original restrictions (10:00–17:00) as an interim baseline, while a Masterplan refresh considers any future change.

## 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   |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--|---|---|---|
| <b>Age</b>               | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>The recommended decision returns to the original pedestrianisation restrictions that operated prior to the ETRO trial (10:00–17:00). As such, no new age-related impacts are anticipated compared with the pre-trial baseline.</p> <p>Consultation feedback on the ETRO trial identified that some older people experienced difficulties with access and convenient set-down/collection when restrictions were extended into the evening; those extended restrictions are not being progressed.</p> | <p>Ensure the reversion to original restrictions is clearly communicated (including access/parking information). Use the Masterplan refresh engagement to understand older people's access needs and to inform any future proposals and mitigations if changes are brought forward.</p> | <p>Network Manager (Highways), West Berkshire Council</p> | <p>Reversion implemented from September 2026. Engagement and monitoring through the Masterplan refresh programme.</p> |
| <b>Disability</b>        | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>The recommended decision removes the ETRO and returns to the</p>  | <p>Communicate the reversion to the original restrictions clearly</p>   | <p>Network Manager (Highways)</p>                         | <p>Reversion implemented from September</p>   |

Equity Impact Assessment

| 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  |
|-----------------------------------|--|---------------------------------|---------------------------------|--|---|--|--|
|                                   |  |                                 |                                 | <p>original pedestrianisation restrictions (10:00–17:00) that were in place prior to the trial. Accordingly, the decision is not expected to create new or additional disability-related impacts compared with the pre-trial baseline.</p> <p>The ETRO consultation identified that some disabled people experienced difficulties during the extended restricted hours (including Blue Badge access and safe set-down/pick-up in the evening). Those extended-hour restrictions are not being progressed as part of this recommendation.</p> | <p>(including access/parking information) in accessible formats. Use the Masterplan refresh engagement (including with the Disability Access Forum and other accessibility stakeholders) to identify and address access needs and to develop appropriate mitigations should any future changes be proposed.</p> | <p>with Masterplan lead officers, West Berkshire Council</p> | <p>2026. Engagement and monitoring through the Masterplan refresh programme; review if future proposals are developed.</p> |
| <p><b>Gender Reassignment</b></p> | <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>No specific impacts identified. The proposals relate to highway access arrangements and are not</p>   | <p>Continue to ensure communications and engagement are inclusive and accessible.</p>   | <p>Network Manager (Highways), West</p>                      | <p>Ongoing through consultation</p>  |

**Equity Impact Assessment**

| <b>Protected Characteristic</b>         | <b>No Impact</b>                    | <b>Positive</b>          | <b>Negative</b>          | <b>Description of Impact</b>   | <b>Any actions or mitigation to reduce negative impacts</b>  | <b>Action owner* (*Job Title, Organisation)</b>    | <b>Timescale and monitoring arrangements</b> |
|---|-------------------------------------|--------------------------|--------------------------|--|--|--|--|
|   |                                     |                          |                          | expected to affect this characteristic differently from the general population.  |  | Berkshire Council                                  | and implementation.                          |
| <b>Marriage &amp; Civil Partnership</b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified.  | Not applicable beyond standard inclusive communications.   | Network Manager (Highways), West Berkshire Council | N/A  |
| <b>Pregnancy &amp; Maternity</b>        | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Potential impact on parents/carers with pushchairs if access to convenient drop-off and safe crossing points is reduced during restrictions; the improved pedestrian environment may be beneficial for families. | Maintain safe, step-free pedestrian routes and crossings; ensure clear information on access and nearby parking/set-down. Monitor feedback during consultation and early implementation. | Network Manager (Highways), West Berkshire Council | Ongoing through consultation.                |

**Equity Impact Assessment**

| <b>Protected Characteristic</b> | <b>No Impact</b>                    | <b>Positive</b>          | <b>Negative</b>          | <b>Description of Impact</b>    | <b>Any actions or mitigation to reduce negative impacts</b> | <b>Action owner* (*Job Title, Organisation)</b>    | <b>Timescale and monitoring arrangements</b> |
|---------------------------------|-------------------------------------|--------------------------|--------------------------|---------------------------------|---|--|--|
| <b>Race</b>                     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified. | Not applicable beyond standard inclusive communications.    | Network Manager (Highways), West Berkshire Council | N/A  |
| <b>Sex</b>                      | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified. | Not applicable beyond standard inclusive communications.    | Network Manager (Highways), West Berkshire Council | N/A  |
| <b>Sexual Orientation</b>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified. | Not applicable beyond standard inclusive communications.    | Network Manager (Highways), West Berkshire Council | N/A  |
| <b>Religion or Belief</b>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified. | Not applicable beyond standard inclusive communications.    | Network Manager (Highways), West                   | N/A  |

## Equity Impact Assessment

| 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 |
|--------------------------|-----------|----------|----------|-----------------------|--|--|---------------------------------------|
|                          |           |          |          |                       |  | Berkshire Council                        |                                       |

## 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              |
|------------------------------|-------------------------------------|--------------------------|--------------------------|--|---|--|--|
| <b>Rural communities</b>     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified for rural communities beyond general changes to traffic routing when travelling to/through Newbury town centre. | Monitor any displacement/traffic routing issues through TRO consultation feedback and post-implementation monitoring. | Network Manager (Highways), West Berkshire Council | During and after TRO implementation (6–12 months). |
| <b>Areas of deprivation</b>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified. General  | Ensure consultation materials are   | Network Manager                                    | During TRO consultation                            |

**Equity Impact Assessment**

| <b>Additional community impacts</b> | <b>No Impact</b>                    | <b>Positive</b>          | <b>Negative</b>          | <b>Description of impact</b>  | <b>Any actions or mitigation to reduce negative impacts</b>   | <b>Action owner</b><br>(*Job Title, Organisation)  | <b>Timescale and monitoring arrangements</b> |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|---|---|--|--|
|                                     |                                     |                          |                          | impacts may relate to travel time and cost of accessing the town centre (e.g., parking, public transport and walking routes). | accessible and widely promoted; consider any issues raised relating to affordability/transport access when finalising TRO arrangements. | (Highways), West Berkshire Council                 | and for 6 months post-implementation.        |
| <b>Displaced communities</b>        | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Not applicable / no specific impacts identified.  | N/A   | Network Manager (Highways), West Berkshire Council | N/A  |
| <b>Care experienced people</b>      | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified.   |   |  |  |

## Equity Impact Assessment

| Additional community impacts | No Impact                           | Positive                 | Negative                 | Description of impact | Any actions or mitigation to reduce negative impacts | Action owner<br>(*Job Title, Organisation) | Timescale and monitoring arrangements |
|------------------------------|-------------------------------------|--------------------------|--------------------------|-----------------------|--|--|---------------------------------------|
| The Armed Forces Community   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                       |  |  |                                       |

## 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                   | 24/04/26                                     |
| Person Responsible for Review | Andy Alty, Highways Network Manager          |
| Authorised By                 | Jon Winstanley, Service Director Environment |

EDI employee related EQiA's should now be sent to Human Resources [hrenquiries@westberks.gov.uk](mailto:hrenquiries@westberks.gov.uk).